

## Public Document Pack



**West Midlands**  
Combined Authority

# Transport Delivery Committee

Date: Monday 4 February 2019

**Time:** 1.00 pm      **Public meeting**      Yes

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

# Membership

Councillor Kath Hartley (Chair)	Birmingham City Council
Councillor Roger Horton (Vice-Chair)	Sandwell Metropolitan Borough Council
Councillor Timothy Huxtable (Vice-Chair)	Birmingham City Council
Councillor Pervez Akhtar	Coventry City Council
Councillor Keith Allcock	Sandwell Metropolitan Borough 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 Mohammed Hanif	Dudley Metropolitan Borough Council
Councillor Celia Hibbert	City of Wolverhampton Council
Councillor Diana Holl-Allen	Solihull Metropolitan Borough Council
Councillor Les Jones	Dudley Metropolitan Borough Council
Councillor Chaman Lal	Birmingham City Council
Councillor Keith Linnecor	Birmingham City Council
Councillor Ted Richards	Solihull Metropolitan Borough Council
Councillor John Rowley	City of Wolverhampton Council
Councillor David Welsh	Coventry City Council

The quorum for this meeting is seven members

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

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

# AGENDA

No.	Item	Presenting	Pages	Time
<b>Meeting business item</b>				
1.	Apologies for absence	Chair	None	
2.	Declarations of Interest Members are reminded of the need to declare any disclosable pecuniary interests they have in an item being discussed during the course of the meeting. In addition, the receipt of any gift or hospitality should be declared where the value of it was thought to have exceeded £25 (gifts) or £40 (hospitality).	Chair	None	
3.	Chair's Remarks (if any)	Chair	None	
4.	Minutes of the last meeting	Chair	1 - 8	
5.	Matters Arising/ Action Tracker	Chair	9 - 10	
6.	Correspondence/ Petitions	Chair	None	
7.	Publication of 2019/20 English National Concessionary Travel Scheme & Accompanying Reimbursement Arrangements	Paula Higgins	11 - 12	
8.	Midland Metro Limited First 6 Months of Operation Briefing Note	Sophie Allison	13 - 18	
9.	Metro Operations Report	Sophie Allison	19 - 24	
10.	Metro Investment Programme Briefing	Phil Hewitt and Judith Watt	25 - 56	
11.	Third Generation Tram Procurement Overview	Phil Hewitt	57 - 62	
12.	Air Quality, Congestion and Environmental Sustainability Portfolio Summary	Councillor Davis	63 - 66	
13.	Notices of Motion To consider any notices of motion by the deadline of 12 noon on 31 January 2019.		None	
14.	Questions To consider any questions submitted by the deadline of 12 noon on 31 January 2019 for written questions and 12 noon on 1 February for oral questions.		None	

15.	Forward Plan	Chair	67 - 68	
16.	Date of Next Meeting -18 March 2018		None	

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# Agenda Item 4



**West Midlands  
Combined Authority**

## Transport Delivery Committee

**Monday 7 January 2019 at 1.00 pm**

### Minutes

#### Present

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

#### Item    Title

#### No.

#### 47. Apologies for absence

Apologies for absence were received from Councillors Alden, Allcock, Andrew, Davis and Rowley.

#### 48. Chair's Remarks

##### (i) Bus Passenger Champions Conference - 30 January 2019

The Chair reminded the committee of the forthcoming Bus Passenger Champions Conference on 30 January, at the Council House, Coventry should they want to attend.

##### (ii) Transport Delivery Board Committee – March 2019

The committee agreed to move the date of their meeting in March from 4 March to 18 March in line with the WMCA Board meeting that had moved to 22 March 2019.

##### (iii) UK Bus Summit – 6 February

It was agreed that Councillors Hartley and Hibbert would attend the forthcoming UK Bus Summit and the Labour Group would provide funding for Councillors Ditta and Linnecor to also attend the event.

**(iv) Tram Naming**

The Chair reminded the committee of the tram naming ceremony in memory of Cyrille Regis at the Metro Depot on 18 January 2019.

**(v) TDC Member Visits**

The Chair reported that further member visits would be scheduled over the coming months which would include a visit to Sheffield for the tram/train experience and a visit to look at the proposed Sprint routes.

**49. Minutes of the last meeting**

The minutes of the meeting held on 5 November 2018 were agreed as a correct.

**50. Correspondence/ Petitions**

None submitted.

**51. Financial Monitoring Report**

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

Councillor Akhtar, Lead Member for Finance and Performance, outlined the report recommendations and the Head of Finance and Business Planning, Linda Horne, summarised the year to date and full year variances for the Revenue and Capital Budgets.

Resolved:

1. That the year to date net revenue expenditure outturn for 2018/19 shows a favourable variance of £384,000 compared to budget and a full year favourable forecast variance of £47,000 ( a minor favourable movement of £6,000 since the previous reported position) be noted and
2. That the total capital expenditure to the end of November 2018 for the overall transport programme is £53.9 million, within the year to date budget be noted.

**52. Capital Programme Delivery Monitoring Report**

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

The Director of Development and Delivery, Sandeep Shingadia, outlined the key achievements with regards to elements of the 2018/19 Capital Programme that had been completed during November and December 2018.

Resolved:

1. That the achievements since the November 2018 meeting of the Transport Delivery Committee be noted;

2. That progress of deliverables under 2018/19 Capital Programme be noted and
  3. That the variation to the baseline programme in respect of Snow Hill Third Access which has incurred delays to the programme due to contractual arrangements be formalised.
- 53. Customer Services Performance Report**

The committee considered a report of the Head of Customer Services that reported on matters relating to the performance of the Customer Relations Ticketing Service Teams.

The Head of Customer Services, Sarah Jones introduced, the Ticketing Services Manager and report author Warren Williams to the committee who highlighted key aspects of performance which included telephone performance, and Customer Relations case performance.

It was noted that performance has continued to improve following the new ways of working by the Customer Services Team.

The Chair and Lead Member for Putting Passengers First conveyed her thanks to Warren Williams for an excellent report.

The Head of Customer Services invited members to visit the Customer Services Team at the end of the meeting.

Resolved: That the report be noted.

**54. Bus Alliance Update**

The committee considered a report of the Network Development Manager that reported on matters relating to the governance, operation, delivery and performance of the West Midlands Bus Alliance.

The Director of Integrated Transport Services, Pete Bond outlined the key achievements of the West Midlands Bus Alliance during 2018 referred to in the report and which the committee also received in a leaflet format.

In relation to the West Midlands Bus Alliance Summary Dashboard and a request from Councillor Lal for further information on the three performance indicators showing a red status; bus patronage, National Express journeys tracked (RTI) and mode share of AM peak journeys to the strategic centres by bus, the Director of Integrated Transport Services gave a brief summary for each item and advised that further information would be provided in the next Bus Update report to the committee.

Councillor Huxtable noted the leaflet referred to the first Network Development Plan being published for Dudley and enquired as to whether the committee could receive the timetable for other Network Development Plans.

The Director of Integrated Transport Services undertook to circulate a

timeline for other Network Development Plans to members.

Resolved:

1. That the content and current status of the West Midlands Bus Alliance be noted and
2. That the report be submitted to the West Midlands Combined Authority Board for information.

**55. Safer Travel Update**

The committee considered a report of the Head of Safety, Security and Emergency Planning that provided an update on the performance and operations of the Safer Travel Partnership, an overview of the TfWM Control Centre and update on the potential introduction of byelaws across the bus network.

The Lead Member for Safe and Sustainable Travel, Councillor Holl-Allen introduced the report and the Head of Safety, Security and Emergency Planning, Mark Babington outlined key highlights in the report.

In relation to the increase in recorded crime on the public transport network, Councillor Hanif reported that he would like to see what actions and plans have been put in place reported to this committee.

The Head of Safety, Security and Emergency Planning reported that all the work of the Safer Travel Partnership is intelligence lead and is accordance with the Safer Travel Plan but undertook to provide further information in the next report to the committee.

In relation to an enquiry from Councillor Huxtable as to whether the Safer Travel Partnership could attend local neighbourhood tasking group meetings to respond to issues raised by residents, the Head of Security and Emergency Planning reported that a representative of the partnership could possibly attend a meeting if there a specific issue to report on however, this would have to be intelligence led.

The Chair reported that she would like to agree 3 dates when a small number of TDC members could accompany the Safer Travel Partnership Team to see the Team action.

Councillor Holl-Allen, Lead Member for Safe and Sustainable Travel undertook to take forward arranging the visits with the Head of Safety, Security and Emergency Planning.

Resolved:

1. That the contents of the report be noted and
2. That overall current crime trends referred to in paragraph 3.3 to 3.3 of the report be noted.

**56. Cycling Charter Progress Report**

The committee considered a report of the Cycling and Walking Development Manager that reported on matters relating to the performance, operation and delivery of the TfWM led initiatives within the West Midlands Cycling Charter Action Plan.

Councillor Holl-Allen, Lead Member for Safe and Sustainable Travel, highlighted key issues in the report

Resolved: That progress to date on the West Midlands Cycling Charter Action Plan be noted.

**57. Safe and Sustainable Travel Portfolio Summary**

The committee considered a report of the Cycling and Walking Development Manager that outlined the work on the Safe and Sustainable Travel Portfolio.

The Lead Member for Safe and Sustainable Travel, Councillor Holl-Allen highlighted the key areas of focus for the portfolio during the year.

Resolved: That the summary of the Safe and Sustainable Travel portfolio be noted.

**58. Park and Ride Update**

The committee considered a report of the interim Head of Park and Ride that provided an update on the current status of development for park and ride.

Councillor Horton, Lead Member for Rail and Metro introduced the report and reminded the committee that any policy decisions taken in respect of park and ride would be made by the WMCA Board.

The interim Head of Park and Ride, Richard Mayes outlined the report which included defining a new park and ride strategy for the region, development activity, ongoing car expansion projects, Save a Space trial, car park enforcement, electrical vehicle charging, and park and ride commercial approach.

Councillor Hanif expressed concern that Stourbridge Station car park is filled to capacity during weekdays noting the car park is used by train users from outside of the West Midlands and enquired whether there were any plans to tackle this issue.

The Interim Head of Park and Ride reported that the park and ride strategy would look to manage provision and congestion at key sites across the West Midlands.

Councillor Huxtable considered that a partnership for park and ride car parks could be established with West Midlands Rail Partnership members from outside of the West Midlands Met Area so that boundary authorities could pay a contribution to the park and ride car parks used by their residents.

The Managing Director, Laura Shoaf reported that she used Stourbridge park

and ride every weekday and concurred that it was a challenge and advised the park and ride review would take account of travel behaviour and undertook to share the survey results from the Longbridge park and ride car park with committee members.

Resolved: That the current status of the development of park and ride be noted.

**59. Petition Report**

The committee considered a petitions report of the Putting Passenger First Lead Member Reference Group that reported on the outcome of petitions considered at meetings on 12 December 2018 and on 3 January 2019.

The first petition considered on 12 December 2018 objected to proposals to deliver Sprint along the A34 corridor that was submitted during the public consultation for Sprint which ended on 5 October 2018. The Putting Passenger First Lead Member Reference Group agreed that feedback from the petition would be considered as part of the consultation feedback and be used to inform the detailed design stage of the scheme.

The Putting Passenger First Lead Member Reference Group considered three petitions on 3 January 2018 that related to proposals to operate a bus along the Alderminster Road in Solihull; one petition was opposed to the proposal and two were in favour. The Group agreed with the officer recommendation that the service does operate along the Alderminster Road between the hours of 0930 and 1515 with concurrent monitoring of operations and patronage of the service.

Resolved: That the contents of the report be noted.

**60. WMCA Board Transport Reports (for information only)**

The committee received two reports that would be considered by the WMCA Board on 11 January 2018; these were West Midlands Bus Byelaws and Regional Road Safety Strategy.

The reports were submitted for information only.

Resolved: That the reports be welcomed and noted.

**61. Notices of Motion**

None submitted.

**62. Questions**

None submitted.

**63. Forward Plan**

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

Resolved: That the report be noted.

**64. Date of Next Meeting - 4 February 2019 at 1.00pm**

The meeting ended at 2.50 pm.

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### Transport Delivery Committee – Action Tracker

<b>Meeting Date</b>	<b>Minute No.</b>	<b>Action</b>	<b>Officer</b>	<b>Completed</b>
7 January 2018	54. Bus Alliance Update	Timeline for Network Development Plans (NDPs) to be provided for members	Pete Bond	11 January 2019
7 January 2018	58. Park and Ride Update	Longbridge P &R survey results to be shared with members	Laura Shoaf	21 January 2019

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## Transport Delivery Committee

<b>Date</b>	Monday 4 February 2019
<b>Report title</b>	Publication of 2019/20 English National Concessionary Travel Scheme and the accompanying Reimbursement Arrangements
<b>Accountable Chief Executive</b>	Laura Shoaf, Managing Director Transport for West Midlands  Email: <a href="mailto:laura.shoaf@tfwm.org.uk">laura.shoaf@tfwm.org.uk</a> Tel: 0121 214 7444
<b>Accountable Employee</b>	Paula Higgins, Swift & Concessions Scheme Manager  Email: <a href="mailto:paula.higgins@tfwm.org.uk">paula.higgins@tfwm.org.uk</a> Tel: 0121 214 7006
<b>Report to be/has been considered by</b>	Councillor Akhtar, Lead Member for Finance and Performance Monitoring

### Recommendation(s) for action or decision:

**The Transport Delivery Committee is recommended to:**

- i. Note there are no material changes from the previous 2018/19 Concessionary Fares Schemes as specified below;
- ii. Note the points of clarification added to the scheme documentation as specified below;
- iii. Note the publication of the 1985 Act Older and Disabled Persons Travel (Bus) Concession Scheme and the Transport Act 2000 Travel Concession Reimbursement Arrangements.

## **1.0 Purpose**

- 1.1 To notify the Committee of the publication of the 2019/20 English National Concessionary Travel Scheme and Reimbursement Arrangements (“ENCTS”), to be effective from 1<sup>st</sup> April 2019.

## **2.0 Background**

- 2.1 The concessionary fares schemes in the WMCA area are governed by the following separate pieces of legislation;
- i. The Transport Act 2000 (as amended);
  - ii. The Transport Act 1985 (as amended);
  - iii. Travel Concession Scheme Regulations 1986

- 2.2 WMCA's current ENCTS is in operation until 31st March 2019. The DfT has published reimbursement guidance for 2019/20 which remain the same with no changes to the guidance issued in 2018/19.

## **CONSULTATION**

- 2.3 There have been no substantive changes to the Schemes or Reimbursement Arrangements however some wording within the Reimbursement Arrangements has been updated to further clarify matters in regards to reimbursement following several queries from operators during 2018. In view of this the updates were consulted with operators from 1<sup>st</sup> December 2018 to 11<sup>th</sup> January 2019 which led to minimal feedback and change.

## **THE SCHEME**

- 2.4 The Scheme will be in operation from 1<sup>st</sup> April 2019 until 31<sup>st</sup> March 2020 has been amended slightly to clarify operator queries. This however, this does not change the fundamental basis of operator reimbursement and therefore will not result in a change in payment to operators for their acceptance of “ENCTS” passengers.
- 2.5 Copies of the schemes are available on request.

## **FINANCIAL COMMENTS**

- 2.6 The anticipated costs of the 2019/20 Concessionary Fares Schemes have been included within the 2019/20 Transport Levy budget.

## **LEGAL IMPLICATIONS**

- 2.7 The Legal implications for the Authority have been addressed in the content of this Report and there are no further direct implications arising.



## Transport Delivery Committee

<b>Date</b>	4 February 2019
<b>Report title</b>	Midland Metro Limited – First 6 months of operation briefing note
<b>Accountable Director</b>	Phil Hewitt Director, West Midlands Metro  Email: phil.hewitt@tfwm.org.uk Tel: 0121 214 7254
<b>Accountable Employee</b>	Sophie Allison, Head of Business Transformation West Midlands Metro  Email: Sophie.allison@westmidlandsmetro.com
<b>Report has been considered by</b>	Councillor Roger Horton – Lead member Rail and Metro

### Recommendation(s) for action or decision:

**The Transport Delivery Committee is recommended to note the contents of the report**

#### 1. Purpose

- 1.1 To provide Transport Delivery Committee with an overview of the first 6 months of Midland Metro Ltd's performance as operator of the metro network.

#### 2. Background

- 2.1 On the 24<sup>th</sup> June 2018 Midland Metro Limited (MML) trading as West Midlands Metro (WMM), took over responsibility for the operation and maintenance of the metro under a Public Service Contract (PSC), awarded to MML by the asset owner West Midlands Combined Authority (WMCA).

- 2.2 The transition followed a 15 month period of mobilisation in which preparations for the handover of the operation from National Express West Midlands to MML were undertaken. This was a significant exercise which saw the transfer under the TUPE regulations of nearly 200 staff into the new organisation; the novation or procurement of

over 50 contracts which support the operation and the creation of a new IT system and new ‘back office’ for the ticket machines which themselves were all reconfigured on the night of the transition.

- 2.3 The transition itself was seamless which reflects the planning and preparation undertaken by the mobilisation team. Whilst the first 6 months have largely been a period of settlement and stabilisation MML has introduced a number of initiatives to improve the service for passengers.

### **3. MML Improvements**

#### **3.1 New Identity**

At transition a programme of rebranding commenced across West Midlands Metro network. This includes: the rebranding of stops (with those in Birmingham City Centre already completed), a new and distinct tram livery (already applied to tram 31), a new WMM branded website and a smart WMM branded uniform. The new branding which continues to be rolled out forms part of the new transport brand for the region and gives West Midlands Metro a new fresh identity.

#### **3.2 Better value fares and tickets**

MML have also taken steps towards a simple and best value ticketing solution. At transition there were reductions to some singles and return tickets and the introduction of a new metro only day ticket. Previously all day tickets retailed included the ability to travel on bus and therefore were inclusive of a bus premium. The new metro only day ticket fills a gap in the product range by offering customers who do not require the bus element a better value product for their needs.

For the start of the academic year, September 2018, MML also introduced metro only student season tickets and metro only child seasons on monthly direct debit. These new products not only offer better value for these customer groups but are also more convenient to purchase.

For the duration of the 2018 school summer holiday and the Christmas holiday, MML also ran marketing campaigns which saw the £8 Metro only group ticket reduced to £5. Marketed as a 5 for 5 offer, this ticket permits up to 5 adults travelling together unlimited travel on metro throughout the day and is usually only available in the evenings and at weekends. The product is also applicable for up to 2 adults and 4 children travelling as a group and has proven extremely popular representing great value.

It should also be noted that in January 2019 Metro only fares were frozen.

#### **3.3 New ways to pay**

There are now new ways to purchase Metro tickets through a choice of mobile phone apps. In January MML launched the MyMetro app which is WMM’s official app and currently retails day, 1 week and 1 month metro only tickets. The app allows quick and

easy ticket purchase and removes the need for conductors to collect cash and give change. The mobile ticket is automatically activated when purchased, with the conductor or revenue protection personnel only required to visually check if the ticket is valid for travel.

MML has also acted as the testbed for the new “Swift on Mobile” Android app. This app integrates with Google Pay to enable customers to purchase Metro tickets without the need for a Swift smart card. Customers simply ‘tap’ their mobile phone on the conductor’s reader to securely authenticate the ticket. This records a ‘smart’ journey just like a plastic smart card, which provides useful journey data to both MML and Transport for West Midlands. For the pilot phase there are four Metro products available (1 day peak, 1 day off peak, 1 week and 4 week). The longer term ambition for the Swift team is to work with ITSO, Google and other phone providers to add other transport modes to the app. This will reduce the need for a separate Swift smart card and enable customers to buy tickets on-the-go from their mobile phone.

#### **3.4 Introduction of Customer Services Officers**

On the 1<sup>st</sup> of October 2018 MML introduced a new team of 3 dedicated customer services officers (CSO’s). The CSO’s are available to help customers between the hours of 06:00 and 20:00 Mon-Fri and 10:30 – 18:30 on Saturdays and Sundays ensuring coverage during the busiest hours of operation. Located in the control centre, the CSO’s have access to the most up to date service information enabling them to promptly communicate any changes in service to passengers. The CSO’s role also includes actively monitoring social media, including twitter, and their introduction has seen a positive response from passengers, who appear to appreciate someone being immediately available to answer any queries. This is particularly important during changes to service where the CSO’s presence has proven extremely helpful to those affected.

#### **3.5 Talent Pool**

MML have introduced an ongoing programme of recruitment with adverts placed on trams and tram stops and the company website. This is for both driver/conductor posts and engineering positions. Assessment centres are now taking place each month and where talent is identified but no vacancies are available at that time, MML has created a talent pool from which it can refer to should a vacancy become available.

Work is also on-going with Business in the Community (BITC) on operational & engineering roles. Pilots are being planned with several organisations that reach out to people within the local community.

#### **3.6 Keeping customers moving**

As part of plans to improve the passenger experience in times of service disruption, MML has made arrangements with Virgin Trains to carry its passengers during unplanned emergency disruptions. This adds to the existing agreement already in place with West Midlands Trains and offers passengers more choice whilst increasing overall capacity to keep passengers moving during these times. Agreements to call on additional resources

to help with frontline customer care have also been put in place with third parties and facilitate a quick response to metro stops should there be significant disruption to service.

### 3.7 Asset Management System

MML has been working with Transport for West Midlands' WMM team on the procurement of a new asset management system for Metro. The tender specification is being finalised. This work forms the early stages of a longer-term plan to improve the management, maintenance and monitoring of metro assets to make the system more reliable for passengers.

### 3.8 Staff Engagement – New Staff App

As part of MML's staff engagement programme a new staff app 'Mya' was launched in September. The app has proven a popular method of communication with frontline staff who being out based are generally more difficult to communicate with directly. The app is a two-way platform which allows staff to put forward ideas and suggestions for improvements including those relating to the passenger experience. These are monitored by the management team who can review, respond and action accordingly. The app also aids with building relations with staff, helping them to feel engaged in the business.

### 3.9 Improved Complaints Handling Procedure

As part of MML's drive to improve the customer experience including how customer complaints are managed, MML has put in place a new complaints handling procedure. Should a customer be unhappy with the way in which their complaint is resolved by MML they are now able to escalate the complaint to Putting Passenger First Group (PPFG). PPFG is an independent body made up of councillors from across the West Midlands and is impartial in its handling of all complaints. The service is entirely free of charge to customers. The ability to escalate complaints to PPFG ensures the handling of complaints by MML is equitable and transparent.

## 4.0 Challenges

Whilst there has been significant progress in the first 6 months of operation the MML has faced challenges.

### 4.1 Staffing

Over the period MML has faced issues with staff availability. At transition the number of employees which transferred under the TUPE regulations was 9% lower than the full establishment needed to meet operational requirements. MML has been active in filling the vacancies and has also put in place an ongoing recruitment programme.

MML also inherited a situation of high levels of sickness absence (particularly long-term sick) at around 9% but has over the period reduced this month on month to its current figure 6.7%. MML continues to work towards its target of 5%.

At transition there were also ongoing pay negotiations which had commenced in December 2017 and which MML stepped into. Whilst an agreement was reached in September, such negotiations are known to impact employee relations and morale particularly where they have taken many months to conclude.

#### 4.2 Infrastructure

MML customers experienced particular difficulties in July as a result of overhead line failures which caused significant disruption to service. An asset condition survey of the was commissioned and a programme of prioritised improvement works has been put in place and these works are underway. The design of the overhead lines is also being reviewed and this work will consider longer term options to improve reliability and make the system more robust.

### 5.0 **The Future**

Following a positive first 6 months of operation during 2019 MML will continue to focus on its customers and improving performance.

MML plan to:

- Make improvements to the My Metro app which includes expanding the products available to purchase and enabling customers to set their journey information and receive tailored service disruption communications.
- Introduce a new WMM passenger forum ‘Metro Matters’ which will build on the work of the former Metro passenger group ‘Passenger Panel’ and will champion improvements to the passenger experience and help shape the future service offer. Plans to launch this new group are currently being finalised with the aim to attract a cross section of passengers. Meetings are to be planned at different venues adjacent to the Metro line for wider reach and will be held during the day time and evenings. Members will given the opportunity to attend MML events and be involved in wider metro activities.
- Undertake works to enhance the stop environments and wider West Midlands Metro network. This will commence with a programme of vegetation clearance which will also improve sight lines and reduce risk of damage to over headline infrastructure from trees, thus reducing the risk of disruption to service. Other enhancements include the repainting of stop infrastructure and the continued roll out of rebranding to give the system a fresh new appearance.
- Deliver a programme of infrastructure renewals which includes improvements to track, overhead line equipment and structures, making the system operationally more robust whilst ensuring safety standards are maintained.
- Work with TfWM on the procurement of the new asset management system which will improve how metro assets are managed in the future by allowing for greater proactive monitoring of asset condition and planning / budgeting of maintenance interventions & renewals.

- Work with the Samaritans to deliver staff training on Suicidal Contacts; increasing staff awareness of the issue whilst giving them confidence in dealing with potential suicide situations.
- Prepare for the opening of Centenary Square extension in December 2019. This includes recruitment of additional drivers and Customer Service Representatives providing additional job opportunities in the region.

## **6. Financial Implications**

No financial implications in the nature of this document.

## **7. Legal Implications**

No legal implications are recognised in this report.

## **8. Equalities Implications**

No equalities implications in relation to this report.

## **9. Inclusive Growth Implications**

None.

## **10. Geographical Area of Report's Implications**

None.

## **11. Other Implications**

None.



## Transport Delivery Committee

<b>Date</b>	4 February 2019
<b>Report title</b>	Metro Operations Report
<b>Accountable Director</b>	Phil Hewitt Director, West Midlands Metro  Email: phil.hewitt@tfwm.org.uk Tel: 0121 214 7254
<b>Accountable Employee</b>	Sophie Allison, Head of Business Transformation West Midlands Metro  Email: Sophie.allison@westmidlandsmetro.com
<b>Report has been considered by</b>	Councillor Roger Horton – Lead member Rail and Metro

### **Recommendation(s) for action or decision:**

The Transport Delivery Committee is recommended to note the contents of this report.

#### **1. Purpose**

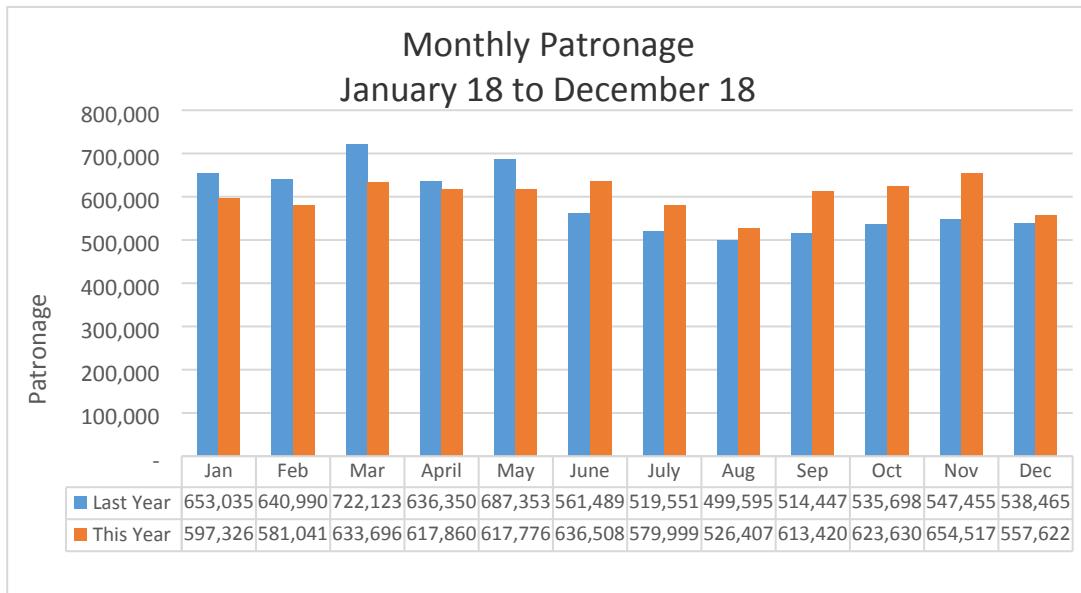
To report on matters relating to the operational performance of metro services in the West Midlands.

#### **2. Performance**

##### **2.1. Metro Patronage**

2.1.1 Chart 1 shows that patronage for the period January 18 to December 18. Patronage for the 12 months January to December has increased by 3% compared to the same period 12 months prior. The data from July 2018 to December 2018 shows a 13% increase when compared to July 2017 to December 2017. December 2018 showed a 4% increase when compared to December 2017.

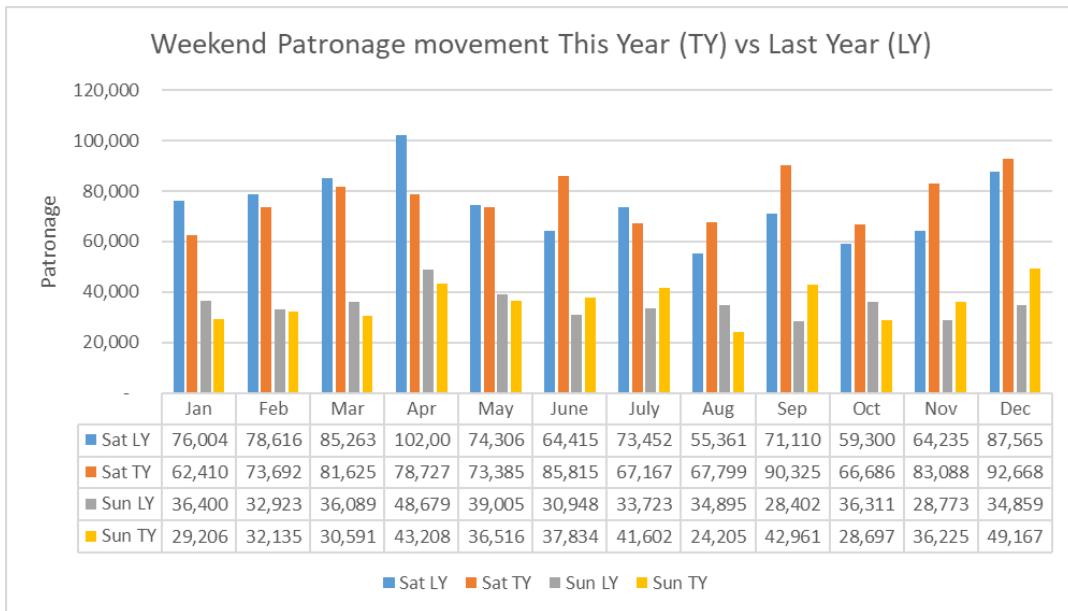
## Chart 1



## 2.2. Weekend Patronage

2.2.1 Chart 2 shows patronage on Midland Metro at the weekends. Patronage over the weekend, when comparing January to December 2017 with the January to December 2018, has shown a 4% increase on Saturday and 3% increase on Sunday. The figures for December 2018 show a 6% increase on Saturday and 41% increase on Sunday. For the period July 2018 to December 2018, compared to the same period 2017, the changes are Saturday an increase of 14% (2017: 411,023 and 2018: 467,733) and Sunday an increase of 13% (2017: 196,963 and 2018: 222,857)

## Chart 2



### 2.3. Punctuality

- 2.3.1 This measure details how many journeys have been operated in accordance with the published timetable at departure and termination points. Chart 3 shows the monthly performance from January 2018 to December 2018. Please note that the results reflect the actual service provided to the customer and therefore include incidents that were outside of the control of the operator.
- 2.3.2 Punctuality between November and December 2018 increased by 5.1% although the December figure remains below the target 98%. Staff availability was the primary factor impacting on punctuality as Midland Metro Limited (MML) focussed on managing tram headways to provide a better frequency for the passenger which lead to a better overall service but a reduction in the punctuality figure. Failures in the punctuality reporting system occurred in December and these figures assume a worst-case performance on affected days. The actual customer experience will have been better than suggested by these results.

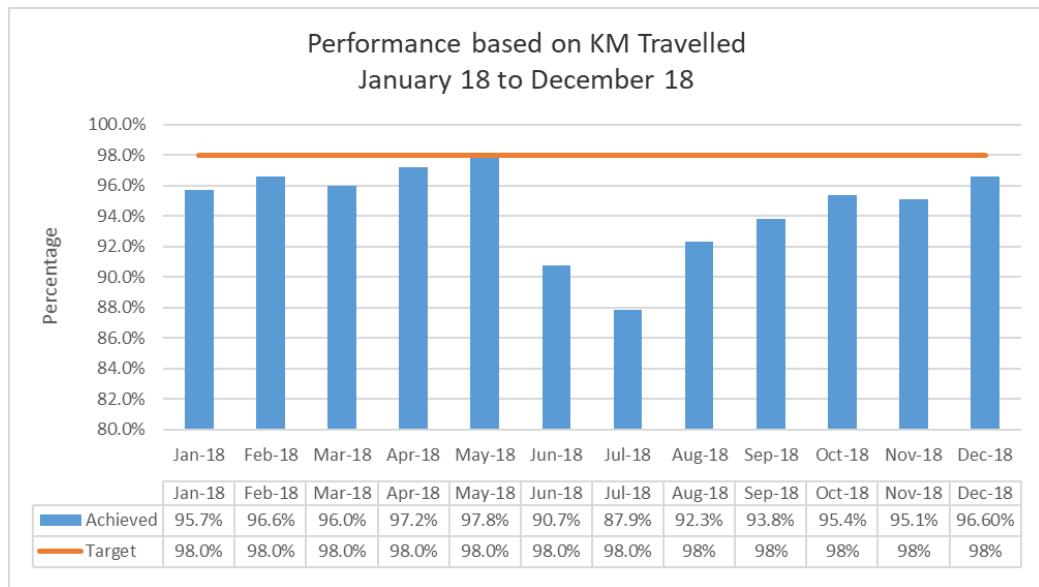
### Chart 3



## 2.4 Reliability

- 2.4.1 This measure shows the percentage of kilometres operated against the scheduled timetable kilometres. Chart 4 shows performance over the last 12 months. During December the result was 96.6%. Driver availability was the primary reason for the shortfall.

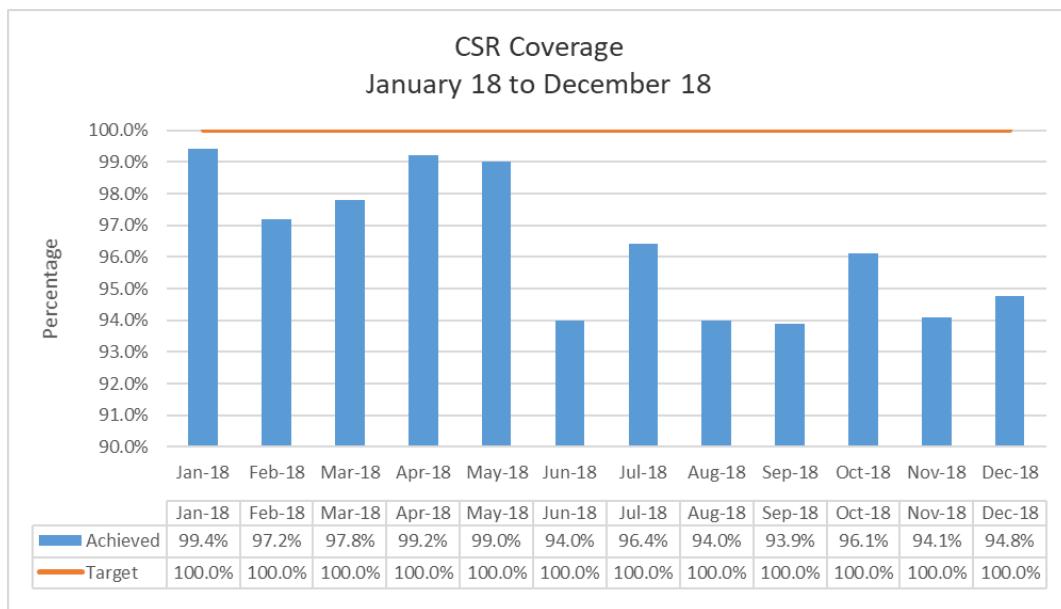
### Chart



## 2.5 CSR Coverage

- 2.5.1 Chart 5 shows the number of journeys that were completed with a Customer Service Representative (CSR) on board over the last 12 months. Where a journey was completed without a conductor, this was largely attributed to short and long-term absences.

## Chart 5



## 2.6 Summary

The main factor which has impacted the performance results is staff availability. At transition from National Express West Midlands to MML the number of employees which transferred under the TUPE regulations was 9% lower than necessary to meet minimum operational requirements. MML has been active in filling the vacancies and has also put in place an ongoing recruitment programme. This includes an open advert on trams and the company website and monthly assessment centres.

MML also inherited a high level of sickness absence (particularly long-term sick). To support employees who maybe experiencing issues which impact on their ability to work MML has implemented a programme of internal communications to raise awareness of its Employee Assistance Programme (EAP) and is more actively managing sickness absence in line with company policies.

To improve conductor coverage MML has engaged with the Customer Intelligence Team (CIT) at Transport for West Midlands and have put in place an arrangement whereby MML are able to request staff from the CIT to help with uncovered duties where they cannot be filled using internal resources. This arrangement also includes the facility to request additional support for events. This new approach provides flexibility with trained staff available at short notice. Whilst it was initially put in place as a trial, there are plans to increase the pool of trained staff to call upon.

## 2.7 Midland Metro Penalty Fare update

The application for a Transport and Works Act Order (TWAO) to empower the WMCA to set penalty fares was submitted to the Department for Transport on the 27 February 2018. No objections were lodged against the TWAO, so it remains unopposed. At the

end of 2018 the TWAO Unit advised that this is still being considered, and there is no date as to when a decision may be made.

**3. Financial Implications**

There are no financial implications based upon the nature of this paper.

**4. Legal Implications**

There are no legal implications recognised in this report.

**5. Equalities Implications**

None.

**6. Inclusive Growth Implications**

None.

**7. Geographical Area of Report's Implications**

None.

**8. Other Implications**

None.

**9. Schedule of Background Papers**

None.



## Transport Delivery Committee

<b>Date</b>	4 February 2019
<b>Report title</b>	Metro Investment Programme Briefing
<b>Accountable Director</b>	Laura Shoaf, Managing Director Transport for West Midlands
<b>Accountable Employee</b>	Phil Hewitt, Metro Programme Director  Email: phil.hewitt@westmidlandsmetro.com Tel: 07712 089532
<b>Report to be/has been considered by</b>	Metro Board

**Recommendation(s) for action or decision:**

**The Transport Delivery Committee is recommended to note the report:**

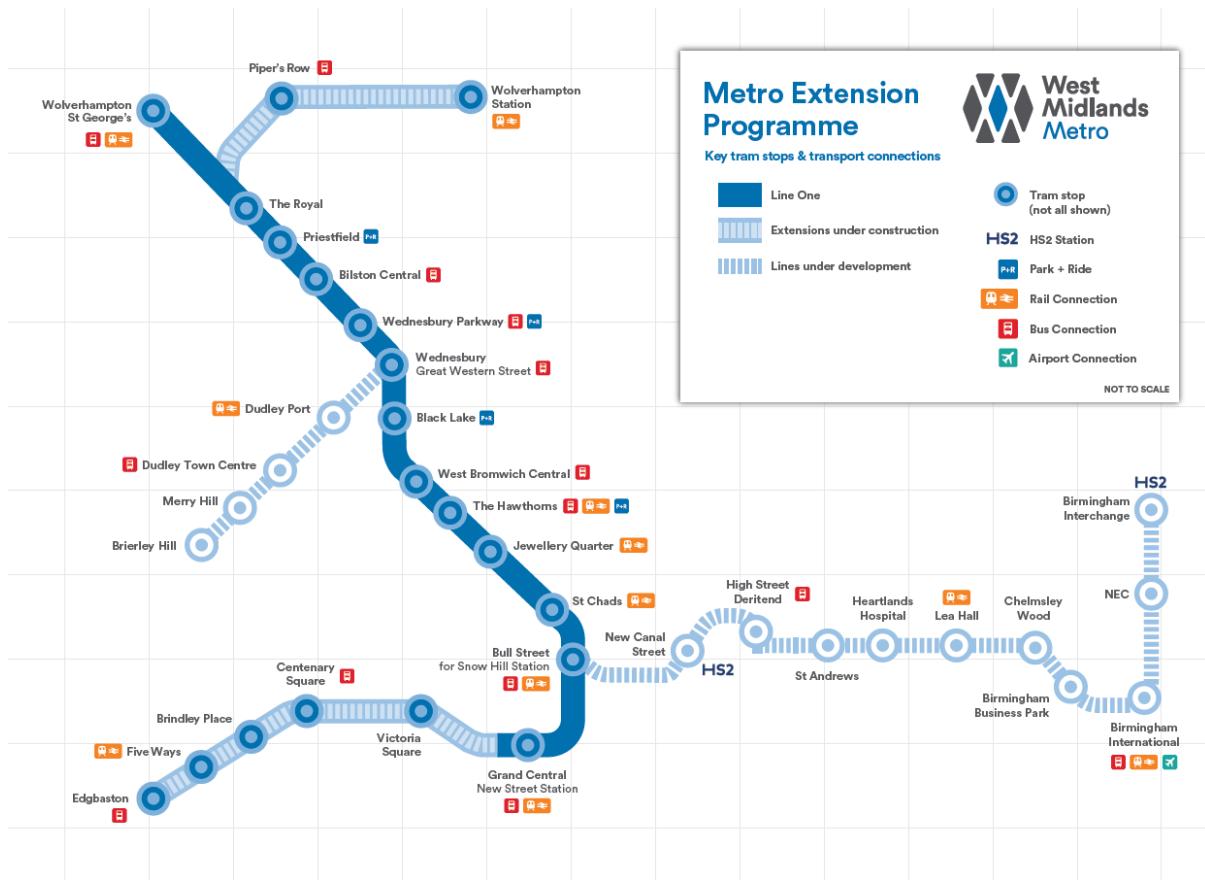
**1. Purpose**

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

**2. Background**

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

- 2.2 TfWM is currently making good progress in developing the funding and finance strategy that will allow the Metro expansion to be delivered in full, in two tranches by 2023 and by 2026.
- 2.3. The following is a summary of the principal highlights of the Programme
- 2.3.1 **Westside Extension – Centenary Square.** Despite additional works arising from the diversion of a district heating main and repairs to the A38 tunnel roof works are progressing well in all sections and the project remains on schedule to open in December 2019
- 2.3.2 **Westside Extension – Edgbaston.** Enabling works have commenced to strengthen the Broad Street canal bridge and arrangements are in hand to commence the main tramway construction works on 23 April. The project remains on schedule to open in December 2021
- 2.3.3 **Wolverhampton Extension:** Construction of stages 2 and 3 has progressed well and the track laying has been completed. Urban realm works are progressing ahead of the planned demobilisation of the worksite pending completion of the Wolverhampton Station forecourt works. Opening of this extension is dependent upon the completion of the station enhancement project.
- 2.3.4 **Wednesbury Brierley Hill:** Works are progressing to finalise the business case and secure the full funding package to allow the scheme to be delivered by 2023. MMA are finalising the Target Cost 1 project proposal and are now undertaking a Value Engineering exercise. The Inquiry into the Transport and Works Order Application will take place from 19 March.
- 2.3.5 **Birmingham Eastside:** MMA are finalising the Target Cost 1 proposal and discussions are continuing with HS2 and DfT around the potential construction interfaces between the Metro and Curzon Street station works. Approval of the Final Business Case and commencement of the works is on hold pending award of the Transport & Works Act Order granting WMCA statutory powers to progress the scheme.
- 2.3.6 **East Birmingham Solihull:** The submission of the Outline Business Case and application for powers has been deferred to 2020 to allow for further scheme refinement, assessment of the impacts and benefits of the proposal, definition of the overall funding strategy and to allow time for a thorough consultation on the proposal to be undertaken in the second half of 2019. The project remains on schedule to open in 2026.
- 2.3.7 **3<sup>rd</sup> Generation Trams:** 7 submissions were received in response to the Supplier Questionnaire. An invitation to negotiate is planned to be issued in Quarter 1 2019 with award of contract planned for Q3 2019.



### **3. Financial Implications**

All financial information is contained within the report.

### **4. Legal Implications**

No legal implications are identified for this current report, however any further details reported back after this report require legal consideration.

### **5. Equalities Implications**

None.

### **6. Inclusive Growth Implications**

These are addressed in formal submissions relating to each project.

### **7. Geographical Area of Report's Implications**

The Metro Programme report encompasses Programmes and Projects works in Wolverhampton, Sandwell, Dudley, Birmingham, Solihull and Coventry.

### **8. Other Implications**

None.

# **West Midland Metro**

## **Programme Overview**

### **January 2019**

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#### **Catenary Free Trams**

Six trams have now completed the battery retrofitting and testing programme and been accepted back into passenger service. These are as follows:

<b>Tram No</b>	<b>Passenger Service Date</b>
18	20 <sup>th</sup> April 2018
31	3 <sup>rd</sup> July 2018
36	1 <sup>st</sup> August 2018
21	1 <sup>st</sup> October 2018
28	26 <sup>th</sup> October 2018
35	11 <sup>th</sup> December 2018

At the time of writing this report tram number 37 and 17 are out of passenger service and in the Retrofit programme being carried out at the Wednesbury Depot Facility.

The programme of works has been subject to various delays due to staff and equipment resources at the depot. TfWM, MML and CAF have been working closely together to mitigate any further delays to the programme and introduce more efficient working methods. A revised battery retrofit schedule is currently under preparation by CAF with the aim of having sufficient retrofitted trams back into service prior to the commencement of passenger service to Centenary Square.



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

## Westside Extension – Phase 1 – Centenary Square

<b>West Side Programme Cost</b>		
£149.2m		
Phase 2 Cost	<b>Construction Start</b>	<b>Passenger Services</b>
£65.8m	12 June 2017	December 2019
<b>Powers</b>	Midland Metro (Birmingham City Centre Extension Etc) Order 2005	
	Midland Metro (Birmingham City Centre Extension Etc), (Land Acquisition and Variation) Order 2016	
<b>Funding</b>	GBSLGF £7.55m	
	Enterprise Zone £20.35m*	
	Third Party £3.6m	
	HS2 Connectivity £38.7m <sup>1</sup>	
<b>Schedule</b>	<ul style="list-style-type: none"> <li>• Install 1<sup>st</sup> rails – January 2019</li> <li>• First tram (testing) – October 2019</li> <li>• Passenger Services commence – December 2019</li> </ul>	<b>On Programme (Dec 2019)</b>
<b>Cost</b>		<b>On Budget</b>

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



Pictured: Works taking place in Paradise Circus.



Pictured: Works taking place in Pinfold Street.

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

Works have continued in Area 3 (Centenary Square) and Area 1 (Pinfold Street) and are generally progressing to programme despite the need to reschedule works in Area 3 to accommodate the requirements of the Arena Central (HSBC) development and additional diversion of a district heating main to accommodate which the Centenary Square redevelopment and Arena Central works. Works in Area 2 were dependent upon the handover of the worksite following completion of demolition works at Fletchers Walk as part of the Paradise development are generally progressing well.

Surveys carried out on the existing A38 Queensway Tunnel identified that the waterproofing of the Tunnel had been damaged prior to MMA taking control of the site. The waterproofing system needed to be remediated urgently to enable the Metro extension to be built and these works have been progressed by MMA in order to mitigate programme impacts although agreement of costs with BCC is outstanding.

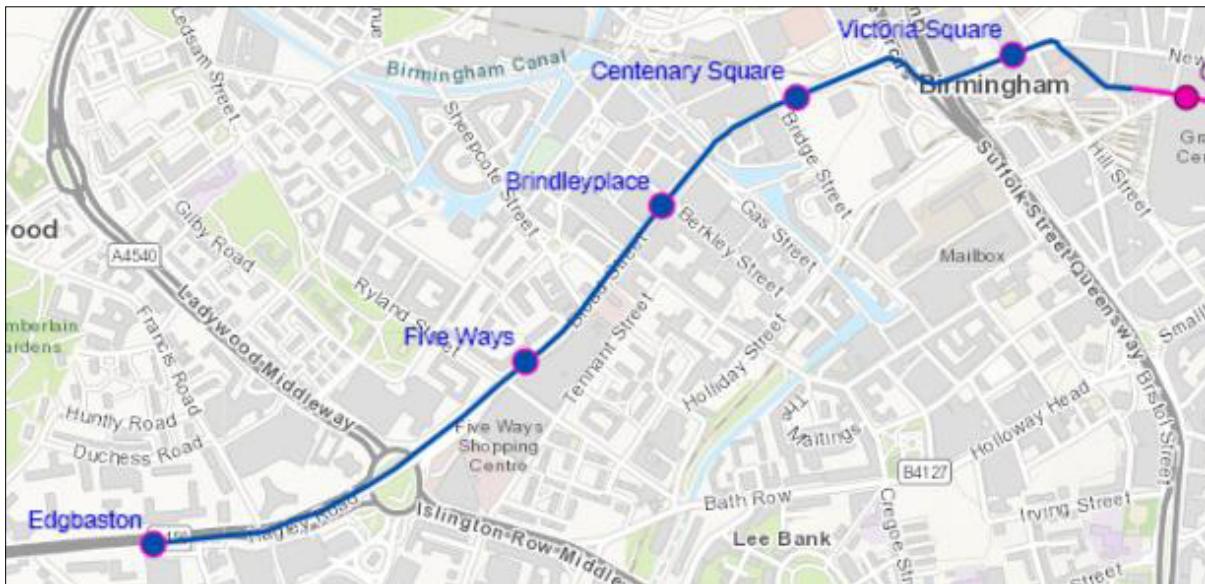
The Midland Metro Alliance working closely with TfWM and BCC continued to review the opportunities to reschedule works and successfully consulted on and subsequently closed Paradise Circus Queensway. This closure commenced on 3 September 2018 and will allow the impacts of the late handover from Paradise contractors and the A38 tunnel remediation works to be mitigated.

Works have progressed in Area 1 with the trackslab construction now well underway, tie-in works on Stephenson Street having started. Construction works have progressed well in Victoria Square although the site was backfilled for the Frankfurt Christmas market. The works resumed on 7 January. Paradise Street construction has progressed well with groundworks largely completed and retaining walls and trackslab work progressing. Rail installation is forecast to commence in January.

First phase tie-in works between the operating tramway and the extension started in September 2018 on Stephenson Street and Pinfold Street with a new 8m deep sewer shaft having been constructed on programme in Pinfold Street south. These works require the closure of the head shunt in Stephenson Street and as a result all West Midlands Metro services will continue to arrive and depart from the same platform at Grand Central metro stop until the headshunt is re-commissioned. The tie-in works are moving forward in line with the MMA programme.

Progress in Area 3 remains dependent upon the coordination of works by the HSBC and Municipal Bank Contractor, Galliford Try, and Centenary Square contractor, Bouygues. The “one team” weekly meetings continue to ensure activities are coordinated and that any blockers to progress across all of the CSQ projects are identified and tackled effectively. Metro works to the frontage of HSBC are underway with south footpath paving works now started.

The issue with the Engie district heating main diversion in Centenary Square has now been sufficiently resolved to allow the Metro works to be progressed without delay to the planned opening date. Nevertheless, agreement needs to be reached between Engie, BCC and TfWM on the allocation of the diversion costs between the Metro project, BCC (CSQ project) and Engie (for Arena Central and ICC network enhancements). Despite the challenges that have arisen over the last six months MMA remain confident that the Westside Extension will be delivered within the approved funding envelope subject to agreement of additional funding to address 3<sup>rd</sup> party scope changes (i.e. Engie works, surface treatment etc).



Pictured: Birmingham Westside Metro extension route map.

A testing, commissioning and bringing into use strategy and timetable has been developed by TfWM, MMA and MML and presented to the Office of Rail and Road. The project is on target to complete this work and to open on schedule in December 2019.

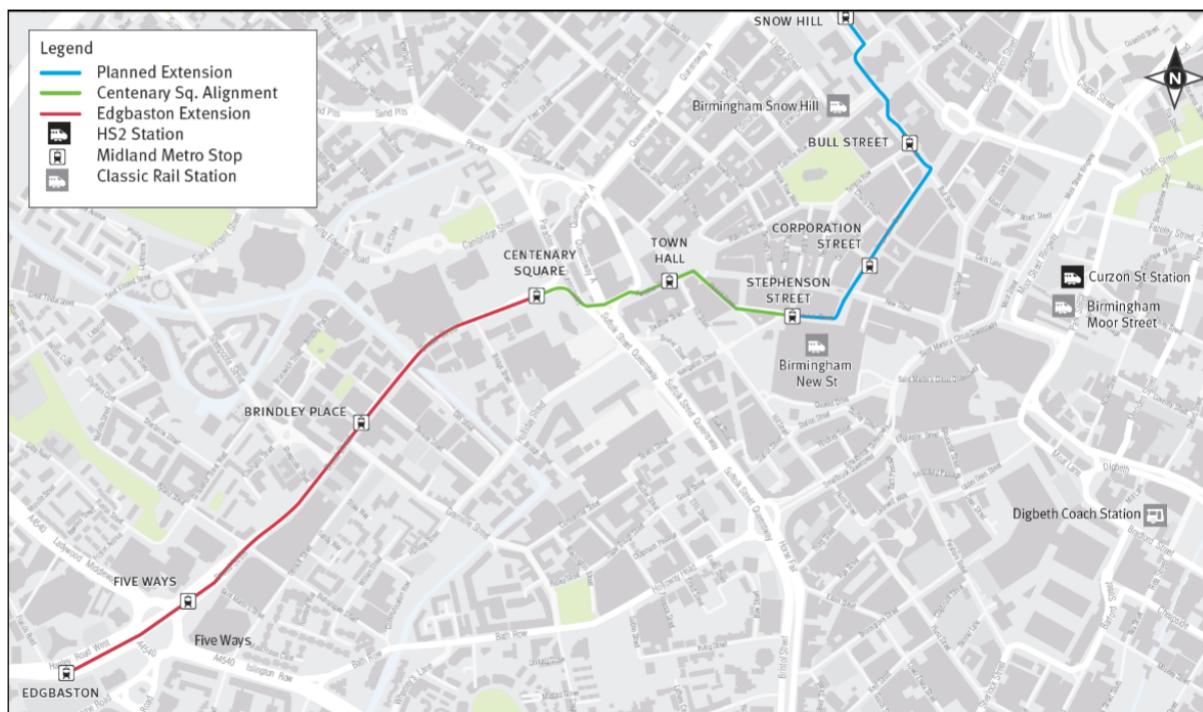


Pictured: Works taking place on Paradise Circus.

## **Westside Extension – Phase 2 – Edgbaston (Five Ways)**

<b>Programme Cost</b>		
£149.2m		
<b>Project Cost [TC1<sup>2</sup>]</b>	<b>Construction Start</b>	<b>Passenger Services</b>
£83.4m	April 2019	December 2021
<b>Powers</b>	Midland Metro (Birmingham City Centre Extension Etc) Order 2005 <i>Midland Metro (Birmingham City Centre Extension, etc.) (Edgbaston Extension Land Acquisition) Order – Application Made – decision Q1 2019</i>	
<b>Funding</b>	Enterprise Zone £1.3m Third Party £2m HS2 Connectivity £20.3m DfT Grant £59.8m	
<b>Current Status</b>	Design – ongoing – completes April 2019 Utilities Phase 2 – December 2017 to July 2019 Complimentary Highway Works – July 2018 to Spring 2019 Canal Tunnel enabling works commenced:	
<b>Programme</b>	<ul style="list-style-type: none"> <li>• Completion of Canal Tunnel strengthening – March 2019</li> <li>• Commence main works Phase 1 – 23 April 2019</li> <li>• Passenger Services commence – Dec 2021</li> </ul>	<b>On Programme</b>
<b>Cost</b>		<b>On Budget</b>

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



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

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

An application for powers to acquire the land to construct and operate the extension was approved by the WMCA Board at its meeting on 17 March 2017. Negotiations with landowners have continued to progress well and the Transport and Works Order processing unit has confirmed that the written representations process has been concluded. WMCA continue to await the DfT's decision whether to grant the Order which is now overdue. To mitigate against potential delay awaiting the Order agreements have been exchanged on behalf of TfWM to acquire the land without compulsory purchase and this is expected to be concluded in spring 2019.

An initial Project Proposal and Target Cost (TC1) submitted by the Midland Metro Alliance for the Edgbaston Extension works was approved by the WMCA Board at its meeting on 17 March 2018, with authority to approve the final Target Cost 2 delegated to the Metro Director and Corporate Services Director, subject to a satisfactory report from the Alliance Auditor. The final Project Proposal and Target Cost (TC2) is due to be submitted for the approval of the Owner's team in March 2019 which if approved by TfWM will allow the main works to commence at Easter.

Funding for the project is fully committed by all parties. TfWM have released funding for the continuation of the project through to the submission of Target Cost 2 (Stage Gate C), for the utility diversion and complementary highway works in Bath Row and Sheeprcote Street which are nearing completion and enabling works on the Canal. Utility works are progressing well despite significant restrictions on working

arrangements agreed with the Westside BID to mitigate the impact of these works on the weekend night time economy.

An innovative solution has been identified in order to strengthen the Broad Street Canal Tunnel and MMA commenced construction of this element of work on 2 January 2019. These works are due to be completed in March 2019.

Senior personnel from TfWM and the Alliance continue to walk the route regularly to meet with stakeholders. The “Westside Weekly” provides updates about the works and traffic updates with additional information being provided three-times weekly through a WhatsApp group administered by the Westside BID. A video has also been produced and released by the Midland Metro Alliance (as well as shared by WMM) to advertise that Broad Street is open as usual during the works and during the important festive trading period. This video was created in partnership with Broad Street stakeholders and can be found at <https://vimeo.com/306458358>.

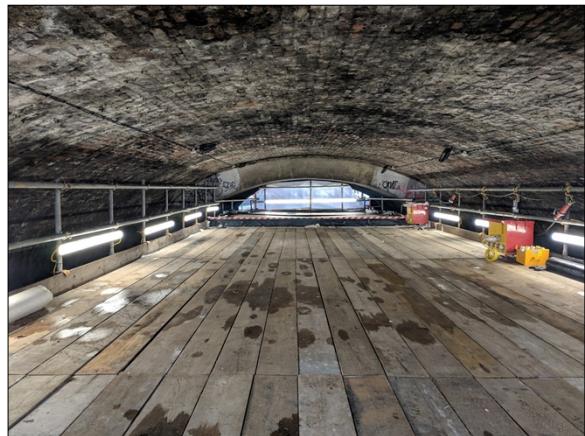
The Phase 2 Construction strategy has been produced using GIS technology that enables stakeholders to see how the works will be progressed between Centenary Square and Hagley Road between 2019 and 2021. Following continued positive dialogue with the Local Highway Authority final communication about the main works construction strategy will take place shortly ahead of the start of works on 23 April.

### **Trams**

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



Pictured: Works currently taking place along Broad Street.

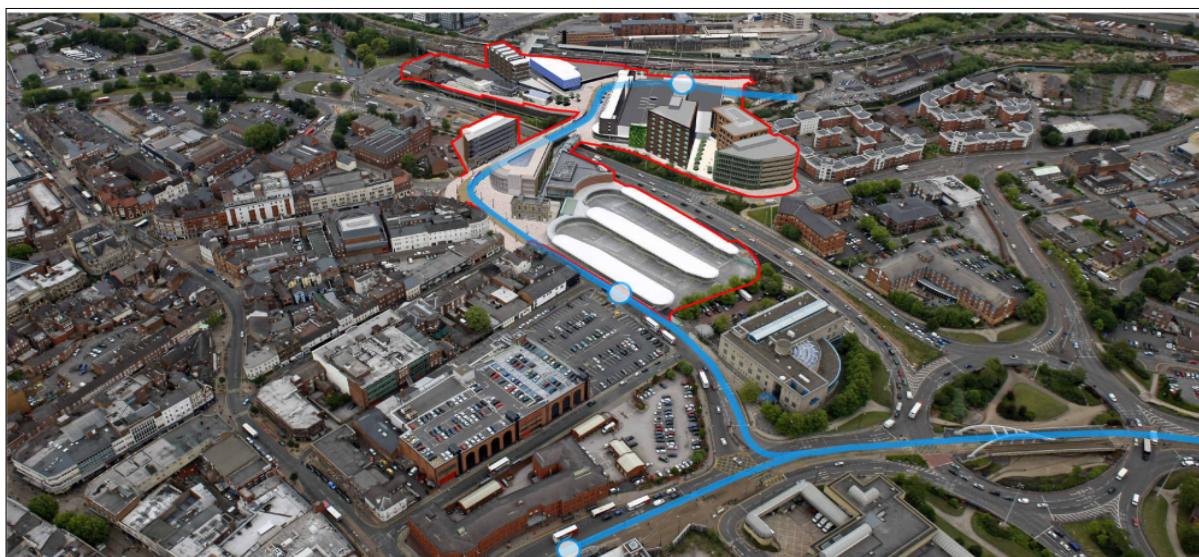


Pictured: Works to strengthen the Broad Street Canal Tunnel.

## Wolverhampton City Centre Extension

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

<b>Project Cost</b>	<b>Construction Start</b>	<b>Passenger Services</b>
Programme £81.8m	August 2017	August 2020
Including Metro £33m		
<b>Powers</b>	Wolverhampton City Centre Extension Order 2016	
<b>Funding</b>	ITB £3.0m	
	LGF £13.5m	
	WMCA (DfT-MSCP) £21.9m	
	WMCA (HS2) £12.4m	
	CWC £16.0m	
	WMCA (IP) £15.0m	
<b>Current Status</b>	Phase 2 & 3 construction – ongoing due to complete October 2018. Project will be suspended pending completion of the Station Construction works. Project schedule rebaselined to reflect current overall WIP programme	
<b>Programme</b>		<b>At Risk</b>
<b>Cost</b>		<b>On Budget</b>



This is a short (850m) on-street extension forming part of the Wolverhampton Interchange Programme (“WIP”). The extension will provide new stops at Wolverhampton Railway Station and at Pipers Row, where it will serve Wolverhampton Bus Station. The extension will connect with Metro Line One at

Bilston Street between the Wolverhampton St Georges and The Royal tram stops. Between Piper's Row and Wolverhampton Station the route will operate catenary free.

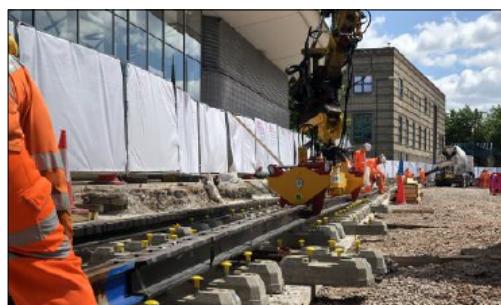
Following the station works contract being awarded to Galliford Try, it was agreed at the WIP January 2018 steering group that the Midland Metro Alliance would accelerate the tram extension works to run in parallel with the Galliford Try station works. These works started on Pipers Row in April 2018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

The main tramtrack construction works have been completed on Piper's Row. These were completed on 3 September 2018 with the road reopening to traffic in time for the back-to-school period as scheduled. Rail construction was completed in Railway Drive, and the site handed back to Galliford Try, shortly before Christmas 2018.

The MMA will continue to have a presence in Wolverhampton until summer 2019 as work to improve the street including overhead line equipment foundations, tram stops, paving and street furniture, continue following a brief pause to support the city's Christmas embargo.

As the Metro works in the station forecourt cannot commence until the station works are completed, the Alliance has advised that on completion of Phase 1, the WCCE project will demobilise with only a limited design team remaining active to deal with any station interface issues. The Alliance anticipate remobilising 6 months prior to the completion of the Railway Station works. The scope of Metro works to be undertaken alongside the Railway Station project is subject to coordination with the station project team and we will be seeking to maximise opportunities. On completion of the Station works the Metro construction will run uninterrupted through to completion approximately six month after completion of the station works.

Completion on time is dependent upon access being granted to the Station Plaza site by Galliford Try which is out of TfWM's control.



Pictured: Track being laid.

## **Birmingham Eastside Extension**

<b>Project Cost</b>	<b>Construction Start</b>	<b>Passenger Services</b>
	Q3 2020	Q4 2022
Target Cost 1£152.2 <sup>3</sup>		
<b>Powers</b>	Midland Metro (Birmingham Eastside Extension) Order – Decision expected Q1 2019	
<b>Funding</b>	DfT / DCLG £131.7m	
	LGF £5.5m	
	BCC £15m [Digbeth Urban Realm]	
<b>Current Status</b>	TWAO Decision – March 2019  Preliminary Design – complete May 2019 Preparation of Project Proposal (TC1) – Q1 2019	
<b>Programme</b>	Awaiting TC1 Project Proposal and TWAO Award	<b>TBC</b>
<b>Cost</b>	Awaiting TC1 Project Proposal and TWAO Award	<b>TBC</b>

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

The Public Inquiry took place on 22/23 November 2017 and given the overwhelming case for the project and lack of objections at the Inquiry, the Inspector was able to submit his report in January 2018 via the Planning Inspectorate to the DfT TWA Orders Unit.

Based on the positive Inquiry and the timing of the Inspector's report it was anticipated that the DfT Orders Unit would have made the Order within the stipulated six month period. Despite this positive position the Order remains to be made and is now six months overdue with consequent impacts on project schedules and cost. Discussions with DfT indicate informally that they are seeking an agreed position between HS2 and WMCA regarding the timing of the construction and operation of the tram prior to making the Order.

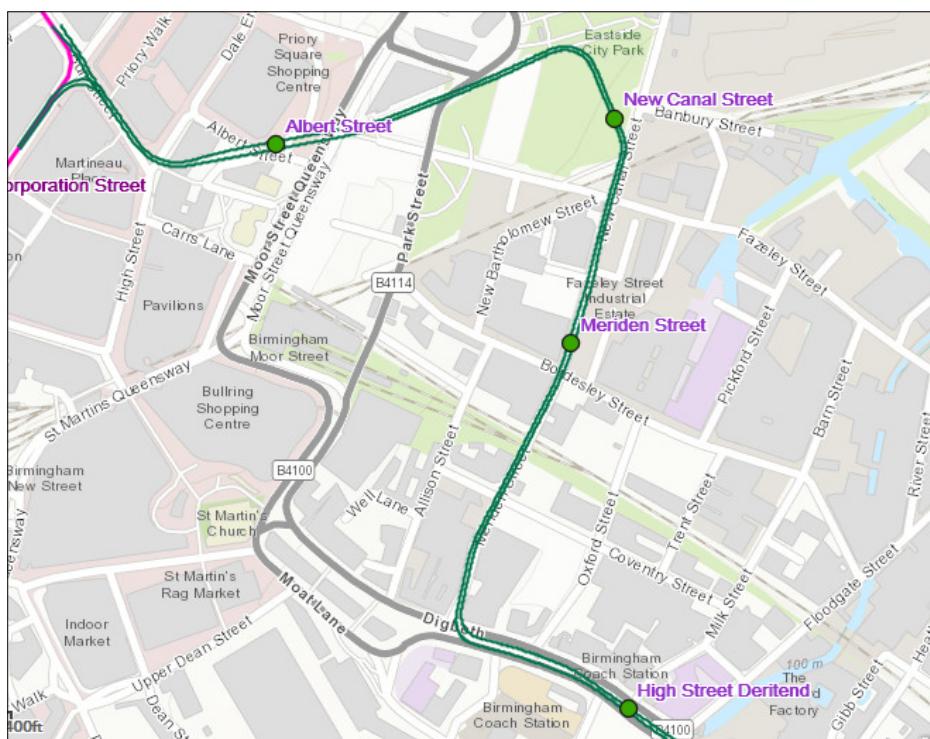
Dialogue with HS2 regarding the construction and operation of the Metro during HS2 construction has highlighted areas of perceived cost and schedule risk that need to be addressed. To date an agreed approach to management of these interface risks,

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<sup>3</sup> This cost excludes any adjustments arising from MMA's formal submission of a target cost proposal (due Q1 2019/20) or arising from the proposed HS2 Development Agreement.

consistent with HS2 and TfWM's programmes is still being developed. WMCA, HS2 and DfT are in ongoing discussions over the route to resolution of these issues thereby allowing the schemes to be progressed in a complimentary manner.

Progression of the HS2/ TFWM Development Agreement is on hold awaiting agreement on the above mentioned interface risks.



Pictured: Birmingham eastside extension route map.

The Midland Metro Alliance has completed and consulted widely on the study of the Digbeth High Street urban realm and has approval for alterations to the alignment of the Metro to provide a passenger transport corridor in the centre and urban realm to the north side of the highway. The City Centre Enterprise Zone/GBSLEP/BCC has provisionally approved funds for this scheme to enable this to be incorporated into the preliminary design for BEE which is nearly complete. BCC's FBC approval of the full contribution (£15m) will take place in line with WMCA governance for the BEE FBC, which commences with TAP in April. The scheme will provide a Metro, Sprint, bus and coach interchange in the remodelled Digbeth High St. A conditional grant agreement is due for signature early January enabling BCC to provide the funding to cover the outline and preliminary design phases.

As a result of the preliminary design development, a number of issues have been identified with the inter-relationship between the tramway and highway geometry at the delta junction of the BEE with line 1 at Bull Street. Significant design has been undertaken by the MMA to produce a solution that fits within the adopted highway boundary and meets the tram performance characteristics. Meetings have taken place jointly with BCC to determine a geometric solution that is acceptable to highways requirements. This final track solution will impact on bus stops on Lower Bull Street and will raise the level of the carriageway. Subsequently MMA have worked with BCC and National Express to determine an acceptable solution and

consequential alterations to the bus provision within this core of the city centre. This work is ongoing and it is hoped agreement in principle will be reached by the end of January. This is likely to lead to significant highways alterations not envisaged within the reference design and may have an impact on the project costs.

In addition to the above issues, activities to inform the benefit to cost ratio associated with the Final Business Case have been impacted by issues associated with the PRISM demand modelling. Work to resolve this issue is ongoing and the team is working towards submission of a Final Business Case to WMCA in April 2019, which once approved through WMCA's governance will be submitted to DfT for final funding approval in the summer.

### **Trams**

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

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

## Wednesbury to Brierley Hill Extension

<b>Project Cost</b>	<b>Construction Start</b>	<b>Passenger Services</b>
£343m <sup>4</sup>	Q1 2020	Q4 2023
<b>Powers</b>	The Midland Metro (Wednesbury to Brierley Hill and Miscellaneous Amendments) Order granted in 2005  <i>Midland Metro (Wednesbury to Brierley Hill Land Acquisition) Order – submission December 2017</i>	
<b>Funding</b>	BCLGF £0.4m Transforming Cities Fund £207m WMCA £103m Unfunded £33.2m <b>TOTAL</b> £343.6m	
<b>Current Status</b>	Submission of TWA Land Acquisition Order December 2017 Preliminary design ongoing ahead of Target Cost 1 Q1 2019 Outline cost estimate Q2 2019 Progress final business case Q2 2019	
<b>Programme</b>	Opening of Passenger Services 2023	<b>On Programme</b>
<b>Cost</b>	In stage approved budget leading up to Target Cost 1	<b>On Budget</b>

<sup>4</sup> The forecast out turn cost including Optimism Bias is £420m – June 2017 Business Case’s Economic Case E4 - if realised any difference in cost would need to be funded from Alternative sources, As noted TfWM / MMA are completing a full review of programme / project costs.



Pictured: New CGI of Wednesbury to Brierley Hill Metro extension

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

In accordance with current WMCA / NR agreement the project is required to make passive provision for joint future freight train operation (forecast to be no earlier than 2040). The details of the passive provisions to be incorporated into the Metro design continue to be progressed as part of land acquisition discussions with Network Rail. Work is progressing on the WBHE preliminary/outline design and PRISM modelling to support production of the final business case for WMCA approval. MMA are also in the process of identifying activities that would benefit the scheme if progressed in advance of the main construction works.

### **Funding**

WMCA has approved the allocation of £207m of Transforming Cities Funding to the project and has authorised the Alliance to spend a further £12m (cumulative £19.6m) on furthering the scheme development as outlined below. A further £103m has been identified within the HS2 Connectivity package and TfWM are drawing up plans to secure the additional funding required to bridge the identified gap (together with any additional costs identified through the development of the Target Cost 1 Project Proposal)



Pictured: Overnight borehole survey work being carried out in Dudley.

### **Management of the Statutory Process**

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

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

There were 24 objections to the Draft Order (with a further objection logged after the deadline had passed) and 12 of these have been withdrawn. Good progress has been made with the remaining objectors and negotiations are progressing well. Under the TWA Guidance, the Secretary of State has decided that an inquiry should be held, and that it will take place March 2019.

Discussion are also progressing with Statutory and Non-Statutory Stakeholders such as Canal & River Trust, Intu, National Grid and Local planning and highway authorities where elements of the scheme are subject to their approval and compliance with existing agreements.

## **Connecting Sandwell & Dudley**

The first edition of the new quarterly WBHE newsletter, Connecting Sandwell & Dudley, was published in November. Content included information about preparatory works being completed, an article about the sponsorship of Parkhead Canal Festival, award winning opportunities, Remembrance Sunday and more. The next edition will be released in February 2019.

## **Dudley Town Centre Package of Works**

The first package of advance utility works in Dudley Town Centre was recently completed on schedule. The work was carried out to prove the location of the existing utility networks in the area, which will help feed the detailed design, and took place over a four-week period in November. Dudley Council's Cabinet Member for Regeneration and Enterprise, Councillor Keiran Casey, Sandwell Council's Cabinet Member for Highways & Environment, Councillor David Hosell, and Midland Metro Alliance's Director, Alejandro Moreno (pictured below) all welcomed the positive progress.



## **Depot**

Potential site of a new stabling facility for the WBH extension trams has been identified adjacent to the line in Sandwell. Positive discussions are progressing with Sandwell Council officers and TfWM propose to take this site forward for planning approval in 2019.

## East Birmingham Solihull Extension

<b>Project Cost</b>	<b>Construction Start</b>	<b>Passenger Services</b>
£735 <sup>5</sup>	2023/4	2026
<b>Powers</b>	Midland Metro (East Birmingham & Solihull Extension) Order to be sought December 2018	
<b>Funding</b>	Enterprise Zone £183m	
	Funding Gap £552m	
<b>Current Status</b>	Preliminary Design and Outline Business Case development progressing Submission of Transport and Works Act Order – September 2018	
<b>Programme</b>		<b>On Programme</b>
<b>Cost</b>	Current stage	<b>On Budget</b>



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

The extension of the Midland Metro from Digbeth to east Birmingham and north Solihull will play a key role in delivering the full potential for growth and jobs of HS2 and provide transformational benefits to areas with a persistent and high incidence of multiple deprivation by giving people access to jobs and services, linked to the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) training and skills agenda.

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<sup>5</sup> The forecast out turn cost + optimism bias will be reviewed prior to submission of the Outline Business Case in the second half of 2019

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

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

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

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

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

The TWAO submission has been deferred to early 2020 to accommodate the public consultation and modelling work and subject to the necessary approvals from WMCA and confirmation of the overall funding package. This will not impact upon the opening date for the extension (2026)

Briefings to ward councillors along the route commenced in November 2017 following agreement with the Cabinet members for Birmingham and Solihull. Public consultation on the preferred alignment for the scheme will take place in the summer of 2019 and is an essential precursor to the submission of the Transport and Works Order application.



In July 2017 the Investment Board approved funding of £12m to progress the project through the Transport and Works Act process.

Work has continued on the development of the Outline Business Case which will be submitted in summer 2019, having been delayed by issues with the PRISM 5.0 model. Work on the Environmental Statement Scoping Report is also underway and there has been ongoing consultation with key stakeholders to ensure collaboration and integration with other major projects along the route which are due to be developed and delivered within similar timescales.

A study has recently been commissioned to look at the integration of the HS2 Automated People Mover (APM) within the wider public transport offering within the UK Central area and the implications of this on the EBS Metro scheme. Initial findings are anticipated to be shared with key stakeholders in February 2019.



Pictured: Possible alignment of Metro at St Andrews

A budget and plan for taking the project forward beyond March 2019 (when current funding from WMCA expires) is in preparation and will encompass all activities needed to secure the powers and funding for the scheme.

### **3<sup>rd</sup> Generation Trams (3GT) – TfWM Metro Team**

<b>Project Cost</b>	<b>ITN</b>	<b>First Tram In Service</b>
c. £150m	Q1 2019	Q2 2021
Powers	N/A	
Funding	£1.5m Procurement funding included in Eastside Budget	
Current Status	Market Sounding Workshops completed in Q2 2018 Contract Notice Q2 2018 – completed Evaluation of Supplier Questionnaires – Jan 2019 Invitation to Negotiate ITN Q1 2019 Contract Award Q3 2019	

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

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

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

Project	Trams
Edgbaston	6 Trams [Q3 2021]
Eastside	3 Trams [Q1 2022]
Wednesbury Brierley Hill	16 Trams [Q3 2023]
East Birmingham Solihull	23 Trams [2025/2026]

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

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

The information received following the Market Sounding in 2018 indicated the market is very interested and has proven tram products to offer, albeit with some clear concerns on the extent to which catenary free sections can be deployed on future extensions because of range limitations of vehicle power storage technologies. A paper was taken to the Metro Board on the 14th November where approval was granted to issue an amendment to the Contract Notice to inform the market of the removal of tram maintenance.

The amended Contract Notice was issued on the 4th December and no challenges were received. Seven suppliers responded to the SQ, the five suppliers that responded to the original SQ have updated their responses to the maintenance questions and two new suppliers responded, those responses are now being evaluated. The four highest scoring suppliers that meet the minimum thresholds will be pre-qualified and taken through to the Invitation to Negotiate Stage (ITN).

The baselined schedule shows a contract award date of 13th September 2019, however this date is at risk due to the delays associated with the removal of maintenance from the procurement and reviewing two additional responses to the SQ. There is time risk allowance of 71 days between contract award and the delivery of the first tram, so although contract award may be delayed the delivery of the first tram should not be. Mitigation actions will be put in place to try to recover some of the lost time and to make every effort to minimise any further delays.

The suppliers that have responded and are under consideration are:

- Alstom
- Bombardier
- CAF SA
- CRRC Qingdao Sifang
- Durmazlar Makine Sanayi ve Ticaret A.S
- Skoda
- Stadler

## **Birmingham City Centre Extension**

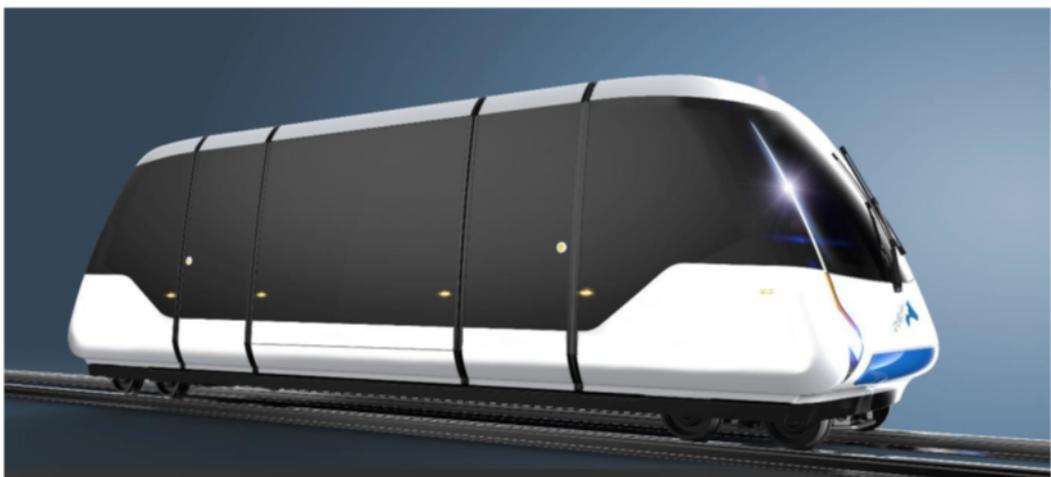
In this period there have been no further incidents to report on the completed scheme.

All works were successfully completed by Balfour Beatty as identified in the defects tracker. Half of the retention monies were released during November ahead of receipt of final documents for Design certificates and Network Rail sign-off. Final sign-off on Network Rail handback was completed in December with certificates circulated between the three parties.

Works were completed at Snow Hill to install a “tank trap” style measure to reduce the potential for vehicles to drive up the grass track and this has so far proved successful in reducing incursions. Further measures were installed on New Street and Corporation Street in October to reduce the risk to pedestrians following review by the operator. The measures extend down Stephenson Place with additional deterrent paving and signage being installed throughout January 2019. A glazed barrier system at Grand Central has been designed and is planned for installation in March as part of the wider residual measures. Finally, the project will need to complete a stage 4 Road Safety Audit which is slightly delayed whilst the above mitigations are installed. Handback of the highway to Birmingham City Council is forecasted for Q1 2019/20

## Coventry Very Light Rail (VLR)

### Single Car e-Shuttle



### Design



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

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

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

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

It has been identified that whilst many of the current Light Rail standards/ guidance apply to VLR as a form of tramway and the DfT consider this to be necessary, there is a need to clarify additional VLR standards to be applied specific to the mode. CCC are therefore proposing progressing this matter with appropriate industry representative/s / DfT etc.

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

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

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

- WS1 Vehicle – Development of a Prototype Vehicle – lead Organisation WMG
- WS2 Trackform – Research and development of options – Lead organisation WMG
- WS3 First Route - lead Coventry (in partnership with TfWM)
- WS4 VLR Operations - Lead organisation TfWM

Throughout the project, TfWM's Metro Team has been providing tramway related advice, including guidance on Transport and Works Act Order acquisition processes and tramway related safety implications across the work streams.

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

The trackform development continues to be one of the more challenging areas of the Research and Development work streams. With the identified loading of the very light rail vehicle of some 3T per axle, the normal loadings of heavy goods vehicles will be significantly greater, requiring an appropriately resistant track construction. The Track development R and D is progressing through its procurement process led by WMG.

The route assessment workstream has involved more work and expenditure than originally envisaged due to the need to undertake additional high level assessment of the Benefit Cost Ratio (BCR) and the need to assess both additional alignment options within the preferred corridor and additional corridor options. This has also adversely affected the initial route identification schedule. It has been identified that the current available high-level Benefits Cost Ratio business case indicator figures for the route options need further refinement to comply with the DfT WEBTAG Scheme Assessment criteria and TfWM have highlighted that this needs to be

rectified to enable appropriate consideration/comparison by both WMCA and DfT for strategic funding prioritisation assessment purposes.

From an operational workstream perspective, it continues to be problematic to prepare necessary operations strategy and requirements until there is further clarity about the outputs of the workstreams 1 to 3. The current spending on this aspect has been low up to now for this reason. TfWM continues to provide input and support where possible to the other work streams though there is a need for further clarification of responsibilities and resourcing requirements/ risks, in association with progression of the proposed route development/ design / TWA Order and Planning powers acquisition processes.

Discussions with CCC have also taken place with respect to refining governance for workstreams 3 and 4 to reflect that they are not part of the original vehicle and track research and development and involve other broader forms of project development and implementation with associated greater scale of costs.

## **Funding**

The project, is being funded by the Government's Local Growth Fund through the Coventry and Warwickshire Local Enterprise Partnership and West Midlands Combined Authority Devolution Deal.

R and D workstreams 1 Vehicle and 2 Track are being managed by researchers from WMG at the University of Warwick in collaboration with Coventry City Council and TfWM.

The workstreams 3 and 4 are being managed by CCC and TfWM respectively with TfWM providing support and guidance to CCC with respect to light Rail (VLR) scheme requirements.

CCC has requested that TfWM jointly promote a TWA Order with CCC for the necessary route powers at the appropriate time. The project is also exploring options to bring WMCA Devolution Deal funding forward.

## **Bilston Road**

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

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

Construction work progressed well and the Midland Metro Alliance completed the works with the road fully reopening to traffic on 2 December 2017, two-weeks ahead of programme.

The Tramway service resumed on Friday 8 December 2017, following testing and commissioning and driver training.

Testing of the new infrastructure's stray current performance is continuing and MMA are working with TfWM to investigate areas where readings are non-compliant

The corridor remains under warranty from MMA.

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## Transport Delivery Committee

<b>Date</b>	4 February 2019
<b>Report title</b>	Third Generation Tram Procurement Overview
<b>Accountable Director</b>	Laura Shoaf, Managing Director Transport for West Midlands
<b>Accountable Employee</b>	Phil Hewitt, Metro Programme Director  Email: philhewitt@centro.org.uk Tel: 0121 214 7254
<b>Report has been considered by</b>	Metro Board

### The Transport Delivery Committee is recommended to:

1. Note the Stage 2 procurement principals and the down selection to four pre-qualified bidders prior to the issue of the Invitation to Negotiate and
2. Note the down selection to four pre-qualified bidders will be undertaken at the Selection Questionnaire evaluation workshop on the 17<sup>th</sup> January 2019. Following this, the Stage 2 Procurement Strategy will be completed recommending the four pre-qualified bidders to be taken forward to Invitation to Negotiate.

### 1.0 Purpose

- 1.1 The purpose of this report is to provide an update on the Third Generation Tram procurement.

## **2.0 Impact on delivery of the Strategic Transport Plan**

The procurement of the Third Generation Trams will support the delivery of the 15 STP Policies and the development/operation of the 4 Tiers.

- The National and Regional Tier – Will provide trams to service the East Birmingham Solihull extension providing connections to HS2 and Birmingham International
- The Metropolitan Tier – Will support the expansion of the Rapid Transit Network
- The Local Tier – Will supports the aim to reduce local car journeys by adopting more sustainable forms of transport
- The Smart Mobility Tier – Overall the Metro Programme of Works will support the need for increased availability and knowledge of viable travel choices with reduced dependency on car ownership; sub 2 mile journeys by car should no longer feel necessary for many; reduced air quality impacts from transport.

## **3.0 Background**

3.1 The Midland Metro opened in May 1999, operated by a fleet of 16 Ansaldo-Breda T-69s along a 20.1km route between Birmingham Snow Hill and Wolverhampton that is predominately off-street along a former GWR railway line plus a short on-street section at Wolverhampton between Priestfield and the St George's terminus.

Between 2014 and 2015, a fleet of 21 CAF Urbos 3 trams were introduced to replace the T-69s. All of the T-69 trams were retired from service by August 2015, and have been disposed of via an e-Auction in 2018.

The Line 1 route was extended between Birmingham Snow Hill and Birmingham New Street station between 2012 and 2016. The new Birmingham City Centre Extension (BCCE) runs on a short and wholly on-street section of the alignment.

Looking forward, a number of future extensions to Midland Metro are envisaged, and are at various stages of planning, approval and development.

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

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

Project	Trams
Edgbaston	6 Trams [Q3 2021]
Eastside	3 Trams [Q1 2022]
Wednesbury Brierley Hill	16 Trams [Q2 2023]
East Birmingham Solihull	23 Trams [2025/2026]

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

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

The first stage of the project was to evaluate the most appropriate offer to put to the market and to assess market appetite. Market Sounding workshops were held with five suppliers who responded to the Market Sounding Questionnaire. The workshops covered technical, commercials, risk and programme issues and also focused on the Catenary Free technologies available (e.g. batteries, super capacitors or a combination of technologies), battery maintenance and the infrastructure constraints. Discussions were held over the concerns on the extent to which the catenary free sections can be deployed on future extension because of range limitations of vehicle power storage technologies and what could be done to improve this.

The Third Generation Trams are being procured via a two stage procurement process. Stage 1 is defined as the Selection Questionnaire (SQ) process and involves an initial stage of procurement engagement to down select suppliers for Stage 2. Stage 2 is defined as the Invitation to Negotiate (ITN) process and involves selecting a sole Preferred Bidder and the subsequent award of contract(s) for the supply of Third Generation Trams and Related Services. WMCA is reserving the right to hold a Best and Final Offer (BAFO) stage should it become apparent that two or more bidders are close to being considered for award.

Details of the agreements to be awarded to the successful supplier are as follows:

- Tram Supply Agreement (TSA) – The TSA will be for an initial order of 18 trams with the option to order an additional 32 over the specified period.
- Technical Support and Spares Supply Agreement (TSSA) – The TSSA will run from the receipt of first tram delivery for a period of circa 3 years.
- On-board Energy Storage System (OESS) Agreement – If the agreement is required it will run from the date of first tram delivery potentially for the life of the trams i.e. whilst the tram(s) are in operation.

#### **4.0 Progress, options, discussion, etc.**

- 4.1 The Contract Notice was first advertised on the 30<sup>th</sup> July 2018, however a paper was taken to the Metro Board on the 14<sup>th</sup> November 2018, where approval was granted to issue an amendment to the Contract Notice to inform the market of the removal of tram maintenance from the procurement.

There was the risk of challenge associated with the exclusion of maintenance from the tram procurement. The mitigation option was to notify the market of the change via a corrigendum and continue with the same process. Suppliers had 30 calendar days from issue of the corrigendum to raise a challenge. The amended Contract Notice was issued on the 4th December and no challenges were received. Seven suppliers responded to

the SQ, the five suppliers that responded to the original SQ have updated their responses to the maintenance questions and two new suppliers responded, those responses are now being evaluated. The four highest scoring suppliers that meet the minimum thresholds will be pre-qualified and taken through to the Invitation to Negotiate Stage (ITN).

The baselined schedule shows a contract award date of 13th September 2019, however this date is at risk due to the delays associated with the removal of maintenance from the procurement and reviewing two additional responses to the SQ. There is a float risk of 71 days between contract award and the delivery of the first tram, so although contract award may be delayed the delivery of the first tram should not be. Mitigation actions will be put in place to try to recover some of the lost time and to make every effort to minimise any further delays.

The suppliers that have responded and are under consideration are:

- Alstom
- Bombardier
- CAF SA
- CRRC Qingdao Sifang
- Durmazlar Makine Sanayi ve Ticaret A.S
- Skoda
- Stadler

An evaluation moderation workshop is planned for the 17<sup>th</sup> January 2019 in which the four pre-qualified supplies will be identified. Approval will then be sought from the Metro Board to issue the ITN to the pre-qualified bidders.

## 5.0 Financial Implications

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

Project Cost	Procurement	First Tram In Service
c. £150m	Q3 2018 – Q3 2019	Q3 2021
Powers:	N/A	
Funding	<p>£1.5m Procurement funding included in Eastside Budget</p> <p>Vehicle Funding included in BEE / WBHE / EBS Budgets – Approval to draw down this funding to be sought following receipt of tender submissions in Q2 2019/20.</p>	
Current Status	<p>Routes to Market Study Q1 2018</p> <p>PIN Q3 2018</p> <p>ITN Q1 2019</p> <p>Contract Award Q3 2019</p>	

The initial order will be for 18 trams (tranche 1) and within the contract there will be the option to procure additional trams. A tranche 1 follow on order can be exercised up to 12 months prior to the delivery of the 18<sup>th</sup> tram. The minimum number of trams in the tranche 2 order would be 8 trams, with an option to order the remainder of the maximum of 50 trams prior to the delivery of the 8<sup>th</sup> tram in tranche 2.

## **6.0 Legal Implications**

- 6.1 Tram Fleet acquisition is being undertaken in accordance with WMCA procurement principals and in adherence with both UK and EU procurement legislation / directives. The legal support for the development of the terms and conditions (contract document) is being provided by Eversheds Sutherland who were approved following a competitive process and can bring extensive rollingstock expertise, the WMCA internal legal team has oversight of this process.

## **7.0 Equalities Implications**

- 7.1 All trams will be designed to meet disabled groups needs in accordance with legislation and standards. RVAR 2010 compliance will be a tram requirement and will be subject to regulatory oversight from the O.R.R.

The successful supplier will be requested to complete an Equality and Diversity Questionnaire in accordance with WMCA practices for all procurement exercises.

## **8.0 Environmental Implications**

- 8.1 Tram procurement by its very nature will encourage sustainable transport use as an alternative to the use of the private car. The expansion of the West Midland Metro network aims to encourage modal shift from private car by delivering a high quality and reliable public transport service and in doing so supporting local environmental and safety benefits.

All participating tram suppliers will be required to answer questions on sustainable legislation and policy.

## **9.0 Inclusive Growth Implications**

- 9.1 The region will benefit from the work of the WMCA and the Third Generation Tram procurement as the project is providing the trams to service the expanding West Midland Metro network.

The objectives of the expansion of the West Midland Metro Network include:

- Support the regeneration in areas of deprivation through improved connectivity with areas of opportunity

- Support economic development by improving the accessibility of (major) employment and residential sites
- Enhance the prosperity of Black Country residents and business through providing better access to employment and wider workforce
- Improve the education and skills base of the residents of Sandwell and Dudley by providing wider access to Universities and colleges throughout the West Midlands.

## **10. Communication Proposals**

- 10.1 At key points in the procurement lifecycle i.e. publication of tender list, shortlisted bidders, preferred bidder and contract award a press release will be issued by WMCA's Communications. In preparation for each stage a question and answer paper will be drafted with anticipated questions to allow the Mayor to respond to questions from the public, press, trades and politicians.

## **11.0 Schedule of Background Papers**

- 11.1 Stage 1 Procurement Strategy – Signed off on the 26<sup>th</sup> July 2018.



## Transport Delivery Committee

<b>Date</b>	4 February 2019
<b>Report title</b>	TDC Air Quality, Congestion and Environmental Sustainability Lead Member Reference Group Portfolio Summary
<b>Accountable Chief Executive</b>	Laura Shoaf, Managing Director, TfWM 0121 214 7444 <a href="mailto:laura.shoaf@tfwm.org.uk">laura.shoaf@tfwm.org.uk</a>
<b>Accountable Employee</b>	Jake Thrush, Associate Policy Advisor, TfWM 0121 214 7235 <a href="mailto:Jake.Thrush@tfwm.org.uk">Jake.Thrush@tfwm.org.uk</a>
<b>Report has been considered by</b>	Councillor Phil Davis, Lead Member Air Quality, Congestion and Environmental Sustainability

### Recommendation for action or decision:

Transport Delivery Committee is recommended to:

1. Note the summary of the Air Quality, Congestion and Environmental Sustainability portfolio.

#### 1. Purpose

1.1 To outline the work of the Air Quality, Congestion and Environmental Sustainability Portfolio.

## **2. Background**

- 2.1 The TDC Air Quality, Congestion and Environmental Sustainability Lead Member Reference Group terms of reference are:

### **Group Terms of Reference**

- To monitor and report on the future development of measures to reduce road traffic congestion in the West Midlands. Plus measures to monitor and cut its associated negative air quality and associated environmental impacts, including any measures supporting the delivery of the environmental objectives within the West Midlands Strategic Transport Plan and other strategic planning documents.
- To monitor progress on programmes seeking to effect cuts in congestion and its associated health and environmental impacts in line with WMCA policies, strategies and timescales.
- To monitor and support work with public transport operators passenger groups and members of the public to support the delivery of reduced congestion on the roads, plus general improvements in air quality across all forms of private and public transport.
- To give guidance and input during the preparation and clearance of reports within the portfolio area which are to be considered at any Transport Delivery Committee meeting

- 2.2 The Group's membership is:

Cllr Phil Davis (Lead Member)

Cllr Celia Hibbert

Cllr John Rowley

Cllr Allah Ditta

Cllr Adrian Andrew

- 2.3 The group's inception meeting was 10 September 2018.

- 2.4 The work programme of the Group is regularly updated. The current programme is:

#### **STRAND 1 - Tackling Congestion**

- Members will receive briefings on the objectives and development of the Regional Transport Co-ordination Centre.

#### **STRAND 2 - Measures to Improve Air Quality**

- Members to be briefed on the Birmingham Clean Air Zone Plan, Coventry Air Quality measures and Solihull and Black Country plans for air quality
- Members to seek further information on clean vehicle technology via bus industry briefings and visit to appropriate cleaner vehicles manufacturers
- Members to be briefed on electric charging infrastructure
- Members to be briefed on air quality and rail stations

### **3. CO-ORDINATION :**

- Members to be briefed on how the TfWM Congestion Management Plan supports NO2 reduction strategies and action on pollution hotspots.
- 2.5 In the three meetings held to date, the Group has agreed its terms of reference and received presentations from Anne Shaw, Director of Network Resilience on the Congestion Management Plan and Regional Transport Co-ordination Centre and Andy Page, Innovation Project Lead on Ultra Low Emission Vehicles. Position papers on bus fleet environmental improvements and NO2 action plans for Birmingham, Coventry, the Black Country and Solihull have also been considered by the Group.
- 2.6 Site visits to National Express Central Garage and Coventry City Council are currently being arranged for the Group. A briefing on air quality issues for rail stations is also being prepared.

### **3. Legal Implications**

- 3.1 There are no direct legal implications arising from this report

### **4. Equalities Implications**

- 4.1 There are no direct legal implications arising from this report

### **5. Inclusive Growth Implications**

- 5.1 Promoting congestion reduction and improved air quality supports inclusive growth by supporting the following themes:
  - Affordable, safe, and connected places
  - Sustainability
  - Health and Wellbeing
  - Economy

### **6. Geographical Area of Report's Implications**

- 6.1 The Group's remit covers the Combined Authority constituent authorities. Improvements to the West Midlands transport system and environmental performance will provide wider benefits for sustainable connectivity with the wider Combined Authority area.

### **7. Other Implications**

-

### **8. Schedule of Background Papers**

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TRANSPORT DELIVERY COMMITTEE				
COMMITTEE MEETING		REPORT AND AUTHOR	AGENDA SETTING MEETING	
Date of Meeting	Date Final Reports to be submitted to Governance Services		Date of Meeting	Date Reports to be submitted to Governance Services
18 March 2019	6 March	<ul style="list-style-type: none"> <li>• <b>Financial Monitoring Report</b> (Linda Horne)</li> <li>• <b>Capital Programme Delivery Monitoring Report</b> (Sandeep Shingadia)</li> <li>• <b>Park &amp; Ride Update</b> Pete Bond (Richard Mayes)</li> <li>• <b>Rail Business Report</b> Malcolm Holmes (Tom Painter)</li> <li>• <b>Bus Business Report</b> Pete Bond (Edmund Salt)</li> <li>• <b>Lead Member Report- Rail &amp; Metro Portfolio</b> (Councillor Horton)</li> <li>• <b>Lead Member Report – Sprint</b> (Councillor Huxtable)</li> </ul>	4 March	27 February
20 May 2019	9 May	<ul style="list-style-type: none"> <li>• <b>Commonwealth Games Capital Projects Update</b> (Sandeep Shingadia)</li> <li>• <b>Financial Monitoring Report</b> (Linda Horne)</li> <li>• <b>Capital Programme Delivery Monitoring Report</b> (Sandeep Shingadia)</li> <li>• <b>Safer Travel Update</b> (Mark Babington)</li> </ul>	TBC (local elections)	29 April

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>
24 June 2019	13 June	<p><b>Lead Member Report – Putting Passengers First Portfolio</b> (Councillor Hartley)</p> <ul style="list-style-type: none"> <li>• <b>Lead Member Report – Finance &amp; Performance</b> (Councillor Akhtar)</li> </ul> <p><b>Customer Services Performance Report</b> (Sarah Jones)</p> <p><b>Bus Alliance Update</b> Pete Bond (Edmund Salt)</p> <p><b>Cycling Charter Progress Update</b> Hannah Dayan</p>	10 June	5 June