

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 - 6	
5.	Matters Arising	Chair	None	
6.	Correspondence/ Petitions	Chair	None	
7.	Financial Monitoring Report	Linda Horne	7 - 18	
8.	Capital Programme Delivery Monitoring Report	Sandeep Shingadia	19 - 26	
9.	Rail Business Report	Tom Painter	27 - 42	
10.	Bus Business Update	Edmund Salt	43 - 52	
11.	Presentation: Vision for Bus	Pete Bond	None	
12.	Notices of Motion To consider any notices of motion by the deadline of 12 noon on 1 November 2018.		None	
13.	Questions To consider any questions submitted by the deadline of 12 noon on 1 November 2018 for written questions and 12 noon on 2 November 2018 for oral questions.		None	
14.	WMCA Board Transport Reports (For Information Only)	Laura Shoaf	None	
15.	Forward Plan	Chair	53 - 54	

16.	Date of Next Meeting -7 January 2019 at 1.00pm		None	
-----	--	--	------	--

This page is intentionally left blank



West Midlands Combined Authority

Transport Delivery Committee

Monday 10 September 2018 at 1.00 pm

Minutes

Present

Councillor Kath Hartley (Chair)	Birmingham City Council
Councillor Timothy Huxtable (Vice-Chair)	Birmingham City Council
Councillor Pervez Akhtar	Coventry City Council
Councillor Robert Alden	Birmingham City 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 Chaman Lal	Birmingham City Council
Councillor Keith Linnecor	Birmingham City Council
Councillor John Rowley	City of Wolverhampton Council
Councillor David Stanley	Dudley Metropolitan Borough Council
Councillor David Welsh	Coventry City Council

Item No.	Title
----------	-------

17.	Apologies for absence
-----	------------------------------

Apologies for absence were received from Councillors Allcock, Horton, Jones and Richards.

18.	Chair's Remarks
-----	------------------------

The Chair welcomed members of the press, public and stakeholders to the meeting.

In relation to the membership of various Lead Member Reference Groups, the Chair reported on the following changes:

Councillor Davis to move from Sprint to Rail and Metro;

Councillor Lal to move from Rail and Metro to Sprint;

Councillor Hibbert to move from Sprint to Air Quality, Congestion and Environmental Impact and

Councillor Linnecor to move from Air Quality, Congestion and Environmental Impact to Sprint.

19.	Minutes of the last meeting
-----	------------------------------------

The minutes of the meeting held on 16 July 2018 were agreed as a correct

record.

20. Matters Arising

Financial Monitoring Report (*Minute no.11 refers*)

In relation to Councillor Stanley's request for further information on the Parkhead Viaduct for the Wednesbury to Brierley Hill Metro Extension at the last meeting which he indicated had not been provided, Wayne Farrington, Lead Accountant Transport, advised that the information had been provided via email and undertook for this to be re-sent to Councillor Stanley.

21. Correspondence/ Petitions

None submitted.

22. Presentation: Midlands Connect -Motorway Hub Study

The committee received a presentation from Simon Statham, Head of Technical Programmes, Midlands Connect on the Midlands Connect-Motorway Hub Study.

The presentation outlined the study objectives for the Midlands Motorway Hub Study which included making the best use and development of the regional motorway network, including opportunities for strategic park and ride and recommendations and next steps.

Councillor Davis, reported that he had requested the presentation and was somewhat reassured by the contents but was concerned with the possibility of more motorway building for the Western Strategic Route and reported that he would fight against this. He reported of the need for modal shift and good public transport and concurred with the proposal to increase the usage of the M6 Toll commenting that the current ownership model was wrong and imposed on the region.

Councillor Linnecor reported that he agreed with the comments made by Councillor Davis and was interested in the proposals for high occupancy vehicles and freight only lanes for heavy goods vehicles.

Councillor Holl-Allen welcomed the proposals to encourage usage of the M6 Toll and in particular improved signage that would alert people to the time savings that could be made.

In relation to an enquiry from Councillor Ditta regarding further information on the improved operation of M6 Junctions 3-11, Simon Statham reported that consideration was being given to looking at possible restrictions to improve traffic flow as currently 25% of traffic uses the motorway for 1 or 2 junctions. He advised that any interventions introduced would not block the local road network.

The Chair thanked Simon Statham for his informative presentation.

Resolved: That the presentation be noted.

23. Metro Investment Programme

The committee considered a report from Phil Hewitt, Metro Programme

Director West Midlands Metro, on the Metro Investment Programme.

The report provided an overview of the main activities of the West Midlands Metro Team (comprising TfWM and the Midland Metro Alliance).

The Metro Programme Director advised the committee that the report submitted had been written in July and as a result some of the information provided was slightly out of date and highlighted the key points within the report.

In relation to an enquiry from Councillor Welsh regarding Metro budgets and in particular schemes that are not fully funded, i.e., Wednesbury to Brierley Hill Extension and whether cost pressures on budgets could lead to some schemes being taken out of the programme, the Metro Programme Director reported that a number of options are being considered including how transport generates cash and advised that the Mayor was looking at all possible funding solutions where there were funding gaps.

In relation to a further question from Councillor Welsh regarding Coventry Very Light Rail and whether this was a solution for Metro, the Metro Programme Director reported that Very Light Rail (VLR) could integrate with Metro and TfWM was working with partners on the project as it was recognised VLR had many benefits.

In relation to an enquiry from Councillor Huxtable as to whether 18 or 19 extra trams are needed to run services to Dudley/Brierley Hill and Birmingham Eastside as both figures are mentioned in the report, the Metro Programme Director explained that the figure is currently 18 trams however this fluctuates marginally as it is dependent on the value engineering undertaken and he would report back in due course on the matter.

In relation to a proposed station at Canal Street, Councillor Huxtable enquired as to why there was no mention of this station in the WMCA report on Congestion Management report.

The Director of Development and Delivery, TfWM, Sandeep Shingadia, advised that the station was not included in the WMCA report as work on Canal Street was still on-going ; the feasibility study would be concluded in October.

Further to a follow-up question from Councillor Huxtable regarding connectivity, if the station is not considered viable, the Director of Development and Delivery, TfWM, reported that other options would be considered for the location.

In relation to an enquiry from Councillor Stanley regarding how Dudley Port Rail Station would connect with the Metro given the different levels and distances between the two, the Director of Development and Delivery, TfWM, reported that TfWM was engaging with Network Rail, Midland Metro Alliance and stakeholders as part of the Masterplan for the location, however, he added that this work was at its early stages and an update could be given to the committee in due course.

Resolved: That the report be noted.

24. Financial Monitoring Report

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

Councillor Akhtar, Lead Member for Finance and Performance outlined the report recommendations.

The Lead Accountant- Transport, Wayne Farrington highlighted the key points within the report.

In relation to the Connected and Autonomous Vehicles (CAV) project, the Chair proposed that the project be the subject of a future pre-TDC policy briefing.

Resolved:

- (1) 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 variance of £41,000 following the first forecast of the year be noted;
- (2) That the total capital expenditure to the end of July 2018 for the overall transport programme is £24.3 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.

25. Capital Programme Delivery Monitoring Report

The committee considered a report of the Director of Development and Delivery, TfWM, that provided an update on the approved TfWM led 2018/19 programme and projects.

Sandeep Shingadia, the Director of Development and Delivery, reported on the achievements with regards to elements of the 2018/19 Capital Programme that had been completed during July and August and highlighted variations to the baseline programme during the reporting period which related to Perry Barr and Snow Hill Third Access.

In relation to an enquiry from Councillor Holl-Allen regarding the new delivery date for Snow Hill Third Access, the Director of Development and Delivery reported that the target date was now June 2019 following the receipt of the preferred bidder's programme.

Resolved:

- (1) That the achievements since the July 2018 meeting of the Transport

Delivery Committee be noted;

(2) That progress of the deliverables under the 2018/19 Capital Programme be noted and

(3) That the variations from the baseline programme as indicated in paragraph 4.1 of the report be noted.

26. 2022 Commonwealth Games Capital Projects Update

The committee considered a report of the Director of Development and Delivery, TfWM, that provided a summary and progress update on capital projects that are being developed and delivered to support the 2022 Commonwealth Games.

Councillor Welsh commented that he welcomed the report but reported of the need to ensure projects for Coventry City of Culture 2021 do not conflict with the projects for the Commonwealth Games.

Pete Bond, Director of Integrated Transport Services, reported that TfWM has now been offered a seat on the Coventry City of Culture group and he could look to see whether an update could on Coventry projects could be provided for a future meeting.

Councillor Huxtable considered that in addition to the four schemes outlined in the report, the Metro Birmingham Eastside Extension should also be included in the report as he noted passenger services operating on the extension would be brought forward in time for the Commonwealth Games in July 2022 as indicated in the earlier Metro Investment report

The Director of Development and Delivery reported that he was happy to liaise with Phil Hewitt, Metro Programme Director to include the Birmingham Eastside Extension in future reports.

In relation to an enquiry from Councillor Ditta regarding whether a transport plan would be prepared for the Commonwealth Games, the Director of Development and Delivery reported that a plan would be prepared in due course with the Commonwealth Games Organising Committee.

Resolved:

(1) That the TfWM capital programmes that will support the 2022 Commonwealth Games be noted.

27. Notices of Motion

None submitted.

28. WMCA Board Transport Reports

The committee received a report on Congestion Management that would be considered by the WMCA Board on 14 September 2018.

The report was submitted for information only.

Councillor Huxtable noted that the report seemed light with regards to rail projects and enquired why no new rail stations appeared on the timeline.

The Director of Integrated Network Services, Pete Bond undertook to feedback comments to the report author.

Resolved: That the report be noted.

29. Questions

None submitted.

30. Forward Plan

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

Resolved : That the report be noted.

31. Date of Next Meeting -5 November 2018 at 1.00pm

The meeting ended at 2.45 pm.



Transport Delivery Committee

Date	5 November 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 to be/has been considered by	Lead Member 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 £309,000 compared to budget and a full year favourable forecast variance of £41,000.
2. Note that total capital expenditure to the end of September 2018 for the overall transport programme is £38.8 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 the end of September and is the third 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 September 2018 there is a net favourable in-year variance against budget of £309,000. Following the first re-forecast of the year there is a favourable full year position of £41,000 against budget. There has been no change to the full year forecast from that previously reported.

2.2 Year to Date and Full Year Variances

The variances of note are:-

- **Concessions:** £833,000 favourable in-year and projected £1.718m favourable against full year forecast. As previously reported this is mainly due to lower Bus concessionary patronage than budgeted. 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 that commenced from 1 October 2018.
- **Bus Services:** £711,000 adverse in-year and projected £1.448m favourable against full year forecast. As previously reported the full year forecast is due to income foregone as a result of the agreed introduction of the 12 month Departure charge and Roadside Information holiday commencing from 1 October 2018. The income foregone from this will be funded from savings on Concessions.
- **Integration:** £75,000 favourable in-year and projected £61,000 adverse against full year forecast. The in-year position 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. The full year forecast position is mainly due to increased costs for the Safer Travel Policing team and some minor costs relating to Passenger Information.
- **Strategic Development:** £110,000 favourable in-year and projected £11,000 adverse against full year forecast. As previously reported this reflects some in-year phasing on External Advice activity with a re-profiling of it undertaken to take place later in the year.
- **Business Support Costs:** £67,000 adverse in-year and projected £110,000 adverse against full year forecast. This is mainly due to lower recovery against the 16 Summer Lane building income target and some minor phasing on support related costs.

2.3 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 alter the current forecast position and these will be reported in subsequent financial report updates through the year. The second full forecast of the year will be undertaken during November and reported to the 7 January 2019 TDC meeting.

	ACTUAL £000	BUDGET £000	VARIANCE £000		FORECAST £000	BUDGET £000	VARIANCE £000
TRANSPORT FOR WEST MIDLANDS							
INCOME							
Transport Levy	57,360	57,360	0%		114,720	114,720	0%
TOTAL INCOME	57,360	57,360	0%		114,720	114,720	0%
EXPENDITURE							
Concessions							
National Bus Concession	25,258	26,112	853 3%		50,537	52,244	1,708 3%
Metro / Rail	2,268	2,267	0%		4,541	4,542	0%
Child Concession	4,738	4,739	1 0%		9,541	9,552	10 0%
	32,263	33,118	855		64,619	66,338	1,718
Bus Services							
Bus Stations / Infrastructure	2,531	1,829	(702) 38%		4,958	3,510	(1,448) 41%
Subsidised Network	4,220	4,205	(14) 0%		8,498	8,498	() 0%
Tendering / Monitoring	324	328	4 1%		686	683	(4) 1%
Accessible Transport	3,627	3,629	1 0%		7,259	7,261	2 0%
	10,702	9,991	(711)		21,401	19,952	(1,449)
Rail and Metro Services							
Metro Services	737	760	23 3%		1,546	1,560	15 1%
Rail Services	1,040	1,042	1 0%		2,317	2,253	(64) 3%
	1,777	1,802	25		3,863	3,814	(49)
Integration							
Safety and Security	316	292	(24) 8%		647	614	(33) 5%
Passenger Information	2,451	2,518	66 3%		5,222	5,195	(27) 1%
Sustainable Travel	92	125	33 27%		255	253	(2) 1%
	2,859	2,934	75		6,124	6,063	(61)
Network Resilience	379	400	21 5%		829	831	2 0%
Business Support Costs	1,651	1,584	(67) 4%		3,395	3,285	(110) 3%
Strategic Development	951	1,061	110 10%		2,250	2,240	(11) 0%
Elected Members	130	130	1 1%		271	271	0%
Capital Finance Charges	6,228	6,228	0%		11,926	11,929	3 0%
TOTAL EXPENDITURE	56,939	57,248	309 1%		114,680	114,721	42 0%
NET	422	113	309		40	(1)	41

SECTION B

3.0 Summary Position TfWM Capital Budget

3.1 The overall TfWM Capital Programme expenditure was £38.8m (42%) below the budget of £66.6m at the end of September 2018 with the variance primarily contained within the Investment Programme portfolio. The Other Major Schemes were £0.7m below the budget of £0.8m. The Minor Works Programme was £1.1m (23%) below the budget of £5.0m and the Administered Programme was £0.3m below the Budget of £0.7m.

The Annual Forecast is now £107m (31%) favourable to budget, the majority of the variance contained within the Investment Programme.

	ACTUAL VS BUDGET			FULL YEAR 2018/19		
	ACTUAL £000	BUDGET £000	VARIANCE £000	BUDGET £000	FORECAST £000	VARIANCE £000
TfWM Delivered Investment Programme Schemes	34,360	60,167	25,807 43%	133,607	88,209	45,398 51%
TfWM Other Major Schemes	169	819	650 79%	4,657	2,278	2,379 104%
TfWM Minor Works Programme	3,812	4,954	1,142 23%	13,773	13,328	445 3%
TfWM Administered Programme	417	709	292 41%	3,141	3,130	11 0%
TOTAL	38,758	66,649	27,891 42%	155,178	106,945	48,233 45%

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 September totalled £34.4m which was £25.8m (42%) below the year to date budget. The variance was spread evenly across the Metro schemes, the most significant being Metro Wednesbury to Brierley Hill Extension (£6.2m), which is reflective of ongoing survey work impacting on detailed design activities. The transfer of a Network Rail corridor to the WMCA which will allow initial site works to be progressed has been rescheduled to December 2018. The Metro Edgbaston Extension (£5.0m) is also below budget due to a Programme of Highway works being rescheduled awaiting award of a Transport and Works Act Order. In addition, land purchases are currently being finalised in conjunction with the Sprint Hagley Road scheme. The Metro Wolverhampton City Centre Extension (£5.0m) is also below budget due to rescheduling 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 (£2.9m) 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 June 2019. The Metro Birmingham Eastside scheme is below budget (£2.6m), primarily due to design options being reconsidered with respect to the Delta Junction at Bull Street. The Metro Centenary Square extension is also favourable to budget (£1.8m), 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 £0.2m, which was £0.7m below the budget of £0.8m at the end of September 2018. The main variance relates to Longbridge Connectivity Package (£0.5m) where pre-construction investigative works is continuing and a final planning application is due to be submitted in October. Construction has been rescheduled to commence in January 2019.
- 3.5 Spend against the TfWM Minor Works programme totalled £3.8m, which was £1.1m behind the budget of £5.0m at the end of September 2018. The main variances are contained within the Sustainable Travel Programme (£0.7m), Asset Renewal/Replacement Programme (£0.5m) and Transforming Bus Travel Programme (£0.4m)) explained in further detail in section 3.11.
- 3.6 Spend against the TfWM Administered Programme was £0.4m, which was £0.3m below the budget of £0.7m.
- 3.7 The Annual Forecast is £48.2m (31%) below the budget of £155.2m. The main variance is contained within the delivered Investment Programme Schemes, relating to the Metro Extensions highlighted previously. Within here, 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			FULL YEAR 2018/19		
	ACTUAL £000	BUDGET £000	VARIANCE £000	BUDGET £000	FORECAST £000	VARIANCE £000
<u>HS2 Connectivity Programme:</u>						
Bilston Road Track Replacement Phase 2	32	250	218	250	282	(32)
Rail Investment	2,704	3,436	732	9,184	4,645	4,539
Rail Project Development	(9)	0	9	0	0	0
Sprint Network	931	2,282	1,351	5,227	3,487	1,740
Metro Centenary Square Extension	6,943	8,775	1,832	17,422	17,532	(110)
Metro Wolverhampton City Centre Extension	6,359	11,345	4,986	13,593	13,030	563
Metro Edgbaston Extension	4,966	9,956	4,990	17,289	14,486	2,803
Metro Catenary Free	7	0	(7)	0	0	0
<u>Other TfWM Investment Programme Schemes</u>						
Metro Birmingham Eastside Extension	2,748	5,382	2,634	22,859	11,770	11,089
Metro East Birmingham to Solihull Extension	4,223	7,087	2,864	13,273	10,488	2,785
Metro Wednesbury to Brierley Hill Extension	5,456	11,654	6,198	34,510	12,489	22,021
TOTAL	34,360	60,167	25,807 43%	133,607	88,209	45,398 34%

- 3.8 Expenditure against TfWM delivered Investment Programme schemes totalled £34.4m at the end of September 2018 which was £25.8m below the budget of £60.2m. The main contributors to the favourable variance were as follows:

- Wednesbury to Brierley Hill Metro Extension (£6.198m) due to a rescheduling of survey work, impacting on preliminary design activities and the submission of an initial Target Cost for the scheme. Negotiation over the transfer of the corridor from

Network Rail to WMCA is progressing and is forecast to complete in December 2018 allowing site works to commence.

- Edgbaston Metro Extension (£4.990m) 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 (£4.986m) 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 end of December 2018. Discussions are ongoing regarding the NCP Car Park purchase (£0.8m) expected to conclude towards the end of Q4 2018/19.
- East Birmingham to Solihull Metro Extension (£2.864m), due to a rescheduling of survey and modelling works, impacting on the submission of a transport works order from December 2018 to June 2019.
- Metro Birmingham Eastside (£2.634m) due to consideration and further review of design options with respect to the Delta Junction at Bull Street

3.9 The Investment Programme Schemes Annual Forecast has been reduced by £45.4m against the Budget. The main contributors to the variance are as follows:

- Wednesbury to Brierley Hill Metro Extension (£22.021m) as identified previously. The variance is not expected to influence the completion date for the scheme.
- Birmingham Eastside Extension (£11.089m) primarily due to rescheduling of 3G Tram Contract. Negotiations and contract award originally envisaged for February 2019, have been rescheduled to May 2019. The variance is not expected to influence the completion date for the scheme.
- Investment Programme (£4.539m) due to a reprofiling of land acquisition on the Rail-Walsall to Wolverhampton Line, and cost reprofiling of the Rail-Camp Hill Line. The variance is not expected to influence the completion date for the scheme.
- Edgbaston Metro Extension (£2.803m) as identified previously. The variance is not expected to influence the completion date for the scheme.

The favourable Annual variances have no impact on the delivery dates of the individual Programmes.

Other Major Works

TfWM Other Major Schemes	ACTUAL VS BUDGET			FULL YEAR 2018/19		
	ACTUAL £000	BUDGET £000	VARIANCE £000	BUDGET £000	FORECAST £000	VARIANCE £000
Longbridge Connectivity Package	56	568	512	3,557	1,810	1,747
Connected and Autonomous Vehicles	113	251	138	1,100	468	632
TOTAL	169	819	650 79%	4,657	2,278	2,379 104%

- 3.10 Spend against the Other Major Works Programme to the end of September was £0.7m below budget. The main variance relates to Longbridge Connectivity Package where pre construction investigative works is continuing and a final planning application is due to be submitted in October 2018. Construction has been rescheduled to commence in January 2019.
- 3.11 The Annual Forecast has been reduced by £2.379m, in the main relating to Longbridge Connectivity Package, due to the rescheduling of the main construction costs into 2019/20. In addition the Connected and Autonomous Vehicle (CAV) project is below budget 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			FULL YEAR 2018/19		
	ACTUAL £000	BUDGET £000	VARIANCE £000	BUDGET £000	FORECAST £000	VARIANCE £000
On Street Infrastructure	259	282	23	565	537	28
Bus Stations & Interchange	247	606	359	1,013	1,013	0
Other	1	0	(1)	0	1	(1)
Bus / Rail Park & Ride	121	208	87	457	396	61
Total Asset Renewal / Replacement	628	1,096	468	2,035	1,947	88
Park and Ride	81	117	36	2,389	2,204	185
Total Metro Minor Works	81	117	36	2,389	2,204	185
Other	3	48	45	415	416	(1)
Rail Stations	610	82	(528)	254	1,741	(1,487)
Bus Stations & Interchange	119	69	(50)	211	211	0
Sustainable Travel	10	0	(10)	0	0	0
Total Project Development	742	199	(543)	880	2,368	(1,488)
Cycling & Walking	158	542	384	2,830	1,050	1,780
LSTF Programme	0	12	12	24	24	0
MST Programme	1,448	1,745	297	2,431	2,436	(5)
Total Sustainable Travel	1,606	2,299	693	5,285	3,510	1,775
ICT Programme	10	15	5	15	15	0
ICT Programme	(1)	0	1	0	0	0
Other Corporate Systems	2	24	22	100	100	0
Total Systems	11	39	28	115	115	0
Swift	10	25	15	40	40	0
Total Ticketing	10	25	15	40	40	0
Bus Stations & Interchange	1	0	(1)	0	0	0
Highway & Reliability Improvements	556	832	276	2,170	2,276	(106)
On Street Infrastructure	170	293	123	805	814	(9)
Total Transforming Bus Travel	727	1,125	398	2,975	3,090	(115)
Park & Ride	4	30	(26)	30	30	0
Total Transforming Rail Travel	4	30	(26)	30	30	0
Interchange Signage	3	24	21	24	24	0
Total Wayfinding / Signage / Public Realm	3	24	21	24	24	0
GRAND TOTAL	3,812	4,954	1,142	13,773	13,328	445

3.11 The Minor Scheme Programme spend to the end of September 2018 was £1.142m below the budget of £4.954m. The main variance relates to the following:

- Sustainable Travel (£0.693m) The main variance relates to Snow Hill 3rd Access, within the Cycling & Walking Programme. The contract to construct the direct connectivity between St Chads tram stop and Snow Hill Rail station is being finalised pending assurances sought from Network Rail around infrastructure ownership. As a result the majority of the main construction has been rescheduled into 2019/20. The Managing Short Trips Programme (£0.297m) delivering walking and cycle routes on canal towpaths is also under spent. The 2017/18 schemes were completed in May 2018, paving the way for commencement of the 2018/19 programme of work in July 2018 with delivery of all routes expected during Q4 2018/19

- Asset Renewals / Replacement (£0.468m) The main variance relates to Network Wide Bus Station Refurbishments where the Walsall mid-life flooring refurbishment has undergone strategic review, which has led to minor rescheduling.
- Transforming Bus Travel (£0.398m) The main variance relates to Clean Bus Technology Fund 2017-19 where one of the Operators has withdrawn from the Programme. A plan is in place to seek new Operators by the end of October 2018.

Offsetting the favourable variances, is the following;

- Project Development (£0.543m) the main variance relates to University Station 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 £1.5m adverse annual variance.

Administered Schemes Programme

TFWM Administered Programme	ACTUAL VS BUDGET			FULL YEAR 2018/19		
	ACTUAL £000	BUDGET £000	VARIANCE £000	BUDGET £000	FORECAST £000	VARIANCE £000
TFWM Administered Programme	417	709	292 ^{41%}	3,141	3,130	11 ^{0%}

3.12 The TfWM Administered Programme spend at the end of September 2018 was £0.3m below the budget of £0.7m. 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. There is no impact on the Annual Forecast.

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.

5.0 Financial Implications

5.1 Detailed within above report

6.0 Equalities implications

6.1 None as a result of recommendations in this report

7.0 Inclusive Growth Implications

7.1 None as a result of recommendations in this report

8.0 Other Implications

8.1 None as a result of recommendations in this report

9.0 Schedule of Background Papers

9.1 All relevant information related to the recommendations is contained within this report.

APPENDIX 1 : SUMMARY PRUDENTIAL INDICATORS

Measure	Revised Forecast 2018/19	Treasury Management Strategy (£000)			Notes
		2018/19 Forecast	2019/20 Forecast	2020/21 Forecast	
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. Movement in revenue due to base including the Mayoral Precept and other small changes.
(a) financing costs	8,258	13,100	19,200	24,800	
(b) net revenue stream	166,788	172,900	178,000	177,500	
Percentage	4.95%	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	237,600	460,220	636,340	856,444	
Capital Financing Requirement	370,240	507,000	683,400	903,900	
Capital Expenditure, External Debt and Treasury Management					
Capital Expenditure	216,242	298,400	302,800	397,100	Deferral of project spend against Investment Programme Sponsored Schemes and the Metro Delivery Programme
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	

This page is intentionally left blank



West Midlands
Combined Authority

Transport Delivery Committee

Date	5 November 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 Akhtar

Recommendation(s) for action or decision:

Transport Delivery Committee is requested to:

1. To note achievements since the September 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 October 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 September and October 2018.
 - Bradley Lane – Enabling works commenced October 2018 which incorporates site compound establishment, installation of perimeter fencing, haul road/site access and vegetation clearance. Drill & Grouting works to commence 22nd October.

5.0 Variations to Baseline Programme

- 5.1 There are no variations to the baseline programme in this reporting period.

6.0 Financial implications

- 6.1 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.

7.0 Legal implications

- 7.1 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.

8.0 Equalities implications

8.1 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 Inclusive Growth Implications

8.1 The transport interventions sets out within this report form an integral part of an efficient and resilient transport system which support inclusive growth objectives by:

- Enabling wider labour markets,
- Providing access to skills, education and training
- Supporting regeneration and place making initiatives

9.0 Geographical Area of Report's Implications

9.1 The report deals with schemes to be funded through the Transforming Cities Fund which are located within the Metropolitan Area, but will serve to improve connectivity across the wider WMCA through improved links on key corridors.

10.0 Other Implications

10.1 No implications

11.0 Appendices

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

11.2 APPENDIX 2 – Financial Summary

12.0 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

Transport Delivery Committee Dashboard

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 the work being undertaken for Moor St Queensway.
Transforming Bus Travel							
2	TBT Wolverhampton City Centre Shelters	Delivery		24/08/2018	Green	Same	Scheme complete
3	TBT Birmingham City Centre Shelter Design Optimisation	Complete					Scheme complete
4	Digital Advertising Panel rollout	Rolling programme	June 2019	June 2019	Green	Same	2 digital awaiting installation due to the delivery of BCR A38 & A34 schemes. 21 new shelters have been ordered for Phase 1 of the 18/19 contract year with installs starting on 05/11/18. The next phase of shelters will commence early 2019 dates to be confirmed by Clear Channel
5	TBT Platinum Route RTI Equipment Upgrades	Rolling programme	March 2019	March 2019	Green	Same	Replace 11 shelters with new - orders have been place with installs likely to commence Jan 19 Rebrand 54 bus stop poles – Re-glazing and deep clean of 54 shelters complete, repainting of 54 shelters, 52 bus stop poles and 3 RTI poles in progress expected completion end of Oct 18. Replace 117 timetable cases expected completion end of Jan 19 Replace 117 flags on hold due to rebranding/font issues; May have to be replaced by rebrand project dependent on timescales Purchase and fit 20 new ad panels expected completion end of Jan 19 Re-orientate 5 advertising panels including planning costs (1 new site) expected completion
6	Network Wide P&R Lighting Enhancements	GW 5 Delivery and Handover	08/08/2018	Dec 2018	Amber	Same	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	Scheme commissioned via Atkins. On programme for completion Q3 2019 with forecast outturn at budget

	Project Name	Status	Baseline Comp Date	Forecast Date	DCA	DCA Trend	Exec Summary
Information & Mapping							
9	New Street Station Totems	Handover	16/05/2018	05/09/2018		Same	The scheme is complete
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	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	Rolling programme of minor works
13	Network Wide P&R upgrades (cycle facilities and height restrictions)	Rolling Programme	March 2019	March 2019	Green	Same	Various replacement and upgrade works ongoing all on track to be completed by March 19. 38 shelters also being installed under the asset management capital replacement, 26 installed to date completion expected to be Dec18
Project Delivery							
14	Bradley Lane Metro Park and Ride	GW 5 Delivery and Handover	22/02/2019	24/05/2019	Green	Same	Change control form provisionally approved by Project Sponsor in order to re-baseline project schedule in accordance with the contractors programme. Planned completion 24th May 2019.
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		01/05/2022	Green/Amber	Improved	Scheme remains on target for delivery in early 2022; WMCA are continuing to liaise with Dudley MBC, MMA and Portersfield Developers to ensure that all adjacent designs align.
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					Four sites have been identified for further development (Sandwell & Dudley, Tamebridge Parkway and Whitlocks End) in conjunction with Local Authorities and aligned to the emerging Park & Ride Strategic Framework.
19	Tipton Park & Ride	Design					Detailed design complete. Engagement ongoing with Sandwell Metropolitan Borough Council on land acquisition.
20	Perry Barr Station and Bus Interchange	Development	Dec 2021	Dec 2021	Green/Amber	Same	Risk workshop took place in Sept 2018. Work on options is progressing as part of the feasibility study and as programmed a series of options are currently being developed.
21	Snow Hill 3 rd Access	Design	31/12/2018	June 2019	Green/Amber	Same	The project is moving into pre-construction phase at this time. Stakeholder discussions regarding public realm works continues.

	Project Name	Status	Baseline Comp Date	Forecast Date	DCA	DCA Trend	Exec Summary
22	Network Wide Cycling Programme 3A (NWCP)	Development/ Feasibility		March 2019	Green	Same	Project Brief drafted, funding allocated, Sponsor and Board approval expected in November 2018.
23	Making the Key Route Network Safer for all users and managing the congestion on the KRN	Sponsors Remit	March 2019	March 2019	Green	Same	Tier 2 completed in Sept 18 and went to Transport Operations in the same month for approval of Sponsor's Remit. Programme due to be managed by Local Authorities.
24	University Station	Development		June 2022	Green	Same	Work is underway to complete the GRIP 3 outputs to enable the selection of a single option for further development. A number of surveys have been completed.

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 2 FINANCIAL SUMMARY

TfWM Integrated Transport Block Programme

	YEAR TO DATE FOR PERIOD ENDED SEPT 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	56	75	19	77	57	20
Network Wide Bus Station Refurbishment Phase 1	247	606	359	1,013	1,013	0
Network Wide P and R Lighting Enhancement	29	41	12	54	54	0
Network Wide Park and Ride Upgrades (Cycle Facilities Height Restrictors)	28	82	54	132	132	0
Network Wide CCTV Refresh and Installation (inc APNR)	218	199	(19)	221	219	2
Network Wide Rail RTI- Life Expired Replacements	(27)	0	27	0	(27)	27
Network Wide Park and Ride Expansion Developments -Phase 2	7	9	2	193	152	41
Asset Management- RTI Upgrades	0	27	27	170	170	0
Asset Management- Shelter Replacement	68	56	(12)	174	174	0
North Walsall Cutting	1	0	(1)	0	1	(1)
Total Asset Renewal / Replacement	627	1,095	468	2,034	1,945	89
Bradley Lane Park and Ride	81	117	36	2,389	2,204	185
Total Metro Minor Works	81	117	36	2,389	2,204	185
Perry Barr Interchange Development	4	22	18	54	54	0
Dudley Bus Station Development	119	69	(50)	211	211	0
Gateway Controlled Project Development	0	0	0	304	304	0
CCTV Shared Services Development	0	15	15	18	18	0
Perry Barr Rail Station	138	60	(78)	200	700	(500)
Total Project Development	261	166	(95)	787	1,287	(500)
ICT Rolling Programme	10	15	5	15	15	0
ICT Service Desk	(1)	0	1	0	0	0
AM3 (AM2 Upgrade)	2	24	22	100	100	0
Total Systems	11	39	28	115	115	0
Network Wide Swift Procurement	10	12	2	27	27	0
Network Wide Swift Vending	0	13	13	13	13	0
Total Ticketing	10	25	15	40	40	0
TBT Wolverhampton City Centre Shelters	50	42	(8)	42	50	(8)
TBT Birmingham City Centre Shelter Design Optimisation	0	11	11	11	11	0
TBT Platinum Route RTI Equipment Upgrades	49	173	124	600	600	0
TBT Highway Scheme Development (Bus reliability and punctuality)	56	58	2	58	58	0
Digital Advertising Panel rollout	67	66	(1)	151	151	0
Real Journey Time Pilot	20	14	(6)	20	20	0
Total Transforming Bus Travel	242	364	122	882	890	(8)
Tipton Park & Ride	4	30	26	30	30	0
Snow Hill Public Realm	156	481	325	2,500	870	1,630
Snow Hill Public Realm	0	0	0	150	0	150
Total Transforming Rail Travel	160	511	351	2,680	900	1,780
New Street Station Totems	3	24	21	24	24	0
Total Wayfinding / Signage / Public Realm	3	24	21	24	24	0
GRAND TOTAL	1,981	2,927	946 <small>32%</small>	9,537	7,991	1,546 <small>16%</small>



Transport Delivery Committee

Date	05 November 2018
Report title	Rail Business Report
Accountable Director	Malcolm Holmes, Interim Director of Rail, Transport for West Midlands Email malcolm.holmes@wmre.org.uk Tel 0121 214 7058
Accountable Employee	Tom Painter, Head of Rail Franchising and Partnerships, West Midlands Rail Executive Email tom.painter@wmre.org.uk Tel: 07432104161
Report to be/has been considered by	Councillor Roger Horton – Lead Member Rail and Metro

Recommendation(s) for action or decision:

The Transport Delivery Committee is recommended to:

- **Note** the content of the report

1.0 Purpose

To provide an update relating to the performance, operation and delivery of rail services in the West Midlands including on rail operator partnership agreements and West Midlands Rail Executive (WMRE) activity.

2.0 Section A – Background

- 2.1 Transport for West Midlands (TfWM) and West Midlands Rail currently work to influence the management and delivery of rail services and projects.

2.2 This report provides a summary of rail activity in the TfWM and wider WMRE areas between May and September 2018.

3.0 Section B – Rail Review

3.1 On 20th September 2018 the Government announced that it is undertaking a fundamental review of the rail industry following the “*systemic failings in the industry*”, which the Office of Rail and Road (ORR) concluded were a significant factor in the major disruption which occurred on a number of parts of the rail network around the May timetable change.

3.2 The Rail Review has been commissioned to review these failings alongside other wider structural issues in the industry and will report next Autumn with the intention of its findings being implemented from 2020. The review will have a wide scope including:

- leveraging the commercial model to ensure improved services for passengers and taxpayers, and more effectively balance public and private sector involvement
- the roles and structures of all parts of the industry, looking at how they can work together more effectively to reduce fragmentation, improve passenger services and increase accountability
- how the railway can support a fares system that delivers value for money for passengers and taxpayers; and improved industrial relations to maintain performance for passengers

3.3 A direct consequence of the announcement of the review is that the DfT have decided to cancel the competition for the Cross Country Franchise. The rationale behind this decision was that it would be imprudent to press on with letting a contract on a set of assumptions that might soon change. The current Cross Country Direct Award has the option of a 13 period extension, but it is likely that the Department will need to negotiate a further Direct Award with the existing operator Arriva (part of the German state railway Deutsche Bahn). On October 13, the government published a Prior Information Notice (PIN) in the Official Journal of the European Union, which envisages a further Direct Award of up to 5 years (potentially until 2025).

3.4 Although the postponement of the Cross Country Franchise competition is disappointing, WMRE will use the Direct Award as an opportunity to press for more capacity in the region, as well as the remapping of the Leicester-Birmingham and Nottingham-Birmingham local services to the West Midlands Franchise. The latter ambition may be easier to realise via a Direct Award than through a Franchise competition as there will be fewer procurement and competition requirements to consider in the negotiations.

3.5 The Review has the potential to drive fundamental reform in the way the rail industry operates and is therefore very likely to impact on WMRE and the way it does business. WMRE will need to develop its views to feed into this process at the appropriate time and seek to actively lobby to protect the interests of passengers in the West Midlands. WMRE are currently considering what specific activity it may need to undertake in order to support the review and secure meaningful participation throughout the process. This has already begun in the shape of a letter from the Chair of WMRE to the Secretary of State for Transport which has received a positive response from the Minister. WMRE will keep both TDC and WMRE Board Members briefed on the progress of the Rail Review at the appropriate meetings.

4.0 Section C – West Midlands Franchise

4.1 A major development for the region’s rail network occurred on 29th July 2018, when the first electric passenger service called at Bromsgrove station. This brings to a conclusion the multi-million pound scheme to extend the Cross City Line from its current terminus at Longbridge to north Worcestershire, providing Bromsgrove with three extra trains an hour in the process. The occasion was marked by a formal launch event on the first weekday of operation – Monday 30th July – with Cllr Roger Lawrence, chair of WMRE, joining representatives from Worcestershire, Network Rail and WMT to unveil a commemorative plaque (see image below).



Figure 1 From left to right: Richard Dugdale (NR), Cllr Ken Pollock (WCC), Richard Brooks (WMT), Cllr Roger Lawrence (WMRE)

4.2 The arrival of electric trains at Bromsgrove represent the second time that WMT have introduced new services to the region. In spring the first passenger trains began calling at the new station at Kenilworth, and on 20th July the station was officially opened. The guest of honour for the event was Chris Grayling, Secretary of State for Transport. He was accompanied by the local MP, Jeremy Wright, as well as Cllr Peter Butlin from Warwickshire County Council. Several of the speakers expressed support for the introduction of a Sunday service at the station, and WMRE are working with the industry to find ways to unlock the track capacity constraints that currently make this impossible.



Figure 2 Chris Grayling MP (left) at the formal opening of Kenilworth station

4.3 Given the difficulties experienced by Northern and Thameslink following the introduction in May of major timetable changes, DfT have decided to defer all major timetable changes planned for December 2018 until May 2019. WMT are one of those Franchises who were planning on introducing new services at this time. A copy of the briefing note provided by WMRE to the WMRE Board on this subject can be found in Appendix A.

4.4 An unintended consequence of the decision to defer the December timetable is that the local Sunday service on the Shrewsbury Line will no longer transfer to WMT in December as planned. Instead it will continue to be operated by the Welsh Franchise until the December timetable is implemented in May 2019.

4.5 WMRE, WMT and Network Rail have agreed the form of the special leaf fall timetable that will operate on the Cross City Line in the autumn of this year. This

is a marked improvement from the timetable that has been operated in previous years, as it ensures that all stations are served during the morning and evening peak periods, and keeps the amount of trains that skip-stop certain stations during the off-peak to a minimum. This progress has been made possible by WMT and Network Rail agreeing an action plan of over 30 initiatives designed to address the root causes of the low track adhesion on the Cross City Line. The performance of the timetable and the success of the initiatives will be reviewed in December 2018, and unless this shows that the impact on the region's rail network will be intolerable, there will not be a leaf fall timetable in 2019.

4.6 WMT's performance was significantly affected by the landslip at University station which closed the Cross City Line south of Birmingham New Street between 14th and 15th August. The landslip – which led to 713 trains being cancelled – was caused by a leak from a Severn Trent water pipe that was buried within the cutting wall. This caused the cutting wall slip by 3m over a length of 30m. With the soil came several trees, one of which fell on to the overhead line equipment, bring down the wires. The line could not reopen until the leak had been fixed and the cutting wall secured, a job that took more than a day to complete.

4.7 In recognition that performance has been challenging since the start of the Franchise, WMT have developed an action plan to address the situation. This comprises almost 70 schemes. Major schemes including improving train crew manpower planning processes, better industrial relations, more robust traincrew diagramming, and improved service recovery and contingency planning. Shorter term schemes include, more effective line management within the drivers team, more accurate and efficient processes, a suite of improvements for the Class 323 fleet, and schemes to decrease the amount of delay caused when passengers are taken ill on board trains.

4.8 Safety and Security

The number of suicides and suicidal attempts on the railway has continued to rise. This is true of both the West Midlands region and also nationwide. WMT are working closely with the Samaritans and the BTP to try and reduce this tragic trend. To assist them in this endeavour, WMT have arranged for Richard Godwin - one of Network Rail's suicide prevention and route crime specialists - to join them on a secondment. Richard joined at the end of September and will be attending the December WMRE Board meeting to provide an update on WMT's suicide prevention activities.

4.9 Community Engagement

WMT held the area's first conference for Station Adopters on 21st September at the Bull Ring Conference Centre. Designed as a forum to generate and share ideas for future station adoption and to celebrate the good work done by all the volunteers to date, the event received an enthusiastic reception from the attendees. Many found it really useful to have, for the first time, a forum to meet

and get to know other Station Adopters, as well as to meet representatives from the railway industry, in the form of WMT and WMRE. WMT and WMRE intend to work closely with Network Rail to build on this event and provide future support for station adoption.

WMRE had a very successful two days at the Tyseley 50 open day event over the weekend of 29th/30th September. Organised by Vintage Trains to celebrate 50 years of open days at Tyseley Depot (the depot first opened its doors to the public on 29th September 1968), WMT and the WMRE had a joint presence on both days on the adjoining WMT Depot. Alongside a class 172 in the first version of the West Midlands Railway (WMR) livery and a class 170 in the interim WMR livery, a WMRE stand was constructed with station name boards and artist's impressions of the new stations at Darlaston and Kings Heath, along with other information about WMRE's work. Engagement from the public was very positive, with lots of people showing interest in the new stations in particular. The stand was busy throughout the weekend and it was good to hear of the difference that people felt the new stations would make to their lives. Over the course of the weekend, the public took away WMRE branded merchandise, including pens, badges, small pots of jelly beans and leaflets explaining our work.



Figure 3 Pete Brunskill and Luke Bodin representing WMRE, accompanied by West Midlands Trains colleagues at the Tyseley Open day

WMRE also had a presence at the Greater Birmingham Chambers of Commerce Autumn Expo at Edgbaston Cricket Ground on 5th October. The station name board from Kings Heath and artist’s impression of the new station were again on display and, as with the Tyseley event, generated lots of discussion. Attendees were keen to understand further detail on the locations of the new stations and were very much looking forward to the new journey opportunities they would bring. It was good to be able to put WMRE alongside local businesses to represent the railway’s part in driving improvements in the Greater Birmingham area.

The Annual WMRE Stakeholder Conference is fast approaching. It will take place on 21st November at Summer Lane, with Jools Townsend (Chief Executive, Association of Community Rail Partnerships) as the key note speaker. The theme for this year’s event will be “local rail services, serving local communities” and will explore the vital contribution that rail makes to local communities, as well as the important role that communities play in supporting their local railway. A varied programme of speakers will share an exciting vision of the future plans for rail in the region and will encourage attendees both to think about how local communities will benefit from these plans and also about how communities can play a role in engaging with their local railway as these plans are brought to fruition.

5.0 Section C – Rail Programme

5.1 Update on principal projects as per table below:

Scheme	Update
<p>Snow Hill 3rd Access</p> 	<ul style="list-style-type: none"> • Construction contract let • Funding contribution from Ballymore obtained • On-site later this year • Completion Summer 2019

Scheme	Update
<p>University</p> 	<ul style="list-style-type: none"> • Single option design being finalised • Needs Scheduled Monument Consent • Construction – 2020-21 • Completion – early 2022 • Ward councillor briefings held • Full briefing held with TDC in September – further detailed update and site visit planned for early 2019
<p>Perry Barr</p> 	<ul style="list-style-type: none"> • Atkins appointed to undertake design and development work • Scope of work being finalised with BCC who are still finalising proposals for wider highways and regeneration in the area • Scope will include wider public transport interchange • Delivery early 2022
<p>Darlaston</p> 	<ul style="list-style-type: none"> • Preferred Design options selected to take forward to GRIP 4 • Briefings held with local councillors • Land purchase completed at Darlaston for main station site • Public engagement – Winter 2018 • Planning permission – Summer 2019 • Construction – 2020-21 • Completion – December 2021 • Train service options being investigated through Tracsis study • Meetings held with affected landowners
<p>Willenhall</p> 	

Scheme	Update
<p>Camp Hill Line stations – Moseley, Kings Heath and Hazelwell</p> <p>Moseley</p>   <p>Kings Heath</p>   <p>Hazelwell</p>  	<ul style="list-style-type: none"> • Preferred design options for all stations selected • Briefings with Ward Councillors held • Public engagement – November 2018 • Planning permission – Summer 2019 • Construction – 2020-21 • Completion – December 2021 • Train service options being investigated through Tracsis study • Key issues raised to date are related to drop-off, parking and access to the stations

Scheme	Update
<p>Solihull</p> 	<ul style="list-style-type: none"> • Project to redevelop Solihull station getting underway • Project objectives being agreed to allow scoping document to be developed to allow initial design study to be commissioned. • Governance arrangements with partners being finalised • Project will be led by Solihull MBC who have identified budget to commission work • Project timescales to be determined

5.2 Initial feasibility activity is also underway on a number of other projects including Moor Street station, Aldridge new station, Dudley Port interchange and Cannock station upgrade.

6.0 Section D – Single Network Vision

Following the success of getting WMRE represented on the Network Rail Supervisory Board for the West Midlands (which represents the highest level of rail industry governance in the area), we intend to investigate the possibilities of using the senior level oversight provided by the group to drive forward the Single Network Vision proposition for customer service. Following recent Supervisory Board discussions, it has become clear that this aligns very well with Network Rail's latest approach to improving performance, the so-called "corner-shop approach". This "corner-shop approach" seeks to bring together those key players along a line of route who most understand the business (as would be the case at a corner-shop) and to incentivise and enable them to drive performance improvements. We are seeking to widen this model so that it can be used to drive customer service in a wider sense, as expressed in the Single Network Vision. It is intended that a pilot scheme will be rolled out on the Cross-City line initially, with further routes to follow depending on the results of the pilot.

6.1 Chiltern Railways Partnership Agreement

The first Chiltern Railways Partnership Board meeting (associated with the renewed agreement signed on 13th June) took place on 26th September. The Board agreed to adopt a prioritised approach in order to deliver best value to the travelling public and in order make the most of the resources available to the Partnership. Key focuses for the Partnership are likely to be rolling out Swift smart ticketing technology on Chiltern Railways services, delivering multi-modal

branding at Solihull interchange and short term actions to improve the passenger environment between Moor Street and New Street stations.

The Board meeting also heard a business update from Chiltern Railways, who reported a challenging period for performance during period 6, with the company achieving 89.77% PPM against a target of 94.05%. Much of the cause of this was due to rail infrastructure failures, including a particularly disruptive signalling failure at Wembley during the evening peak on 14th September. Chiltern also updated the Board on plans to deliver the rail industry's first conversion of a Diesel Multiple Unit to hybrid drive. The first is due for completion by late 2019 and will deliver improved fuel efficiency and performance with lower emissions on Chiltern Railways routes.

6.2 Virgin Trains Partnership Agreement

Virgin Trains, the West Midlands Rail Executive and Transport for West Midlands signed a new partnership deal on 1st August. Launched by Councillors Roger Lawrence and Roger Horton and Amanda Hines (General Manager for Virgin Trains in the West Midlands), the agreement will focus on sustainable travel to stations and enhanced events management, in particular for football events. The first Board meeting of the new Partnership is due to take place on 19th October.



Figure 4. Cllr Roger Horton, lead member for rail and Metro on WMCA's transport delivery committee, Amanda Hines, general manager for Virgin Trains in the West Midlands and Cllr Roger Lawrence, chair of the West Midlands Rail Executive, hold copies of the partnership agreement

7.0 Section F – Stations Alliance and Rail Investment Strategy

- 7.1 On Monday 15th October WMRE launched the stakeholder consultation for the Rail Investment Strategy (RIS). The consultation will run for five weeks, closing at midday on Monday 19th November. This will allow around three weeks for the responses to be collated and analysed ahead of the WMRE Board meeting on 10th December.
- 7.2 WMRE are seeking to hear the views of as wide a range of organisations, businesses and individuals as possible. The Strategy and the questions which WMRE are seeking consultation responses on are available at <http://wmre.org.uk/strategy/wmris>.
- 7.3 Interim resources to support the management of the Stations Alliance have been brought on board. WMRE is relocating to the 7th Floor to allow the full integration of project delivery teams, Stations Alliance partners and WMRE/TfWM staff involved in rail. This will allow more joined up working to take place and more efficient delivery of stations projects.
- 7.4 With more staff in place to support the Stations Alliance it will be possible to move forwards on Stations Masterplanning and other activities identified in the WMSA work programme.

8.0 Section G – Financial Implications

- 8.1 There are no direct financial implications as a result of this update report. Although the latest status position covering the Rail Programme, Rail Investment Strategy and Stations Alliance is for noting in this report there are a number of financial risks and challenges against these that will be need to be carefully considered. This will form a key element as part of progressing the further development and/or delivery of these with all funding options and opportunities needing to be fully explored and quantified before any decisions are made.
- 8.2 Any costs incurred or support provided by TfWM or West Midlands Rail Executive from supporting the activity in relation to the Chiltern and Virgin partnership agreements will be met from within agreed funding and resources.

9.0 Section H – Legal Implications

- 9.1 There are no direct legal implications arising from the contents of this report although legal support may be required to support existing partnership agreements referred to.

10.0 Section I – Equalities Implications

10.1 There are no equalities implications as a result of this report.

11.0 Section J – Geographical Scope

11.1 This report covers rail services within the WMRE geographical area, which includes the seven authorities which make up WMCA as well as the nine Shire and Unitary authorities which ring the Met area.

12.0 Section K – Inclusive Growth Implications

12.1 There are no direct inclusive growth implications arising from the contents of this report.

Appendix A

West Midlands Rail Executive Briefing on Deferral of December 2018 timetable

Board Briefing

West Midlands Trains December 2018 Timetable Change

5 July 2018

1. Executive summary

Following a review by Network Rail into the circumstances surrounding the failed introduction of new timetables on the Northern and Thameslink Franchises in May 2018, the infrastructure provider and maintainer has recommended to the Department for Transport that the timetable changes proposed for December 2018 are deferred until May 2019. This recommendation has been accepted by the Department, meaning that the major timetable recast planned by West Midlands Trains (WMT) for December will now take place in May 2019.

2. Background

On 20th May 2018 the Northern and Thameslink Franchises introduced brand new timetables across all of their respective routes. These timetables marked a significant departure from the previous schedules, and in the case of Northern were predicated on Network Rail having upgraded certain key pieces of infrastructure. Both operators' timetables ran into difficulty from the first day of operations, with the ensuing delays and cancellations making national headlines.

3. Network Rail Response

In response, the Secretary of State for Transport, Chris Grayling, ordered a number of reviews and investigations to understand what went wrong. These included an analysis by incoming Network Rail Chief Executive Andrew Haines of his organisation's ability to validate in a timely manner the timetables that are planned to be introduced across the whole of the network in December 2018. This work also gave consideration to Network Rail's capacity to deliver any new or improved infrastructure that might affect the operation of the planned December 2018 timetables.

4. West Midlands Trains' December 2018 timetable

WMT's successful bid to operate the West Midlands Franchise saw them commit to introduce a significantly enhanced timetable in December 2018. The principal features of this new timetable have been communicated to the Board previously, but in short included:

- New cross-Birmingham linkages creating better connectivity to London and Birmingham International
- Better evening services on most routes
- Uplift in Shrewsbury Line frequency on weekdays, Saturdays and Sundays
- Later services on Coventry, Cross City North and Wolverhampton lines
- Electric services on the Chase Line

5. Chase Line Electrification

The latter enhancement is dependent on Network Rail completing the electrification of the Chase Line by the autumn to allow sufficient time for driver training ahead of the introduction of electric passenger services in December. The launch of these services is important to the overall structure of the WMT timetable as it enables diesel trains to be redeployed elsewhere in the region to provide new services and more capacity. Consequently, any failure to deliver the Chase Line electrification scheme on time would have a knock on effect to other routes and have the potential to create disruption for passengers.

6. Network Rail's Recommendation

Mr Haines' review determined that there was sufficient risk attached to the delivery of the Chase Line electrification scheme to warrant a recommendation to the Secretary of State that the planned December 2018 timetable be deferred to May 2019. This would de-risk the timetable by giving Network Rail sufficient time to complete the electrification works and for WMT to ensure that all drivers are trained on the route. This recommendation was consistent with that given by Mr Haines elsewhere in the country. For example, planned changes to CrossCountry and freight timetables in December 2018 have also been deferred until May 2019.

The Secretary of State has accepted Mr Haines' recommendations for December 2018.

7. Implications for the West Midlands

The consequence of this decision is that WMT's existing May 2018 timetable will be rolled over into December 2018, with the December 2018 timetable now planned for May 2019. Although this means that the region will have to wait six more months for the better journeys promised by WMT, neither will any existing services be reduced or downgraded as a result of this decision.

The deferral of the December 2018 timetable de-risks the Chase Line electrification programme, thus averting the possibility of a Northern or Thameslink style event, and the reputational damage that this would bring. It also more neatly aligns the start of the enhanced services with the delivery of the final Class 230 and Class 172 units.

These extra trains are not as essential to the December 2018 timetable as the Chase Line electrification scheme, but had they been delayed there would likely have been crowding on several routes across the region.

8. Communication Plan

The deferral of the December 2018 timetable to May 2019 may generate some negative commentary from stakeholders and the media. However, any such challenge would pale into insignificance compared to the coverage WMRE would receive in the event that the December 2018 timetable followed the pattern of May 2018.

We have already begun to engage with WMT and DfT's communications teams to ensure that our public position on the deferral is consistent with that of our industry partners. The plan is to focus on the benefits that the new timetable will bring, and whilst acknowledging that ideally we would all have preferred them to be introduced sooner, emphasise that the need to protect passengers from any potential delay and disruption is of paramount importance.

If you would like any more information, or would like to discuss this further, please do not hesitate to contact Malcolm Holmes (malcolm.holmes@wmre.org.uk) or Tom Painter (tom.painter@wmre.org.uk).

END



Transport Delivery Committee

Date	5 November 2018
Report Title	Bus Business Update
Accountable Director	Pete Bond, Director of Integrated Network Services Email: pete.bond@tfwm.org.uk Tel: 0121 214 7388
Accountable Employee	Edmund Salt, Network Development Manager Email: edmund.salt@tfwm.org.uk Tel: 0121 214 7305
Report has been considered by	Councillor Hartley - Lead Member for Putting Passengers First

Recommendation(s) for action or decision:

- To note the contents of this report.
- To note the review being undertaken by TfWM on how it considers and processes Bus Service Registrations.
- To approve the Vision for Bus in the West Midlands.

1.0 Purpose of Report

1.1 To report matters relating to the performance, operation and delivery of bus services in the West Midlands. This report includes:

Section A **Bus Services Performance Summary**

- Punctuality and reliability August 2018
- Patronage August 2018

Section B **Tendered Bus Services Contracts – October 2018**

Section C **Bus Operational Matters and Passenger Impacts**

- Vision for Bus
- Bus Service Registrations
- Bus Operator Recharging Holiday
- Partnership Routes – 42/43 and 31/32
- Wolverhampton City Centre AQPS
- Network Resilience
- South Birmingham National Express Service Changes
- Dudley & Sandwell National Express Service Changes
- Signature Consultation
- Bus Stop Rationalisation

2.0 Section A Bus Services Performance Summary

- 2.1 Growing traffic and congestion continue to impact on bus service reliability and punctuality. Since the end of the recession, bus speeds have fallen 1 per cent on average every year, with record breaking traffic volumes seen in each of the last two years. Slower buses mean increased journey times, reduced reliability and fewer bus passengers, with reduced access to jobs, leisure and other retail opportunities. Bus operators do make service changes and timetables changes to try and combat raising congestion and decreasing levels of bus service reliability and punctuality. The data collection and measurement process for bus reliability and punctuality is currently being reviewed, so at this stage recent performance figures are not available.
- 2.2 The latest bus patronage data for the year ending August 2018 stands at 257.2 million. This is a 0.1 per cent decrease on the previous 12 months figure (August 2017: 257.5 million). There has been a month-on-month increase in bus patronage for the past five months as fare-paying patronage has increased; with low fare zones and new vehicles delivered on the network. However, concessionary travel continues to decline across the region with a 6.6 per cent year on year decline in 2017/18. Overall, the decline in local bus passenger journeys is less than the national trend, where for the year ending June 2018, the number of local bus passengers has decreased by 1.7 per cent in England (outside of London).

3.0 Section B Tendered Bus Services Contracts – October 2018

- 3.1 Bus Service Contracts to commence on 28 October 2018 include the award of:
- a. 15 contracts to commerce on 28 October 2018;
 - b. 3 existing contracts on an extendable basis for a further period of 1 week from 21 October 2018;
 - c. 1 existing contract on an extendable basis for a further period of 52 weeks from 28 October 2018; and
 - d. 29 contracts on a de-minimus basis from 28 October 2018; 4 for 17 weeks; 25 for 52 weeks and 1 for 104 weeks;
 - e. 2 contracts on a de-minimus basis from 2 September; 1 for a further 60 weeks and 1 for 112 weeks.
- 3.2 A total of 7 operators submitted bids, at an average of 2.47 bids per tender. This was an increase in bids per tender compared to the April 2018 round (1.6 bids per tender contract), and at a similar level to the previous October 2017 round (2.7 bids per tender contract). This has contributed to some increases in contract costs and has resulted in forecast cost pressures on the tendered bus budget in the current and future years. All services are required to meet TfWM Access Standards.
- 3.3 TfWM will review the contracts that are due to expire in April 2019 with the objective of maintaining a local bus network that adheres to the TfWM accessibility standards whilst seeking opportunities to minimise cost. This will be carried out by ensuring a data led review of existing contract performance, creative service and tender design and seeking to encourage new entrants into the West Midlands tendered bus market and negotiating competitive contract extensions.

4.0 Section C Bus Operational Matters and Passenger Impacts

Vision for Bus

- 4.1 The West Midlands Strategic Transport Plan (STP) – Movement for Growth, sets out a vision and the high level objectives of the public transport network. Within the STP bus as a mode is seen as key to ensuring these strategic objectives are met but places limited emphasis on defining a longer term strategy for bus in the west Midlands.
- 4.2 The Bus Services Act 2017 provides Transport Authorities with a number of legislative routes to delivering and improving the bus network, but that is not fully captured by the STP, which was produced prior to the Act.
- 4.3 Bus as a mode faces a number of challenges with increasing journey times due to congestion, competition from disrupters in the market and declining passenger use (in-line with other city regions) to 255 million trips per annum, although we have seen recent increases to patronage.
- 4.4 Despite the challenges, bus continues to carry significantly more passengers than all the other forms of public transport including rail (56m) and Metro (6.7m) and is critical to the growth of the region. The Key Route Network alone carries 200,000 more people by bus each day than travelling by private car. Without bus the West Midlands would not function and we would not be able to deliver the Strategic Economic Plan and wider aspirations of the West Midlands Combined Authority around economic development, housing and inclusive growth.
- 4.5 TfWM have been working to define a strategic Vision for Bus in the West Midlands to ensure that bus continues to be able to deliver the current and future objectives of the WMCA. This Vision has been defined through meetings with the leaders of all the constituent authorities, Strategic Transport Officers and Putting Passengers First Lead Members. To ensure that this vision is politically aligned across the region it is proposed to be presented for approval to the WMCA Board on the 9th November 2018.
- 4.6 Once the vision is defined and agreed, consideration will then be given to the risks and opportunities for delivering the Vision for Bus in the West Midlands, using the new powers and opportunities in the Bus Service Act 2017.
- 4.7 The Vision for Bus in the West Midlands is; *“A world-class integrated, reliable, zero emission transport system providing inclusive travel for all across the West Midlands. With excellent customer service and simple payment and ticketing options. Customers will be able to make easy and safe door-to-door journeys, benefitting from new innovative transport solutions that meets the needs of a modern and diverse 21st Century economy, reducing the reliance on private single occupancy car journeys”*
1. UK leading low emission bus fleet with zero emission corridors serving the most affected areas of air quality;
 2. Fully integrated bus network including local demand responsive and rapid transit services supporting rail, coach and Metro interchange as one network;

3. Simple, convenient and easy to use payment options including full capping providing a network which provides value for money and is affordable for customers;
4. Fewer private car journeys by making bus the mode of choice and creating better access to jobs and long-term change;
5. Creating a safe, secure and accessible mode for all and tackling long held barriers and perceptions;
6. Accountable network performance management – tackling issues causing congestion and reliability problems;
7. World-leading customer information utilising 5G and all available technologies and platforms;
8. All young people under 25 supported by discounted travel, as well as addressing barriers for excluded groups; and
9. Evolve a network to support the 24/7 thriving economy, connecting people to new and developing destination and attractions.

Bus Service Registrations

4.8 The Public Service Vehicles (Registration of Local Services) (Amendment) Regulations 2018 came into force on 24th April 2018. The Regulations provide that:

- An operator must provide a copy of their proposed application, including the registered particulars, to local authorities at least 28 calendar days before they submit an application to the traffic commissioner to register, vary or cancel a local bus service, where the service has a stopping place in that authority's area. They do this by sending the local authority a copy of the application and particulars to be registered.
- Local authorities have new powers to request certain information from bus operators about services that are being varied or withdrawn to help them make an informed decision about whether they need to subsidise a replacement service.

This is so that the local authority have time to decide if it requires the information from operators, and operators have sufficient time to respond to such a request before any application is submitted to the traffic commissioner.

4.9 Before the new Regulations came into force in April, operators had to wait for a period of 56 days to elapse between submitting an application for the registration of a new service, or a variation or cancellation of an existing service to the traffic commissioner, before those changes could be implemented. Under the new Regulations, this period has been reduced to 42 days.

4.10 However, the 28 day notice period has been added, which means operators must register their intention of a new service, or a variation or cancellation of an existing service at least 70 days before those changes could be implemented. Allowing a 28 day period for a local authority to consider the draft application before it is submitted to the traffic commissioner.

4.11 This change to how a bus service is registered has impacted how TfWM consider and process bus service registrations. Although it has increased the notification of a proposed bus service application; it has shortened the time available to process bus service information once the traffic commissioner has confirmed acceptance of the application.

- 4.12 TfWM are currently reviewing their process for bus service registrations in light of the new regulations and other changes to public travel information. TfWM continue to publish bus service changes confirmed by the traffic commissioner on the Network West Midlands website (Upcoming bus changes) every Wednesday. TfWM now longer email a link to this information.

Bus Operator Recharging Holiday

- 4.13 TfWM are providing a 12-month holiday period to bus operators within the region for bus station departure charges and roadside information recharging, in return for investment that supports the objectives of the West Midlands Bus Alliance and the WMCA.
- 4.14 The primary purpose of the overall investment that the proposal brings to the West Midlands Bus Alliance, is to accelerate investment in air quality improvements, in particular to bus emission standards. The improvements in air quality associated with the payment holiday, will enable the region and its Bus Alliance to deliver vehicle improvements above the current target levels by 2020, which would not otherwise have been achievable.
- 4.15 The 12-month period commenced from 1st October 2018, with operators that had committed to additional measures in return for the holiday period for bus station departure charges and roadside information recharging. The payment holiday is not a change in policy and will assist the West Midlands Bus Alliance to exceed its deliverables and set new targets.

Partnership Routes 42/43 and 31/32

- 4.16 Diamond Bus and National Express have worked together with Transport for West Midlands to provide a new joint timetable on the 42/43 and 31/32 services and will be carrying the new West Midlands Transport Bus livery on both operators vehicles.
- 4.17 The new partnership sees new timetables with a change in frequency at different times of the day for each operator; however as part of the new agreement both Diamond Bus and National Express are accepting selected tickets on the 42/43 and 31/32 services, so you can simply catch the first bus that comes along.
- 4.18 This new partnership is a first, as Diamond Bus and National Express share the routes. The operators previously competed for passengers on these routes, which meant passengers needed the right ticket for the right bus operator. The benefits under the new agreement for the passengers are simpler ticketing arrangements and one unified service, making it easier to travel on the routes.

Wolverhampton City Centre Advanced Quality Partnership Scheme (AQPS)

- 4.19 The Wolverhampton City Centre AQPS was made on the 14th August 2018, following the period of formal consultation with bus operators, and approval by Transport Delivery Committee on the 16th July 2018 and City of Wolverhampton Council.
- 4.20 The Wolverhampton City Centre AQPS will become operational from the 25th November 2018. The AQPS will cover 71 bus stops/stands and shelters (including

the stands in the West Midlands Combined Authority owned Wolverhampton Bus Station) that are within the city centre Ring Road.

- 4.21 All bus operators who wish to operate any local bus service in the scheme area once it has started will have to sign a declaration to both the Traffic Commissioner and West Midlands Combined Authority, before the scheme start date that they will fully comply with the AQPS standards.

Network Resilience – Broad Street / Paradise Circus

- 4.22 On 21st September the section of Broad Street between Bridge Street and Paradise was closed to facilitate the further construction of the Midland Metro extension to Centenary Square. This required the re-routing of a number of bus services to operate via Sheepcote Street or Bath Row to avoid the closure. This has been done in conjunction with the closure of Paradise Circus and the off-slip from Suffolk Street Queensway which has required further service changes.

- 4.23 To maintain journey times, reliability and punctuality on the network a number of bus priority schemes have been committed for delivery by Autumn 2018:
- Sheepcote Street bus gate
 - Paradise Queensway / Great Charles Street Queensway / Margaret Street bus lanes
 - Islington Row Middleway / George Road / Bath Row bus gate
 - Bath Row / Holloway Head bus lane
 - Harborne Lane bus lane
 - Additional bus stops on Tennant Street / Sheepcote Street / Cambridge Street.

As these scheme are delivered, they will be monitored and reviewed to address any issues that may arise to ensure continued effectiveness and benefit for bus.

- 4.24 All of the bus route changes were supported by a comprehensive communication strategy undertaken by Midlands Metro Alliance, TfWM and National Express. This included printed and social media, on-street passenger assistance and on-bus information. The closure and current routes are likely to be in place until Summer 2019.

Network Resilience – HS2

- 4.25 TfWM is working closely with National Express West Midlands (NXWM) regarding route changes during the HS2 enabling work being undertaken to the east of Birmingham city centre. The work will affect Lawley Middleway at Curzon Circus and Garrison Circus and will require the number 14 and 97 bus services to be diverted away from these locations because certain exits from the junctions and movements across the junctions will be temporarily removed. Bus route diversions will be publicised once the full details have been agreed with NXWM. It is expected that there will be disruption in this area for a period of 12 months with the bus route diversions being in place during the construction of the junction improvements. Disruption is likely from early in 2019.

- 4.26 Work on the ring road will be followed by the permanent closure of Park Street to allow for the construction of Curzon Station. Birmingham City Council (BCC) are

currently looking at options for the removal of general traffic from Moor Street to make it bus and taxi only limiting the number of vehicles using the road.

- 4.27 As per the assurance given to TfWM, BCC and NXWM by HS2, discussions continue with HS2 with regards to the closure of Saltley Viaduct and the resulting transport plan to mitigate any impact on bus services.

Network Resilience – Wolverhampton Metro Extension Pipers Row

- 4.28 Pipers Row closed to all traffic on 18 March 2018 and re-opened on Sunday 2 September 2018. This was to allow for the laying of tram tracks and related utility diversions along Pipers Row between Bilston Street through to Railway Drive.
- 4.29 All buses were on diversion during this time operating alternative routes which included mitigating measures through former pedestrianised Streets, accessing the bus station from the ring road and some operating from alternative locations in the City centre.
- 4.30 From 2 September 2018, Pipers Row re-opened to general traffic and buses which included buses being able to exit the bus station into Pipers Row. There remains some temporary measures which will remain until 23 November 2018 which includes temporary traffic signals, pedestrian crossings and street lighting. Works along railway Drive will continue until 23 November 2018 (buses not affected) when this part of the scheme is due to be completed with an estimated return date 2020 or on completion of the new rail station.

South Birmingham National Express Service Changes

- 4.31 Following extensive public consultation, involving over 10,000 responses across 3 separate exercises since April 2017, National Express West Midlands has made service changes to bus routes in and around south and south west Birmingham, from Sunday 22nd July 2018.
- 4.32 These included small changes, such as timetable improvements so that our buses can run more reliably. There was also some larger route changes, to cater for new and emerging travel needs, and also help to overcome increasing traffic congestion around busier areas, and slower traffic speeds. These changes included new express services, more direct routes to the Queen Elizabeth Hospital and University of Birmingham, where 77,000 more people have direct access, and a simpler route structure focused on delivering service to key core corridors.
- 4.33 Bus services affected are: 1; 2/3; 4/4A; 5/6/6A; 22/23; 24; 27; 29; 31; 35; 37; 45/47; 48; 49; 50A; 61/63; 84; 885; 98; X20; X21; X22; X64.

Dudley and Sandwell National Express Service Changes

- 4.34 Following public consultation, National Express West Midlands made a number of service changes to bus routes in the Dudley and Sandwell area from Sunday 2 September 2018.
- 4.35 This included minor changes, such as timetable improvements, to help services run more reliably. There were also some bigger changes to cater for new

and emerging travel needs, to help overcome increasing traffic congestion and slower traffic speeds around busier areas. New express services and new links have been introduced, with Platinum buses able to serve more areas, including Blackheath, Oldbury and Smethwick. In addition, many route numbers changed to create a new Dudley and Sandwell network, helping to create a new local identity for Sandwell's and Dudley's buses.

- 4.36 Bus services affected are: 4H; 9; 13; 27/27A; 82; 120/120A; 121; 126; 127; 128; 129; 140; 205; 222; 241; 243; 244; 246; 255/255A; 256/256S; 257; 276; 289; X10; X96.

Signature Consultation

- 4.37 TfWM are reviewing bus services in Solihull that we pay bus operators to run. These are services that operators have not opted to run commercially, which TfWM chooses to fund to ensure that our residents are able to make socially necessary journeys. As such we are not able to use these journey to duplicate existing commercial services.
- 4.38 TfWM have reviewed the number of passengers on routes, requests from councillors and customers, planned new developments, reliability of the services and forthcoming proposed changes to commercial routes run by operators to try and come up with the best possible routes. The routes being considered are the S1, S2, S3 / S3W, S11, S15, 82, 87, 88 and 89.
- 4.39 The public consultation with local residents and bus users finished on Sunday 14th October 2018. TfWM are now being reviewing and analysing the responses and looking at the final network of services, to be tendered later this year, ahead of any changes to the network being introduced from 23rd February 2019.

Bus Stop Rationalisation

- 4.40 In September 2017, a report was presented to the Transport Delivery Committee which detailed work being undertaken by TfWM on 'Busting Delay on the Bus Network' with the aim of improving bus journey times, reliability and punctuality for bus users. As part of this package of work TDC approved a recommendation to undertake a trial to rationalise bus stops within the South Birmingham area.
- 4.41 The bus stop rationalisation trial commenced on 1st October 2018 with a view to being in place for six months, after which a report on findings would be presented to TDC for a final view on the success or otherwise of the trial.
- 4.42 TDC considered a report, from the Head of Network Delivery, Jon Hayes at its meeting on 14th May 2018, with regards to the trial of the bus stop rationalisation.
- 4.43 TDC noted the positive elements that the trial of bus stop rationalisation has had on bus performance including patronage, journey times, reliability and variability. It also noted the principle of bus stop rationalisation be considered on other routes in the region inclusive of to a review of the methodology used in the initial pilot.

5.0 Financial Implications

5.1 There are no direct financial implications as a result of this update report. Costs incurred or support provided by TfWM from undertaking activity referred to in this report will be from within agreed overall budgets and resources informed from previous decisions.

6.0 Legal Implications

6.1 This report is for information only and there are no new legal implications arising.

7.0 Equality Implications

7.1. This report is for information only and there are no new equality implications.

8.0 Inclusive Growth Implications

8.1 This report is for information only; however bus is a vital component to inclusive growth as it directly supports access to the labour market, and allows people to access education, employment and services. The flexibility of the bus network also makes bus the perfect means of providing public transport options in areas of growth, changing travel demand and new housing; directly supporting our West Midlands Housing Deal and Local Industrial Strategy. This means that buses are central to supporting regeneration, inclusive growth and social integration. Where there may not be a case for investing in permanent rail and light rail infrastructure, new bus infrastructure can be planned to connect new communities and support housing and jobs growth.

9.0 Geographical Area of Report's Implications

9.1 This report covers the constituent area of the Combined Authority but due to the importance of cross boundary services – into and out of the constituent area – partnership working with non-constituent and shire authorities is crucial in undertaking activities referred to in this report.

This page is intentionally left blank

TRANSPORT DELIVERY COMMITTEE

COMMITTEE MEETING		REPORT AND AUTHOR	AGENDA SETTING MEETING	
<i>Date of Meeting</i>	<i>Date Final Reports to be submitted to Governance Services</i>		<i>Date of Meeting</i>	<i>Date Reports to be submitted to Governance Services</i>
7 January 2019	20 December	<ul style="list-style-type: none"> • 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 Hannah Dayan • Safer Travel Update Mark Babington • Park and Ride Update (Richard Mayes) 	17 December	12 December
4 February 2019	24 January	<ul style="list-style-type: none"> • Metro Operations Business Report (Phil Hewitt) 	21 January	16 January
4 March 2019	21 February	<ul style="list-style-type: none"> • Financial Monitoring Report (Linda Horne) • Capital Programme Delivery Monitoring Report (Sandeep Shingadia) • Park & Ride Update Pete Bond (Richard Mayes) 	18 February	13 February

TRANSPORT DELIVERY COMMITTEE

COMMITTEE MEETING		REPORT AND AUTHOR	AGENDA SETTING MEETING	
<i>Date of Meeting</i>	<i>Date Final Reports to be submitted to Governance Services</i>		<i>Date of Meeting</i>	<i>Date Reports to be submitted to Governance Services</i>
		<ul style="list-style-type: none"> • Rail Business Report Malcolm Holmes (Tom Painter) • Bus Business Report Pete Bond (Edmund Salt) 		
20 May 2019	9 May	<ul style="list-style-type: none"> • 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
24 June 2019	13 June	<ul style="list-style-type: none"> • Customer Services Performance Report (Sarah Jones) • Bus Alliance Update Pete Bond (Edmund Salt) • Cycling Charter Progress Update Hannah Dayan 	10 June	5 June