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West Midlands Combined Authority

Transport Delivery Committee

Date: Monday 10 September 2018

Time: 1.00 pm **Public meeting** Yes

Venue: Room 116, 16 Summer Lane, Birmingham B19 3SD

Membership

Councillor Kath Hartley (Chair)	Birmingham City Council
Councillor Roger Horton (Vice-Chair)	Sandwell Metropolitan Borough Council
Councillor Timothy Huxtable (Vice-Chair)	Birmingham City Council
Councillor Pervez Akhtar	Coventry City Council
Councillor Robert Alden	Birmingham City Council
Councillor Keith Allcock	Sandwell Metropolitan Borough Council
Councillor Adrian Andrew	Walsall Metropolitan Borough Council
Councillor Phil Davis	Birmingham City Council
Councillor Allah Ditta	Walsall Metropolitan Borough Council
Councillor Mohammed Fazal	Birmingham City Council
Councillor Celia Hibbert	City of Wolverhampton Council
Councillor Diana Holl-Allen	Solihull Metropolitan Borough Council
Councillor Les Jones	Dudley Metropolitan Borough Council
Councillor Chaman Lal	Birmingham City Council
Councillor Keith Linnecor	Birmingham City Council
Councillor Ted Richards	Solihull Metropolitan Borough Council
Councillor John Rowley	City of Wolverhampton Council
Councillor David Stanley	Dudley Metropolitan Borough Council
Councillor David Welsh	Coventry City Council

The quorum for this meeting is seven members

If you have any queries about this meeting, please contact:

Contact Wendy Slater, Senior Governance Services Officer
Telephone 0121 214 7016
Email wendy.slater@wmca.org.uk

AGENDA

No.	Item	Presenting	Pages	Time
Meeting business item				
1.	Apologies for absence	Chair	None	
2.	Declarations of Interest Members are reminded of the need to declare any disclosable pecuniary interests they have in an item being discussed during the course of the meeting. In addition, the receipt of any gift or hospitality should be declared where the value of it was thought to have exceeded £25 (gifts) or £40 (hospitality).	Chair	None	
3.	Chair's Remarks (if any)	Chair	None	
4.	Minutes of the last meeting	Chair	1 - 8	
5.	Matters Arising	Chair	None	
6.	Correspondence/ Petitions	Chair	None	
7.	Presentation: Midlands Connect -Motorway Hub Study	Simon Statham	9 - 20	
8.	Metro Investment Programme	Phil Hewitt	21 - 56	
9.	Financial Monitoring Report	Linda Horne	57 - 66	
10.	Capital Programme Delivery Monitoring Report	Sandeep Shingadia	67 - 74	
11.	2022 Commonwealth Games Capital Projects Update	Sandeep Shingadia	75 - 82	
12.	Notices of Motion To consider any notices of motion by the deadline of 12 noon on 6 September 2018.	Chair	None	
13.	WMCA Board Transport Reports (For Information Only)	Pete Bond/Steve McAleavy	None	
14.	Questions To consider any questions submitted by the deadline of 12 noon on 6 September 2018 for written questions and 12 noon on 7 September 2018 for oral questions.	Chair	None	

15.	Forward Plan	Chair	83 - 86	
16.	Date of Next Meeting -5 November 2018 at 1.00pm		None	

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West Midlands Combined Authority

Transport Delivery Committee

Monday 16 July 2018 at 1.00 pm

Minutes

Present

Councillor Pervez Akhtar	Coventry City Council
Councillor Keith Allcock	Sandwell Metropolitan Borough Council
Councillor Adrian Andrew	Walsall Metropolitan Borough Council
Councillor Phil Davis	Birmingham City Council
Councillor Allah Ditta	Walsall Metropolitan Borough Council
Councillor Kath Hartley	Birmingham City Council
Councillor Celia Hibbert	City of Wolverhampton Council
Councillor Diana Holl-Allen	Solihull Metropolitan Borough Council
Councillor Roger Horton	Sandwell Metropolitan Borough Council
Councillor Timothy Huxtable	Birmingham City Council
Councillor Les Jones	Dudley Metropolitan Borough Council
Councillor Chaman Lal	Birmingham City Council
Councillor Keith Linnecor	Birmingham City Council
Councillor Ted Richards	Solihull Metropolitan Borough Council
Councillor John Rowley	City of Wolverhampton Council
Councillor David Stanley	Dudley Metropolitan Borough Council

Item No. **Title**

1. To agree a Chair for this meeting

Councillor Davis proposed that Councillor Hartley be agreed as the Chair for the meeting. This was endorsed by the committee.

Councillor Hartley in the Chair

2. Apologies for absence

Apologies for absence were received from Councillors Alden, Fazal and Welsh.

3. Chair's Remarks

The Chair welcomed new members, Councillors Allcock, Ditta, Hibbert, Jones and Rowley to their first committee meeting. The Chair added that she envisaged the committee would play a valuable role in advising and influencing the delivery of transport projects during the course of the year

The Chair reported that Councillor Lawrence would be proposing the names of the TDC Chair (Councillor Hartley) and Vice-Chair (Councillor Horton) to the WMCA Board on 20 July 2018.

4. Minutes of the last meeting

The minutes of the meeting held on 11 June 2018 were agreed as a correct record.

5. Minutes of the last meeting

(i) Matters Arising *(Minute no.144 (ii) refers)*

In relation to Councillor Lal's enquiry regarding an update on an area bus ticket for Birmingham, the Head of Network Delivery, Jon Hayes, reported that this was an option for National Express West Midlands to consider. However, the company had indicated that travel patterns in Birmingham are different to those in other areas and it was unlikely that they would offer an area ticket.

(ii) Matters Arising *(Minute no. 146 (iv) refers)*

In relation to Bus Rationalisation Next Steps and a request from Councillor Huxtable for an update on the review of the Pershore Road, the Head of Network Delivery, reported that this work was still in its early stages and undertook to provide feedback following completion of the work.

(iii) Clarification of National Express West Midlands' consultation process on network reviews *(Minute no.155 refers)*

In relation to further discussion by the committee on this item at a pre-TDC policy briefing session, the Chair proposed that the matter be discussed on the morning of 10 September.

(iv) West Midlands Stations Alliance Update *(Minute no, 162 refers)*

Councillor Davis asked to be provided with the names of the Network Rail Officers who are involved with the West Midlands Stations Alliance as indicated by the Strategic Lead, Rail Policy Manager at the last meeting.

(v) Park and Ride Update (*Minute no.163 refers*)

In relation to an enquiry from the Chair regarding which Lead Member Reference Group park and ride would report into, the Director of Integrated Network Services considered that park and ride would report into the Rail and Metro Lead Member Reference Group and also Putting Passengers First but less frequently. Councillor Horton, Lead Member for Rail and Metro added that a joint meeting could be called if required which would save officer time. Councillor Huxtable considered that if park and ride relates to Sprint, the Sprint Lead Member Reference Group should also be involved.

Councillor Stanley asked to be kept informed with regards to any updates relating to park and ride for Coseley Rail Station.

6. Correspondence/ Petitions

The Chair submitted a petition on behalf of Councillor Fazal from residents of Springfield Road, Birmingham seeking the re-instatement of bus service

number 5.

7. To note the schedule of meetings for 2018/19

The committee noted the schedule of meetings for 2018/19

- 10 September 2018 (1.00-3.00pm)
- 5 November 2018 (1.00-3.00pm)
- 7 January 2019 (1.00-3.00pm)
- 4 February 2019 (1.00-3.00pm)
- 4 March 2019 (1.00-3.00pm)
- 20 May 2019 (1.00-3.00pm)
- 24 June 2019 (1.00-3.00pm)

8. Appointments 2018/19

The committee considered a report of the Head of Governance, seeking approval of the appointment of Lead Members and members to sit on other bodies for 2018/19.

Resolved:

1. That the following Lead Member positions for 2018/19 be agreed :
   - Air Quality, Congestion and Environmental Impact – Councillor Davis
   - Finance and Performance – Councillor Akhtar
   - Putting Passengers First – Councillor Hartley
   - Rail and Metro – Councillor Horton
   - Safe and Sustainable Travel – Councillor Holl-Allen
   - Sprint – Councillor Huxtable.

2. That the following nominations to the named outside bodies for 2018/19 be agreed:
   - West Midlands Bus Alliance Board – Councillor Hartley (Lab) substitute for the WMCA Transport Portfolio; Councillor Horton (Lab) substitute for the TDC Chair and Councillor Huxtable (Con) substitute for the West Midlands Mayor
   - West Midlands Special Needs Transport Management Committee – Councillor Hartley (Lab), Councillor Ditta (Lab) and Councillor Stanley (Con)
   - West Coast 250 Campaign – Councillor Horton

9. Wolverhampton Advanced Quality Partnership Scheme - approval to make the scheme

The committee considered a report of the Network Development Manager that sought approval to make the Wolverhampton City Centre Advanced Quality
Partnership Scheme (AQPS) following the period of formal consultation.

The Network Development Manager, Edmund Salt, outlined the key aspects of the report and advised the committee of minor changes following the report's circulation and consultation which related to the bus number of stops and future proofing the slot booking system.

In relation to an enquiry from Councillor Huxtable regarding the intended area of the next Advanced Quality Partnership Scheme, the Network Development Manager reported that discussions are on-going with Dudley and Walsall councils and consideration is also being given to Coventry.

In relation to an enquiry from Councillor Akhtar regarding how successful the Advanced Quality Partnership Schemes in Birmingham and Solihull are, the Network Development Manager reported that an AQPS protects investment in the infrastructure which has been the case with Solihull and has also led to improved levels of passenger satisfaction in those areas where a scheme is operating.

Councillor Horton noted that Sandwell was not being considered for an Advanced Quality Partnership Scheme and reported on the need for better services in Sandwell.

The Head of Network Delivery, Jon Hayes, reported that the Advanced Quality Partnership Scheme was not a tool that could prevent changes being made to the bus network. He added that Advanced Quality Partnership Schemes focus on protecting infrastructure investment in the area from local authorities. He advised that TfWM does seek to understand service changes that are being made and where Advanced Quality Partnership Schemes need to be implemented.

In relation to an enquiry from Councillor Hibbert as to whether an equalities impact assessment has been undertaken with regards to women as she noted that mums have difficulty getting buggies on buses and whether the consultation was undertaken with service users, the Head of Network Development advised that it is a requirement of all bus operators that their vehicles have low-floor access and with regards to consultation advised that a statutory consultation undertaken for the AQPS was not required to be a public consultation but it was publicised to stakeholders, bus operators, campaign groups and the public via TfWM social media channels. He added that passenger surveys are undertaken regularly to capture the views of bus users and would be for the AQPS.

Resolved: That the making of the Wolverhampton City Centre Advanced Quality Partnership Scheme, jointly with the City of Wolverhampton Council by 20 August 2018 be approved.

10. Presentation : Dudley Interchange

The committee received a presentation from the Operations Manager (Customer Facilities), Andy Thrupp on the Dudley Interchange Project. The presentation outlined the background to the Dudley Bus Station site, the aim of achieving a world class multi-modal facility that works with the town centre re-development, supports growth and accessibility and the next steps.

Councillor Linnecor reported that he welcomed the green roof of the bus station and was pleased to see the area around the interchange would be landscaped with trees which was good for the environment.

In relation to safety concerns expressed by Councillors Jones and Stanley regarding the requirement for bus drivers to reverse out of the bus station, the Operations Manager (Customer Facilities) reported that the design of the bus station has been supported by bus drivers and the planning department of Dudley MBC who were involved in the design. He added that visibility around the site was as good as it should be for drivers and pedestrians and attention would be given to improving accessibility into the site.

The Chair advised that a visit to Dudley Interchange would be arranged for members in the autumn and thanked Andy Thrupp for his informative presentation.

Resolved: That the presentation be noted.

11. Financial Monitoring Report

The committee considered a report of the Director of Finance that set out the financial position as at 31 May 2018 related to the Combined Authority's Transport Delivery Revenue and Capital Budgets.

The Lead Accountant-Transport, Wayne Farrington, outlined the key highlights in the report.

In relation to the Wednesbury to Brierley Hill Extension where slippage is due to the completion of the survey and site investigation works, Councillor Stanley noted that that the Parkhead Viaduct had caused problems over the years and enquired as to the current status of the viaduct and whether this would require additional work for the scheme.

The Lead Accountant-Transport, undertook to investigate the matter with colleagues and for a response to be sent to Councillor Stanley.

Resolved:

1. That the year to date net revenue expenditure outturn for 2018/19 shows a favourable variance of £136,000 compared to budget and there is no change in the full year to date position be noted;

2. That the total capital expenditure to the end of May 2018 for the overall transport programme is £10.3 million within the year to date budget be noted;

3. That the treasury indicators are within the expected range and there are no issues to highlight be noted.

12. Capital Programme Delivery Monitoring Report

The committee considered a report of the Director of Development and Delivery that provided a progress monitoring update on the approved TfWM lead 2018/19 programme and projects.

The Projects Delivery Manager, Alison Peckmore, outlined the key achievements since the last report was submitted.

Councillor Davis commented that he appreciated there would be slippage in some big projects but would like to know whether targets are being hit or, whether assurances could be given that schemes are on target for the Commonwealth Games

Councillor Lal noted that Perry Barr Station status was given as amber/red which was concerning given the scheme was scheduled for delivery in time for the Commonwealth Games.

The Projects Delivery Manager reported that a two phased approach would be undertaken for the delivery of Perry Barr Station, that is, pre and post Commonwealth Games.

Councillor Huxtable expressed concern regarding the pre and post Commonwealth Games split and considered the forecast dates included in the executive summary did not make sense. He added that no mention was made of the connection to Sprint from Walsall to Birmingham, noting the tight timescales for delivery.

The Projects Delivery Manager confirmed that Sprint was included in the project for Perry Barr.

Councillor Huxtable considered that Sprint should be included in the executive summary of future reports.

The Director of Integrated Network Services reported that a supplementary note that provides more information on Perry Barr schemes could be added to the report in the future.

In relation to Bradley Lane Park and Ride Project, Councillor Andrew asked to be provided with information on the award of the contract and to be kept updated on the project's progress.

Resolved:

1. That the achievements since the May 2018 meeting of the committee be noted ;
2. That progress of deliverables under 2018/19 Capital Programme be noted and
3. That there are no variations to the baseline programme in this reporting period be noted.

13. Date of Next Meeting -10 September 2018

14. Forward Plan

The committee considered a report on agenda items to be submitted to future meetings.

In relation to items for future meetings, Councillor Huxtable considered that a

Commonwealth Games update should be a regular item and also asked for updates to be given on the Stations Alliance and Park and Ride proposals.

The Director of Integrated Network Services reported that Commonwealth Games Update reports were included on the forward plan for the September and March meetings but could also be reported as part of the regular Capital Programme Delivery Monitoring Report as proposed earlier in the meeting.

Resolved: That the report be noted.

15. Exclusion of the public and press

Resolved: That in accordance with Section 1004A of the Local Government Act, the press and public be excluded from the meeting during consideration of the following items of business as they involve the likely disclosure of exempt information relating to the business affairs of any particular person (including the authority holding that information).

16. Bus Operator Recharging Proposal

The committee considered a report of the Director of Integrated Network Services that sought approval for a proposal to provide a one year holiday period to bus operators within the region for bus departure charges and roadside information recharging, in return for investment that supports the objectives of the West Midlands Bus Alliance and the WMCA.

The Director of Integrated Network Services, Pete Bond, outlined the background to the report and the Bus Alliance proposal.

In relation to enquiries from the committee regarding the financial implications of the scheme, the Director of Integrated Network Services reported that the proposal was affordable and was within budget; this was confirmed by the Lead Accountant –Transport.

Councillor Huxtable reported that he welcomed the report and this innovative scheme and he looked forward to similar approaches being undertaken in the future.

Resolved:

1. That the overall investment the proposal brings to the West Midlands Bus Alliance, in particular for accelerated investment in improvements to bus emission standards be noted ;

2. That the proposal to commit funding as detailed within the report to provide bus operators with a bus station departure charge and roadside information charge holiday for a period of 12 month commencing 1 October 2018 up to and including the 30 September 2019 be supported;

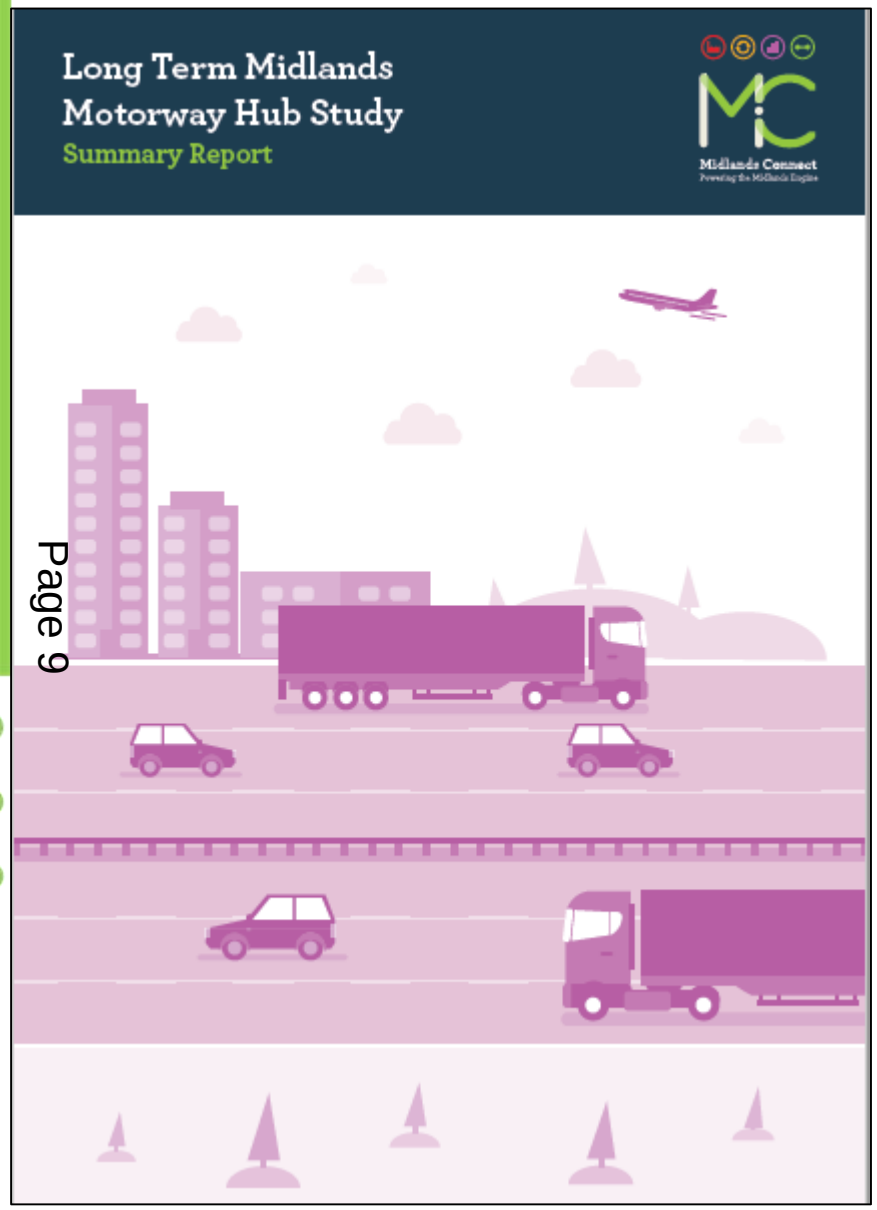
3. That following the commencement date of 1 October 2018 that bus operators not be charged for a period of one year, with a potential for a second year if financial savings allow be agreed;

4. That the additional commitments to the West Midlands Bus Alliance generated by this agreement, including ticket machine investment, network stability protocol, a significant change in the provision of data sharing and in the case of National Express West Midlands to retain their travel shops until at least April 2019 be noted;

5. That a significant improvement in air quality in the region associated with the regional bus fleet that enables the region and its Bus Alliance to deliver improvements above the current targets levels by 2020 as a result of the agreement be noted and

6. That as a holiday from recharging this is not a change in policy and during the holiday period, operators granted exemption from payment in return for a level of investment for additional measures to assist the West Midlands Bus Alliance exceed its deliverables and set new targets be noted.

The meeting ended at 3.40 pm.

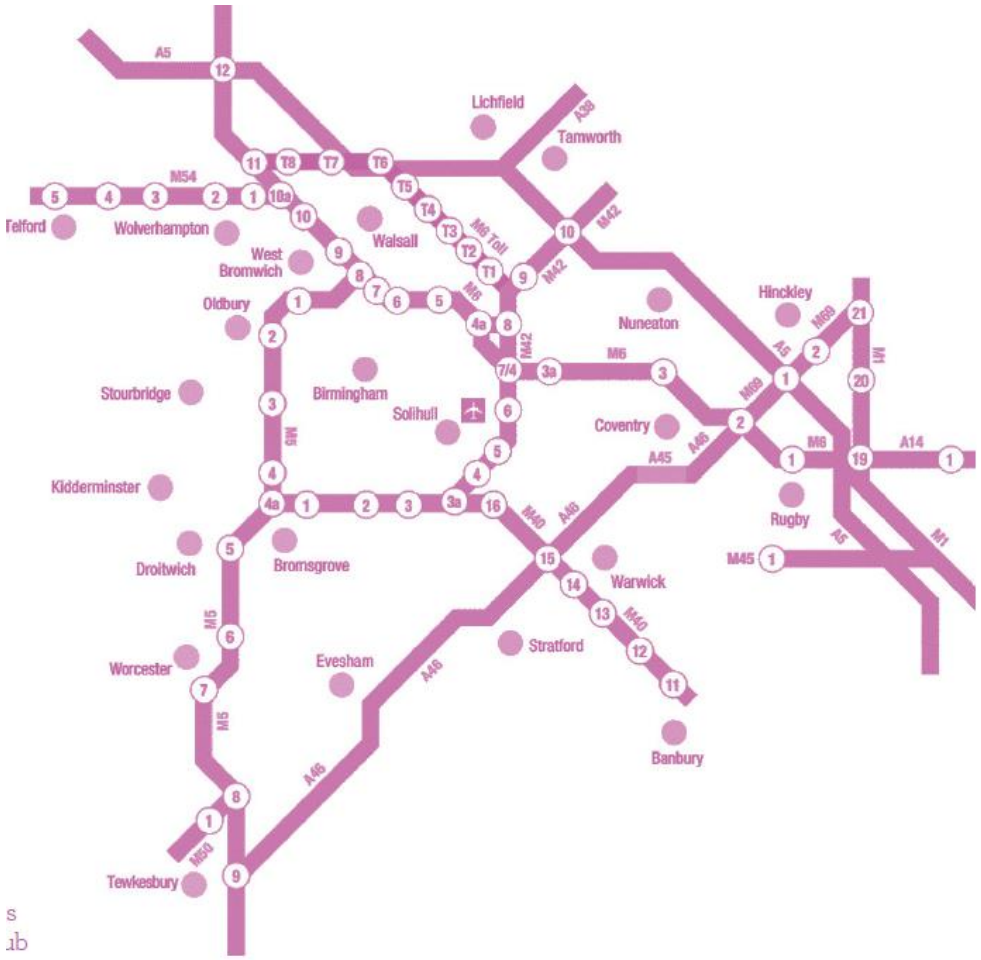


Midlands Connect
TDC Update
September 18
Midlands Motorway Hub Study

Midlands Motorway Hub

1. Study co-funded by HE and Midlands Connect Partnership

2. Reported back in December 2017



Study Objectives

CORE OBJECTIVES

Economic growth

- To **maximise economic growth** in line with Government, Midlands Connect and LEP aspirations across the Midlands over the next 20 years.
- To **support sustained growth of existing economic activity**: increasing productivity and through creating higher value jobs which will unlock the employment potential being identified and evidenced by Midlands Connect.
- To support the delivery of **strategic housing growth.**

SRN performance

- Improve **the strategic transport flow** both within, to, from and through the Midlands supporting the UK economy as a whole.
- Improve the reliability and capacity of **freight movements**.
- Contribute to improving **journey times and journey time reliability** for trips, including to/from UK Central & HS2.
- Providing a **resilient road network** that can support future growth in traffic and enable improved traffic management during planned major maintenance activities.

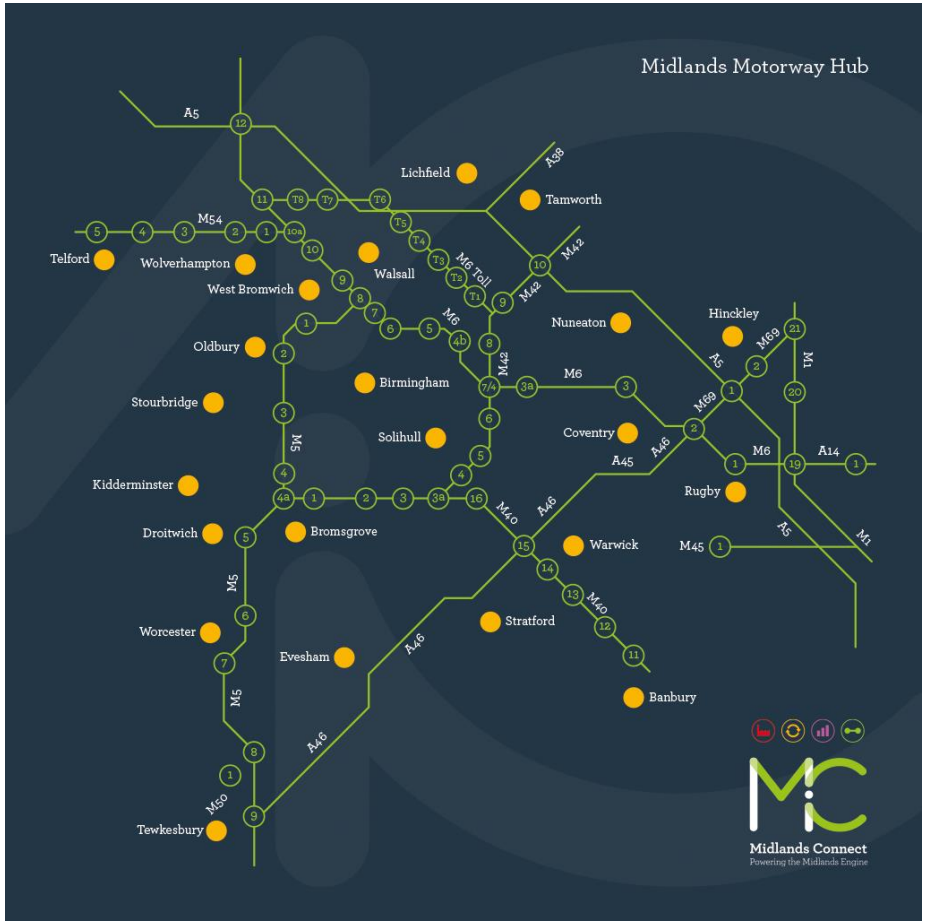
Wider objectives

- Contribute to better **integration between the SRN and other major roads**.
- Improve **road safety**, during design, construction, operation and maintenance for all, including road users, non-motorised users, road workers and local residents.
- Minimise adverse impacts on **health**, the built and natural **environment**.
- Reduce the impact of traffic on **local communities**.

Recommendations from Midlands Motorway Hub

There are four intervention approaches to the Hub Strategy:

- Making best use of existing networks – maximise the potential of our existing infrastructure to improve travel conditions
- Creating modal shift – encourage the use of public transport modes to reduce congestion on the Hub
- Major investment in the Hub – significantly improve key infrastructure to provide additional capacity
- Invest in strategic alternatives to the Hub – identify alternative routes to provide relief and resilience to the Hub



Next Steps for M'way Hub

Midlands Connect working on four of the specific recommendations of the Hub study in 18/19:

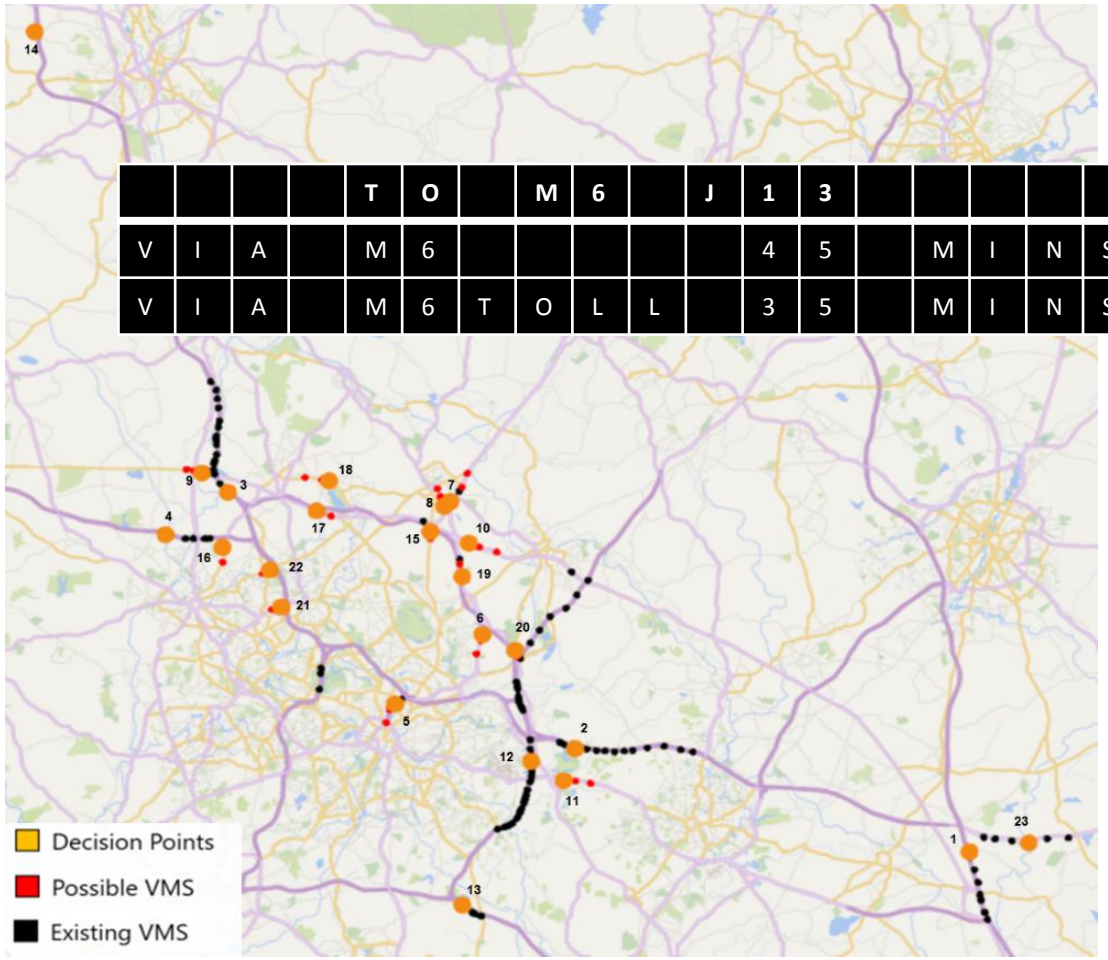
1. Making Best Use of M6Toll
2. Opportunities for Strategic Park and Ride
3. Improved Operation of M6 Jct 3-11
4. Further Understanding of Wider Economic Benefits and Environmental Impacts of Western Strategic Route

Making Best Use of M6 Toll

- Analysis identified a significant market of people not using M6Toll who could derive some benefit from doing so.

- Hub study recommended more and improved information to drivers could increase use of M6Toll.

- Further work has identified:
  - Decision point locations for new signs
  - Types and costs of new signs
  - Information to provide to drivers
  - Alternative ways to provide information



Improved Operation of M6 Jct 3-11

Hub Study's Preferred Strategy – identified specific potential options around M6 north of Birmingham:

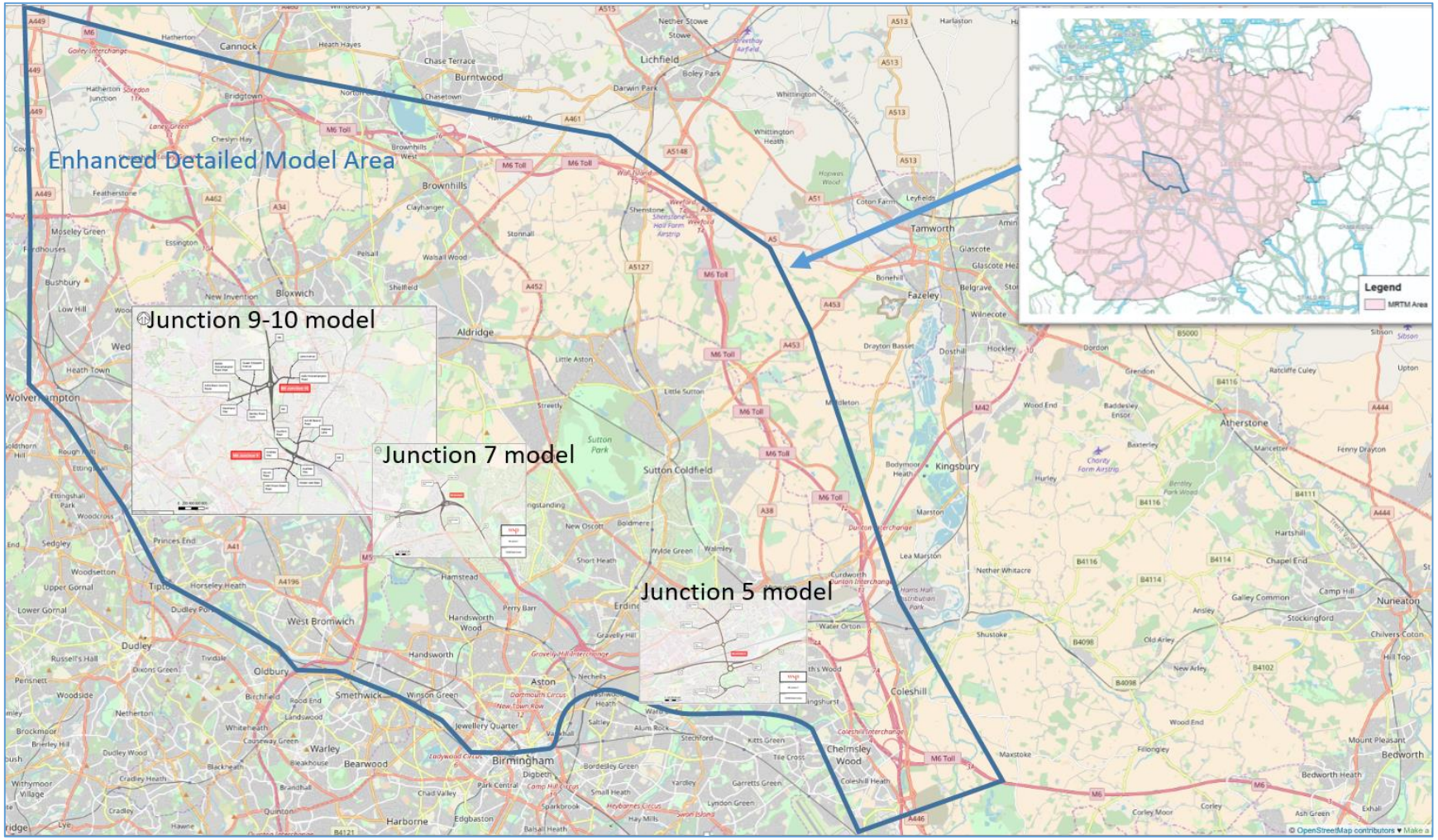
- M6 Junction 9 restrictions;
- Ramp metering at Junctions 5 and 7;
- HGV platooning trials and demand management strategy

Improved Operation of M6 Jct 3-11

Study will need to consider:

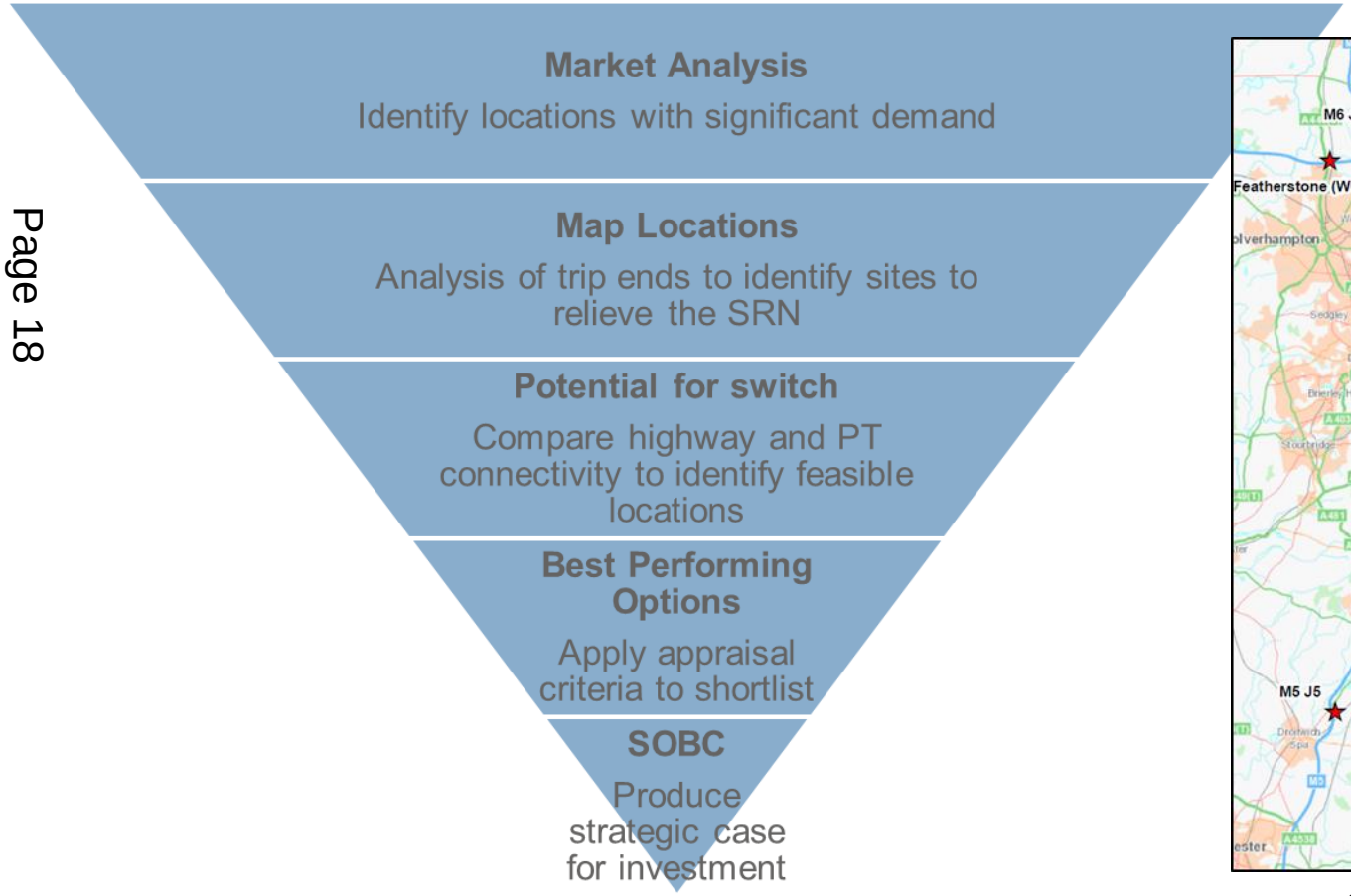
- How options might improve flow.
- If improvements are achieved then how can benefits be ‘locked in’ for specific users:
  - Freight – HGV lanes, future HGV platooning?
  - High occupancy vehicles?
- What are the impacts on the Major and Local Road networks and how can these be mitigated?

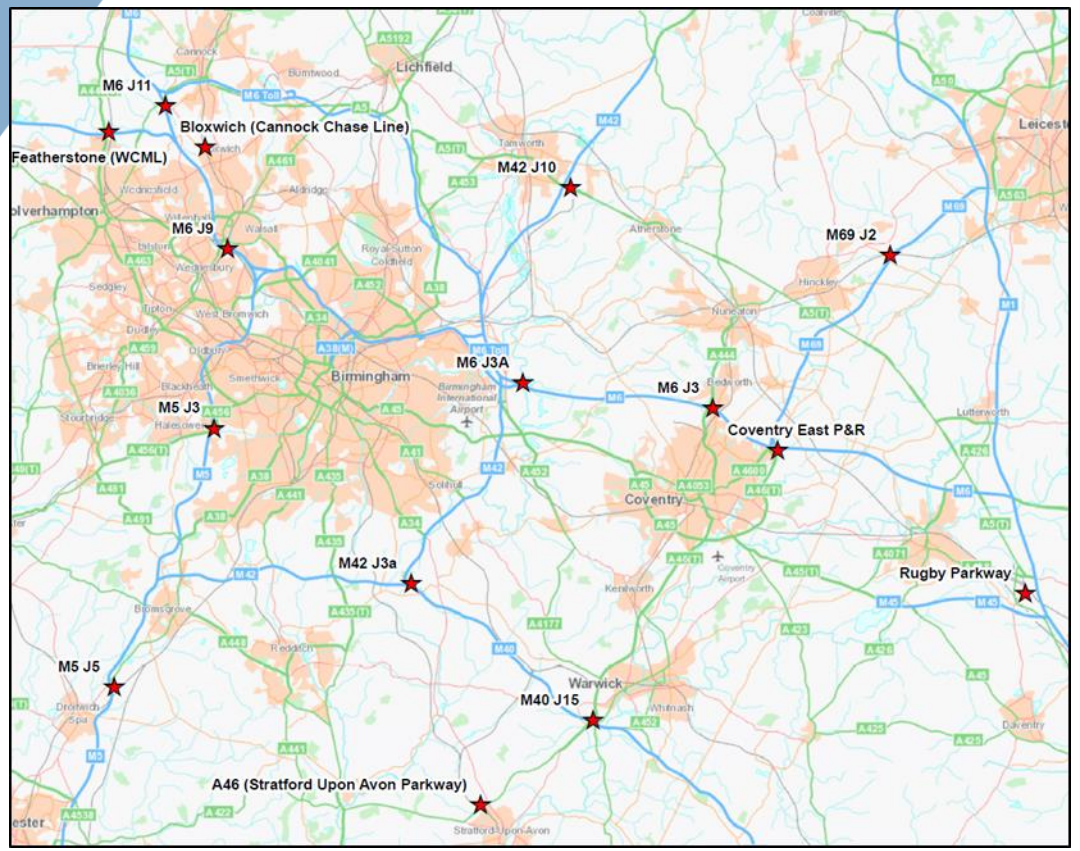
Study Area


Enhanced Detailed Model Area
Junction 9-10 model
Junction 7 model
Junction 5 model
Legend
MRTM Area

Opportunities for Strategic P&R

Sequential approach:





Could P&R at these locations provide relief to the SRN?

Further Understanding of Western Strategic Route

- Hub Study demonstrated that improved strategic road connectivity to the West of Birmingham would benefit the operation of the M5 and M6. That study did not define a specific route.
- Midlands Connect is **not** examining any route alignments, nor saying explicitly that the 'strategic road connectivity' has to be a new motorway; options could include upgrading existing routes, or a combination of the two.
- We wish to examine the wider economic opportunities in the local area where a route may go (i.e. in Black Country and South Staffs) to deliver jobs, improve productivity, attract new investment and to deliver housing.
- At the same time we feel it imperative to also identify and highlight the potential environmental impacts and disbenefits from any major road building in the area.
- We're seeking to bolster the evidence to determine whether there is merit in the future to consider more specific options in detail.

Any questions?

Transport Delivery Committee

Date	10 September 2018
Report title	Metro Investment Programme
Accountable Director	Laura Shoaf, Managing Director Transport for West Midlands
Accountable Employee	Phil Hewitt, Metro Programme Director Email: phil.hewitt@westmidlands.com Tel: 0121 214 7254
Report to be/has been considered by	

Recommendation(s) for action or decision:

The Transport Delivery Committee is recommended to note the report:

1.0 Purpose

1.1 To report on matters relating to the Metro Investment Programme in the West Midlands.

2.0 Background

2.1 The Midland Metro investment programme has continued to make progress during the 3 months since the last update. This note provides an overview of the main activities of the West Midlands Metro team (comprising TfWM and the Midland Metro Alliance) and the actions being taken to manage the principal risks / issues and opportunities that have arisen.

2.2 Current funding secured for the Metro Investment Programme is [£665m] with additional funding required of up to £1,000m to complete the full programme by 2026. TfWM is currently completing a review of the programme costs and funding in order to confirm the extent of the expanded network that can be delivered within the existing funding envelope ahead of confirmation during 2018/9 of the planned mechanism for funding the full network.

Birmingham City Centre Extension

In this period there have been no further incidents to report on the completed scheme.
Minor defects have been raised formally with the Contractor and a schedule has been provided identifying the timescales for rectification. The defects correction period ends 1st September 2018, pending satisfactory completion of the defects retention monies will then be released.

Ongoing design work continues to mitigate vehicle incursions on the Snow hill Grass Track. Trial holes have been completed and the design is nearing completion for a "tank trap" style system. This work is scheduled for construction and completion around August.

Further design work is being undertaken for issues at Stephenson Place to control as far as reasonably practicable the pedestrian entrapment issue that has been previously identified. A joint workshop has been undertaken with representatives from BCC Highways and Planning departments to identify the possible and acceptable solutions. Works will be completed around the autumn after approval.

Handback of the highway to Birmingham City Council is being progressed with BCC. To date, discussions have focused on TfWM maintaining the highway around the Metro infrastructure with workshops scheduled to identify liabilities and obligations.

Catenary Free Trams

The first retrofitted CAT Free Tram (Tram 18) went back into passenger service on 20th April 2018 following investigations which closed out a minor irregularity on one of the commissioning tests. The tram runs between Soho, Benson Road and Handsworth, Booth Street on existing Line One using battery power to ensure that the system is in use during the warranty period. This will remain the case until the future permanent CAT Free sections are tested and commissioned into the expanded operational network as part of Centenary Square Extension, the extension to Wolverhampton Station and Birmingham Eastside

The retrofit roll out of the complete 21 tram fleet continues at Wednesday depot and requires 2 trams to be removed from passenger service at one time. The 2nd tram due to complete endurance testing and enter passenger service during June 2018. The 3rd tram is has been retrofitted and is currently being tested.

Picture: Tram 18 running on battery power with pantograph retracted on Soho, Benson Road

Bilston Road

Bilston Rd Project Cost	Construction Start	Completion
£16m	12 June 2017	1st December 2017
Powers	Midland Metro Act 1989	
Funding	Funded through HS2 Connectivity Debt	
	£650k contribution from City of Wolverhampton	
Programme		Completed [2 Weeks Early]
Cost		On Budget

Construction work is complete and the tramway is open for traffic.

Construction work progressed well and the Midland Metro Alliance completed the works with the road fully reopening to traffic on 2 December 2017, two-weeks ahead of programme. The Tramway service resumed on Friday 8 December 2017, following testing and commissioning and driver training.

During the Midland Metro Alliance electrical testing, issues were identified with the electrical insulation performance of the new trackform as a result of which the risk of stray currents arising from the operation of Metro maybe increased. A detailed review was undertaken by TfWM and the MMA's design and construction teams to amend the installation of the trackform. Although the revised design appears to have improved the situation, there are ongoing concerns around potential stray current leakage and further measurements are being taken to assess the need for any further remediation. The additional cost of the revised design has been accommodated within the project risk / contingency funding and provision has been made for cost of further stray current mitigation works if these prove necessary.

Westside Extension – Phase 2 – Centenary Square

West Side Programme Cost		
£149.2m		
Phase 2 Cost	**Construction Start**	**Passenger Services**
£65.8m	12 June 2017	Q4 2019
Powers	Midland Metro (Birmingham City Centre Extension Etc) Order 2005	
	Midland Metro (Birmingham City Centre Extension Etc), (Land Acquisition and Variation) Order 2016	
Funding	GBSLGF	£7.55m
	Enterprise Zone	£20.35m*
	Third Party	£3.6m
	HS2 Connectivity	£38.7m[1]
Schedule		**On Programme (Dec 2019)**
Cost		**On Budget**

Pictured: A CGI of the tram running past the Town Hall

[1] Additional funding of £4.4m has been approved by the EZ Board but is awaiting final approval of the Business Plan prior to formal confirmation.

Pictured: A CGI of the tram running past the Town Hall

This is the next stage of the Birmingham City Centre Extension original powers for which were granted in 2005 and extended in 2016. The extension runs for some 650 metres between Grand Central and a temporary terminus on Broad Street in Centenary Square. The short extension will have an additional stop at Victoria Square and will be operated entirely Catenary Free – a first for the UK.

Works commenced on schedule in Area 3 (Centenary Square) and Area 1 (Pinfold Street) and are generally progressing to programme despite the need to reschedule works in Area 3 to accommodate the requirements of the Arena Central (HSBC) development. Works in Area 2 remain dependent upon the handover of the worksite from the Paradise development following completion of demolition works at Fletchers Walk as part of the Paradise development. The final signing off of the Under Agreement between WMCA, Argent and BCC has delayed access to Easy Row subway extension works. Access originally planned for November 2017 was rescheduled for 27 April and subsequently rescheduled by Argent to 4th and 11th of June. At the time of writing access is forecast for 18th June 2018.

The Asset Protection and Remediation Agreement (APRA) is agreed in principal with BCC. The MMA have highlighted potential damage to the waterproofing on the A38 tunnel structure, caused during the Paradise development demolition works. BCC have confirmed that any potential damage will not hinder approval of MMA's APRA.

The Midland Metro Alliance continues to review opportunities to reschedule / redesign works to recover these delays and is currently firming up arrangements with TfWM and BCC to publicise and finalise the consultation on the planned closure of Paradise Circus for 10 months. This closure will be in place from 3rd September 2018 and will return the project completion date to December 2019. The Midland Metro Alliance has reported that they expect to substantially complete Areas 1 and 3 in 2018.

Works have progressed in Area 1 with the backfilling of cellars in Pinfold Street and drainage installation nearing completion. Construction works have now commenced in Victoria Square with the removal of the steps and excavations underway for deep drainage connections. Paradise Street has seen a lot of activity with the area excavated to expose utility apparatus for disconnection and re-routing. Works in Paradise Street have been delayed following the identification of several utility clashes that are being resolved. Works to realign the Hill Street / Navigation Street junction are nearing completion.

Progress in Area 3 remains dependent upon the completion of works by the HSBC Contractor, Galliford Try and Centenary Square contractor, Bouygues. A “one team” Director level weekly meeting has been implemented by BCC and TfWM to ensure activities are coordinated and that blocks to progress across all of the CSQ projects are identified and removed. The Metro works to the frontage of HSBC are now on hold pending agreement of a new 3 way programme with Millers and Bouygues which is due by the end of June. Area 3 works will gain momentum with the proposed closure of Paradise Circus in September 2018.

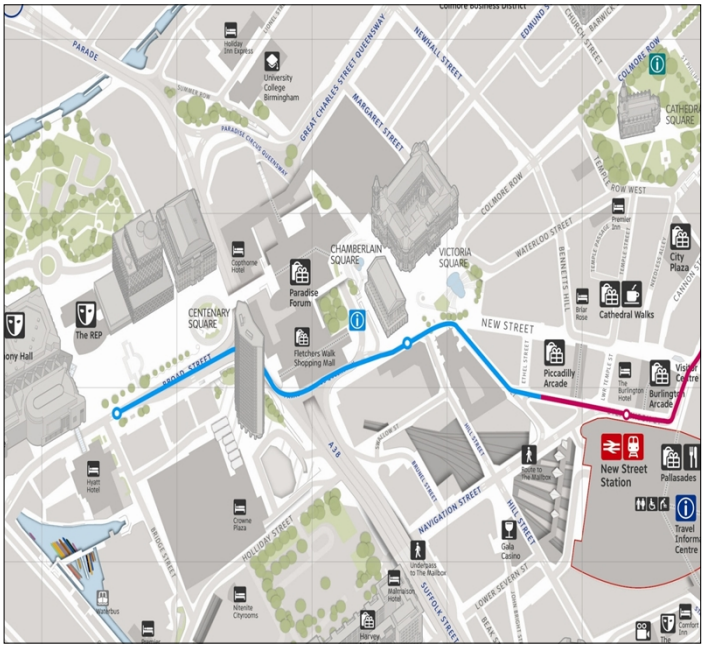
Engie Steam Main Diversion is required due to Engie objecting to the CSQ water feature being constructed on top of the existing. Diversion of this main will also facilitate Engie serving the new developments in the Centenary Square area and will facilitate the Metro construction through Broad Street and onto Five Ways. Engie are waiting the design completion before sending the quote. The estimated amount needed is £605k. The funding of these additional utilities works has yet to be confirmed but is not included in the Metro budget.

Additional funding (£4.4m) has been awarded by the Enterprise Zone to cover the additional Birmingham City Council requirements and Paradise Circus funding commitments. An offer letter will be issued once funding allocation is confirmed which is part of the new 2018 Enterprise Zone Investment Plan, to be approved by the GBSLEP and Council by the end of June. The amount of funding approved by the Board will be made available to the project by TfWM, after completing governance.

In the interim and to enable the commencement of design works and early procurement of the required materials, TfWM has released £200k.

First phase tie-in works are expected to take place on Pinfold Street in 2018. These will require the closure of the Line One head shunt which will mean all trams will be required to terminate and reverse in the platform at Grand Central tram stop. The Metro Change Board has asked the Midland Metro Alliance to submit its proposals (with a focus on operational safety and performance, pedestrian and vehicle management, communications) for consideration at the Change Board meeting.

Design costs are under pressure and reported to be running significantly ahead of budget whilst construction costs are increasing as a result of delays and site conflicts. Notwithstanding this the Alliance has advised that opportunities to achieve savings have been identified and that the Westside extension programme remains deliverable within the funding envelope of £149.2m.



Pictured: Phase one of the Birmingham Westside Extension from Grand Central to Centenary Square

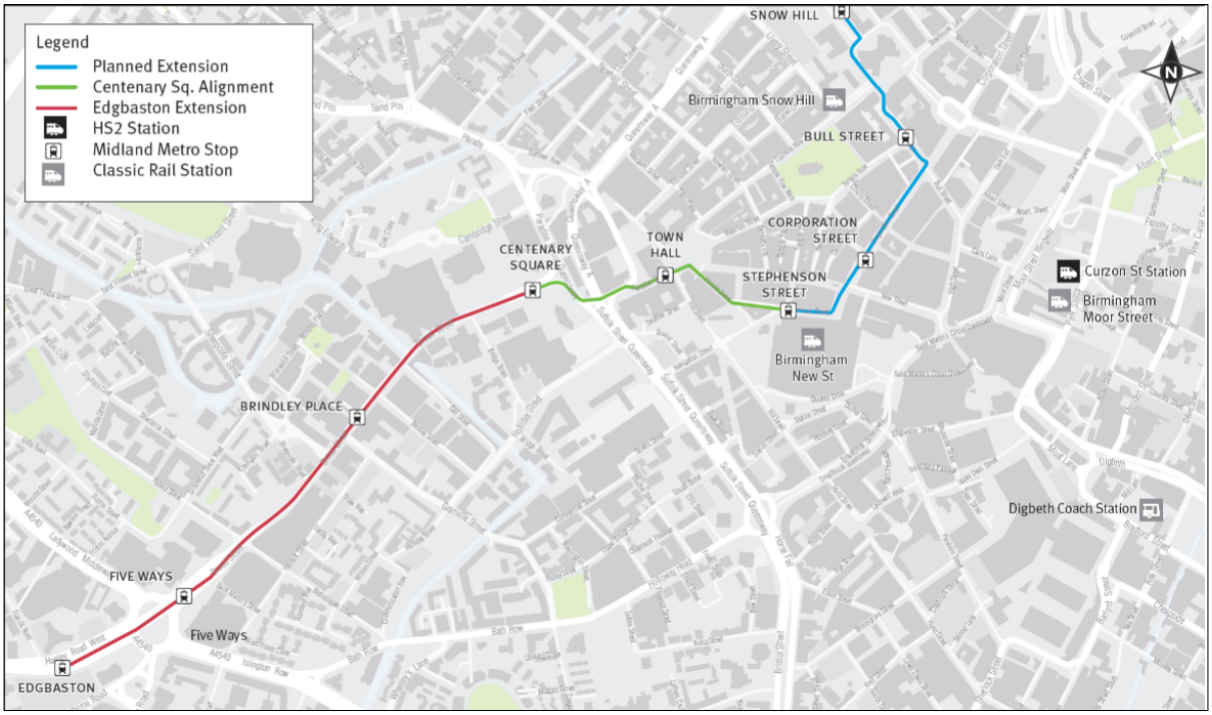
Left: Works progressing in Victoria Square, steps removed, Right: Mailbox internal basement blockwork completed with timber studding.

Pictured: Midland Metro Alliance hoardings on Victoria Square, promoting Pride event

Westside Extension – Phase 3 – Edgbaston Five Ways

Programme Cost		
£149.2m		
Project Cost [TC1[2]]	**Construction Start**	**Passenger Services**
£83.4m	July 2019	December 2021
Powers	Midland Metro (Birmingham City Centre Extension Etc) Order 2005	
	Midland Metro (Birmingham City Centre Extension, etc.) (Edgbaston Extension Land Acquisition) Order – Application Made – decision Q4 2018	
Funding	Enterprise Zone £1.3m	
	Third Party £2m	
	HS2 Connectivity £20.3m	
	DfT Grant £59.8m	
Current Status	Design – ongoing – completes July 2019 Utilities Phase 2 – December 2017 to July 2019 Complimentary Highway Works – July 2018 to July 2019	
Programme		**On Programme**
Cost		**On Budget**

[2] This cost reflects further review and value engineering by the Midland Metro Alliance which has reduced the forecast out-turn cost of phase 3 relative to the TC1 figure



Pictured: Map showing the next two phases of the Birmingham Westside extension.

The final phase of the Birmingham City Centre extension, due to open in December 2021, is some 1.3 km long operating entirely on highway with stops at Brindley Place, Five Ways and Edgbaston (Hagley Road). The sections between Centenary Square and Brindley Place and between Five Ways and Hagley Road will be operated catenary free.

An application for powers to acquire the land to construct and operate the extension was approved by the WMCA Board at its meeting on 17 March 2017. Negotiations with landowners have continued to progress well and the Transport and Works Order processing unit has confirmed that the written representations process has been concluded. WMCA now await the DfT's decision whether to grant the Order. The Alliance continue to negotiate agreements on behalf of TfWM to acquire the land without compulsory purchase and this is expected to be concluded in summer 2018.

The Midland Metro Alliance has submitted an initial Project Proposal and Target Cost (TC1) for the Edgbaston Extension works and this was approved by the WMCA Board at its meeting on 17 March, with authority to approve the final Target Cost 2 delegated to the Metro Director and Corporate Services Director, subject to a satisfactory report from the Alliance Auditor. The final Project Proposal and Target Cost (TC2) is due to be submitted for the approval of the Owner's team in June 2019

Funding for the project is now committed by all parties following the formal announcement by DfT of their contribution. TfWM have released funding for the continuation of the project through to the submission of Target Cost 2 (Stage Gate C). Detailed design for the Bath Row and Sheepcote Street complementary highway works are complete and, following consultation on the proposals the Alliance is working with BCC to finalise arrangements to advertise the permanent TROs and to undertake the delivery of the two measures in

summer 2018. Phase 1 utility diversions are nearing completion as Phase 2 utility works pick-up pace in order to complete by July 2019.

An innovative solution has been identified in order to strengthen the Broad Street Canal Bridge and MMA are now in the process of finalising the detailed design in order to acquire technical approval from the relevant authorities. The innovation has the potential to save the project circa £700k when compared to the TC1 estimate.

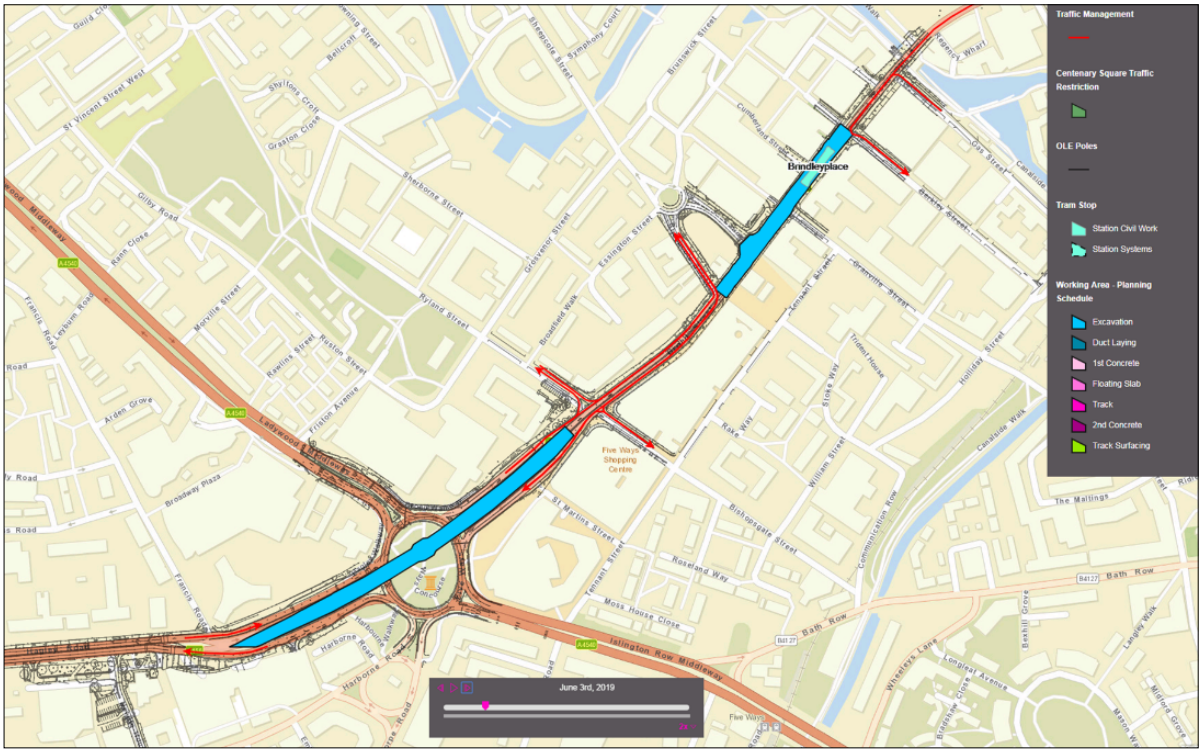
An enhanced approach to communications is being developed on the Westside project for roll out across all schemes. Senior personnel from TfWM and the Alliance are walking the route regularly to meet with stakeholders. A new weekly update is being published with the intention of keeping residents and businesses informed about progress with the works and a quarterly newsletter will be produced to provide an overview of the project to stakeholders.

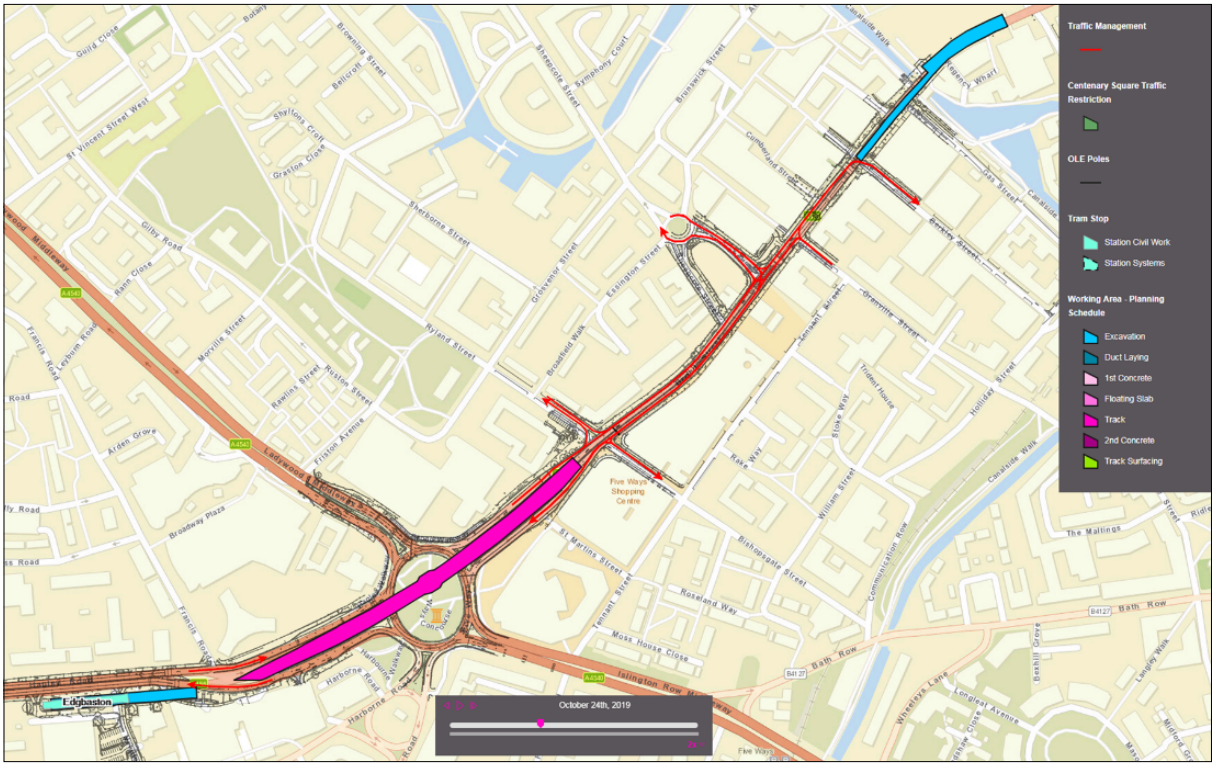
The Phase 3 Construction strategy has been produced using GIS technology that enables stakeholders to see how the works will be progressed between Centenary Square and Hagley Road between 2019 and 2021. Initial discussions have commenced with the Westside BID and Pubwatch ahead of more general consultation in the coming weeks.

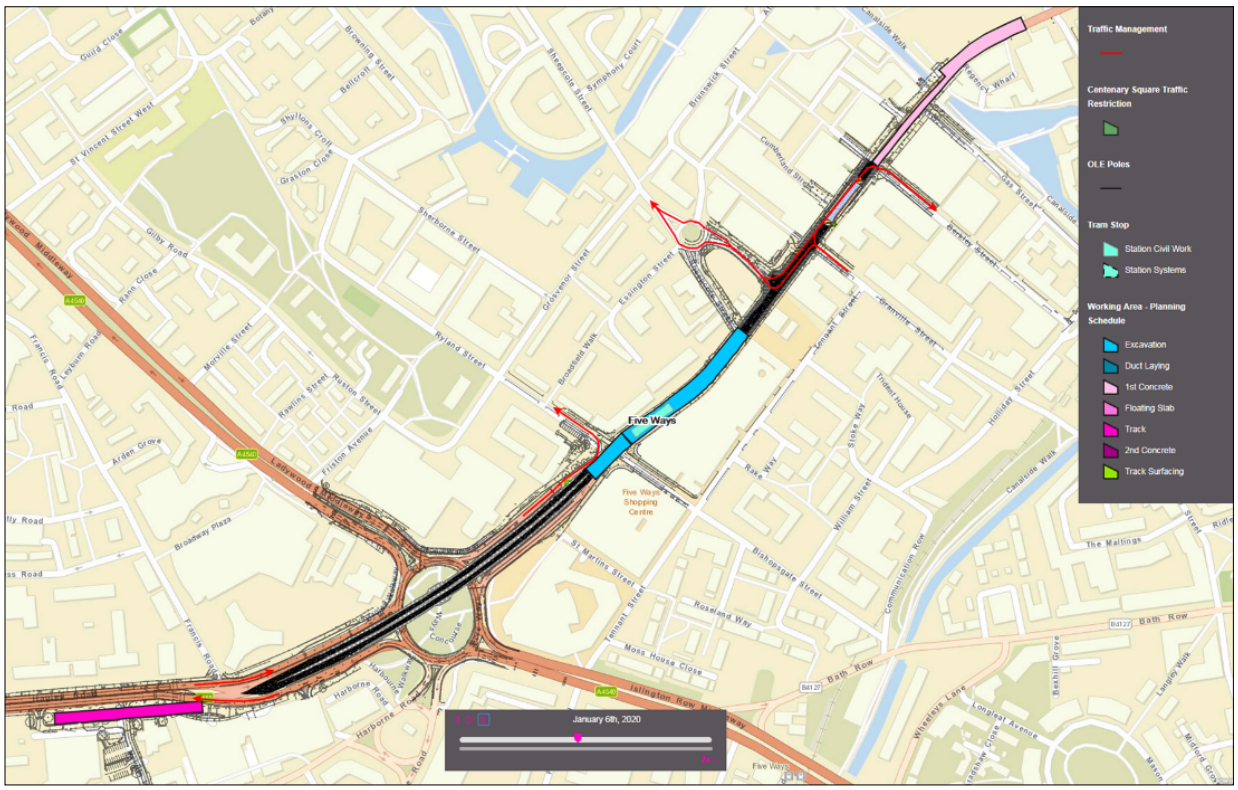
TRAMS

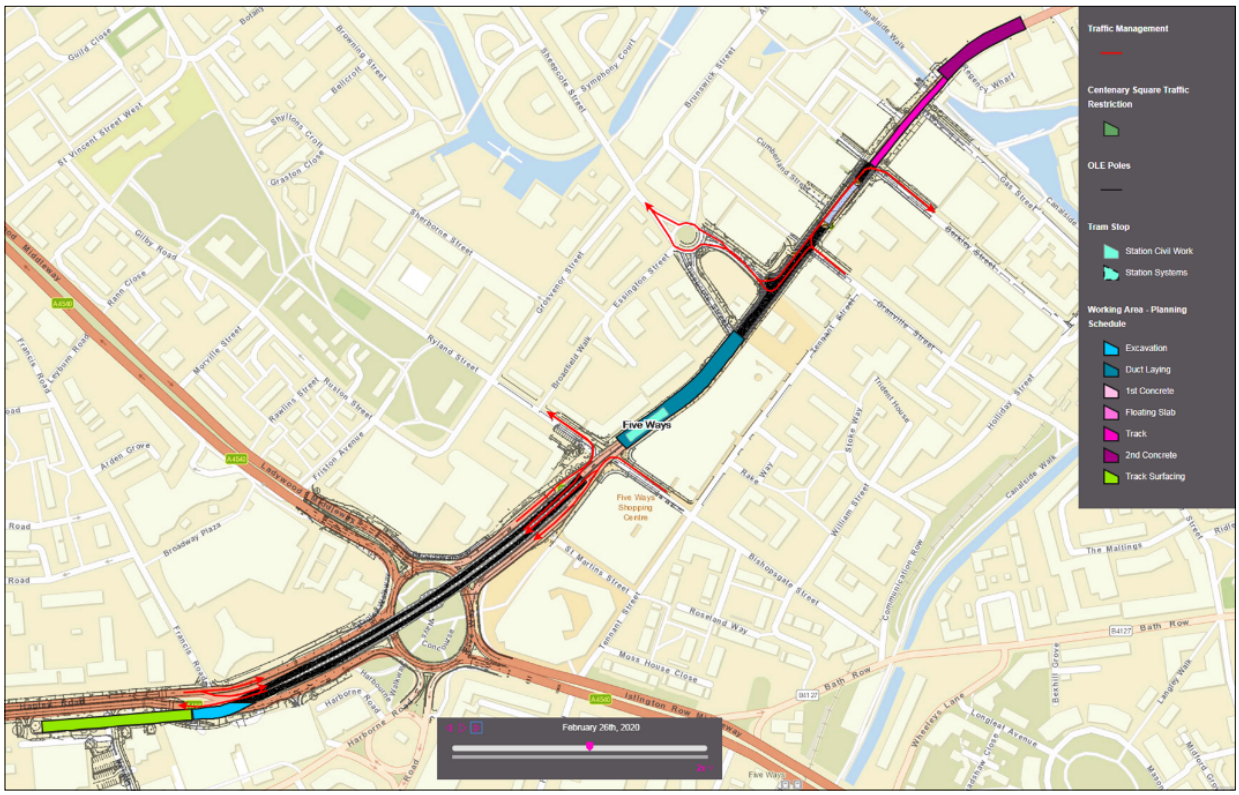
A review of tram performance characteristics and timetable development work has identified that additional trams will be required to ensure that the existing Line One service levels can reliably be maintained when the Edgbaston extension opens in full. It is anticipated that this will require the additional trams to be delivered in summer 2021.

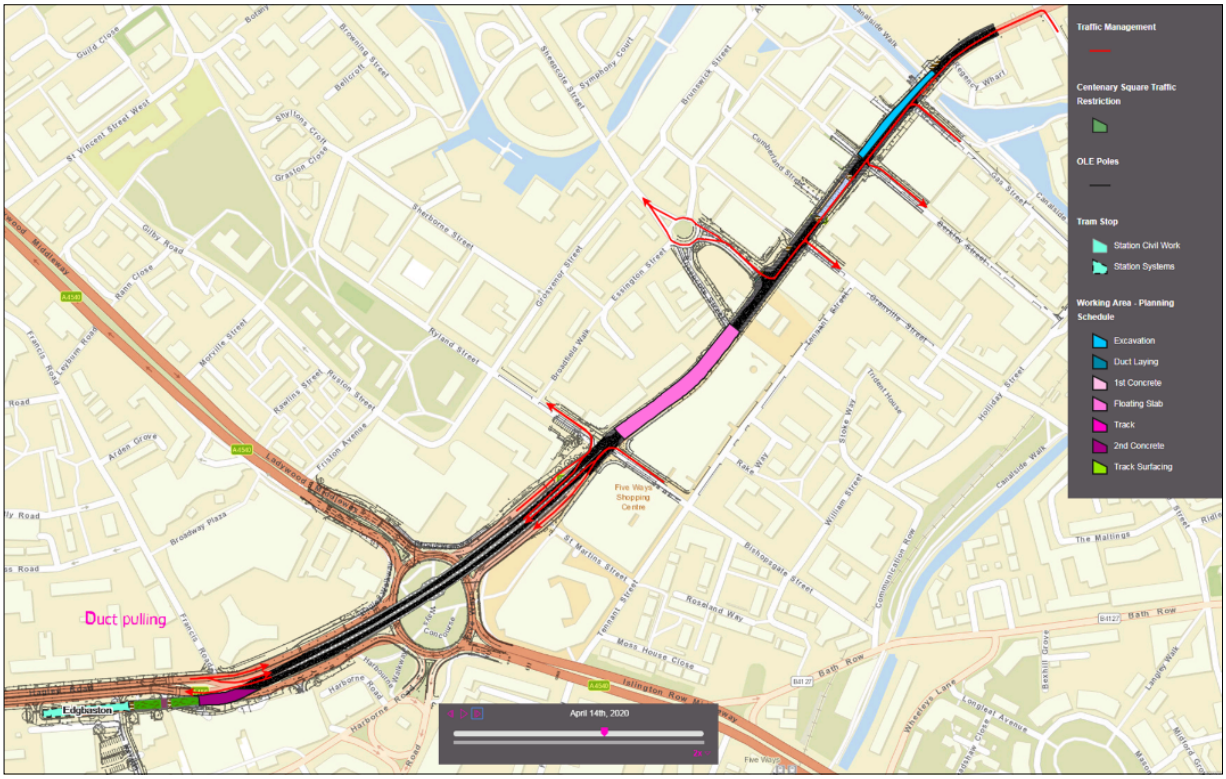
Pictured: Advert so support businesses during construction.


Traffic Management
Centenary Square Traffic Restriction
OLE Poles
Tram Stop
Station Civil Work
Station Systems
Working Area - Planning Schedule
Excavation
Duct Laying
1st Concrete
Floating Slab
Track
2nd Concrete
Track Surfacing
Brindleyplace
June 3rd, 2019


Traffic Management
Centenary Square Traffic Restriction
OLE Poles
Tram Stop
Station Civil Work
Station Systems
Working Area - Planning Schedule
Excavation
Duct Laying
1st Concrete
Floating Slab
Track
2nd Concrete
Track Surfacing
Edgbaston
October 24th, 2019


Traffic Management
Centenary Square Traffic Restriction
OLE Poles
Tram Stop
Station Civil Work
Station Systems
Working Area - Planning Schedule
Excavation
Duct Laying
1st Concrete
Floating Slab
Track
2nd Concrete
Track Surfacing
Five Ways
January 6th, 2020

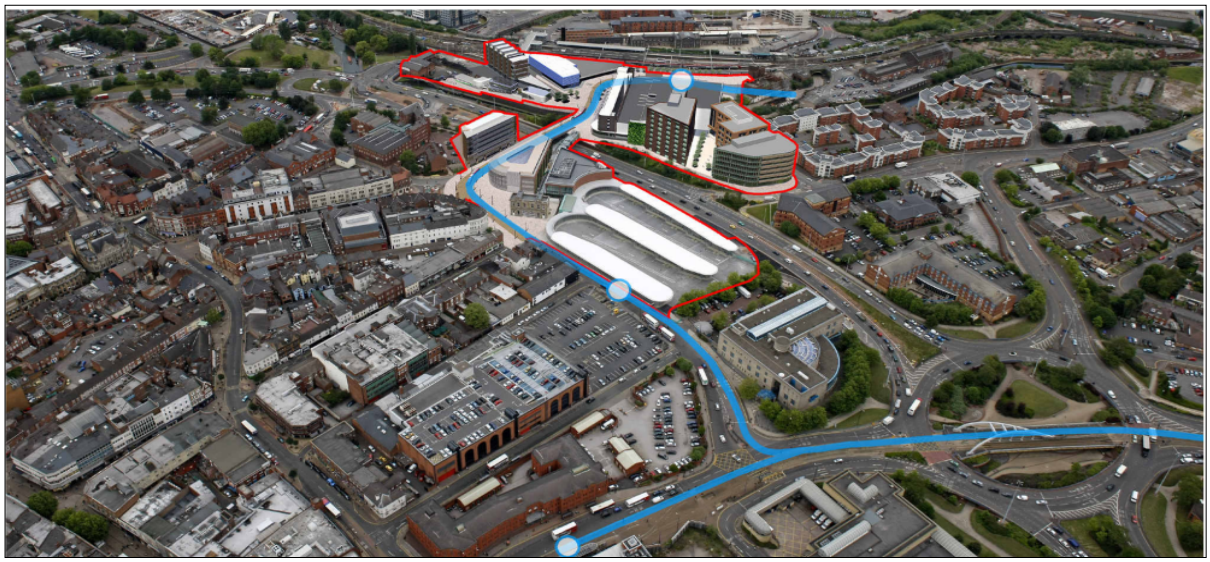

Traffic Management
Centenary Square Traffic Restriction
OLE Poles
Tram Stop
Station Civil Work
Station Systems
Working Area - Planning Schedule
Excavation
Duct Laying
1st Concrete
Floating Slab
Track
2nd Concrete
Track Surfacing
Five Ways
February 26th, 2020


Traffic Management
Centenary Square Traffic Restriction
OLE Poles
Tram Stop
Station Civil Work
Station Systems
Working Area - Planning Schedule
Excavation
Duct Laying
1st Concrete
Floating Slab
Track
2nd Concrete
Track Surfacing
Duct pulling
April 14th, 2020
Edgbaston
Five Ways Shopping Centre
Broadway Plaza
Bath Row
Islington Row
St Martins Street
Rosseland Way
Mons House Close
Bishopsgate Street
Tennant Street
William Street
Stoke Wyse
Caroline Walk
The Mailings
Holliday Street
Berkley Street
Cumberland Street
Bissick Street
Sherborne Street
Ryland Street
Granville Street
Essington Street
Broadfield Walk
Morville Street
Arden Grove
Gilby Road
Ram Close
Francis Road
Lapworth Close
Harborne Road
Wheelers Lane
Longleat Avenue
Bexhill Grove
Langley Walk
Guild Close
Bulbury
Browning Street
Bellcroft
St Vincent Street West
Boylions Circle
Graston Close
Shenstone Street
Symphony Court
Fredrick Wharf
Max Street
Caroline Walk
Middleway
A4540
A4540
A4540
B4127
B4127

Wolverhampton City Centre Extension

The extension is a core part of the Wolverhampton Interchange Programme – funding is for the overall WIP

Project Cost	Construction Start	Passenger Services
Programme £81.8m	August 2017	July 2020
Including Metro £33m		
Powers	Wolverhampton City Centre Extension Order 2016	
Funding	ITB £3.0m	
	LGF £13.5m	
	WMCA (DfT-MSCP) £21.9m	
	WMCA (HS2) £12.4m	
	CWC £16.0m	
	WMCA (IP) £15.0m	
Current Status	Phase 1 construction – ongoing due to complete October 2018. Project will be suspended pending completion of the Station Construction works. Project schedule rebaselined to reflect current overall WIP programme	
Programme		**On Programme**
Cost		**On Budget**



This is a short (850m) on street extension that will provide new stops at Wolverhampton Railway Station and at Pipers Row, where it will serve Wolverhampton Bus Station. The extension will connect with Metro Line One at Bilston Street between the Wolverhampton St Georges and The

Royal tram stops. Between Piper's Row and Wolverhampton Station the route will operate catenary free.

Following the Railway Station works contract being awarded to Galliford Try, it was agreed at the WIP January steering group that the Midland Metro Alliance would accelerate the tram extension works to run in parallel with the Galliford Try station works. These works started on Pipers Row in April 2018 and, access permitting and in co-ordination with Galliford Try, on Railway Drive from July 2018. These works will exclude the Station Plaza works that will be carried out on completion of the Galliford Try Railway Station project.

Utilities enabling works are now all completed with the remaining works being dealt with within the MMA main works programme. The main construction works have commenced on Piper's Row and have progressed to plan with first track construction due to commence in late June. Quality issues have been identified with the rail as delivered to site and a remediation plan has been implemented by the Alliance that will mitigate against delay to the works.

As the Metro works in the station forecourt cannot commence until the station works are completed, the Alliance has advised that on completion of Phase 1, the WCCE project will demobilise with only a limited design team remaining active to deal with any station interface issues. The Alliance will remobilise approximately six months prior to the completion of the Railway Station works which will allow the 12 month construction phase to run uninterrupted from Pipers Row to the station. This delay will increase the cost of the Metro extension by approximately £800k – this cost is included in the current overall WIP programme forecast.

Pictured: CGI of the future Wolverhampton station

Pictured: Various Wolverhampton Metro works

Birmingham Eastside Extension

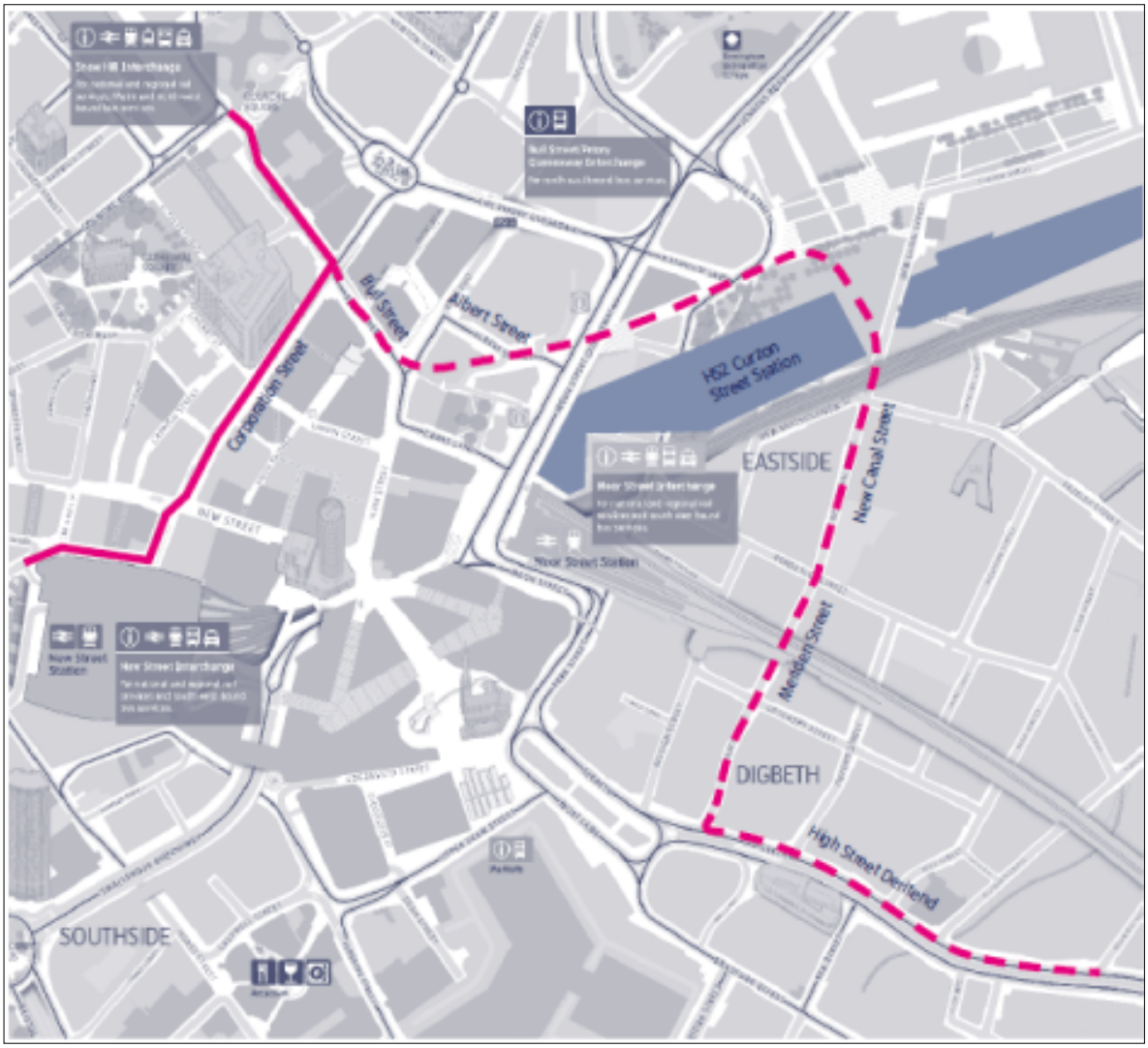
Project Cost	Construction Start	Passenger Services
Programme £137m[3]	Q3 2020	Q4 2022[4]
HS2 Interface £18.5m		
Powers	Midland Metro (Birmingham Eastside Extension) Order – Decision expected Q4 2018	
Funding	DfT / DCLG £131.7m	
	LGF £5.5m	
	WMCA £18.5m [Underwriting to HS2]	
Current Status	TWAO Decision – June / July 2018/9 Preliminary Design – complete September 2018 Preparation of Project Proposal (TC1) – Q3 2018	
Programme		**On Programme**
Cost		**On Budget**

This is a short 1.7km street running tram route that departs from Line One at Bull Street and runs to Digbeth where a temporary terminus will be provided pending the construction of the East Birmingham / Solihull (Airport) line. Four new stops will be provided at Albert Street, New Canal Street (HS2) Meriden Street and High Street Deritend (Coach Station) with the section between Albert Street and High Street being Catenary Free.

The Public Inquiry took place on 22/23 November 2018 and given the overwhelming case for the project and lack of objections at the Inquiry, the Inspector was able to submit his report in January via the Planning Inspectorate to the DfT TWA Orders Unit.

Based on the positive Inquiry and the timing of the Inspectors report the DfT Orders Unit have been requested to 'make' the Order in June (six months is the stipulated period although 12 months is more typical). This will enable the scheme to be brought forward with passenger services operating on the extension in time for the Commonwealth Games in July 2022.

[3] With Optimism Bias included there is a potential additional funding requirement of £21.6m that would require WMCA funding
[4] MMA have been requested to develop an accelerated programme that will ensure that the Eastside Extension to Digbeth Coach Station is open for the Commonwealth Games



Pictured: CGI of Birmingham Eastside extension

The Midland Metro Alliance is progressing the study of the Digbeth High Street urban realm, and consulted widely and has approval for alterations to the alignment of the Metro to provide a passenger transport corridor in the centre and urban realm to the north side of the highway. The City Centre Enterprise Zone/GBSLEP/Birmingham City Council has approved funds for this scheme to enable this to be incorporated into the outline design for BEE which has commenced. The scheme will provide a Metro, Sprint, bus and coach interchange in the remodelled Digbeth High St.

The interface with HS2 is a significant risk to this project as the tramway is due to open in advance of HS2 completing their construction and fit out works at Curzon Street station. HS2 and TfWM are now working closely to finalise a Development Agreement at the earliest opportunity to support the progression of the projects however prompt resolution of the outstanding issues will be critical to the successful delivery of the Metro works.

With the shortening of the BEE project timescales activities associated with the Final Business Case have commenced in order to support this being submitted as soon as possible after the Order comes into force and a report will feed through WMCA Governance from August to November to approve the submission to Department for Transport. Following that, DfT have stated an 8 week minimum approval period.

A joint engagement event with HS2 and BCC will take place on 22 June as a symposium to promote the wider benefits of the major transport investment for the area to the landowners and key stakeholders along the route.

Trams

The funding package includes provision for procurement and supply of an additional nine trams that have been identified as necessary to allow services to be operated.

- Wolverhampton to Edgbaston
- Edgbaston to High St Deritend
- High St Deritend to Wolverhampton

Wednesbury to Brierley Hill Extension

Project Cost	Construction Start	Passenger Services
£343m[5]	Q1 2021	Phase 1: Q1 2023
		Phase 2: Q4 2023
Powers	The Midland Metro (Wednesbury to Brierley Hill and Miscellaneous Amendments) Order granted in 2005 *Midland Metro (Wednesbury to Brierley Hill Land Acquisition) Order – submission December 2017*	
Funding	BCLGF £0.4m	
	Transforming Cities Fund £207m	
	WMCA £103m	
	Unfunded £33.2m	
	TOTAL **£343.6m**	
Current Status	Submission of TWA Land Acquisition Order December 2017 Design Development ongoing to Q4 2018 Outline cost estimate Q4 2018	
Programme	Opening of Passenger Service Phase 1 Dudley Town Centre Phase 2 Brierley Hill	**On Programme**
Cost	In stage approved budget leading up to Target Cost 1	**On Budget**

[5] The forecast out turn cost including Optimism Bias is £420m – June 2017 Business Case's Econmic Case E4 - if realised any difference in cost would need to be funded from Alternative sources, As noted TfWM / MMA are completing a full review of programme / project costs.

Pictured: CGI of WBH extension

The Wednesbury to Brierley Hill Extension is 11km long and has the benefit of a Transport and Works Act Order, which was granted in 2005. 7km of the route runs along former railway corridor with the remainder running on street in Dudley town centre, Merry Hill and Brierley Hill. The scheme will provide up to 17 stops and will integrate with; Dudley Port train station; the new Dudley Bus Interchange and proposed Canal Street train station as well as improving accessibility to other public transport facilities accessed from the existing operational metro line and proposed extensions with in construction or being planned.

In accordance with current WMCA / NR policies the project is required to make passive provision for joint future freight train operation (forecast to be no earlier than 2040). The details of the passive provisions to be incorporated into the Metro design continue to be progressed as part of land acquisition discussions with Network Rail.

Funding

WMCA has approved the allocation of £207m of Transforming Cities Funding to the project with WMCA currently authorising the Alliance to spend a further £12m (cumulative £19.6m) on furthering the scheme development as outlined below.

Table 2. Proposed 2018/9 Funding Requirement

Activity	**£m**
Outline Design, Programme Management, Owners Costs	10,415
TWOA Processes	425
Business Case	200
Contingency	960
Sub Total for ongoing development	**12,000**

Pictured: Members of the WBHE construction & design teams walking the route at Eagle Lane, Tipton

Management of the Statutory Process

This workstream includes the activities needed to secure, by means of a TWA Order the Compulsory Purchase powers necessary to construct the line. MMA is managing the ongoing statutory processes, with its own experienced team working in partnership with Parliamentary Agents, Counsel, WMCA legal team and expert witnesses as necessary. The work includes

- Negotiation with objectors and achieving an agreed settlement via legal agreement or assurances prior to inquiry where possible,
- Preparation of Statement of Case
- Preparation of Proofs of Evidence
- Management of the public inquiry process
- Preparation of rebuttals
- Public Inquiry

There were 24 objections to the Draft Order (with a further objection logged after the deadline had passed) and 5 of these have been withdrawn. Good progress has been made with all the remaining 19 objectors and negotiations are progressing well. Under the TWA Guidance, the Secretary of State will decide if an inquiry or hearing should be held - whether a statutory objector wishes to be heard or because of the nature and extent of objections - written notice of this decision must be given by the Operative Date. This period has been extended to 30 July 2018 and a further extension is expected to be sought to allow time for negotiations to progress with all objectors in the expectation that agreement can be had with objectors.

Pictured: Abseiling/roped access to inspect the outer face of Parkhead Viaduct

Target Cost 1 (TC1)

TC1 is the first formal cost estimate provided to the WMCA within the MMA Programme Alliance Agreement and is a contractually committed cost from the Non-Owner Participants (designer and contractor). This requires outline design of the main scheme elements to be completed, and is planned to be available from October 2018. This will provide greater certainty of outturn costs and inform the Final Business Case.

Continuation of current outline design and investigation work

The MMA project team continues to progress outline design and extensive ground and structural investigations along the route to inform designs and future TC1 cost estimate. Key design areas include:

- Alignment and track design
- Traffic Assessment
- Systems design
- Environmental design
- Highway design
- Structures

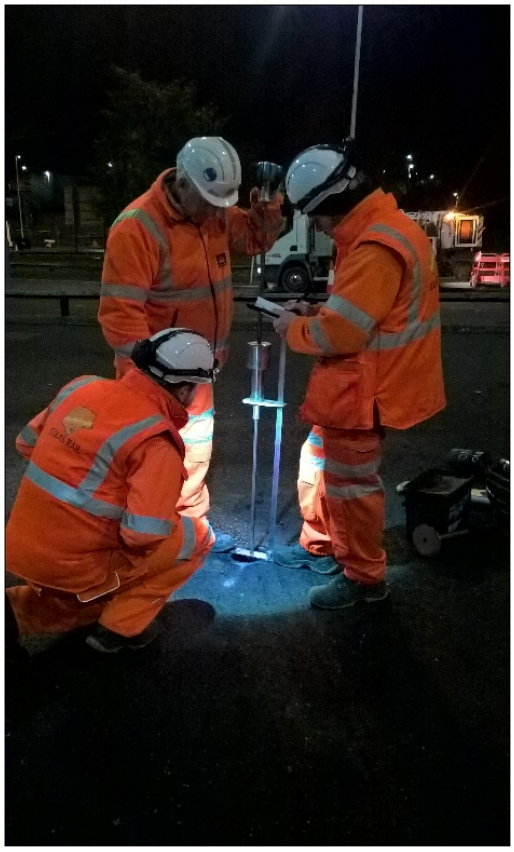
- Urban Realm design

In addition to the above the MMA is progressing plans for utility diversions in Dudley town centre and detailed design for the new junction with Line One at Wednesbury as well as for other structures along the route.

Depot

The extension to Brierley hill will require additional stabling facilities to be provided for the 18 extra trams needed to run the services to Dudley / Brierley Hill and Birmingham Eastside. Two options are now under consideration by TfWM including a full facility adjacent to line one in Handsworth and a temporary facility adjacent to Wednesbury depot on the WBHE extension alignment. The depot strategy will be confirmed as part of the overall programme.

Pictured: Above Standard penetration testing rig used to ascertain ground conditions above piers on Parkhead Viaduct. Below: Coring at night in Dudley Town Centre to determine material pavement depths



East Birmingham Solihull Extension

Project Cost	Construction Start	Passenger Services
£735[6]	2023/4	2026
Powers	Midland Metro (East Birmingham & Solihull Extension) Order to be sought December 2018	
Funding	Enterprise Zone £183m	
	DfT Devolution Deal£492m [TBC]	
	Unfunded £60m	
Current Status	Preliminary Design and Outline Business Case development progressing Submission of Transport and Works Act Order – September 2018	
Programme		**On Programme**
Cost		**On Budget**

This 16.5km extension will link growing residential areas and key community destinations such as St Andrews, Bordesley Green, Heartlands Hospital and Meadway with existing and new growth areas including Curzon HS2, Birmingham City Centre office and retail districts, Paradise Circus/Arena Central developments and Brindley Place/Five Ways/Edgbaston to the west, and the NEC/Airport UK Central and HS2 Interchange Station to the east.

The extension of the Midland Metro from Digbeth to east Birmingham and north Solihull will play a key role in delivering the full potential for growth and jobs of HS2 and provide transformational benefits to areas with a persistent and high incidence of multiple deprivation

[6] Target Cost is £508m – the full sum to be funded is inclusive of Optimism Bias at 50%

by giving people access to jobs and services, linked to the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) training and skills agenda.

The EBS project is much more than a transport project. By aligning initiatives promoted by a wide local partnership in Education, Health, Employment, Housing and Education it seeks to transform the East Birmingham and North Solihull areas, breaking the people of this area out of the past and present embedded high levels of incidence of multiple deprivation.

The Metro scheme is the key backbone for this transformation, not only providing local jobs in design and construction through the Midland Metro Alliance, but by linking people to major current centres for employment and the future jobs and growth hubs in the Birmingham City Centre Enterprise Zone and UK Central, and by providing a stimulus to development along the corridor.

Initial work in 2015-16 on the project focussed on high-level engineering studies to develop the indicative route with which to test the viability of the project through development of an Initial Outline Business Case (IOBC). This work demonstrates a good value for money case exists for the project, with a Benefit: Cost Ratio of 1.6:1, rising to around 2:1 when wider benefits are added to this initial assessment.

The project team remain committed to the delivery of the scheme in 2026, just prior to the opening of HS2, although there is no room for delay if this is to be achieved. The next key milestone is to submit an application for Transport and Works Act Order (TWAO) powers to build, maintain and operate the extension and to confirm the route for funding the full cost of the project.

Concept design has been completed and topographical surveys undertaken to allow the commencement of preliminary design to feed into the TWAO submission. PRISM traffic modelling necessary to assess the impacts of the scheme on the highway network is running behind schedule. This modelling will influence the design decisions in key constrained sections of the route, ahead of the public consultation on the preferred alignment option.

The TWAO submission has been deferred by 3 months to March 2019 to accommodate the public consultation and modelling work and subject to the necessary approvals from WMCA and confirmation of the overall funding package.

Briefings to ward councillors along the route commenced in November 2017 following agreement with the Cabinet members for Birmingham and Solihull. A project briefing for local MP's took place in Westminster on the 28th March 2018 to help build advocacy for the scheme. Public consultation on the preferred alignment for the scheme will take place during the autumn and is an essential precursor to the submission of the Transport and Works Order application.

In July 2017 the Investment Board approved funding of £9.5m to progress the project through the Transport and Works Act process.

Work has continued on the development of the Outline Business Case which will be submitted in September2018. Work on the Environmental Statement Scoping Report is also underway and there has been ongoing consultation with key stakeholders to ensure collaboration and integration with other major projects along the route which are due to be developed and delivered within similar timescales

Pictured: Possible alignment of Metro at St Andrews

3rd Generation Trams (3GT) – TfWM Metro Team

Project Cost	ITN	First Tram In Service
c. £150m	Q1 2019	Q2 2021
Powers	*N/A*	
Funding	£1.5m Procurement funding included in Eastside Budget	
Current Status	Market Sounding Workshops completed in Q2 2018 Contract Notice Q2 2018 Invitation to Negioiate ITN Q3 2018 Contract Award Q3 2019	

This project will be progressed by TfWM's Metro team outside of, but with support from the Alliance and the Operator.

Modelling of the network has been undertaken and in order to operate the extended network with a five minute frequency service, TfWM will need to order a fleet of up to 50 additional trams capable of running catenary free.

The expectation is that the trams will be required to be delivered and commissioned in phases approximately 6 months prior to the opening of the following extensions

- Edgbaston: 6 Trams [Q3 2021]
- Eastside: 3 Trams [Q1 2022]
- Wednesbury Brierley Hill Phase 1: 9 Trams [Q3 2022] or earlier if further accelerated]
- Wednesbury Brierley Hill Phase 2: 7 Trams [Q2 2023]
- East Birmingham Solihull: 23 Trams [2025/2026]

Funding for these vehicles is included in the Eastside, Wednesbury Brierley Hill and East Birmingham project funding envelopes.

To operate the trams additional depot facilities will be required together with upgraded / new control and communications systems. These facilities and systems will need to be procured, delivered and commissioned in parallel with the 3GT procurement.

The first stage of the project is to evaluate the most appropriate offer to put to the market and to assess market appetite.

Market Sounding workshops were held with five suppliers who responded to the Market Sounding Questionnaire. The workshops covered technical, commercials, and risk and programme issues and also focused on the Catenary Free technologies available (e.g. batteries, super capacitors or a combination of technologies), battery maintenance and the infrastructure constrains. Discussions were held over the concerns on the extent to which the catenary free sections can be deployed on future extension because of range limitations

of vehicle power storage technologies and what could be done to improve this. One possibility being investigated is the use of dynamic pantograph transitions.

The information received indicates the market is very interested and has proven tram products to offer, albeit with some clear concerns on the extent to which catenary-free sections can be deployed on future extensions because of range limitations of vehicle power storage technologies.

Currently, there is a focus on establishing the new trams funding structure, and to prepare and issue the OJEU SQ (previously termed Prequalification) documentation**.**

Coventry Very Light Rail (VLR)

The Coventry Very Light Rail Research and Development Project is focussed around a proposal for the Development of a new Prototype vehicle along with a new form of thinner, lighter more easily laid, removable and replaceable trackform.

The smaller lighter vehicle is aimed at possible very light rail tramway schemes. It is proposed that ultimately a VLR route network would be operated in a fully autonomous manner. Currently Tramways including Very Light Rail operate in an urban highway environment on a line of sight basis like other road vehicles. Currently the regulatory requirements will not permit fully autonomous operation of tramcars in the highway, therefore requiring staffing of all of the vehicles with a Driver initially.

The preferred VLR vehicle to be developed through CCC, WMG and TDI International who are contracted to WMG, is a single unit of some circa 9m length with driver cab/s and a tram style cabin. A normal operating capacity of circa 50 passengers will be possible, with a crush loading of up to maximum passenger capacity of some 68 people per vehicle is expected. It is currently not intended to allow formations of multiple vehicles or recovery by another VLR vehicle.

It is being assumed the vehicles will be electrically powered through on board battery power storage. WMG with their Battery technology expertise are ideally suited to advise the project on the most appropriate specification of the Batteries, and re charging method.

A lighter, thinner, possibly modular trackform is also proposed to be developed by WMG that could minimise the need for utilities works associated with the construction of the scheme – a major cost elements in the provision of Light Rail Schemes in the UK. The principle of the acceptability of such a lighter thinner trackform avoiding the need to divert utilities apparatus is yet to be accepted by statutory undertakers.

To permit the testing of the new vehicle and trackform options, including its resistance to wear and the potentially higher loadings of heavy goods vehicle road traffic are a major consideration. A test track is proposed to be constructed at the location of the Very Light Rail National Innovation Centre at Castle Hill, Dudley, to allow the structural and wear related testing of the track form prototypes, in association with the prototype vehicle. In this regard the two projects are also linked from a delivery programme perspective.

The VLR Project is divided into four main work streams these are:-

- Vehicle – Development of a Prototype Vehicle – lead Organisation WMG
- Trackform – Research and development of options – Lead organisation WMG
- First Route - lead Coventry (in partnership with TfWM)
- VLR Operations - Lead organisation TfWM

Throughout the project, TfWM Metro Team have been providing support including Tramway related advice and guidance, including on Transport and Works Act Order acquisition process, and tramway related safety implications across the work streams.

Route development has been progressed and this has included the need to assess both the prime route option between the City Centre and University and a secondary option between the City Centre and the east of Coventry towards the University Hospital. This has been necessary to support business case assessment and provide evidence of alternative route corridor option assessment for any future TWA Order application process.

The initial approved funding of the project is identified in Table 1 below.

The trackform development has been identified to be one of the more challenging areas of the scheme development. It is likely that with the identified loading of the very light Rail vehicle of some 3T per axle, the normal loadings of heavy goods vehicles will be greater, requiring an appropriately resistant track construction.

The route assessment work stream has involved more work and expenditure than originally envisaged due to the need to undertake additional high level assessment of the Benefit Cost Ratio (BCR) and the need to assess both additional alignment options within the preferred corridor and additional corridor options. This has also adversely affected the initial route identification schedule. The high level Benefits Cost Ratio business case indicator figures for route options is expected to be provided on 5th July to the VLR Strategic Board.

From an operational work stream perspective, it is problematic to prepare necessary Operations strategy and requirements until there is further clarity about the outputs of the work streams 1 to 3. The current spending on this aspect has been low up to now for this reason. TfWM has continued to provide input and support where possible to the other work streams.

Funding

The project, is being funded by the Government's Local Growth Fund through the Coventry and Warwickshire Local Enterprise Partnership and West Midlands Combined Authority Devolution Deal. It is being managed by researchers from WMG at the University of Warwick in collaboration between Coventry City Council and Transport for West Midlands.

The project is also exploring options to bring WMCA Devolution Deal funding forward.

Transport Delivery Committee

Date	10 September 2018
Report title	Financial Monitoring Report
Accountable Director	Sean Pearce Director of Finance Tel 0121 214 7936 Email - Sean.Pearce@wmca.org.uk
Accountable employee(s)	Linda Horne, Head of Finance & Business Planning Tel 0121 214 7508 Email Linda.Horne@wmca.org.uk
Report has been considered by	Lead Member for Finance - Cllr Pervez Akhtar

Recommendation(s) for action or decision:

The Transport Delivery Committee is recommended to:

1. Note that the year to date net revenue expenditure outturn for 2018/19 shows a favourable variance of £498,000 compared to budget and a full year favourable variance of £41,000 following the first forecast of the year.

2. Note that total capital expenditure to the end of July 2018 for the overall transport programme is £24.3 million, within the year to date budget.

3. Note that the treasury indicators are within expected range and there are no issues to highlight.

1.0 Purpose

1.1 This report sets out the financial position as at 31 July and is the second report for the 2018/19 financial year. The content relates to the financial position of the Combined Authority's Transport Delivery Revenue and Capital Budgets. The report consists of the following Sections:

Section A Summary TFWM Revenue Budget

Section B Summary TFWM Capital Budget

Section C Treasury Management Indicators

SECTION A

2.0 Summary Revenue Position

2.1 Overall as at the end of July 2018 there is a net favourable in-year variance against budget of £498,000. Following the first re-forecast of the year there is a favourable full year position of £41,000 against budget.

2.2 Year to Date Variances (Actuals compared to Budget)

The in-year variances of note against budget to date are:-

- £468,000 favourable on Concessions mainly due to lower Bus patronage than budgeted.
- £286,000 adverse on Bus Services due to some phasing of infrastructure costs with some activity brought forward compared to the profile originally anticipated in the budget and lower Bus Station departure charge income at Wolverhamption Bus Station as a result of the Metro extension works taking place there.
- £41,000 favourable on Rail and Metro Services which is mosty due to performance deductions as a result of underperformance against the Metro Concessions Altram contract and minor savings in-year on other items.
- £133,000 favourable on Integration which is largely due to phasing of expenditure compared to budgeted profile within Passenger Information and Sustainable Travel and favourable Ticketing Commission income year to date.
- £55,000 favourable on Strategic Development which reflects some in-year phasing on External Advice activity with a re-profiling of it undertaken to take place later in the year.

- £69,000 favourable on Capital Finance Charges which is mostly due to higher interest income received in year from favourable cash balances than were assumed in the budget profile.

2.3 Full Year Variances (Forecast compared to Budget)

Key movements in the full year forecast position are detailed below:

- £1.718m savings on Concessions mainly due to lower patronage than budgeted with Bus concessionary patronage continuing to reduce across operators. The majority of the saving will be used to fund the income foregone as a result of the agreed 12 month Departure charge and Roadside Information holiday commencing from 1 October 2018.

- £1.449m additional costs on Bus Services due to the income foregone as a result of the agreed introduction of the 12 month Departure charge and Roadside Informaton holiday commencing from 1 October 2018. The income foregone from this will be funded from savings on Concessions.

- £0.110m additional costs on Business Support Costs mostly due to interim resource brought in to cover vacancies and staff turnover in the short term and a lower recovery against the 16 Summer Lane building income target

2.4 It should be noted that there will likely be emerging cost pressures relating to various TFWM activities and initiatives for the remainder of this year that will change this current forecast position and these will be reported in subsequent financial report updates through the year.

	ACTUAL £000	BUDGET £000	VARIANCE £000		FORECAST £000	BUDGET £000	VARIANCE £000	
TRANSPORT FOR WEST MIDLANDS								
INCOME								
Transport Levy	38,240	38,240	()	0%	114,720	114,720		0%
TOTAL INCOME	38,240	38,240	()	0%	114,720	114,720		0%
EXPENDITURE								
Concessions								
National Bus Concession	16,934	17,400	466	3%	50,537	52,244	1,708	3%
Metro / Rail	1,511	1,511		0%	4,541	4,542		0%
Child Concession	3,288	3,289	2	0%	9,541	9,552	10	0%
	21,732	22,200	468		64,619	66,338	1,718	
Bus Services								
Bus Stations / Infrastructure	1,629	1,229	(400)	33%	4,958	3,510	(1,448)	41%
Subsidised Network	2,759	2,803	44	2%	8,498	8,498	()	0%
Tendering / Monitoring	162	229	67	29%	686	683	(4)	1%
Accessible Transport	2,416	2,419	3	0%	7,259	7,261	2	0%
	6,966	6,680	(286)		21,401	19,952	(1,449)	
Rail and Metro Services								
Metro Services	450	504	53	11%	1,546	1,560	15	1%
Rail Services	692	679	(12)	2%	2,317	2,253	(64)	3%
	1,142	1,183	41		3,863	3,814	(49)	
Integration								
Safety and Security	198	193	(5)	3%	647	614	(33)	5%
Passenger Information	1,540	1,656	116	7%	5,222	5,195	(27)	1%
Sustainable Travel	60	82	22	27%	255	253	(2)	1%
	1,798	1,931	133		6,124	6,063	(61)	
Network Resilience	230	267	37	14%	829	831	2	0%
Business Support Costs	1,068	1,045	(23)	2%	3,395	3,285	(110)	3%
Strategic Development	671	727	55	8%	2,250	2,240	(11)	0%
Elected Members	84	88	4	4%	271	271	()	0%
Capital Finance Charges	4,075	4,144	69	2%	11,926	11,929	3	0%
TOTAL EXPENDITURE	37,767	38,265	498	1%	114,680	114,721	41	0%
NET	473	(25)	498	1989%	40	(1)	41	3537%

SECTION B

3.0 Summary Position TFWM Capital Budget

3.1 The overall TfWM Capital Programme expenditure was £15.4m (39%) below the budget of £39.7m at the end of July 2018, the variance primarily contained within the Investment Programme portfolio. The Other Major Schemes were marginally below budget. Minor Works Programme was £0.3m (17%) below the budget of £1.5m and the Administered Programme was £0.1m below the Budget of £0.3m

The Annual Forecast is now £32.8m (21%) favourable to budget, the majority of the variance contained within the Investment Programme.

	ACTUAL VS BUDGET FOR PERIOD ENDED JULY 2018				FULL YEAR 2018/19		
	ACTUAL £000	BUDGET £000	VARIANCE £000		BUDGET £000	FORECAST £000	VARIANCE £000	
TfWM Delivered Investment Programme Schemes	22,560	37,393	14,833	40%	133,607	100,945	(32,662)	32%
TfWM Other Major Schemes	95	184	89	48%	4,657	3,988	(669)	17%
TFWM Minor Works Programme	1,529	1,835	306	17%	13,758	14,379	621	4%
TFWM Administered Programme	148	294	146	50%	3,201	3,158	(43)	1%
TOTAL	24,332	39,706	15,374	39%	155,223	122,470	(32,753)	27%

3.2 The TfWM Delivered Investment Programme portfolio contains schemes which feature in the WMCA Devolution Deal Investment Programme to be delivered by TfWM. These schemes are all, to some extent, funded from the West Midlands Combined Authority Devolution Deal funding arrangements.

3.3 Investment Programme scheme expenditure at the end of July totalled £22.6m which was £14.8m (40%) below the year to date budget. The variance was spread evenly across the Metro schemes, the most significant being Metro Edgbaston Extension (£3.7m) where the Programme of Highway works has been rescheduled awaiting award of the Transport and Works Act Order.. In addition, land purchases are currently being finalised in conjunction with the Sprint Hagley Road scheme. The Wolverhampton City Centre Extension (£2.8m) is also below budget due to rescheduling of of the project to align with the Wolverhampton Interchange Programme station reconstruction works.

Other favourable variances are attributable to the Metro East Birmingham to Solihull Extension (£2.3m) due to a rescheduling of Survey and modelling works, impacting on the submission of an application for a Transport & Works Act Order from December 2018 to March 2019. Topographical and Ground Investigation surveys have progressed in July 2018, with further work to complete in August and September 2018. The Metro Wednesbury to Brierley Hill Extension (£2.0m) is also below budget due to a rescheduling of survey work, impacting on detailed design activities. Negotiations are progressing well with Network Rail for the transfer of the rail corridor to WMCA which will allow initial site works to be progressed.. The Metro Centenary Square extension is also favourable to budget, however construction work is being advanced following the complete closure of Paradise Circus from September 2018, which will mitigate delays caused by the late handover of the Paradise circus worksite allowing the project to open on time in 2019. .

3.4 Spend against the TfWM Other Major Scheme programme totalled £95k, which was marginally below the budget of £184k at the end of July 2018.

3.5 Spend against the TfWM Minor Works programme totalled £1.5m, which was £0.3m behind the budget of £1.8m at the end of July 2018.

3.6 Spend against the TfWM Administered Programme was £0.1m, which was £0.1m below the budget of £0.3m.

3.7 The Annual Forecast is £32.8m (21%) below the budget of £155.2m. The main variance is contained within the delivered Investment Programme Schemes, relating to the Metro Extensions highlighted previously. The primary variance is contained within the Metro Wednesbury to Brierley Hill Extension, and relates to a rescheduling of preliminary design owing to survey and site investigation works, and the re-profiling of a Network Rail corridor acquisition to December 2018.

TfWM Delivered Investment Programme Schemes

TfWM Delivered Investment Programme Schemes	ACTUAL VS BUDGET FOR PERIOD ENDED JULY 2018			FULL YEAR 2018/19		
	ACTUAL £000	BUDGET £000	VARIANCE £000	BUDGET £000	FORECAST £000	VARIANCE £000
HS2 Connectivity Programme:						
Bilston Road Track Replacement Phase 2	25	0	(25)	250	276	26
Rail Investment	2,000	1,905	(95)	9,184	9,184	0
Rail Project Development	(10)	0	10	0	0	0
Sprint Network	450	1,345	895	5,227	4,735	(492)
Metro Centenary Square Extension	4,406	6,218	1,812	17,422	17,450	28
Metro Wolverhampton City Centre Extension	3,846	6,695	2,849	13,593	13,196	(397)
Metro Edgbaston Extension	3,259	6,997	3,738	17,289	12,001	(5,288)
Metro Catenary Free	0	0	0	0	0	0
Other TFWM Investment Programme Schemes						
Metro Birmingham Eastside Extension	1,705	3,072	1,367	22,859	20,355	(2,504)
Metro East Birmingham to Solihull Extension	2,895	5,193	2,298	13,273	11,259	(2,014)
Metro Wednesbury to Brierley Hill Extension	3,984	5,968	1,984	34,510	12,489	(22,021)
TOTAL	22,560	37,393	14,833 40%	133,607	100,945	(32,662) 32%

3.8 Expenditure against TfWM delivered Investment Programme schemes totalled £22.6m at the end of July 2018 which was £14.8m below the budget of £37.4m. The main contributors to the favourable variance were as follows:

- Edgbaston Metro Extension (£3.738m) the programme of Highway works has been rescheduled awaiting finalisation of Statutory Traffic orders. Land purchases are currently being finalised in conjunction with the Sprint Hagley Road scheme.

- Wolverhampton Metro Extension (£2.849m) due to rescheduling of the design and construction activities to align with the wider Wolverhampton Interchange Programme Construction works on Pipers row have commenced, and will accelerate to complete by 2nd September. Station Plaza design works are not yet complete, however a 15 month float exists before construction starts, so the overall programme is not impacted. Discussions are ongoing regarding the NCP Car Park purchase (£0.8m) which has led to a rescheduling to Q4 of 2018/19.

- East Birmingham to Solihull Metro Extension (£2.298m), due to a rescheduling of Survey and modelling works, impacting on the submission of a Transport Works Order from December 2018 to March 2019. Topographical and Ground Investigation surveys have progressed in July 2018, with further work to complete in August and September 2018 prior to the commencement of public consultation towards the end of the year.

- Wednesbury to Brierley Hill Metro Extension (£1.984m) due to a rescheduling of survey work, impacting on preliminary design activities and the submission of an initial Target Cost for the scheme. Negotation over the transfer of the corridor from Network Rail to WMCA is progressing and is forecast to complete in early 2019 allowing site works to commence.

3.9 The Investment Programme Forecast has been reduced by £32.7m against the Annual Budget. The main contributors to the variance are as follows:

- Wednesbury to Brierley Hill Metro Extension (£22.021m)

- Edgbaston Metro Extension (£5.288m) Annual Budget

- Birmingham Eastside Extension (£2.5m).

Other Major Works

TfWM Other Major Schemes	ACTUAL VS BUDGET FOR PERIOD ENDED JULY 2018			FULL YEAR 2018/19		
	ACTUAL £000	BUDGET £000	VARIANCE £000	BUDGET £000	FORECAST £000	VARIANCE £000
Birmingham City Centre Metro Extension	1	0	(1)	0	0	0
Longbridge Connectivity Package	21	21	0	3,557	3,557	0
Connected and Autonomous Vehicles	73	163	90	1,100	431	(669)
TOTAL	95	184	89 48%	4,657	3,988	(669) 17%

3.10 Spend against the Other Major Works Programme to the end of July was £89k below budget. The main variance relates to Connected and Autonomous Vehicles (CAV), and is mainly due to the delay in the launch of the project. It started in March 2018, one month later than scheduled,

3.11 The Annual Forecast has been reduced by £0.669m, relating entirely to the CAV project following the rescheduling of Highway and Road Traffic control equipment procurement from March 2019 to Q1 2019/20, following a review with key stakeholders. This has no impact on the overall delivery of the 2 year programme.

Minor Schemes Programme

TFWM Minor Works Programme	ACTUAL VS BUDGET FOR PERIOD ENDED JULY 2018			FULL YEAR 2018/19		
	ACTUAL £000	BUDGET £000	VARIANCE £000	BUDGET £000	FORECAST £000	VARIANCE £000
On Street Infrastructure	160	195	35	565	538	(27)
Bus Stations & Interchange	51	67	16	1,013	1,013	0
Bus / Rail Park & Ride	79	87	8	457	457	0
Total Asset Renewal / Replacement	290	349	59	2,035	2,008	(27)
Park and Ride	5	5	0	2,389	2,389	0
Total Metro Minor Works	5	5	0	2,389	2,389	0
Other	1	17	16	415	416	1
Rail Stations	206	31	(175)	254	779	525
Bus Stations & Interchange	18	17	(1)	211	211	0
Sustainable Travel	5	0	(5)	0	0	0
Total Project Development	230	65	(165)	880	1,406	526
Cycling & Walking	98	91	(7)	2,815	2,816	1
LSTF Programme	0	8	8	24	24	0
MST Programme	534	1,022	488	2,431	2,436	5
Total Sustainable Travel	632	1,121	489	5,270	5,276	6
ICT Programme	10	15	5	15	15	0
Other Corporate Systems	1	7	6	100	100	0
Total Systems	11	22	11	115	115	0
Swift	5	7	2	40	40	0
Total Ticketing	5	7	2	40	40	0
Highway & Reliability Improvements	218	119	(99)	2,170	2,278	108
On Street Infrastructure	130	115	(15)	805	813	8
Total Transforming Bus Travel	348	234	(114)	2,975	3,091	116
Park & Ride	5	18	(13)	30	30	0
Total Transforming Rail Travel	5	18	(13)	30	30	0
Interchange Signage	3	14	11	24	24	0
Total Wayfinding / Signage / Public Realm	3	14	11	24	24	0
GRAND TOTAL	1,529	1,835	306 17%	13,758	14,379	621 4%

3.11 The Minor Scheme Programme spend to the end of July 2018 was £0.3m below the budget of £1.835m. The main variance relates to the MST Programme delivering walking and cycle routes on canal towpaths. The contractor completed the 2017/18 schemes in May 2018, paving the way for commencement of the 2018/19 programme of work in July 2018 with delivery expected. The other notable variance is contained within Rail Stations where project development costs are being underwritten in support of an Outline Business Case submitted in July 2018 to secure initial funding of £2m with Greater Birmingham & Solihull LEP, leading to full project cost funding of £10m. Until the funding has been secured, this is shown as an overspend to budget, reflective of the £0.5m adverse Annual variance.

Administered Schemes Programme

TFWM Administered Programme	ACTUAL VS BUDGET FOR PERIOD ENDED JULY 2018			FULL YEAR 2018/19		
	ACTUAL £000	BUDGET £000	VARIANCE £000	BUDGET £000	FORECAST £000	VARIANCE £000
TFWM Administered Programme	148	294	146 50%	3,201	3,158	(43) 1%

3.12 The TfWM Administered Programme spend at the end of July 2018 was £0.146m below the budget of £0.294m. The main variance relates to Transport modelling work associated with the Commonwealth Games Public Transport Strategy with further acceleration to come over the next few months.

SECTION C

4.0 Summary Treasury Indicators

4.1 Appendix 1 below details the Treasury Management out-turn highlights and sets out the forecast for the coming years as per the agreed Treasury Management Strategy. It should be noted that overall borrowings and investments are within the expected ranges.

Appendix 1 : Summary Prudential Indicators

Measure	Revised Forecast 2018/19 Forecast	Original Forecast 2018/19 Forecast	2019/20 Forecast	2020/21 Forecast	Notes
Affordability					
Ratio of financing costs to net revenue stream:					Financing costs are at lower than expected levels due to effective cash management enabling WMCA to avoid additional borrowing requirements. Increases in financing costs are driven by the need to fund the Investment Programme and the receipt of borrowing powers from Government. Net revenue streams include assumptions for Business Rates income.
(a) financing costs	8,258	13,100	19,200	24,800	
(b) net revenue stream	159,320	172,900	178,000	177,500	
Percentage	5.18%	7.58%	10.79%	13.97%	
Prudence					
Gross borrowing and the capital financing requirement:					As detailed above, gross borrowing is currently lower than budgeted but is expected to increase as the Investment Programme delivery intensifies. The Capital Financing Requirement remains within expected tolerances.
Gross Borrowing	325,539	460,220	636,340	856,444	
Capital Financing Requirement (Gross borrowing in year 2018/19 must not exceed year CFR in 2020/21)	507,000	507,000	683,400	903,900	
Capital Expenditure, External Debt and Treasury Management					
Capital Expenditure	140,356	298,400	302,800	397,100	Capital expenditure is expected to increase as the Investment Programme delivery intensifies.
Operational boundary for external debt					The Operational and Authorised limits set parameters around WMCA borrowing ceiling. These levels are within the boundaries of the agreement WMCA have agreed with HM Treasury in relation to the debt cap.
Operational boundary for borrowing	460,200	460,200	636,300	856,400	
Authorised limit for external debt					
Authorised limit for borrowing	547,000	547,000	783,300	1,042,000	
Interest rate exposures					The upper limits detailed exist to protect WMCA from over exposure to variable rate limits and long term secure investments. The upper limit on investments over 364 days has been increased to allow more flexibility in Treasury Management practices as the scope of the WMCA Treasury function increases following the first devolution deal.
Upper limit on fixed rate exposures	100%	100%	100%	100%	
Upper limit on variable rate exposures	30%	30%	30%	30%	
Investments longer than 364 days					
Upper limit	10,000	10,000	10,000	10,000	

West Midlands Combined Authority

Transport Delivery Committee

Date	10 September 2018
Report title	Capital Programme Delivery Monitoring Report
Accountable Chief Executive	Laura Shoaf, Managing Director, TfWM 0121 214 7444 laura.shoaf@tfwm.org.uk
Accountable Employee	Sandeep Shingadia, Director of Development & Delivery, TfWM 0121 214 7169 sandeep.shingadia@tfwm.org.uk
Report has been considered by	Councillor Hartley

Recommendation(s) for action or decision:

Transport Delivery Committee is requested to:

1. To note achievements since the July 2018 meeting of the Transport Delivery Committee.
2. To note the progress of deliverables under the 2018/2019 Capital Programme.
3. To note, where indicated, any variations from the baseline programme.

1.0 Purpose

1.1 To provide this committee with a progress monitoring update on the approved TfWM led 2018 / 2019 programmes and projects.

1.2 The financial aspects of the TfWM Capital Programme are reported separately under the Financial Monitoring Reports to this committee.

2.0 Background

2.1 The 2018/2019 Capital Programme was approved by WMCA Board as part of the wider Transport Plan on 9th February 2018

2.2 The ITB allocation for 2018/2019 has been fully utilised on continuing committed schemes and in attempting to manage the existing asset base with respect to replacement and or renewal of life expired/obsolete equipment, in order to endeavour to maintain a steady state of asset condition across the estate.

2.3 Attached to this report (Appendix 1) is the detailed monitoring report for the August 2018 TfWM Capital programme outlining deliverables, indicating the baseline date with an indication of the current forecast date with a RAG indicator.

3.0 Achievements

3.1 The following elements within the 2018/19 Capital Programme have been completed during July - August 2018.

- New Street Totems – Totems now installed and fully operational
- Bradley Lane – Contract award completed 1st August 2018
- Wolverhampton Shelters – Are currently being delivered with an expected completion date of 24th August 2018

4.0 Variations to Baseline Programme

4.1 There are the following variations to the baseline programme in this reporting period:

- Perry Barr – working with Birmingham City Council to incorporate the bus interchange into the scope of the rail station scheme with a delivery date of December 2021.
- Snow Hill 3rd Access – Delivery timescale has been extended following receipt of preferred bidders programme.

5.0 Financial implications

5.1 The detailed financial aspects of the TfWM 2018/2019 Capital Programme are reported separately under the Financial Monitoring Report to this Committee. A summary of the position in financial terms is, however, attached to this report as Appendix 3.

6.0 Legal implications

6.1 There are no direct legal implications arising from the recommendations set out in this report. However, legal and procurement will support, as necessary, any deliverables that may arise throughout 2018/2019.

7.0 Equalities implications

7.1 There are no equality implications arising from the recommendations set out in this report. However, Anna Sirmoglou will support as project requires any deliverables within the 2018/2019 capital programme

8.0 Appendices

APPENDIX 1 – Progress of Deliverables against 2018/19 Baseline Programme

10.0 Glossary of Terms

BCC = Birmingham City Council
BCCI = Birmingham City Centre Interchange
CA = Combined Authority
CC = City Council
CCTV = Closed Circuit Television
DfT = Department for Transport
GRIP = Guide to Rail Investment Projects
HIL = Highway Improvement Line
HOPS = Host Operator or Processing System
HoT = Heads of Terms
HS2 =High Speed 2
ICT = Information and Communications Technology
IT = Information Technology
ITB = Integrated Transport Block
LED = Light Emitting Diode
NR = Network Rail
OBC = Outline Business Case
OJEU =Official Journal of the European Union
P & R = Park and Ride
RTI = Real Time Information
TBT = Transforming Bus Travel
TWA = Transport and Works Act
WMCA = West Midlands Combined Authority

APPENDIX 1 - PROGRESS OF DELIVERABLES AGAINST 2018/19 BASELINE PROGRAMME

Transport Delivery Committee Dashboard

August 2018

Capital Projects Delivery Status

2018/19 Programme Summary

	Project Name	Status	Baseline Comp Date	Forecast Date	DCA	DCA Trend	Exec Summary
Strategic Economic Plan							
1	BCC One Station	On Hold					Project currently on hold while consideration is given to wider connectivity improvements that are being developed for Curzon Street and Moor St as part of HS2. Discussions are ongoing with BCC and HS2 Ltd.
Transforming Bus Travel							
2	TBT Wolverhampton City Centre Shelters	Delivery		24/08/2018	Green	improved	Shelter installations are underway due for completion 24 August 2018
3	TBT Birmingham City Centre Shelter Design Optimisation	Complete					Scheme complete
4	Digital Advertising Panel rollout	Rolling programme	June 2019	June 2019	Green		17 new shelters now installed for digital advertising since Apr 2018, 2 are still being delayed by BCR A38 + A34 schemes. TfWM will be purchasing and installing a further 40 new shelters to accommodate 50 digital ad units (10 of these sites are being converted from single to double screens) in contract year 3 - July 18 to June 19 with first installs expected to take place late Sept 18.
5	TBT Platinum Route RTI Equipment Upgrades	Rolling programme	March 2019	March 2019	Green		Works to: Replace 8 shelters with new; Rebrand 54 bus stop poles; Repaint, reglaze and deep clean 54 shelters; Repaint 3 RTI poles; Replace 108 timetable cases; Replace 108 flags; Purchase and fit 20 new ad panels; Re-orientate 5 advertising panels including planning costs (1 new site) are due to commence in mid-September 2018
6	Network Wide P&R Lighting Enhancements	GW 5 Delivery and Handover	08/08/2018	08/08/2018		Worsened	WMT were met with on 2/8/18 to agree programme for design review and support going forwards. This scheme has a Green/ Amber DCA because dates for Landlords Consent review has not yet been confirmed.
7	Transforming Bus Travel	Rolling programme	March 2019	March 2019	Green	Same	Programme will need to align with rebranding exercise across TfWM.
8	Positively Reviewing Bus Lanes	Development	July 2019	December 2019	Green	Same	Delay due to consensus with BCC on which bus lanes to review. Procurement of consultant support in Summer 2018 with project completed Q4 2018.
Information & Mapping							
9	New Street Station Totems	GW 5 Delivery and Handover	16/05/2018	27/07/2018	Green	Same	All Totems installed and fully operational. Operation and Maintenance documentation received from the supplier. Snagging item outstanding with supplier.
Asset Management							
10	Network Wide Bus Station Refurbishment Phase 1	Design & Delivery	March 2019	March 2019	Green	Same	Flooring expected to start early September. Prototype inspection and Factory Acceptance Test undertaken for the new RTI totems. A review of how branding will be applied to the bus station is underway.
11	Network Wide CCTV Infrastructure Upgrade	GW 5 Delivery and Handover	13/07/2018	13/07/2018	Green	Same	Installation at all sites is now complete.
12	Network Wide P&R Resurfacing Programme	Rolling Programme	March 2019	March 2019	Green	Same	
13	Network Wide P&R upgrades (cycle facilities and height restrictions)	Rolling Programme	March 2019	March 2019	Green	Same	
Project Delivery							

	Project Name	Status	Baseline Comp Date	Forecast Date	DCA	DCA Trend	Exec Summary
14	Bradley Lane Metro Park and Ride	GW 5 Delivery and Handover	22/02/2019	06/05/2019	Green	Improved	Contract Award completed 1st August 2019. Pre-mobilisation period underway in order to commence Phase 1 works on 1st October 2018. This scheme is subject to Change Control for extension of time.
Project Development Programme							
15	CCTV Shared Services Development	GW -1 Sponsors Remit	On Hold	On Hold	Green	Same	Project currently on hold as this work will form part of the wider Regional Transport Coordination Centre (RTCC)
16	Dudley Interchange	GW -1 Sponsors Remit		01/06/2021	Amber	Same	Scheme to be delivered in order to provide the space for the metro arrival to Dudley Town Centre. Engagement ongoing with Midland Metro Alliance on levels associated with the track alignment at the crossing point.
17	Walsall Town Centre Interchange Feasibility Study	GW -2 Options	On Hold	On Hold	Amber	Same	Scheme remains on hold until instruction given from Walsall MBC if they wish the scheme to proceed.
18	Network wide Park & Ride Expansion Developments	Development / feasibility					Following a review of sites, a provisional plan has been developed by the Park & Ride team with four sites identified for detailed development work (Tipton, Sandwell & Dudley, Tame Bridge Parkway and Whitlocks End), and 10 sites identified for a lighter touch feasibility study into decking (Smethwick Galton Bridge, Coseley, Stourbridge Junction, Cradley Heath, Acocks Green, Chester Road, Dudley Port, Four Oaks, Kings Norton, Selly Oak and Rowley Regis). The next stage is to discuss this provisional plan with the scheme development team after which development funding will be allocated to progressing agreed schemes further.
19	Tipton Park & Ride	Design					Detailed design complete.
20	Perry Barr Station and Bus Interchange	Development	Dec 2021	Dec 2021	Green/Amber	Improved	Consultants have been appointed to progress with design development of Network Rail Guide to Rail Investment Projects (GRIP) stages 2 to 4. Visioning Workshop took place on 20 July 2018 to discuss scope of the scheme and deliverables with all key stakeholders. It is estimated that the scheme costs will be in the order of £18m - £20m including the Bus interchange.
21	Snow Hill 3rd Access	Design	31/12/2018	June 2019	Green/Amber	Worsened	A preferred bidder has been notified and TfWM contract award discussions are in progress. Stakeholder discussions regarding public realm works continues.
22	Network Wide Cycling Programme (NWCP)	Development/ Feasibility					NWCP 3A is going through sponsor remit and will be completed by the end of this month. This covers, Solihull rail station, new street and Wolverhampton bus station and Coventry pool meadow. As part of NWCP 3A - Birmingham New Street has been assessed for a site. Costings and details of number of parking spaces are being scoped out. As part of NWCP 3A- Solihull Rail station is being scoped out for quotes on number of spaces. A meeting has been set up with West Midlands Trains to understand what they will be delivering with Rail Delivery Group. This will then help the Cycling Team understand if the second package of NWCP is to be delivered by WMT or TfWM.
23	Making the Key Route Network Safer for all users and managing the congestion on the KRN	Sponsors Remit	March 2019	March 2019	Green		WMCA board approved a fund of £750,000, to proactively mobilise highway intervention in short timeframes, manage disruption and safety as part of the resilience agenda. Local Authorities have submitted bids, to which they will match fund 50%. All funds will be spent.

Project Delivery Confidence Assessment (DCA) Definitions

G	Successful delivery of the project/programme to time, cost and quality appears highly likely and there are no major outstanding issues that at this stage appear to threaten delivery significantly
G/A	Successful delivery appears probable however constant attention will be needed to ensure risks do not materialise into major issues threatening delivery
A	Successful delivery appears feasible but significant issues already exist requiring management attention. These appear resolvable at this stage and if addressed promptly, should not present a cost/schedule overrun
A/R	Successful delivery of the project/programme is in doubt with major risks or issues apparent in a number of key areas. Urgent action is needed to ensure these are addressed, and whether resolution is feasible
R	Successful delivery of the project/programme appears to be unachievable. There are major issues on project/programme definition, schedule, budget required quality or benefits delivery, which at this stage do not appear to be manageable or resolvable. The project/ programme may need re-base lining and/or overall viability re-assessed

Appendix 3 Financial Summary

TfWM Integrated Transport Block Programme

	YEAR TO DATE FOR PERIOD ENDED JULY 2018			FULL YEAR 2018/19		
	ACTUAL £000	BUDGET £000	VARIANCE £000	BUDGET £000	FORECAST £000	VARIANCE £000
Metro Wolverhampton City Centre Extension	586	586	0	586	586	0
Total TfWM Delivered Investment Programme Schemes	586	586	0	586	586	0
Network Wide P and R Resurfacing Programme	55	47	(8)	77	77	0
Network Wide Bus Station Refurbishment Phase 1	51	67	16	1,013	1,013	0
Network Wide P and R Lighting Enhancement	4	17	13	54	54	0
Network Wide Park and Ride Upgrades (Cycle Facilities Height Restrictors)	13	17	4	132	132	0
Network Wide CCTV Refresh and Installation (inc APNR)	186	194	8	221	221	0
Network Wide Rail RTI- Life Expired Replacements	(27)	0	27	0	(27)	(27)
Network Wide Park and Ride Expansion Developments -Phase 2	7	6	(1)	193	193	0
Asset Management- RTI Upgrades	0	2	2	170	170	0
Asset Management- Shelter Replacement	0	0	0	174	174	0
Total Asset Renewal / Replacement	289	350	61	2,034	2,007	(27)
Bradley Lane Park and Ride	5	5	0	2,389	2,389	0
Total Metro Minor Works	5	5	0	2,389	2,389	0
Perry Barr Interchange Development	3	1	(2)	54	54	0
Dudley Bus Station Development	18	17	(1)	211	211	0
Gateway Controlled Project Development	0	0	0	304	304	0
CCTV Shared Services Development	0	9	9	18	18	0
Perry Barr Rail Station	61	30	(31)	200	200	0
Total Project Development	82	57	(25)	787	787	0
ICT Rolling Programme	10	15	5	15	15	0
AM3 (AM2 Upgrade)	1	7	6	100	100	0
Total Systems	11	22	11	115	115	0
Network Wide Swift Procurement	5	7	2	27	27	0
Network Wide Swift Vending	0	0	0	13	13	0
Total Ticketing	5	7	2	40	40	0
TBT Wolverhampton City Centre Shelters	48	42	(6)	42	48	6
TBT Birmingham City Centre Shelter Design Optimisation	0	0	0	11	11	0
TBT Platinum Route RTI Equipment Upgrades	5	45	40	600	600	0
TBT Highway Scheme Development (Bus reliability and punctuality)	60	58	(2)	58	60	2
Digital Advertising Panel rollout	75	27	(48)	151	151	0
Real Journey Time Pilot	10	12	2	20	20	0
Total Transforming Bus Travel	198	184	(14)	882	890	8
Tipton Park & Ride	4	18	14	30	30	0
Snow Hill 3rd Access	97	78	(19)	2,500	2,500	0
Snow Hill Public Realm	0	0	0	150	150	0
Total Transforming Rail Travel	101	96	(5)	2,680	2,680	0
New Street Station Totems	3	14	11	24	24	0
Total Wayfinding / Signage / Public Realm	3	14	11	24	24	0
GRAND TOTAL	1,280	1,321	41 3%	9,537	9,518	(19) 0%

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Transport Delivery Committee

Date	6 September
Report title	2022 Commonwealth Games Capital Projects - Update
Accountable Chief Executive	Laura Shoaf, Managing Director, TfWM 0121 214 7444 laura.shoaf@tfwm.org.uk
Accountable Employee	Sandeep Shingadia, Director of Development & Delivery, TfWM 0121 214 7169 sandeep.shingadia@tfwm.org.uk
Report has been considered by	TfWM Leadership Team

Recommendation(s) for action or decision:

Transport Delivery Committee is requested to:

1. To note the TfWM capital projects which will support the 2022 Commonwealth Games.

1.0 Purpose

1.1 To provide this committee with a summary and progress update for capital projects which are being developed and delivered to support the 2022 Commonwealth Games.

2.0 Background

2.1 In March 2017, Durban withdrew as hosts for the 2022 Games and the Commonwealth Games Federation (CGF) announced a competition for a replacement Host City. On 28 April 2017 the UK Government agreed to submit an expression of interest to host the 2022 Games. The Government's Commonwealth Games Delivery Unit (CGDU) – part of the Department for Digital, Culture, Media and Sport (DCMS) – released details of the competitive process, agreed with the CGF. The 2022 Games are due to be held from 28th July to the 6th August 2022, with the opening and closing ceremonies being on 27th July and 7th August respectively.

2.2 The Birmingham Commonwealth Games Bid Company discussed the possibility of Birmingham bidding to host in 2022. A decision was made to engage with the CGDU's competitive process to host the 2022 Commonwealth Games.

2.3 An extensive formal submission was made to the CGF on 30th September 2017 with the support of local partners and the CGDU. This submission included a significant element on transport and in particular the provision of new infrastructure to support the Games. A key focus was placed on making Birmingham 2022 a public transport focused Games. As part of the submission a number of existing transport infrastructure schemes were identified from within the 10 Year Delivery Plan for Transport and were aligned to the bid.

2.4 In December 2017, the CGF announced that Birmingham had been announced as the host city for the 2022 Games. Following this announcement, significant engagement has been ongoing with partners including West Midlands Combined Authority (WMCA), Transport for West Midlands (TfWM) and local authorities on establishing governance and reporting arrangements.

2.5 Improvements in public transport, walking and cycling infrastructure will not only provide safe, secure, reliable and efficient links to the Commonwealth Games, but will also leave a lasting and meaningful legacy for Birmingham and the wider West Midlands Metropolitan Area. The delivery of priority projects will connect residents and visitors to employment opportunities and vital services, whilst contributing to a successful, vibrant, healthy and sustainable West Midlands. Key projects which are to being taken forward to support the Commonwealth Games include:

- A Sprint bus rapid transit network will bring new, purpose built vehicles, given priority over general traffic; offering an attractive and reliable service with improved journey times for commuters and the wider public.

- A modern, revitalised Perry Barr transport network will include a transformed rail station and a rationalised highway network prioritising sustainable modes. This will play a vital role in the regeneration of the area, bringing excellent accessibility and connectivity to those attending the Games in 2022 and living in the new community post games.

- Significant improvements to University Station will provide a step change in public transport access to ensure local communities and the world renowned University and Hospital are connected to the local, regional and national transport networks.

- The delivery of the West Midlands Regional Transport Coordination Centre (RTCC) to enhance local control of the West Midlands transport networks through greater regional coordination.

2.6 Further details on the projects being taken forward by TfWM are provided from section 5 onwards.

2.7 The transport infrastructure enhancements that will be delivered for the Commonwealth Games are part of TfWM's vision for an integrated transport system that will strengthen the area's economic, social and environmental sustainability.

2.8 These infrastructure enhancements will be delivered alongside other key infrastructure projects to support the Commonwealth Games and provide longer term legacy benefits. This includes the Athlete's Village, A34 highway improvements and the Aquatics Centre. There will be significant coordination between TfWM and the Local Authorities on all of these infrastructure projects to ensure that efficiencies are realised.

3.0 Impact on the Delivery of the Strategic Transport Plan

3.1 The impact of the contents of this report on delivery of the 15 STP Policies and/or the development/operation of:

- The National & Regional Tier
- The Metropolitan Tier: Rail and Rapid Transit Network, Key Route Network, Strategic Cycle Network
- The Local Tier
- Smart Mobility Tier

3.2 The policies that are supported include:

- Policy 1 - Accommodate increased travel demand by existing transport capacity and new sustainable transport capacity;
- Policy 2 - Use existing transport capacity more effectively to provide greater reliability and average speed for the movement of people and goods;
- Policy 3 - Maintain existing transport capacity more effectively to provide greater resilience and greater reliability for the movement of people and goods.
- Policy 4 - Improve connections to new economic development locations to help them flourish, primarily through sustainable transport connections
- Policy 5 – To help make economic centres attractive places where people wish to be.
- Policy 6 – To improve connections to areas of deprivation.
- Policy 8 – To improve connections to new housing development locations to help them flourish, primarily through sustainable transport connections.

4.0 Wider WMCA Implications

4.1 The report deals with identified priority transport schemes from the Delivery Plan for Transport which are located within the Metropolitan Area, but will serve to improve connectivity across the wider WMCA through improved links on key corridors.

5.0 Sprint – Bus Rapid Transit Network

Summary

5.1 This project will provide three new Sprint routes by 2022: Walsall Town Centre to Birmingham City Centre (A34); Birmingham City Centre to Birmingham Airport and Solihull (A45); and Sutton Coldfield to Birmingham via Langley (SBL). The proposed routes serve several key destinations and areas of growth across the region including Great Barr, Alexander Stadium, Perry Barr, Yardley, Digbeth, the NEC, and Aston. Each route will also serve the Curzon Street interchange which will provide links to HS2 when the service is operational.

5.2 Sprint is a bus based rapid transit mode which is part of the vision for the future network of world class public transport in the West Midlands, this means faster journeys, improved reliability, higher quality public transport environment, greener environment, and easier access to transport and our communities. These public transport improvements are an essential part of the HS2 Connectivity Package, Commonwealth Games Transport plan, Solihull Connected, Birmingham Connected, and the TfWM Strategic Transport Plan.

5.3 The Sprint offer focuses on delivering journey time reliability through highway interventions and signal priority, improving boarding times through multiple vehicle entrances and off board ticketing, and is a corridor focussed public transport solution.

Progress

5.4 The Strategic Outline Case for these schemes were approved by the WMCA between May and July 2017. An Optional Appraisal Report with concept designs was complete for each scheme by February 2018, and the preliminary designs have been agreed for public consultation. Key stakeholders have been engaged with the schemes and public consultation will start week commencing 20th August 2018 for 6 weeks.

Key milestones – all schemes

- Public consultation — September 2018
- Detailed Design — March 2019
- Main Construction period — January 2020 – December 2021
- Full scheme completions — March 2022

Project Cost

5.5 The total estimated scheme value for the three schemes is currently £110.1m. The overall project budget includes vehicles, Sprint stops, traffic signal upgrades, highway infrastructure, and project management.

6.0 University Station

Summary

6.1 University Station was opened in 1978 to a design that foresaw maximum for a patronage of 400,000 and last year (2017) some 3.3million passengers passed through the station. Patronage is forecast to increase as development continues in the wider University and Hospital area and when new, six-carriage rolling stock is introduced in May 2021. Hockey and squash events for the 2022 Commonwealth Games will be held at the University of Birmingham, generating high demand during the Games period. The opening of HS2 Phase 1 in 2026 (followed by Phase 2A in 2027) will lead to further patronage growth. The long-term plan is that the Children's Hospital will relocate to Edgbaston, stimulating further travel demand. Patronage in 2022 is forecast at 5+ million and by 2026 7+ million.

6.2 The new University Station will be a magnificent flagship station which will provide seamless movement from platform to the QEH / Women's Hospitals, direct to the University campus via a link bridge over the canal and non-rail user access. Direct access will be provided to the canal towpath, facilities will be provided for buses, taxis and cyclists and public realm treatment will be to a high standard, respecting the Roman Fort at Metchley (a Scheduled Ancient Monument).

Project Progress

6.3 The Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) Board have conditionally approved a £10 million Local Growth Fund (LGF) allocation. Approval of the drawdown of £2 million development funding is expected by the Programme Delivery Board on 6th September. Discussions are well advanced with other key funding partners and Heads of Terms are being drafted. A high-level Project Steering Group has been established and meets on a six-weekly basis. The Procurement Strategy is being finalised alongside a full cost profile and programme. The Land and Consents strategy is being reviewed and a Pre-Application will be made to Birmingham City Council during September. A Design Review Workshop was held earlier in the summer, which included all Partners to capture key requirements of the new station which will need to be incorporated into the design. This workshop resulted in additional work being undertaken to determine whether the patronage forecast growth figures for 2043 align with Network Rail figures (including non-rail users of the station).

Key Milestones

- Single Option Selection — November 2018
- Detailed Design — August 2020
- Construction — September 2020 – November 2021
- Scheme Completion — January 2022

Project Cost

6.4 Estimated budget cost for the entire project including all fees and public realm/car park area is £40m (excluding the cost of the footbridge over the canal which will be funded separately by the University).

7.0 Perry Barr Rail & Bus Interchange

Summary

7.1 With the Commonwealth Games being held in Birmingham in 2022, key sites have been distributed throughout the region. Perry Barr will be home to events at the Alexander Stadium, a short walk up the Walsall Road from Perry Barr station. The Athletes' Village will be constructed on the former site of Birmingham City University, on the eastern side of the A34 to the railway station.

7.2 The project is currently in the early development phases, with consultants appointed to design a revitalised rail station and bus interchange which meets a number of mandatory requirements from key stakeholders. The project team are currently information gathering to assist with option development for both the station and interchange.

Project Progress

7.3 A Visioning Workshop took place on the 20th July 2018, with key partners from TfWM, Birmingham City Council and the rail industry. Site visits have been undertaken with key stakeholders and also with the appointed consultants to look at the parameters and to inform likely options at a very high level. A list of client requirements has been drafted to guide the option development and has been shared with key stakeholders. This has been used to develop the Client Requirements Document (CRD).

7.4 A project delivery board has been established for the infrastructure elements at Perry Barr given the interface with other transport interventions i.e. A34 highway enhancements. This board will be responsible for overall coordination of these projects.

Key Milestones

- Feasibility — October 2018
- Single Option Selection — March 2019
- Construction — June 2020 – November 2021
- Scheme Completion — December 2021

Project Cost

7.5 Estimated budget cost for the delivery of the rail station is £18m and £2.5m for the bus interchange.

8.0 West Midlands Regional Transport Coordination Centre

8.1 As part of the devolution agreement, funding was allocated by DfT to TfWM to develop a full business case (FBC) for the delivery of a Regional Transport Coordination Centre (RTCC).

8.2 The West Midlands RTCC will be a multi-agency operation with a physical focal point providing a unified and common view of the transport network to provide a level of regional coordination needed to support Local Authorities, Emergency Services and transport

service providers across the region. Its services will be centred around providing the coordinating 'glue' in managing all types of unplanned and planned disruptions on the transport network, including more proactive and preventative approaches to reduce levels of disruption.

8.3 The RTCC will also allow for the creation of enhanced capabilities which includes upgrades to existing local technology hubs and roadside infrastructure. These are an integral and essential element for the better management of congestion across the region. The RTCC will seek to provide the additional resource to enable the local traffic management centres to enhance their levels of service.

Progress

8.4 A long list of options has been developed for the RTCC in conjunction with project partners. From this a short list of options was agreed to develop further robust assessments and an understanding of the benefits that could be achieved. The FBC has been drafted but before approving this business case, further work is required to undertake a detailed design on the preferred option including both technical and organisational design.

Milestones

Single Option Selection	September 2018
Detailed Design	December 2018
Implementation	February 2019 – November 2019
Scheme Completion	December 2019

Project Costs

8.5 The next stage of detailed design is to enable a further robust assessment of the capital investment costs and understand any revenue costs associated with the operation of the RTCC.

9.0 Financial Implications

9.1 The funding for the infrastructure projects as set out in this report comprises a number of funding streams. These include the WMCA Investment Programme, Local Growth Fund, rail industry and private sector funding.

10.0 Legal implications

10.1 There are no direct legal implications arising from the recommendations set out in this report. However, legal and procurement will support, as necessary, any deliverables that may arise.

11.0 Equalities implications

11.1 All projects detailed in this report will need to take into account key accessibility requirements and will need to undergo Equality Impact Assessments. Thorough consultation with equality groups will also need to be undertaken as part of the projects.

TRANSPORT DELIVERY COMMITTEE				
COMMITTEE MEETING		**REPORT AND AUTHOR**	**AGENDA SETTING MEETING**	
Date of Meeting	***Date Final Reports to be submitted to Governance Services***		***Date of Meeting***	***Date Reports to be submitted to Governance Services***
5 November 2018	25 October	• **Financial Monitoring Report** (Linda Horne) • **Capital Programme Delivery Monitoring Report** (Sandeep Shingadia) • **Park & Ride Update** (Babs Spooner) • **Rail Business Report** (Tom Painter) • **Bus Business Report** (Edmund Salt) • **Park & Ride Save a Space Trial** (Babs Spooner) • **Safer Travel Update** (Mark Babington)	22 October	17 October
7 January 2019	20 December	• **Customer Services Performance Report** (Sarah Jones) • **Financial Monitoring Report** (Linda Horne) • **Capital Programme Delivery Monitoring Report** (Sandeep Shingadia) • **Bus Alliance Update** (Edmund Salt) • **Cycling Charter Progress Update**	17 December	12 December

TRANSPORT DELIVERY COMMITTEE				
COMMITTEE MEETING		**REPORT AND AUTHOR**	**AGENDA SETTING MEETING**	
Date of Meeting	***Date Final Reports to be submitted to Governance Services***		***Date of Meeting***	***Date Reports to be submitted to Governance Services***
		Hannah Dayan		
4 February 2019	24 January	• **Metro Operations Business Report** (Phil Hewitt)	21 January	16 January
4 March 2019	21 February	• **Financial Monitoring Report** (Linda Horne) • **Capital Programme Delivery Monitoring Report** (Sandeep Shingadia) • **Park & Ride Update** Pete Bond (Babs Spooner) • **Rail Business Report** Malcolm Holmes (Tom Painter) • **Bus Business Report** Pete Bond (Edmund Salt)	18 February	13 February
20 May 2019	9 May	• **Commonwealth Games Capital Projects Update** (Sandeep Shingadia) • **Financial Monitoring Report** (Linda Horne) • **Capital Programme Delivery Monitoring Report** (Sandeep Shingadia) • **Safer Travel Update** (Mark Babington)	TBC (local elections)	29 April

TRANSPORT DELIVERY COMMITTEE				
COMMITTEE MEETING		**REPORT AND AUTHOR**	**AGENDA SETTING MEETING**	
Date of Meeting	***Date Final Reports to be submitted to Governance Services***		***Date of Meeting***	***Date Reports to be submitted to Governance Services***
24 June 2019	13 June	• **Customer Services Performance Report** (Sarah Jones) • **Bus Alliance Update** Pete Bond (Edmund Salt) • **Cycling Charter Progress Update** Hannah Dayan	10 June	5 June

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