



Transport Delivery Committee

Date: Monday 18 March 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
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AGENDA

No.	Item	Presenting	Pages	Time
Meeting business item				
1.	Apologies for absence	Chair	None	
2.	Declarations of Interest Members are reminded of the need to declare any disclosable pecuniary interests they have in an item being discussed during the course of the meeting. In addition, the receipt of any gift or hospitality should be declared where the value of it was thought to have exceeded £25 (gifts) or £40 (hospitality).	Chair	None	
3.	Chair's Remarks (if any)	Chair	None	
4.	Minutes of the last meeting	Chair	1 - 6	
5.	Matters Arising/Action Tracker	Chair	7 - 8	
6.	Correspondence/ Petitions	Chair	None	
7.	Financial Monitoring Report	Wayne Farrington	9 - 20	
8.	Capital Programme Delivery Monitoring Report	Sandeep Shingadia	21 - 28	
9.	Bus Business Update & RTI Presentation	Edmund Salt/ Daniel Pass	29 - 34	
10.	Rail Business Report	Peter Sargant	35 - 50	
11.	Rail and Metro Lead Member Report	Councillors Davis & Hartley	51 - 58	
12.	West Midlands Air Quality Update	Jake Thrush	59 - 66	
13.	Notices of Motion To consider any notices of motion by the deadline of 12 noon on 14 March 2019.		None	
14.	Questions To consider any questions submitted by the deadline of 12 noon on 14 March 2019 for written questions and 12 noon on 15 March 2019 for oral questions.		None	
15.	WMCA Board Transport Reports (For Information Only)	Laura Shoaf	None	

16.	Forward Plan	Chair	67 - 68	
17.	Date of Next Meeting - 20 May 2019		None	

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West Midlands Combined Authority

Transport Delivery Committee

Monday 4 February 2019 at 1.00 pm

Minutes

Present

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

Item Title No.

65. Apologies for absence

Apologies for absence were received from Councillors Alden, Andrew, Fazal, Horton, Jones and Rowley.

66. Chair's Remarks

(a) Councillor Horton

The Chair reported that Councillor Horton had recently suffered a stroke and the committee would be sending a card to Councillor Horton to convey their best wishes. The Chair reported that Councillor Rowley was also unwell and similarly, a card would be sent to him on behalf of the committee.

In relation to Councillor Horton's Lead Member Portfolio for Rail and Metro, the Chair reported that Councillor Davis would cover the rail element in the interim whilst she would cover Metro.

(b) Ring and Ride Board

The Chair asked that the Conservative Group give consideration to a representative on the Ring and Ride Board to replace Councillor Stanley.

(c) Councillor Lawrence

The Chair reported that Councillor Lawrence, the WMCA Portfolio holder for Transport, had announced he would be standing down as Leader of the City of Wolverhampton Council in May this year. It was noted that Councillor Lawrence has played a substantial role in transport for the region.

67. Minutes of the last meeting

The minutes of the meeting held on 7 January 2019 were agreed as a correct record.

68. Matters Arising/ Action Tracker

Safer Travel Update (*Minute no.55 refers*)

In relation to visits with the Safer Travel Partnership Team, Councillor Holl-Allen reported that following discussion with the Head of Safety, Security and Emergency Planning they would be looking to arrange visits on or around 13 May.

The Action Tracker was noted and that there were no actions outstanding.

69. Correspondence/ Petitions

None submitted.

70. Publication of 2019/20 English National Concessionary Travel Scheme & Accompanying Reimbursement Arrangements

The committee considered a report of the Swift and Concessions Scheme Manager that notified the committee of the publication of the 2019/20 English National Concessionary Travel Scheme and reimbursement arrangements to be effective from 1 April 2019.

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

The Swift and Concessions Scheme Manager, Paula Higgins, reported that there had been no substantive changes to the schemes or reimbursement arrangements, however, some wording within the reimbursement arrangements has been updated to clarify matters following queries from operators during 2018.

Resolved:

1. That there are no material changes from the previous 2018/19 Concessionary Fares Schemes specified be noted;
2. That the points of clarification added to the scheme documentation as specified in the report be noted and
3. That the publication of the 1985 Act Older and Disabled Persons Travel (Bus) Concessions Scheme and the Transport Act 2000 Travel Concession Reimbursement Arrangements be noted.

71. Midland Metro Limited First 6 Months of Operation Briefing Note

The committee considered a report of the Head of Business Transformation

West Midlands Metro that provided the committee with an overview of the first 6 months of Midland Metro Limited's (MML) performance as operator of the metro network.

The Interim Lead Member for Metro, Councillor Hartley introduced the report.

The Head of Business Transformation West Midlands Metro, Sophie Allison, presented the report and outlined the key highlights which included improvements and initiatives with regards to MML, challenges and future plans.

The committee welcomed the report and acknowledged the achievements realised by Midland Metro Limited during the first 6 months of operation.

The Chair asked that the committee receive a further update report in 6 months' time.

Resolved: That the contents of the report be noted.

72. Metro Operations Report

The committee considered a report of the Head of Business Transformation West Midlands Metro that reported on the operational performance of metro services in the West Midlands.

The Interim Lead Member for Metro, Councillor Hartley, introduced the report.

The Head of Business Transformation West Midlands Metro, Sophie Allison, outlined key highlights in the report related to performance, this included metro patronage, punctuality, reliability, customer service representative coverage, staffing and an update on the metro penalty fare

Resolved: That the contents of the report be noted.

73. Metro Investment Programme Briefing

The committee considered a report of the Metro Programme Director that reported on matters relating to the Metro Investment Programme in the West Midlands.

The Interim Lead Member for Metro, Councillor Hartley, introduced the report.

The Metro Programme Director, Phil Hewitt, outlined key developments and progress with regards to the investment programme during the 3 months since the last update. The report provided updates in respect of the Westside Extension – Centenary Square and Edgbaston; Wolverhampton Extension; Wednesbury to Brierley Hill; Birmingham Eastside; East Birmingham Solihull and provided a summary of the third generation trams.

In relation to the map of the Metro extension programme included in the report and an enquiry from Councillor Huxtable as to whether the map could include other transport modes such as Sprint, the Metro Programme Director

advised that the map provided a high level overview of Metro routes and was not intended to be a comprehensive network map although these would be produced in due course.

Further to a supplementary question from Councillor Huxtable as to whether the committee could look at how Metro and Sprint infrastructure would work together, the Chair considered that this would be a suitable topic for a pre-TDC briefing session in March.

The Metro Programme Director reported that he would contact the Head of Sprint, Angela Hosford with regards to scheduling the briefing session.

In relation to concerns expressed by Councillor Welsh regarding the funding of the Metro programme and in particular funding gaps for some schemes and whether these would take priority over non-Metro schemes for funding, the Managing Director, Laura Shoaf, reported that she noted Councillor Welsh concerns regarding investment, however there were opportunities to seek funding from Government such as the Comprehensive Spending Review and referred to new opportunities for funding such as the Transforming Cities Fund which awarded £207m to the Wednesbury to Brierley Hill Extension.

The Metro Programme Director added that the Midland Metro Alliance delivery schedule for the Wednesbury to Brierley Hill Extension was due in May and he could share this information with the committee.

Resolved: That the contents of the report be noted.

74. Third Generation Tram Procurement Overview

The committee considered a report of the Metro Programme Director that provided an update on the third generation tram procurement.

The Interim Lead Member for Rail, Councillor Hartley, introduced the report.

The Metro Project Director, Judith Watt, outlined the key highlights of the report which included the background to the tram procurement, the impact on the delivery of the Strategic Transport Plan and progress and options relating to the procurement of the third generation trams.

Resolved:

1. That the stage 2 procurement principles and the down selection to four pre-qualified bidders prior to the issue of the Invitation to Negotiate be noted and
2. That the down selection to four pre-qualified bidders has been undertaken at the selection evaluation workshop and the stage 2 Procurement Strategy be completed recommending the four pre-qualified bidders be taken forward to Invitation to Negotiate be noted.

75. Air Quality, Congestion and Environmental Sustainability Portfolio Summary

The committee considered a report of the Associate Policy Advisor, TfWM that outlined the work of the Air Quality, Congestion and Environmental Sustainability Portfolio.

The Lead Member for Air Quality, Congestion and Environmental Sustainability, Councillor Davis outlined the current work programme for the group.

Resolved: That the summary of the Air Quality, Congestion and Environmental Sustainability Portfolio be noted.

76. Notices of Motion

None submitted.

77. Questions

None submitted.

78. Forward Plan

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

Councillor Davis proposed that a report on air quality be submitted to the next meeting.

Resolved: That the report be noted.

79. Date of Next Meeting -18 March 2018

The meeting ended at 2.55 pm.

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Transport Delivery Committee – Action Tracker

Meeting Date	Minute No.	Action	Officer	Completed
4 February	73.	MMA Wednesbury to Brierley Hill delivery schedule to be provided to members May 2019.	Phil Hewitt	

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Transport Delivery Committee

Date	18 March 2019
Report title	Financial Monitoring Report
Accountable Director	Linda Horne Interim Finance Director Tel 0121 214 7508 Email - Linda.Horne@wmca.org.uk
Accountable employee(s)	Wayne Farrington, Lead Accountant - Transport Tel 0121 214 7243 Email Wayne.Farrington@wmca.org.uk
Report to be/has been considered by	Lead Member Cllr Pervez Akhtar

Recommendation(s) for action or decision:

The Transport Delivery Committee is recommended to:

1. Note that the year to date net revenue expenditure position for 2018/19 shows a favourable variance of £538,000 compared to budget and a full year favourable forecast variance of £213,000 (a favourable movement of £166,000 since the previous reported position).
2. Note that total capital expenditure to the end of January 2019 for the overall transport programme is £66.8 million, within the year to date budget.

1.0 Purpose

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

Section A Summary TFWM Revenue Budget

Section B Summary TFWM Capital Budget

SECTION A

2.0 Summary Revenue Position

2.1 Overall as at the end of January 2019 there is a net favourable in-year variance against budget of £538,000. Following the third and final re-forecast of the year there is a favourable full year projected position of £213,000 against budget which is a £166,000 favourable movement since the previous reported position. This is mainly due to some lower infrastructure costs in relation to rates, cleaning and other operational costs, higher Ticketing Commission received and lower ticketing related processing costs.

2.2 Year to Date and Full Year Variances

The material year to date and full year variances of note are detailed below:

- **Concessions:** £1.592m favourable in-year and projected £2.172m favourable full year forecast. As previously reported this is mainly due to lower Bus concessionary patronage than budgeted and the majority of the saving will be used to fund the income foregone as a result of the agreed 12 month Departure charge and Roadside Information holiday that commenced from 1 October 2018.
- **Bus Services:** £1.273m adverse in-year and projected £1.711m adverse full year forecast. As previously reported the majority of the in-year adverse variance and full year forecast is due to income foregone as a result of the agreed introduction of the 12 month Departure charge and Roadside Information holiday that commenced from 1 October 2018. The income foregone from this will be funded from savings on Concessions. Part of the adverse full year position is due to some additional costs/activity in relation to Bus Policy Development options work. The in-year adverse variance is partly offset by phasing attributable to monitoring and survey related activity with some of this reprofiled to take place in the final part of the year.
- **Rail and Metro Services:** £0.261m favourable in-year and projected £0.075m favourable full year forecast. The in-year position on Metro Services is due to a re-profiling of some infrastructure maintenance activity to later in the year than originally envisaged. The in-year and full year position on Rail Services is due to some lower operational related costs incurred in relation to Bromsgrove Station and lower rail infrastructure utility costs.
- **Integration:** £0.056m favourable in-year and projected £0.197m favourable full-year forecast. As mentioned above there has been higher Ticketing Commission received and lower ticketing related processing costs incurred as well as other lower expenditure such as marketing costs in relation to passenger information as a result of less hard copy marketing literature (e.g. maps, guides and leaflets) being produced. The favourable variances are partly offset by minor cost pressures related to the Safer Travel Team.

- **Strategic Development:** £188,000 favourable in-year and projected £39,000 adverse against full year forecast. As previously reported this reflects some in-year phasing on External Advice related activity with it now planning to take place before the end of the financial year.
- **Business Support Costs:** £61,000 adverse in-year and projected £184,000 adverse full year forecast. This is due to lower recovery against the 16 Summer Lane building income target that was set for the 2018-19 budget and some one-off full year support cost pressures that includes ICT infrastructure.
- **Capital Finance Charges:** £217,000 adverse in-year and projected £219,000 adverse full year forecast. This is due to a financing charge in relation to the CAV Mobility project which is being funded from the current financial year to minimise future cost pressures on the overall Transport Delivery budget.

2.3 The table on the following page shows an overview of the year to date and full year forecast for the Transport Revenue budget with the key headlines relating to it reported above. The final financial monitoring report for the year which will detail the 2018-19 year end position will be reported to the 20 May 2019 TDC meeting.

	ACTUAL JAN 19 £000	BUDGET JAN 19 £000	VARIANCE JAN 19 £000	FORECAST FULL YEAR £000	BUDGET FULL YEAR £000	VARIANCE FULL YEAR £000
TRANSPORT FOR WEST MIDLANDS						
INCOME						
Specific resources:						
Transport Levy	95,600	95,600	0	114,720	114,720	0
TOTAL INCOME	95,600	95,600	0	114,720	114,720	0
EXPENDITURE						
Concessions						
National Bus Concession	42,077	43,531	1,454	50,170	52,244	2,075
Metro / Rail	3,780	3,785	5	4,542	4,542	(1)
Child Concession	7,788	7,921	133	9,453	9,552	99
	53,645	55,237	1,592	64,165	66,338	2,172
Bus Services						
Bus Stations / Infrastructure	4,479	3,084	(1,394)	5,275	3,510	(1,764)
Subsidised Network	7,058	7,092	35	8,456	8,498	42
Tendering / Monitoring	490	575	85	674	683	9
Accessible Transport	6,047	6,050	2	7,259	7,261	2
	18,074	16,801	(1,273)	21,663	19,952	(1,711)
Rail and Metro Services						
Metro Services	1,107	1,291	184	1,546	1,560	14
Rail Services	1,755	1,832	77	2,192	2,253	61
	2,863	3,124	261	3,739	3,814	75
Integration						
Safety and Security	567	510	(56)	684	614	(70)
Passenger Information	4,125	4,226	101	4,938	5,195	257
Sustainable Travel	198	209	11	243	253	10
	4,889	4,945	56	5,866	6,063	197
Network Resilience	698	686	(11)	912	831	(81)
Business Support Costs	2,762	2,701	(61)	3,469	3,285	(184)
Strategic Development	1,640	1,829	188	2,278	2,240	(39)
Elected Members	221	224	3	268	271	2
Capital Finance Charges	10,851	10,635	(217)	12,148	11,929	(219)
TOTAL EXPENDITURE	95,643	96,181	538	114,509	114,721	213
NET	(43)	(581)	538	211	(1)	213

SECTION B

3.0 Summary Position TfWM Capital Budget

3.1 The overall TfWM Capital Programme expenditure was £54.8m (45%) below the budget of £121.6m at the end of January 2019 with the variance primarily contained within the Investment Programme portfolio (£47.4m). The Other Major Schemes were £3.0m below the budget of £3.4m. The Minor Works Programme was £3.5m (31%) below the budget of £11.4m and the Administered Programme was £0.9m below the Budget of £2.3m.

The Annual Forecast is now £71.1m (45%) favourable to budget, the majority of the variance is contained within the Investment Programme. This represents a favourable movement of £13.0m from November, £8.5m of which relates to the TfWM Delivered Investment Programme, being a continuation of the main Metro schemes previously reported in November 2018. The other main variance is contained within the Other Major Schemes, specifically relating to Longbridge Connectivity Package, which is undergoing further reviews, owing to additional cost pressures identified relating to foundations and planning consent costs.

The in-year and full year variances have no impact on project delivery timescales.

	ACTUAL YTD VS BUDGET YTD			FULL YEAR 2018/19		
	ACTUAL JAN19 £000	BUDGET JAN19 £000	VARIANCE JAN19 £000	BUDGET £000	FORECAST £000	VARIANCE £000
TfWM Delivered Investment Programme Schemes	57,178	104,533	47,355 45%	133,607	71,403	62,204 47%
TfWM Other Major Schemes	470	3,436	2,966 86%	4,829	603	4,226 88%
TfWM Minor Works Programme	7,827	11,353	3,526 31%	14,770	10,756	4,014 27%
TfWM Administered Programme	1,361	2,265	904 40%	3,109	2,414	695 22%
TOTAL	66,836	121,587	54,751 45%	156,315	85,176	71,139 45%

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

3.3 Investment Programme scheme expenditure at the end of January totalled £57.2m which was £47.4m below the year to date budget. The variance is spread across the wider Metro schemes, and is a continuation of previously reported underspend. The most significant being Metro Wednesbury to Brierley Hill Extension (£17.9m), which reflects the phasing of early start activities within the project to accommodate the refresh of statutory powers and finalisation of the business case. The Metro Edgbaston Extension (£6.7m) is below budget due to a Programme of Highway works being rescheduled to combine works with the Hagley Road Sprint scheme in early 2019. The Metro Birmingham Eastside scheme is below budget (£6.2m), as a result of the impacts of the delay in confirmation of the Transport & Works Act Order on the programme and re-profiling in response to ongoing design options appraisal. The Rail Investment Programme is £4.5m below budget, owing mainly to a deferral of Land acquisition with respect to local enhancements on the Walsall to Wolverhampton Rail scheme, and Camp Hill Local enhancements. The Metro East Birmingham to Solihull scheme is £4.4m below budget due to a rescheduling of survey and modelling works, impacting on the submission of a transport works order from December 2018 to early 2020. The Metro Wolverhampton City Centre Extension is £3.0m below budget due to rescheduling of the project to align with the Wolverhampton Interchange Programme station reconstruction works.

- 3.4 Spend against the TfWM Other Major Scheme programme totalled £0.5m, which was £3.0m below the budget of £3.4m at the end of January 2019. The main variance relates to Longbridge Connectivity Package (£2.7m) where pre-construction investigative works have concluded that piled foundations are required, increasing the costs originally envisaged. Additional costs have also been identified through gaining Planning consent in November 2018, which require further review.
- 3.5 Spend against the TfWM Minor Works programme totalled £7.8m, which was £3.5m behind the budget of £11.4m. The main variances are contained within the Rail Minor Works (£1.5m), Transforming Bus Travel Programme (£1.4m), Asset Renewal/Replacement Programme (£0.4m), and Metro Minor Works (£0.4m).
- 3.6 Spend against the TfWM Administered Programme was £1.4m, which was £0.9m below the budget of £2.3m.
- 3.7 The Annual Forecast at the end of January 2019 is £71.1m (46%) below the budget of £156.3m, and reflects a continuation of reported underspends in November 2018. The main variance is contained within the TfWM delivered Investment Programme Schemes, relating to the Metro Extensions highlighted previously. Within here, the primary variance is contained within the Metro Wednesbury to Brierley Hill Extension, and relates to the re-phasing of early start activities within the project to accommodate the refresh of statutory powers, the re-profiling of the Network Rail corridor acquisition to March 2019 and finalisation of the business case.

TfWM Delivered Investment Programme Schemes

TfWM Delivered Investment Programme Schemes	ACTUAL YTD VS BUDGET YTD			FULL YEAR 2018/19		
	ACTUAL JAN19 £000	BUDGET JAN19 £000	VARIANCE JAN19 £000	BUDGET £000	FORECAST £000	VARIANCE £000
<u>HS2 Connectivity Programme:</u>						
Bilston Road Track Replacement Phase 2	42	250	208	250	33	217
Rail Investment	3,379	7,915	4,536	9,184	3,771	5,413
Sprint Network	1,281	4,254	2,973	5,227	2,336	2,891
Metro Centenary Square Extension	12,954	14,452	1,498	17,422	16,711	711
Metro Wolverhampton City Centre Extension	10,413	13,438	3,025	13,593	11,257	2,336
Metro Edgbaston Extension	9,005	15,653	6,648	17,289	11,714	5,575
<u>Other TfWM Investment Programme Schemes</u>						
Metro Birmingham Eastside Extension	4,727	10,899	6,172	22,859	6,658	16,201
Metro East Birmingham to Solihull Extension	6,201	10,556	4,355	13,273	6,862	6,411
Metro Wednesbury to Brierley Hill Extension	9,176	27,116	17,940	34,510	12,061	22,449
TOTAL	57,178	104,533	47,355 <small>46%</small>	133,607	71,403	62,204 <small>47%</small>

- 3.8 Expenditure against TfWM delivered Investment Programme schemes totalled £57.2m at the end of January 2019 which was £47.4m below the budget of £104.5m. The main contributors to the favourable variance were as follows:

- **Wednesbury to Brierley Hill Metro Extension (£17.9m)** due to the re-phasing of early start activities within the project to accommodate the refresh of statutory powers and finalisation of the business case. The transfer of the Network Rail corridor to the WMCA which will allow initial site works to be progressed has been agreed, allowing construction works to progress in 2019 with opening on schedule for 2023.

- **Edgbaston Metro Extension (£6.7m)** The underspend is reflective of a programme of Highway works which have been rescheduled to combine works with the Hagley Road Sprint scheme in early 2019, together with utility diversions not required on further review. In addition, land purchases are currently being finalised in conjunction with the Sprint Hagley Road scheme, although it is not envisaged that overall project delivery will exceed the Programme delivery schedule in December 2021.
- **Metro Birmingham Eastside (£6.2m)** due to the impacts of the delay in confirmation of the Transport & Works Act Order on the programme and re-profiling following further review of design options and HS2 construction interfaces.
- **Rail Investment Programme (£4.5m)** owing mainly to a deferral of Land acquisition with respect to local enhancements on the Walsall to Wolverhampton Rail scheme, and Camp Hill Local enhancements.
- **East Birmingham to Solihull Metro Extension (£4.4m)**, due to a rescheduling of survey and modelling works, impacting on the submission of a Transport and Works Act order application from December 2018 to early 2020. The delivery of the project remains on schedule for late 2026.
- **Wolverhampton Metro Extension (£3.0m)** due to rescheduling of the design and construction activities to align with the wider Wolverhampton Interchange Programme, with delivery by the end of 2020. Discussions are ongoing between respective legal teams regarding the NCP Car Park purchase.

3.9 At the end of January 2019, the Delivered Investment Programme Schemes Annual Forecast has been reduced by £62.2m against the Budget of £133.6m. This represents a reduction of £8.5m from the reported position in November 2018, and is in the main a continuation of the commentary provided previously. The main contributors to the variance are as follows:

- **Wednesbury to Brierley Hill Metro Extension (£22.4m)** as identified previously. The variance is not expected to influence the completion date for the scheme.
- **Birmingham Eastside Extension (£16.2m)** primarily due to rescheduling of 3G Tram Contract. Negotiations and contract award originally envisaged for February 2019, have been rescheduled to September 2019. In addition the rescheduling of the works in response to the delay in the award of the Transport & Works Act Order and ongoing interface management and design optioneering is impacting upon the spend profile. Submission of the Final Business case to DfT cannot be completed until this has been received.
- **East Birmingham to Solihull Metro Extension (£6.4m)**, due to a rescheduling of survey and modelling works, impacting on the submission of a Transport and Works Act Order from December 2018 to early 2020. This variance is not expected to impact upon the completion date for the scheme at the end of 2026.
- **Edgbaston Metro Extension (£5.6m)** owing to the rescheduling of complimentary highway works, and construction works have been rescheduled following the change to the construction plan as a consequence of the decision to re-strengthen not reconstruct the canal bridge. The variance is not expected to influence the completion date for the scheme which is on schedule to open in December 2021.

- **Rail Investment Programme (£5.4m)** due to a reprofiling of land acquisition on the Rail-Walsall to Wolverhampton Line, and cost reprofiling of the Rail-Camp Hill Line. The variance is not expected to influence the completion date for the schemes.

Other Major Works

TfWM Other Major Schemes	ACTUAL YTD VS BUDGET YTD			FULL YEAR 2018/19		
	ACTUAL JAN19 £000	BUDGET JAN19 £000	VARIANCE JAN19 £000	BUDGET £000	FORECAST £000	VARIANCE £000
Regional Transport Coordination Centre (RTCC) develop	60	52	(8)	172	119	53
Birmingham City Centre Metro Extension	(1)	0	1	0	0	0
Bromsgrove Station	(3)	0	3	0	(3)	3
Longbridge Connectivity Package	132	2,849	2,717	3,557	134	3,423
Connected and Autonomous Vehicles	282	535	253	1,100	353	747
TOTAL	470	3,436	2,966 86%	4,829	603	4,226 86%

- 3.10 Spend against the Other Major Works Programme to the end of January 2019 was £3.0m below budget. The main variance relates to Longbridge Connectivity Package where pre construction investigative works have concluded that piled foundations are required, increasing the cost. The planning application was secured in November 2018, identifying additional drainage and visual requirements to meet the consent. As a consequence, a further review of all costs is being established before proceeding to construction.
- 3.11 The Annual Forecast has been reduced by £4.2m, in the main relating to Longbridge Connectivity Package (£3.4m), due to the rescheduling of the main construction costs into 2019/20. In addition the Connected and Autonomous Vehicle (CAV) project is below budget following the rescheduling of Highway and Road Traffic control equipment procurement from March 2019 to Q1 2019/20, following a review with key stakeholders. This has no impact on the overall delivery of the 2 year programme.

Minor Schemes Programme

TFWM Minor Works Programme	ACTUAL YTD VS BUDGET YTD			FULL YEAR 2018/19		
	ACTUAL JAN19 £000	BUDGET JAN19 £000	VARIANCE JAN19 £000	BUDGET £000	FORECAST £000	VARIANCE £000
On Street Infrastructure	416	510	94	565	477	88
Bus Stations & Interchange	722	933	211	1,013	976	37
Other	1	0	(1)	0	1	(1)
Bus / Rail Park & Ride	209	332	123	457	301	156
Total Asset Renewal / Replacement	1,348	1,775	427	2,035	1,755	280
Park and Ride	1,054	1,455	401	2,389	1,859	530
Total Park and Ride Minor Works	1,054	1,455	401	2,389	1,859	530
Other	73	99	26	415	112	303
Rail Stations	1,520	1,120	(400)	1,271	1,584	(313)
Bus Stations & Interchange	234	183	(51)	211	250	(39)
Metro	24	0	(24)	0	0	0
Sustainable Travel	24	0	(24)	0	0	0
Total Project Development	1,875	1,402	(473)	1,897	1,946	(49)
Park & Ride	348	1,865	1,517	2,500	572	1,928
Total Rail Minor Works	348	1,865	1,517	2,500	572	1,928
Cycling & Walking	50	132	82	330	73	257
LSTF Programme	0	20	20	24	24	0
MST Programme	2,223	2,236	13	2,431	2,435	(4)
Total Sustainable Travel	2,273	2,388	115	2,785	2,532	253
ICT Programme	15	15	0	15	15	0
Other Corporate Systems	4	75	71	100	4	96
Total Systems	19	90	71	115	19	96
Swift	13	35	22	40	26	14
Total Ticketing	13	35	22	40	26	14
Highway & Reliability Improvements	637	1,714	1,077	2,180	1,560	620
On Street Infrastructure	246	575	329	775	472	303
Total Transforming Bus Travel	883	2,289	1,406	2,955	2,032	923
Park & Ride	5	30	(25)	30	5	25
Total Transforming Rail Travel	5	30	(25)	30	5	25
Interchange Signage	9	24	15	24	10	14
Total Wayfinding / Signage / Public Realm	9	24	15	24	10	14
GRAND TOTAL	7,827	11,353	3,526 ^{31%}	14,770	10,756	4,014 ^{27%}

3.12 The Minor Scheme Programme spend to the end of January 2019 was £3.5m below the budget of £11.4m. The main favourable variances are as follows:

- **Rail Minor Works (£1.5m)** The variance relates to Snow Hill 3rd Access (£1.517m), within the Cycling & Walking Programme. The contract to construct the direct connectivity between St Chads tram stop and Snow Hill Rail station was completed in November 2018, following assurances from Network Rail around infrastructure ownership. Design and survey works have commenced in January, with construction works due to commence around Q2 19/20. The Annual Forecast has been reduced by £1.9m to reflect the majority of the construction works falling into 2019/20.
- **Transforming Bus Travel (£1.4m)** The main variance relates to Clean Bus Technology Fund 2017-19 (£1.1m) where one of the Operators has withdrawn from the Programme. The budget has been re-distributed across the remaining 5 operators following confirmation of a revised programme of works, however as a consequence the Annual Forecast has been reduced by £0.6m to be delivered in 2019/20. The remaining

underspend relates to TBT Platinum Route RTI Equipment, (£0.381m) where the commencement of Bus Alliance and major infrastructure enhancements has been delayed awaiting finalisation of rebranding decisions.

- **Asset Renewals / Replacement (£0.4m)** The main variance relates to Network Wide Bus Station Refurbishments (£0.211m) where the Walsall mid-life flooring refurbishment has undergone strategic review, which has led to minor rescheduling towards the end of 2018/19.
- **Park and Ride Minor Works (£0.4m).** The main variance relates to Bradley Lane Park and Ride initially due to a delay in commencing works on site. Due to site conditions in December 2018, phase 1 has incurred minor delay, which has led to a rescheduling of phase 2 works into January. The Annual Forecast has been reduced by £0.530m to reflect these changes, with completion date planned for end May 2019.

Offsetting the underspend shown previously, is the following

- **Project Development (£0.5m).** The main variance relates to Perry Barr Rail Station (£0.272m). Early development feasibility work has commenced, which includes option selection (GRIP 3) and single option development (GRIP 4) representing an acceleration against the original Programme. Additional funding has been secured which included an allocation of £13.6m for this scheme. The mechanism for drawing down on the funding via Birmingham City Council has yet to be confirmed, and so the expenditure is incurred at risk until this is formalised.

Administered Schemes Programme

TFWM Administered Programme	ACTUAL YTD VS BUDGET YTD			FULL YEAR 2018/19		
	ACTUAL JAN19 £000	BUDGET JAN19 £000	VARIANCE JAN19 £000	BUDGET £000	FORECAST £000	VARIANCE £000
TFWM Administered Programme	1,361	2,265	904 40%	3,109	2,414	695 22%

- 3.13 The TfWM Administered Programme spend at the end of January 2019 was £0.9m below the budget of £2.3m. The main variance relates to the National Productivity Investment Programme NPIF(£0.4m), primarily due to reprofiling of bus transit schemes into March 2019. In addition transport modelling work (£0.3m) is expected to accelerate over the remaining months of the year. The Annual variance is a continuation of the current position, with some recovery of the NPIF costs in March 2019.

4.0 Financial Implications

- 4.1 Detailed within above report

5.0 Equalities implications

- 5.1 None as a result of recommendations in this report

6.0 Inclusive Growth Implications

- 6.1 None as a result of recommendations in this report

7.0 Other Implications

7.1 None as a result of recommendations in this report

8.0 Schedule of Background Papers

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

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West Midlands
Combined Authority

Transport Delivery Committee

Date	18 March 2019
Report title	Capital Programme Delivery Monitoring Report
Accountable Chief Executive	Laura Shoaf, Managing Director, TfWM 0121 214 7444 laura.shoaf@tfwm.org.uk
Accountable Employee	Sandeep Shingadia, Director of Development & Delivery, TfWM 0121 214 7169 sandeep.shingadia@tfwm.org.uk
Report has been considered by	Councillor Akhtar

Recommendation(s) for action or decision:

Transport Delivery Committee is requested to:

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

1.0 Purpose

- 1.1 To provide this committee with a progress monitoring update on the approved TfWM led 2018 / 2019 programmes and projects.
- 1.2 The financial aspects of the TfWM Capital Programme are reported separately under the Financial Monitoring Reports to this committee.

2.0 Background

- 2.1 The 2018/2019 Capital Programme was approved by WMCA Board as part of the wider Transport Plan on 9th February 2018
- 2.2 The ITB allocation for 2018/2019 has been fully utilised on continuing committed schemes and in attempting to manage the existing asset base with respect to replacement and or renewal of life expired/obsolete equipment, in order to endeavour to maintain a steady state of asset condition across the estate.
- 2.3 Attached to this report (Appendix 1) is the detailed monitoring report for the October 2018 TfWM Capital programme outlining deliverables, indicating the baseline date with an indication of the current forecast date with a RAG indicator.

3.0 Achievements

- 3.1 The following elements within the 2018/19 Capital Programme have been completed during January and February 2019.
 - Dudley Interchange – outline planning permission submitted and on the agenda for 7th March for decision. Recommendation is to approve.
 - Snow Hill 3rd Entrance – survey work completed.
 - Perry Barr Station – GRIP 2 work complete.
 - Positively Reviewing Bus Lanes project complete.

5.0 Variations to Baseline Programme

- 5.1 TBT Platinum Route RTI Equipment Upgrades – delay incurred due to manufacturer scaling back operation.

6.0 Financial implications

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

7.0 Legal implications

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

8.0 Equalities implications

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

8.0 Inclusive Growth Implications

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

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

9.0 Geographical Area of Report's Implications

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

10.0 Other Implications

10.1 No implications

11.0 Appendices

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

11.2 APPENDIX 2 – Financial Summary

12.0 Glossary of Terms

BCC = Birmingham City Council
BCCI = Birmingham City Centre Interchange
CA = Combined Authority
CC = City Council
CCTV = Closed Circuit Television
DfT = Department for Transport
GRIP = Guide to Rail Investment Projects

HIL = Highway Improvement Line
HOPS = Host Operator or Processing System
HoT = Heads of Terms
HS2 =High Speed 2
ICT = Information and Communications Technology
IT = Information Technology
ITB = Integrated Transport Block
LED = Light Emitting Diode
NR = Network Rail
OBC = Outline Business Case
OJEU =Official Journal of the European Union
P & R = Park and Ride
RTI = Real Time Information
TBT = Transforming Bus Travel
TWA = Transport and Works Act
WMCA = West Midlands Combined Author

Transport Delivery Committee Dashboard

2018/19 Programme Summary

	Project Name	Status	Baseline Comp Date	Forecast Date	DCA	DCA Trend	Exec Summary
Strategic Economic Plan							
1	BCC One Station	On Hold					Project currently on hold while consideration is given to wider connectivity improvements that are being developed for Curzon Street and Moor St as part of HS2. Discussions are ongoing with BCC and HS2 Ltd.
Transforming Bus Travel							
2	TBT Wolverhampton City Centre Shelters	Complete					Scheme Complete
3	TBT Birmingham City Centre Shelter Design Optimisation	Complete					Scheme complete
4	Digital Advertising Panel rollout	Rolling programme	Jun 2019	Jun 2019	Green	Same	36 new shelters now installed for digital advertising since Apr 2018, 1 still being delayed by BCR A38 scheme. TfWM will be purchasing and installing a further 11 new shelters to accommodate 50 digital ad units (10 of these sites are being converted from single to double screens) in contract year 3 - July 18 to June 19 these installs are expected to take place April 18.
5	TBT Platinum Route RTI Equipment Upgrades	Rolling programme	Mar 2019	Mar 2019	Amber	Worsened	Works to: Replace 10 shelters with new, 3 of which have been future proofed for digital advertising and 5 re-orientated to up the value of the advertising panels; Repaint, re-glaze and deep clean 54 shelters; Replace 108 timetable cases; Purchase and fit 20 new ad panels; has been delayed due to Clear Channels ad panel manufacturer scaling back business operation a new supplier has now been found but a 14 week lead time for delivery is expected.
6	Network Wide P&R Lighting Enhancements	GW 5 Delivery and Handover	31/05/2019	31/05/2019	Green Amber	Same	Five of 21 sites remain. Aiming to complete by Mar-19, but under review. Planning application approvals pending for two of five sites.
7	Transforming Bus Travel	Rolling programme	Mar 2019	Mar 2019	Green	Same	Programme will need to align with rebranding exercise across TfWM.
8	Positively Reviewing Bus Lanes	Complete					Scheme complete.
Information & Mapping							
9	New Street Station Totems	Handover Lessons Learnt	05/02/2018	Mar 2019	Green	Improved	The scheme is complete. Final stages of Gateway yet to be completed
Asset Management							
10	Network Wide Bus Station Refurbishment Phase 1	Design & Delivery	Mar 2019	Mar 2019	Green	Same	<u>Walsall Bus Station</u> All major flooring works are now completed. Snagging works ongoing. All totems now installed. Toilets works commenced week commencing 28th January. Painting & Wrapping - Overall design / branding approved. Wayfinding and signage yet to be delivered.

	Project Name	Status	Baseline Comp Date	Forecast Date	DCA	DCA Trend	Exec Summary	
11	Network Wide CCTV Infrastructure Upgrade	Handover Lessons Learnt	13/07/2018	13/07/2018	Green	Same	Handover and Lessons Learnt to be completed.	
12	Network Wide P&R Resurfacing Programme	Rolling Programme	Mar 2019	Mar 2019	Green	Same	Rolling programme of minor works.	
13	Network Wide P&R upgrades (cycle facilities and height restrictions)	Rolling Programme	Mar 2019	Mar 2019	Green	Same	Rolling programme of works.	
Project Delivery								
14	Bradley Lane Metro Park and Ride	GW 5 Delivery and Handover	24/05/2019	24/05/2019	Green	Same	Phase 1 – ground stabilisation works ongoing. Phase 2 – car park works commenced 07/01/2019: Steps and ramp works progressing in accordance with Contractor's schedule.	
Project Development Programme								
15	Cycle Counters	GW -1 Sponsors Remit		Mid 2023	Green	N/A	Sponsors Remit being drafted. Initial feasibility study during 2019 and full Project from 2020 to 2023.	
16	CCTV Shared Services Development	On Hold					Project currently on hold as this work will form part of the wider Regional Transport Coordination Centre (RTCC).	
17	Dudley Interchange	GW -1 Sponsors Remit	10/05/2022	10/05/2022	Green	Amber	Same	Planning Application consultation proceeding well. Traffic modelling works ongoing with increased scenarios. Design work pending approval of budget uplift. Cost model update instructed & will feed into Sponsor's Remit. Sponsor's Remit likely to miss milestone due to delay in budget approval.
18	Walsall Town Centre Interchange Feasibility Study	On Hold						Scheme remains on hold until instruction given from Walsall MBC if they wish the scheme to proceed.
19	Network wide Park & Ride Expansion Developments	Development / Feasibility						Sites have been identified for further development (Sandwell & Dudley, Tamebridge Parkway and Whitlocks End) in conjunction with local authorities and aligned to the emerging Park & Ride strategic framework. Dudley Port has been identified for feasibility work to be undertaken in conjunction with Network Rail and Sandwell MBC seeking improvements to support interchange with Metro.
20	Perry Barr Station and Bus Interchange	Development	21/12/2021	15/02/2022	Green	Amber	Same	GRIP 2 work is complete and report being finalised. Awaiting programme and fee proposal for GRIP 3 work. The designers are gathering relevant information to progress options for the scheme and start the early surveys to make some efficiencies to the programme.
21	Snow Hill 3 rd Access	Design	31/12/2018	Dec 2019		Amber	Same	Contractor has completed survey works within the 3rd entrance in accordance with approved NEC programme. Planning application documentation suite ongoing and GRIP 4 design check reviews underway.
22	Network Wide Cycling Programme 3A (NWCP)	GW 4 Contract Approval	Mar 2019	Mar 2019	Green	Amber	Same	Tender submissions received from 3 suppliers. Contract approval pending. Delivery may slip into next financial year.
23	Making the KRN Safer	GW -1 Sponsors Remit	Mar 2019	Mar 2019	Green		Same	Programme due to be managed by Local Authorities, not within WMCA.
24	University Station	GW -2 Options	Nov 2021	Jun 2022	Green		Same	The project has been progressing well with engagement with all Stakeholders and planned early engagements with Contractors to discuss constructability and programme. GRIP 3 review has been completed and the high level cost estimate and capital budget align. This will enable the project to move into GRIP 4 as per programme.
25	West Midlands Bike Share Scheme	GW 4 Procurement	31/12/2019	31/12/2019		Amber	Same	Soft launch of 5 docking stations and 25 bikes in Wolverhampton on 01/02/19. Site planning ongoing for further rollout beyond soft launch.

Project Delivery Confidence Assessment (DCA) Definitions

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

Appendix 2 Financial Summary

TfWM Integrated Transport Block Programme

	YEAR TO DATE FOR PERIOD ENDED JAN 2019			FULL YEAR 2018/19		
	ACTUAL £000	BUDGET £000	VARIANCE £000	BUDGET £000	FORECAST £000	VARIANCE £000
Metro Wolverhampton City Centre Extension	586	586	0	586	586	0
Total TfWM Delivered Investment Programme Schemes	586	586	0	586	586	0
Network Wide P and R Resurfacing Programme	56	77	21	77	57	20
Network Wide Bus Station Refurbishment Phase 1	722	933	211	1,013	976	37
Network Wide P and R Lighting Enhancement	27	54	27	54	35	19
Network Wide Park and Ride Upgrades	61	130	69	132	132	0
Network Wide CCTV Refresh and Installation (inc APNR)	218	214	(4)	221	219	2
Network Wide Rail RTI- Life Expired Replacements	(27)	0	27	0	(27)	27
Network Wide Park and Ride Expansion Developments -Phase 2	64	71	7	193	76	117
Asset Management- RTI Upgrades	60	122	62	170	110	60
Asset Management- Shelter Replacement	164	174	10	174	174	0
North Walsall Cutting	1	0	(1)	0	1	(1)
Total Asset Renewal / Replacement	1,346	1,775	429	2,034	1,753	281
Bradley Lane Park and Ride	1,054	1,455	401	2,389	1,859	530
Total Metro Minor Works	1,054	1,455	401	2,389	1,859	530
Perry Barr Interchange Development	29	23	(6)	54	41	13
Dudley Bus Station Development	234	183	(51)	211	250	(39)
Gateway Controlled Project Development	0	0	0	304	0	304
CCTV Shared Services Development	0	18	18	18	18	0
Perry Barr Rail Station	427	155	(272)	200	400	(200)
Total Project Development	690	379	(311)	787	709	78
Snow Hill 3rd Access	348	1,865	1,517	2,500	572	1,928
Total Rail Minor Works	348	1,865	1,517	2,500	572	1,928
ICT Rolling Programme	15	15	0	15	15	0
IDOX - Asset Management System	4	75	71	100	4	96
Total Systems	19	90	71	115	19	96
Network Wide Swift Procurement	13	22	9	27	13	14
Network Wide Swift Vending	0	13	13	13	13	0
Total Ticketing	13	35	22	40	26	14
TBT Wolverhampton City Centre Shelters	50	42	(8)	42	50	(8)
TBT Birmingham City Centre Shelter Design Optimisation	0	11	11	11	0	11
TBT Platinum Route RTI Equipment Upgrades	73	453	380	570	263	307
TBT Highway Scheme Development (Bus reliability and punctuality)	57	58	1	58	58	0
Digital Advertising Panel rollout	118	68	(50)	151	151	0
Real Journey Time Pilot	20	18	(2)	30	30	0
Total Transforming Bus Travel	318	650	332	862	552	310
Tipton Park & Ride	5	30	25	30	5	25
Snow Hill Public Realm	0	0	0	150	0	150
Total Transforming Rail Travel	5	30	25	180	5	175
New Street Station Totems	9	24	15	24	10	14
Total Wayfinding / Signage / Public Realm	9	24	15	24	10	14
GRAND TOTAL	4,388	6,889	2,501	9,517	6,091	3,426



Transport Delivery Committee

Date	18 March 2018
Report Title	Bus Business Update
Accountable Director	Pete Bond, Director of Integrated Network Services Email: pete.bond@tfwm.org.uk Tel: 0121 214 7388
Accountable Employee	Edmund Salt, Network Development Manager Email: edmund.salt@tfwm.org.uk Tel: 0121 214 7305
Report has been considered by	Putting Passengers First Lead Member, Councillor Hartley

Recommendation(s) for action or decision:

- To note the contents of this report.
- To approve that TDC member emails are used to distribute the weekly bus service changes.

1.0 Purpose of Report

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

Section A Bus Services Performance Summary

- Punctuality and reliability January 2019

Section B Tendered Bus Services Contracts – April 2019

Section C Bus Operational Matters and Passenger Impacts

- UK Bus Summit 2019
- Bus Service Registrations
- Network Resilience
- Solihull Bus Network

2.0 Section A Bus Services Performance Summary

2.1 Bus reliability for January 2019 is 93.8 per cent against a target of 97.0 per cent. Bus punctuality is 82.0 per cent, against a target of 81.7 per cent. Increasing traffic levels and congestion continue to impact on bus service punctuality. Slower buses mean increased journey times and variability, causing reduced access to jobs, leisure and other retail opportunities for people.

2.2 TfWM is currently reviewing how bus network performance is measured and reported. This will enable improved accountability of how well bus services are

operating and what we can do to improve them. The available data to inform bus performance reporting is being reviewed with the proposed bus performance measures and reporting governance to be brought to the TDC at a later date for approval.

- 2.3 Supporting the review of the bus network performance review, Open Data Institute Leeds has been tracking buses (and the metro) in the West Midlands, using live departure data as part of a project through the Bus Alliance. To date, over 40 million bus departures have been collected, and ODI Leeds have created a tool (optimised in Google Chrome) to display the real journey time of bus trips, www.realjourneytime.co.uk. The tool provides real journey times between bus stops along select high frequency bus corridors (and metro), with data back to March 2018. Further investigation of the data and tool is being developed to scale up to the entire bus network and to provide new and improved functionality and features.

3.0 Section B Tendered Bus Services Contracts – October 2018

- 3.1 Bus Service Contracts to commence in April 2019 include the award of:
- a. 8 contracts to commence on 21 April 2019;
 - b. 8 contracts to commence on 28 April 2019
 - c. 3 existing contracts extended from 21 April 2019 for a further period of 1 week;
 - d. 1 existing contract extended from 28 April 2019 for a further period of 52 weeks;
 - e. 1 existing contract extended from 28 April 2019 for a further period of 104 weeks;
 - f. 11 contracts on a de minimis basis from 28 April 2019; 7 for 52 weeks, 3 for 104 weeks and 1 for 261 weeks.
- 3.2 There was a total five different operators submitting bids across all contracts and an average of 2.3 bids per contract. Two of which were new operators to the West Midlands Bus market. This is similar to the level of competition seen in October 2018 tender round (2.5 bids per tender) and higher than April 2018 (1.6 bids per tender). However the trend of an increase in contract costs has continued resulting in increased pressure on the subsidised bus budget for current and future years.
- 3.3 All services are required to meet TfWM bus access standards. The standards are split into four categories (demand; accessibility requirements, frequency and value for money). These are used to evaluate the implications of all changes to bus services and are based on current minimum demand standards of eight a trip and that bespoke school services are not subsidised.
- 3.4 For demand / value for money, any journey must have at least 8 passengers to provide a feeder service so users can interchange. It there is more than 10 per journey where possible a direct through facility is considered.
- 3.5 The accessibility requirements apply to built-up areas and areas of lower density. In the built up areas no one should be more than 400 metres from a bus service between 0700 and 1900 and within 700 metres at other times. In areas of lower density, 700 metres standard applies. The above distances are reduced by 20 per cent to 320 metres and 560 metres in areas of severe gradients or where a high proportion of elderly or people with mobility difficulties reside. Accessibility in this

context relates to the ease of potential passengers being able to access a bus service at particular times of day at various locations.

- 3.6 The frequency requirements relates to frequency of bus services over particular areas, and days:
- Monday to Saturdays – minimum standard frequency
 - Continuously built up areas: between 0700 and 1900 is two journeys per hour
 - Low density residential / rural areas: between 0700 and 1900 is one journey per hour
 - Sundays – services in all areas between midday and 1900 to be provided according to demand
 - Bank Holidays – services will be provided at a level no higher than that provided on such days by commercial operators.
- 3.7 TfWM will review the contracts that are due to expire in October 2019 with the objective of maintaining a local bus network that adheres to the TfWM accessibility standards whilst seeking opportunities to minimise cost. This will be carried out by ensuring a data led review of existing contract performance, creative service and tender design and seeking to encourage new entrants into the West Midlands tendered bus market and negotiating competitive contract extensions.

4.0 Section C Bus Operational Matters and Passenger Impacts

UK Bus Summit 2019

- 4.1 Transport Times held its 5th annual UK Bus Summit on Wednesday 7 February 2019. Held at the QEII Centre, London, the conference brought together key industry professionals and stakeholders, the operators and authorities to discuss the current status of the bus industry, what has and is being done to improve it, and what must be done to ensure a fruitful future. The focus of this year's *UK Bus Summit* was the future of mobility, why we need a long term bus investment strategy, air quality and also how to get passengers on-board buses. A key theme of the Summit was that the bus industry can only continue to thrive through meaningful partnership.
- 4.2 The keynote speech was given by the Transport Minister Nusrat Ghani MP, who stressed the importance of partnerships. "I am a firm believer that partnerships are the quickest and most effective way of improving bus services, especially collaboration between operators and local authorities." "They must work more closely together to identify problems and do something about them to build a bright future for this industry."
- 4.3 Ms Ghani also made two key announcements, first with the names of the 19 successful bidders that will receive funding from the Ultra-Low Emission Bus Scheme to buy new ultra-low emission buses and invest in infrastructure, such as charge points. This included success for Coventry City Council, who in partnership with National Express West Midlands and TfWM were successful in securing funding for 10 electric vehicles. Wolverhampton City Council were successful, again in partnership with TfWM, in securing funding for 1 electric vehicle to run their city centre bus service. In the wider West Midlands, Birmingham Airport was also successful in their bid for 6 electric vehicles.

<https://www.gov.uk/government/publications/ultra-low-emission-bus-scheme-successful-bidders>

- 4.4 Second, that the Department for Transport is launching a 'major collaboration' with Greener Journeys and the bus industry, to explore how buses can be used to further address the issue of loneliness and social isolation.
<https://greenerjourneys.com/blog/bus-industry-pledges-to-tackle-the-uk-epidemic-of-loneliness/>
- 4.5 There were four presentations made by local representatives from the West Midlands including:
- Councillor Roger Lawrence, Leader, Wolverhampton City Council
 - David Bradford, Managing Director – Bus Division, National Express West Midlands
 - Pete Bond, Director Integrated Network Services, TfWM
 - Councillor Waseem Zaffar, Cabinet Member for Transport and Environment, Birmingham City Council.

Bus Service Registrations

- 4.6 TfWM continue to review their process for bus service registrations in light of the new regulations and other changes to public travel information. TfWM continue to publish bus service changes confirmed by the traffic commissioner on the Network West Midlands website (Upcoming bus changes) every Wednesday. It is requested that a weekly email to the website is circulated to all TDC members.
- 4.7 Any changes proposed to the weekly upcoming bus changes information will be brought to the TDC at a later date for approval.

Network Resilience – Birmingham Westside extension

- 4.8 Phase two of the Birmingham Westside extension will see the metro further extended from Centenary Square along Broad Street to Hagley Road on Edgbaston (just west of Five Ways).
- 4.9 To facilitate the delivery of the project, the next phase of construction is planned for Broad Street between Sheepcote Street and the Five Ways roundabout. This will require a number of mitigation measures to facilitate and maintain bus services in the area and suitable passenger facilities. These mitigation measures include traffic regulation orders, parking restrictions, traffic management and physical highway works.
- 4.10 These measures are currently being investigated with the Midland Metro Alliance, Birmingham City Council, TfWM and bus operators. Due to the nature of the works and location, further consultation will be undertaken with the Westside BID and local councillors. It is expected that the measures will be in place prior to any bus service changes. The mitigation measures and bus service changes are likely to be in place from summer 2019 until December 2019. Further bus service changes may be required during and after this period, as the construction phasing continues.

Network Resilience – HS2

- 4.11 TfWM is working closely with all bus operators regarding route changes and stop relocations during the next phase of HS2 enabling work being undertaken in Birmingham city centre. This will see trial hole excavations on Moor Street Queensway and stop relocations for the duration of the works from the week commencing 20th March 2019.
- 4.12 The stops will be suspended in rotation with no layover permitted whilst the works are on. The planned works programme for the stop relocations is:
- 20/03/2019 to 23/03/2019 Closure of MS12/13 – moved to MS14:
 - Services X3. X4. X5. X14, 110
 - 24/03/2019 to 26/03/2019 Closure of MS14 – moved to MS13:
 - Services 33. 51. X51. 907. 934. 935. 936. 937/A. 952. 997/E
 - 27/03/2019 to 30/03/2019 Closure of MS15/16:
 - Services 16/16A 16W Diamond (Closure of MS15 - Moved to MS14).
 - Services 2. 3. 4. 4A. 5. 6. (Closure of MS16 – to use Carrs Lane or High Street Dale End
 - Services 61. 63. X20. X21. X22. (Closure of MS16 to use MS8)
 - 05/04/2019 to TBC Closure of MS18 to use stop MS17.
- 4.13 A separate communications plan for the publicity of the works and stop relocations to passengers has been developed, and is expected to be live from the start of March 2019.

Solihull Bus Network

- 4.14 Transport for West Midlands, part of the West Midlands Combined Authority has made changes to the tendered (paid for) bus services in Solihull. In autumn 2018, we set out our proposals for a new tendered bus network in Solihull. This followed requests from councilors, customers and groups. We asked for views on the routes we were planning on making changes to. We listened to the views and feedback and have made changes to the tendered bus network to improve reliability, punctuality and to increase the overall number of passengers travelling and areas served by bus to benefit the local people and economy.
- 4.15 The following bus services will change S1, S2, S3/S3W, S10, S11, S15, 69, 82, 87 and 88. A detailed breakdown by route is available on the Network West Midlands website: <https://www.networkwestmidlands.com/ways-to-travel/bus/solihull-changes/>
- 4.16 Landflight, Johnsons and Diamond Bus started operating the new bus services on Sunday 24th February 2019, with passengers benefiting from 15 low floor, Euro VI emission standard vehicles.

5.0 Financial Implications

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

6.0 Legal Implications

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

7.0 Equality Implications

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

8.0 Inclusive Growth Implications

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

9.0 Geographical Area of Report's Implications

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



Transport Delivery Committee

Date	18 March 2019
Report title	Rail Business Report
Accountable Director	Malcolm Holmes, Interim Director of Rail, Transport for West Midlands Email malcolm.holmes@wmre.org.uk Tel 0121 214 7058
Accountable Employee	Tom Painter, Head of Rail Franchising and Partnerships, West Midlands Rail Executive Email tom.painter@wmre.org.uk Tel: 07432104161
Report has been considered by	Councillor Phil Davis – Lead Member Rail (Interim)

Recommendation(s) for action or decision:

The Transport Delivery Committee is recommended to:

- **Note** the content of the report
- **Approve** that TfWM enters into a Partnership Commitment with Vintage Trains

1.0 Purpose

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

2.0 Section A – Background

- 2.1 Transport for West Midlands (TfWM) and West Midlands Rail Executive (WMRE) currently work to influence the management and delivery of rail services and projects.
- 2.2 This report provides a summary of rail activity in the TfWM and wider WMRE areas between October 2018 and February 2019.

3.0 Section B – Rail Review

3.1 In advance of any emerging findings from the William’s Review, Network Rail has taken the initiative and set out proposals for creating 13, more locally focussed routes within a new regional structure. The new London North Western (South) route will have responsibility for delivery of its operations, maintenance and renewals and also for day to day delivery of train performance and will work closely with their local train operating partners.



- 3.2 The routes will be supported by five Network Rail regions, each led by a managing director. These will be Scotland, Wales & Western, London North Western, Southern and Eastern.
- 3.3 A number of previously centralised services and functions will also be devolved to region or route level (details to be confirmed) which should hopefully allow Network Rail be more responsive to customers and passengers and better deliver future plans. (See also Grand Collaboration section below).
- 3.4 On the 26th February the Review Chair Keith Williams announced his initial findings. The key learnings were that the industry needs to be aligned to face the same way – towards the passenger - and that Franchising in its current form is no longer working. However, he also made clear that in his view ownership of the industry per se was not in of itself the cause of the industry’s shortcomings.
- 3.5 WMRE is working closely with the Rail Devolution Network to ensure that the voice of devolved bodies such as WMRE continues to be heard. A meeting between WMRE and Keith Williams has been scheduled for April 2019.

4.0 Section C – West Midlands Franchise

4.1 The 10th December 2018 marked the first anniversary of the West Midlands rail franchise. The inaugural year of operation has witnessed a considerable amount of activity, and the following milestones have already been reached:

- a) Launch of the West Midlands Railway (WMR) Brand;
- b) Start of the rollout of the WMR livery on trains and at stations;
- c) Transfer of Wolverhampton station to West Midlands Trains' control;
- d) Introduction of a service quality regime to improve standards at stations, on trains, and in customer service;
- e) Opening of a brand new station at Kenilworth;
- f) Commencement of electric services to Bromsgrove;
- g) Orders placed for two new fleets of trains for use in the West Midlands;
- h) More generous compensation for customers when their services are cancelled or delayed;
- i) Abolition of charges for lost property;
- j) Station gatelines staffed from first to last train;
- k) Provision of a more passenger friendly timetable on the Cross City Line during autumn;
- l) Constructive dialogue opened with the two main rail trade unions regarding potential changes to the way WMT intend to operate their trains; and
- m) Creation of two business units, with one focused solely on the West Midlands and aligned with the WMR brand.



From clockwise top left: Wolverhampton station, Class 172 in the full WMR livery, Kenilworth station, the Bull at the Bullring during the WMR brand launch.

- 4.2 The first year of the Franchise has not been without event. The most notable omission from the list of achievements is the introduction of a brand new timetable in December 2018. This was deferred to May 2019 by the Secretary of State for Transport in July 2018 following the difficulties experienced by other operators elsewhere in the country in implementing their planned timetable changes in May 2018.
- 4.3 The consequence of the Secretary of State's decision is that customers in the West Midlands will have to wait until May 2019 for the new services and journey time improvements that were promised for December 2018. In short these betterments include:

- a) New cross-Birmingham linkages creating better connectivity to London and Birmingham International;
 - b) Better evening services on most routes;
 - c) Uplift in Shrewsbury Line frequency on weekdays, Saturdays and Sundays;
 - d) Later services on Coventry, Cross City, and Wolverhampton Lines;
 - e) Electric services on the Chase Line.
- 4.4 The punctuality and reliability of WMT services has begun to improve, and in December and January WMT met or exceeded many of the performance targets laid down in their Franchise Agreement. Despite this welcome development, below target performance during the earlier part of 2018 means that WMT will need a very strong finish the current financial year if they are to achieve many of their annual benchmarks.
- 4.5 More than half of WMT's delays have been caused by Network Rail. These include issues ranging from points and signal failures, to trespass and railway suicides. To improve the coordination between WMT and Network Rail, the two parties have entered into an alliance agreement. During 2019 this will see Network Rail and West Midlands Railway co-locate their operational controls. This should have the effect of improving service recovery and contingency planning. In another example of smarter working, Network Rail have seconded a suicide prevention specialist to WMT.
- 4.6 The pace of change will not slacken during 2019. As well as being required to continue the work to recover punctuality and reliability, there are a significant number of committed obligations that are due for delivery in the next 12 months. These include:
- a) Complete the rollout of the WMR livery on trains (May 2019);
 - b) Begin installation of new customer information screens (May 2019);
 - c) Introduction of a new timetable in May 2019;
 - d) Entry into service of eight additional diesel trains for use on the Snow Hill Lines (May 2019);
 - e) Provision of a new uniform for WMR employees (May 2019);
 - f) Start of rollout of new and refurbished ticket vending machines (Spring 2019);
 - g) Co-locate the WMR and Network Rail control office's (August 2019);
 - h) Completion of WMR branding at stations (October 2019);
 - i) Launch of free Wi-Fi on all services (except the Stourbridge Junction to Stourbridge Town Line) by December 2019; and
 - j) Complete works at Tyseley and Soho train depots to create additional maintenance capacity (December 2019);

Safety and Security

- 4.7 WMT's initiative to allow customers to donate their delay-repay compensation to the Samaritans raised £7,186 during the Period. On Monday 21 January WMT also joined with the Samaritans to raise awareness of Brew Monday.

This annual campaign encourages railway staff and customers to take time out for a cup of tea and a chat. Brew Monday coincides with ‘Blue Monday’, which is considered to be the most difficult day of the year. Stations in the region which saw a Samaritans presence included New Street, Dudley Port, Coventry, Solihull, Leamington Spa, Worcester Foregate Street, Wolverhampton, Stoke-on-Trent, and Marston Green.

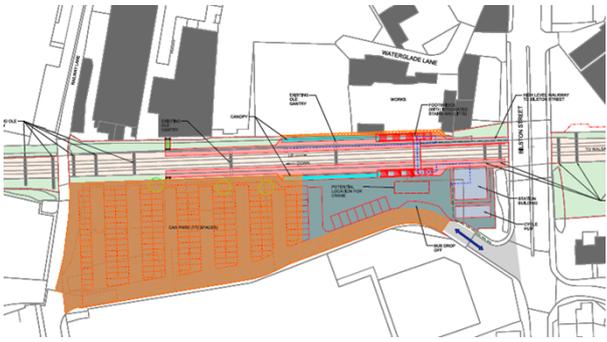
Community Engagement

- 4.8 This Christmas, WMR colleagues supported Network Rail in hosting a Christmas meal at Birmingham New Street for the homeless. A section of the concourse was transformed into rows of decorated tables, gift wrapped presents and a three-course meal courtesy of homeless charity Midlands Langar Seva Society was served to over 200 individuals.
- 4.9 To mark the 40th anniversary of the Cross City line, WMR is hosting a competition to find community groups on the route to celebrate. The competition is open to local charities, young person’s clubs, sports teams or other groups that make a difference to the communities in which they serve and will be celebrated at one of the 24 stations. Nominations can be submitted via the WMR website and winners will receive a plaque of recognition at their local station, a VIP visit to see the new trains for the route, and 10 free tickets for journeys across the WMR and London Northwestern Railway networks to aid in their fundraising efforts.
- 4.10 Joint funding is now agreed by all stakeholders for Heart of England Community Rail Partnership with councils hosting the employed post of ‘Community Rail Support Officer’ now confirmed. It is anticipated the CRP will be launched by March 2019, covering 37 stations.

5.0 Section D – Rail Programme

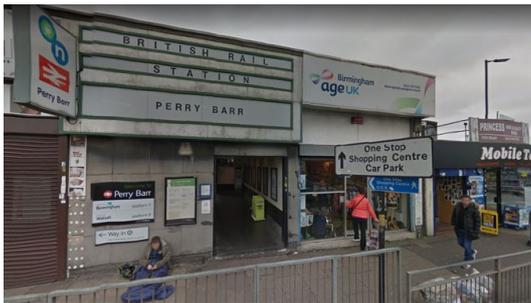
5.1 Update on principal projects as per table below:

Scheme	Update
<p>Snow Hill 3rd Access</p> 	<ul style="list-style-type: none"> • Intrusive surveys have been completed. • Project is at outline design stage. • HAZOP workshop completed. • Budget pressures due to increased cost of gate lines etc

Scheme	Update
	<ul style="list-style-type: none"> • Ongoing engagement with TOC regarding the operation of the third access. • Completion Winter 2019.
<p>Package 1 – Willenhall and Darlaston</p> <p>Darlaston</p>  <p>Willenhall</p> 	<ul style="list-style-type: none"> • GRIP 3 Option Selection Report Revision 3 has been signed off internally and issued to work nearing completion. • The Outline Business Case was submitted 12 Feb 19 with approval expected Jul 19. • Change request for additional development funding requested due to changes to project scope including larger car parks, footbridges and lifts. • Viable train service options have been identified for both packages but have yet to be finalised

Scheme	Update
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Scheme	Update
<p>Package 2 - Camp Hill Line stations –</p> <p>Moseley</p>  <p>Kings Heath</p>  <p>Hazelwell</p> 	<ul style="list-style-type: none"> • The Outline Business Case was submitted 12 Feb 19 with approval expected Jul 19. • Intrusive surveys have commenced and, including boreholes and structural assessments. • Timetable study to progress to next stage with ongoing collaboration with Network Rail and West Midlands Trains. • Land acquisition being progressed with CPO as fall back option. • Completion – December 2021 but is dependent on train service, land, planning and construction risks.

Scheme	Update
<p>University</p>  	<ul style="list-style-type: none"> • Project team and designers have been working together to bring the station budget within the funding envelope of £40m whilst meeting partners' expectations. • Planning permission – Autumn 2019 • Complete GRIP 4 (Outline Design) – Autumn 2019 • Construction – 2020-21 • Completion – December 2021 • Funding partners on board and aware of the timeframe for heads of terms to be agreed – spring 2019. • Surveys to be completed March 2019.
<p>Perry Barr</p> 	<ul style="list-style-type: none"> • GRIP 2 report confirms the East side option is not deliverable within the budget or for the CWG. • Streamlined programme reduces time for GRIP 3 and merges GRIP3/4 – Network Rail supportive of this approach. • Construction – 2020-21 • Completion – December 2021 • Land being obtained through BCC CPO process. • Station to remain on the west side of A34.

Scheme	Update
	<ul style="list-style-type: none"> • Bus interchange to remain outside One Stop shopping centre. • Options for work to the existing subway under consideration.

5.2 As part of the GRIP 3 design process for Package 2 Moseley, Kings Heath and Hazelwell stations, a public engagement exercise was undertaken on station design options. This ran from the 19th November to the 14th December 2018. The public were able to have their say via a series of ‘drop in’ events in the community, via the TfWM website and social media.

5.3 616 responses were received, regarded as a very good response rate. 90% of the public rated the station designs as ‘good’ or ‘very good’. Some excellent suggestions were made on what features would enhance the value of the stations to the local community – planting/ vegetation, locally-inspired artwork, community space, reflections of local famous people were popular suggestions. WMRE (with WMT) is working through opportunities for early ‘community station adoption’, drawing upon the really positive interest from community groups. Our continued collaborative working with BCC Highways in the pre-application phase will ensure potential issues of highway safety and the management of on-street parking are acceptably addressed as these were raised as concerns in the public engagement.

5.4 The activity programme for Package 1 public engagement on designs for Willenhall and Darlaston has been finalised, scheduled to run between 4th March and 5th April 2019.

6.0 Section D – Single Network Vision & Grand Rail Collaboration

6.1 Momentum continues to build on the proposed Grand Rail Collaboration (GRC) – a novel partnership of track, train and local government. The aim of the GRC is to create a governance structure that aligns rail industry geographies and incentives into a cohesive form in order to engender a greater sense of collegiate responsibility. Those rail industry geographies would match the local authority structures for the West Midlands “travel to work” area, already established over recent years through the development of the West Midlands Rail Executive.

6.2 An implementation working group - including WMRE - has been established to identify the key activities that will be required to make this aspiration a reality, but crucially support has already been provided by Andrew Haines, the incoming Chief Executive of Network Rail, and Peter Wilkinson, Passenger Services Director at DfT.

6.3 Chiltern Railways Partnership Agreement

6.4 The Annual General Meeting of the Chiltern Partnership Agreement will take place on the 27th February at Moor Street station. The meeting will reflect on the first half year of the Partnership Agreement and look at what the priorities for the Partnership will be for 2019. It will celebrate some of the key things that the two organisations have been working on together, including developing concepts for the redevelopment of Moor Street station, delivering additional cycle parking at Solihull and establishing the groundwork for a new Heart of England Community Rail Partnership. Discussion of top priorities for 2019 will focus around improvements to the St. Martin's Queensway walkway between New Street and Moor Street stations, rebranding of Solihull station as a multi-modal interchange and preparing for the roll out of Swift pay-as-you-go at Chiltern stations.

6.5 Virgin Trains Partnership Agreement

6.6 Recent priorities for the Virgin Partnership Agreement have been centred on the management of events. At the first Partnership Board meeting on 19th October, Virgin gave an overview of the excellent recent work that the company had been doing to give passengers a better experience during these large events, in particular before and after football fixtures. As a result of this, Virgin Trains have been invited to be part of TfWM's Major Events Management Board, have participated in a workshop to look at how rail will interface with TfWM's new Regional Transport Co-ordination Centre and are part of the new rail group that will co-ordinate rail's input to the Commonwealth Games.

6.7 Vintage Trains Partnership Commitment

6.8 Since the New Year WMRE has been developing a Partnership Commitment with Vintage Trains, the open access operator based at Tyseley Steam Depot. Vintage's vision is to provide schedule mainline steam services in the region and beyond, building on the success of their existing Shakespeare Express summer service from Birmingham to Stratford-upon-Avon. The aim of the Partnership Commitment is to stimulate the West Midlands economy through the power of steam. The Partnership Commitment document can be found in Appendix A.

7.0 Section E – Stations Alliance and Rail Investment Strategy

7.1 Following approval at the December WMRE Board meeting, the Rail Investment Strategy (RIS) was finalised and then published on the WMRE website. A press release was issued on 15 January. The supporting Systra report and full details of the tested train service scenarios are also available on the WMRE website here:

<http://www.wmre.org.uk/strategy/wmris/>



- 7.2 With the RIS finalised and published, we shall be developing an implementation plan which identifies the approach WMRE will be taking to deliver the various proposals that are outlined in the strategy. We shall also be developing a “Prospectus for Rail” which brings together elements of the RIS with the Single Network Vision and other WMRE workstreams. WMRE is currently scoping out the process and timescales for producing this.
- 7.3 After a number of iterations and reviews, the Stations Alliance Framework Agreement (AFA) which underpins the aims and activities of WMSA was signed on 6 December 2018. The WMSA three-tier governance structure is designed to complement pre-existing arrangements in partner organisations that allows progress to be made by approaching station-based issues collectively under the banner of WMSA.
- 7.4 Adjustments have been made to the membership of the various levels of governance, principally affecting Steering Group after a review of its efficacy. This group is now much more focused on delivery and the members are key people from WMT and NR that have an appropriate delegated authority to make decisions.
- 7.5 The wide-ranging approach of WMSA gains clarity at Steering Group with a number of working/focus groups set up to examine the detail of individual deliverable outputs. These groups are made up of functional experts from all partner organisations, supported by WMRE.
- 7.6 Areas of focus for working groups include: Property Alliancing; Process Streamlining; Graffiti Removal; Birmingham Snow Hill station (short- and medium-term enhancement of customer experience); and Station Master Planning.
- 7.7 In the spirit of alliancing and collaboration, WMSA will lead on Station Master Planning activity for WMRE. Given the many synergies between the aims of master planning and WMT’s station travel plan toolkit, the two objectives will be approached in concert and the specialist working group is now underway.
- 7.8 Our new framework and approach to station-related issues encourages a focus on end results rather than strict adherence to specific responsibilities, and

permits new ways of thinking to approach long-standing issues. Discussions are starting to take place over possible solutions to never-repaired faults etc. To aid this process a “Too-Difficult” list being created.

8.0 Section G – Financial Implications

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

9.0 Section H – Legal Implications

- 9.1 Section 113A(1)(a) of the Local Democracy, Economic Development and Construction Act 2009 gives the WMCA a power of competence appropriate for the purposes of carrying-out any of its functions.
- 9.2 Part 3, Paragraph 7(2)(a) of The West Midlands Combined Authority Order 2016 (2016 No 653) confers that the functions relating to transport functions in the constituent area are exercisable by the CA. Transport for West Midlands is an executive body of the WMCA.
- 9.3 Legal have been instructed to give advice regarding the CPO. Legal will also provide specific legal advice regarding any partnership commitment agreements as and when instructed to do so.

10.0 Section I – Equalities Implications

- 10.1 There are no equality implications in relation to this report.

11.0 Section J – Geographical Scope

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

12.0 Section K – Inclusive Growth Implications

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

Appendix A – Partnership Commitment with Vintage Trains

Vintage Trains and the West Midlands Rail Executive: working together to stimulate the West Midlands economy through the power of steam.

We, Vintage Trains and the West Midlands Rail Executive, recognise the value that mainline steam brings to the region through:

- Preserving engineering skills that would otherwise be lost
- Together with the adjacent West Midlands Trains depot, providing local employment at Tyseley works
- Bringing local, national and international tourists to the West Midlands
- Keeping alive a unique historical experience for future generations
- Promoting the region's rail network
- Providing opportunities to regenerate stations

In recognition of this value that mainline steam brings to the region, the West Midlands Rail Executive commits to:

- Expressing support for the crucial role Vintage Trains plays in the region when providing input to future franchises
- Flagging the importance of Vintage Trains' paths in the timetable when responding to timetable consultations, and in particular the criticality of preserving paths from Birmingham to Stratford-upon-Avon
- Supporting Vintage Trains' role in the Heart of England Community Rail Partnership
- Involving Vintage Trains in future plans for Birmingham Moor Street station
- Inviting Vintage Trains to participate in the region's rail industry stakeholder conference
- Collaborating with Vintage Trains in identifying opportunities for station improvements at Tyseley and Stratford-upon-Avon through the West Midlands Stations Alliance
- Keeping Vintage Trains informed with emerging rail plans for the Commonwealth Games, bearing in mind the potential opportunities mainline steam could bring for providing a wider sense of occasion around the time of the games

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Transport Delivery Committee

Date	18 March 2019
Report title	Rail and Metro Lead Member Report
Accountable Chief Executive	Laura Shoaf, Managing Director, TfWM 0121 214 7444 laurashoaf@wmita.org.uk
Accountable Employee	Tom Painter, Head of Rail Franchising and Partnerships (07432104161, tom.painter@wmre.org.uk) Sophie Alison, Metro Operations Manager (0121 214 7347 Sophie.Allison@westmidlandsmetro.com)
Report has been considered by	Councillors Kath Hartley and Phil Davis (on behalf of Cllr Roger Horton, Lead Member Rail and Metro)

Recommendation(s) for action or decision:

Transport Delivery Committee is recommended to:

1. Note the progress to date with the work of the Lead Member and Lead Member Group for Rail and Metro.

1.0 Background

During 2018, Cllr Roger Horton was re-appointed as Lead Member for the Transport Delivery Committee for Rail and Metro. During 2018 the following Members ceased to be attendees of the Lead Member Group:

- Cllr Chaman Lal
- Cllr Daniel Warren
- Cllr Richard Worrall

During 2018 the following Members joined the Lead Member Group:

- Cllr Les Jones
- Cllr Kath Hartley
- Cllr Keith Allcock

During 2018 the following Members were re-appointed to the Lead Member Group:

- Cllr Tim Huxtable
- Cllr Phil Davis

The current officer membership is Malcolm Holmes, Tom Painter and Andrew Leo from WMRE, and Sophie Allison from Midland Metro. Other officers may attend by invite.

2.0 Rail Progress to date

- 2.1 Under Cllr Horton's direction regular monthly meetings have been scheduled. At the meetings members scrutinise and give feedback on officer's updates on the delivery of the West Midlands Franchise, the WMRE/TfWM Rail Programme of new and refurbished stations, the Chiltern and Virgin Partnership Agreements, and related activities. Members also review operational performance for all train companies (TOCs) serving the region, and undertake fact-finding investigations into HS2 and upcoming Franchise competitions.
- 2.2 Briefings from officers and discussions with elected members have helped the delivery of the Rail Business Plan to date in the following areas –

Franchising -

- Supporting the contribution of WMRE to the mobilisation of the West Midlands Franchise
- Contributing to the contribution of WMRE to the in-life management of the West Midlands Franchise
- Contributing to the WMRE Franchise Engagement Strategy

Partnership Agreements -

- Re-launching the Chiltern Railways Partnership Agreement
- Inaugurating a new Partnership Agreement with Virgin Trains
- Exploring creating a Partnership Agreement with Network Rail for New Street station

Rail Programme Development and Delivery -

- Providing oversight of the development of University and Perry Barr stations
- Supporting the expansion of Longbridge station car park
- Scrutinising of plans for new stations at Hazelwell, Moseley and Kings Heath on the Camp Hill Line
- Providing oversight of the plans to create new stations at Willenhall and Darlaston
- Supported the development of WMRE's Single Network Vision
- Supported the on-going development of WMRE's Rail Investment Strategy

- Providing oversight of proposals by Chiltern to improve Solihull station.

Stakeholder engagement -

- Contributing to the WMRE response to major industry consultations, such as those relating to the Cross Country Franchise competition
- Supporting WMRE relations with Rail User Groups such as Railfuture
- Launching the Partnership Agreements with Virgin Trains and Chiltern Railways
- Contributing to the development of the agenda for the 2018 WMRE Stakeholder Conference, which was themed around community involved in the region's rail network

3.0 Metro update

As Lead Member, Cllr Horton arranged Lead Member liaison meetings with TfWM and WMM officers. The liaison meetings are used to brief Members on Metro Operations and delivery of the Metro Programme. They provided an update on all areas within the Lead Member metro portfolio and facilitated the opportunity for constructive challenge. This included:

- operational performance
- progress with Metro Programme delivery
- funding opportunities
- any risks to current projects and planned mitigation activities
- support with launches of new activities and press releases
- review of draft reports being presented to Transport Delivery Committee (TDC).

Briefings from officers and discussions with elected members have helped the delivery of the following –

- Metro Programme

The Metro programme has been redefined into two main phases based on funding position and current project status.

<u>Project</u>	<u>Planned Opening</u>
<u>Phase 1</u>	
Centenary Square Extension	December 2019
Wolverhampton City Centre Extension	December 2020
Edgbaston Extension	December 2021
Wednesbury to Brierley Hill Extension	December 2023
<u>Phase 2</u>	
Birmingham Eastside Extension	TBA
East Birmingham Solihull	2026

Work continues to progress on all six extension projects being undertaken by the Midland Metro Alliance (MMA). During the period, the following activity has been undertaken:

- Wolverhampton City Centre Extension – tracks have been laid in Pipers Row and Railway Drive in accordance with agreements reached with City of Wolverhampton Council. Works to the highway were completed as planned to enable the reopening of Pipers Row on 2nd September 2018. Paving work to the footways will be ongoing along Pipers Row until Summer 2019. The final section of trackwork across the new station plaza cannot commence until mid-2020 when the station redevelopment project expect to vacate and hand over land required for the new Metro terminus.
- Wednesbury to Brierley Hill Metro Extension – The Government announced a £250m grant fund from which WMCA has allocated £207m to this scheme back in December 2017. A further £103m has been ring-fenced from WMCA Investment Programme and this is subject to a Final Business Case Approval by WMCA Board planned for March 2019. Network Rail have agreed in principle to transfer the corridor for West Midlands Metro. Subject to resolving some matters of details it is anticipated that the transfer will complete in July 2019.
- Centenary Square Extension – Construction works are now ongoing on several fronts as the project works towards opening for passenger service in December 2019. Trackform has been laid in Pinfold Street and is ongoing in Paradise Street with first rails laid in Stephenson Street connecting to the existing tracks at the end of January 2019 marking a key milestone for the scheme. Heavy civil engineering works are ongoing in Paradise Circus constructing the new structural retaining walls. Broad Street through

Centenary Square and Paradise Circus closures to all traffic will remain in place until September 2019.

- Edgbaston Extension – Work commenced to the strengthen the Broad Street Canal Bridge at the beginning of January 2019 following the securing of agreement with Canals and Rivers Trust to close the canal and associated towpaths for a 20 weeks period. Utility works continue to divert gas along Broad Street. This period has seen further progress with Westside BID to gain support around the construction strategy. Communication and engagement plans have been advanced for main works commencing 23rd April 2019 with the closure of Five Ways underpass. Detailed design is still scheduled for completion in April 2019. The project remains on schedule to open in December 2021.
- Birmingham Eastside Extension - The decision of the Secretary of State in respect of the granting of the Transport and Works Act Order is still with DfT and we understand they would like WMCA to sign off Heads of Terms with HS2 before they make the order. Completion of the Heads of Terms has been impacted by a Tram Impact Assessment produced by HS2 outlining the implications for their construction works working around an operational BEE Metro.
- East Birmingham to North Solihull Extension - The preliminary outline design has been completed and reviewed by the owner and is currently being updated. Public consultation is anticipated in September 2019 with preparation ongoing for submission of the Transport of Work Act (TWA) Order on May 2020.

The Catenary Free project is continuing with 7 trams now retrofitted and in passenger service. The Retrofitting of batteries to the rest of the fleet is continuing at the Wednesbury depot and is on target to be completed in Q4 2019 ahead of the opening of the CSQ extension.

Procurement of the third generation trams required to operate the extensions from 2021 is progressing with CAF, Bombardier, Alstom and Skoda shortlisted to tender. Invitation to Tender documents are due to be issued in February 2019 with contract award scheduled for August 2019 although this could be brought forward if a Best and Final Offer stage is not required. The initial contract will be for the 21 trams required to provide passenger service to phase 1 of the programme with an option in the contract to increase the vehicle numbers to cover phase 2.

Metro Operations

- The mobilisation activities of West Midlands Metro prior to becoming the new operator of the Metro in June 2018.

- The seamless transition of the Metro operation from National Express West Midlands to West Midlands Metro.
- The reduction in fares (some singles and returns) and introduction of the new products in June 2018 and at the start of the new academic year in September 2018.
- The launch of the MyMetro app.
- West Midlands Metro as the testbed for the new Swift on Google app.
- The introduction of new the Customer Services Officers which provide metro customers with an immediate contact for queries 7 days a week, including via social media (twitter).
- The improved contingency arrangements for passengers during times of service disruption, including the use of Virgin Train services between Wolverhampton and New Street Rail Station and a new arrangement to call in extra resource to deliver customer care at short notice.
- The new approach to uncovered conductor duties which utilises resources from Transport for West Midlands' Customer Intelligence Team to cover duties where it is not possible to resource internally.
- The operational performance, including patronage, punctuality, reliability and conductor coverage.

4.0 Legal Implications

4.1

5.0 Equalities Implications

5.1 There are no equality implications in relation to this report.

6.0 Financial Implications

6.1 There are no direct financial implications arising from the recommendations of this Lead Member update report.

7.0 Inclusive Growth Implications

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

8.0 Geographical Area of Report's Implications

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

8.2 The geographical area relating to Metro covers the line of route between Wolverhampton and Grand Central.

9.0 Other Implications

9.1 There are no other implications as a result of this report.

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**West Midlands
Combined Authority**

Transport Delivery Committee

Date	18 March 2019
Report title	West Midlands Air Quality Update
Accountable Chief Executive	Laura Shoaf, Managing Director, TfWM 0121 214 7444 laura.shoaf@tfwm.org.uk
Accountable Employee	Jake Thrush, Associate Policy Advisor, TfWM 0121 214 7235 Jake.Thrush@tfwm.org.uk
Report has been considered by	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 air quality update note.

1. Purpose

- 1.1 To update Transport Delivery Committee on air quality issues in the West Midlands.

2. Background

- 2.1 At the February meeting of Transport Delivery Committee an update on air quality issues was requested for the March meeting. This update is contained in the appendix.

3. Financial Implications

3.1 There are no direct financial implications arising from this update report. The appendix details various Air Quality schemes and initiatives where funding has either been secured or where they are at various stages of funding approval or awaiting an award decision.

4. Legal Implications

3.1 There are no direct legal implications arising from this report

5. Equalities Implications

4.1 There are no direct equalities implications arising from this report

6. Inclusive Growth Implications

5.1 Promoting improved air quality supports inclusive growth by supporting the following themes:

- Sustainability
- Health and Wellbeing
- Economy

7. Geographical Area of Report's Implications

6.1 Improvements to the West Midlands metropolitan area's environmental performance of its transport system will provide wider benefits for sustainable connectivity with the wider Combined Authority area

8. Other Implications

-

9. Schedule of Background Papers

10. -

Introduction

This note covers:

- a. Local Authority plans to reduce nitrogen dioxide in the West Midlands**
- b. West Midlands bus fleet improvements update**
- c. West Midlands Combined Authority Low Emission Strategy Progress**

A. Local Authority plans to reduce nitrogen dioxide in the West Midlands

First Wave Authorities (UK Government highest priority areas to reduce Nitrogen Dioxide)

Birmingham

Birmingham City Council is progressing with a Class D Clean Air Zone (CAZ) for central Birmingham in 2020. This will cover all roads within the inner ring road. This is supported a number of additional measures including parking measures, network changes, traffic management and signing and routing strategies and public transport improvements.

A Class D CAZ includes charging cars not meeting Euro 4 petrol or Euro 6 diesel standards. The Full Business Case has now been submitted to Government following Cabinet approval in December 2018.

Birmingham's bid consists of £17.85m from the implementation fund (for physical implementation) and £50.8m from the Clean Air Fund (to provide mitigation to the most affected groups).

The package of exemptions and mitigations includes exemptions for:

- Commercial Vehicles registered within the CAZ
- Commercial Vehicles with an existing finance agreement
- Private vehicles registered within the CAZ
- Individuals travelling into the CAZ for work.
- Visitors of key hospitals
- Community and schools and disabled vehicles

Support measures funded through the Clean Air Fund are for:

Individuals who work in the CAZ

- Choice of mobility credit or scrappage scheme offered to non-compliant car owners working within the CAZ. Key workers will be prioritised and the remaining availability will be prioritised by those of low income.

Residents of areas outside of the CAZ

- Scrappage scheme offered to non-compliant car owners in West Midlands, allocated by distance to the CAZ and income

Hackney carriages

Birmingham licenced Hackney carriage drivers can:

- Purchase an EV taxi to receive an operational financial support package;
- Receive funding towards retrofitting an eligible vehicle.
- Birmingham City Council plan to purchase 50 ULEV taxis to lease out to the most vulnerable taxi drivers.

Private Hire Vehicles upgrade support

- Private hire vehicle owners who upgrade to a compliant vehicle which goes beyond the minimum BCC's 2020 licencing criteria (i.e. is

a hybrid or ultra-low emission vehicle) and is under 3 years of age will receive financial aid.

Van/LGV

- ULEV van drivers can register to receive credit on Birmingham's public charging network.

HGV/Coach

- Fleet operators within the West Midlands will be able to apply for a cash payment towards retrofitting technology/compliant vehicle.

Residents located around the CAZ

- Parking measures implemented to manage any displacement parking around the outside of the CAZ. This scheme will be introduced on an 'as required' basis.

Second Wave Authorities

Coventry

Coventry City Council is currently seeking views on its draft Local Air Quality Action Plan (LAQAP) setting out how the Council will achieve the legal limits for NO₂ in the shortest possible time.

An outline business case with the draft plan was submitted to Government in February 2019. There is now a six week consultation phase from 18 February to the end of March. The Full Business Case will be submitted by the end of June 2019. Bids for Clean Air Fund and Implementation Fund monies have also been made for measures needed as part of the Plan. £70- £75m is being sought from the Implementation Plan and £6-8m through the Clean Air Fund.

Coventry City Council has previously obtained Government funding for early measures which include:

1. £2.021m 'early measures' funding for the A4600 corridor (Ball Hill)
2. £1.5m 'clean bus technology' fund for retrofitting over 100 National Express buses to make them Euro 6 compliant
3. £300,000 for the introduction of residential on-street electric vehicle charging.

The further measures proposed as part of the Local Air Quality Action Plan are fleet upgrades (buses, taxis), travel planning, new cycle infrastructure for four cycle routes and dynamic traffic management and improvements to the B4106 Spon End.

WMCA allocated £5.8m for this B4106 scheme at its meeting on 9 November 2018 from its Transforming Cities Funding pot.

Third Wave Authorities The Black Country

On 5 November the Government (DEFRA) issued a Ministerial Direction to Dudley, Sandwell and Wolverhampton to deliver measures to achieve compliance for Nitrogen Dioxide levels. This was for six locations where levels were forecast to be higher than the exceedance level in 2021.

The measures for the six locations are improvements to traffic signal timings and bus retrofits for buses using the affected roads.

These are:

Two sections of the A461 in Dudley:
-A461 from Castlegate Island to Burnt Tree Junction/Birmingham Road
-A461 from Cinderbank Island to Castlegate Island / Duncan Edwards Way

A491, High Street, Wordsley
A457 Oldbury

A41, J1 M5 West Bromwich
A4150 Ring Road, Wolverhampton

Following a bid in November by TfWM, Government has awarded WMCA £3.5m to deliver bus upgrades to achieve Euro VI standards in relation to this, based on retrofits of buses. Dudley MBC and City of Wolverhampton Council also received £1.2m for signal optimisation

Solihull

Similar to the Black Country, Solihull has two locations in need of measures. These are two sections of the A45. A combination of behaviour change measures will be delivered to tackle the problem. This will include workplace Travel Plans, workplace Personalised Travel Planning, car sharing schemes, marketing and communications. Government will fund the improvements required.

B. West Midlands Bus Fleet Improvements Update

systems and without additional street clutter impact.

West Midlands Bus Fleet (February 2019)

As of February 2019, 600 buses in the West Midlands are Euro VI standard or better (31 % of the entire fleet). Funding has been secured that will see a further 1,043 buses upgraded to a minimum Euro VI standard by the end of 2020. This will see 83 % of the West Midlands bus fleet meeting at least Euro VI standard.

It is an aspiration in the West Midlands Vision for Bus, to have all buses operating in the West Midlands at least Euro VI standard by the end of 2020. To help achieve this, further funding opportunities are being pursued through the Air Quality Grant Scheme 2018/19, Coventry City Council's Local Air Quality Action Plan bids for funding and a bid for further Clean Bus Technology Fund monies.

Air Quality Grant Scheme 2018/19

TfWM submitted two projects to the Air Quality Grant Scheme 2018/19 on 30th November 2018. An award decision is expected soon.

Lot 1 is a project to deliver a reduction in NO₂ emissions from buses on supported bus services in the Black Country, by funding Euro VI standards for 11 vehicles across 5 contracts.

Lot 2 is a project to trial two types of innovative air quality sensor in 60 bus shelters across the West Midlands, for a minimum 12-month period. The outcome will be to show low-cost air quality sensors across the bus infrastructure estate are feasible for widespread use. Use that could allow such a system to be implemented regionally and nationally at a relatively low cost compared to other continuous monitoring

C. West Midlands Combined Authority Low Emission Strategy Progress

The WMCA Board approved the production of the West Midlands Low Emission Strategy and Action Plan in July 2018 and delegated the draft scope to the WMCA Environment Board to approve in September 2018.

The final scope has included a re-emphasis on local 'added value', sharing of good practice, and local ownership raised previously by the WMCA Overview and Scrutiny Committee.

The Environment Team also presented progress to the WMCA Overview and Scrutiny Committee on 16th January 2018. They raised the following additional issues for consideration:

- Focus on longer term health outcomes and roadmap to drive change and certainty for investors, rather than just short-term targets.
- Coordination and scaling up of good local practice.
- Focus on a selection of region wide actions that will accelerate local action e.g. region wide policy and rollout by local authorities and TfWM sites on charging points.
- Have clear annual success factors

A steering group has been appointed which met on 21st January to finalise the development and implementation plan. This group is made up of representatives from the WMCA constituent councils covering air quality and low emission issues, who will also liaise with non-constituent councils. The group also includes representatives from industry, public health, and Transport for West Midlands, and is led by the new WMCA Environment team. The group has finalised the scope and development plan for the strategy.

The original timescales have changed to allow time required for the approval process by the Environment Committee and Board and feedback from partners.

The latest indicative timescales are:

- March – Regional Stakeholder Workshop
- April / May – Meeting of Steering Group to finalise draft actions /recommendations
- June 7th – WMCA Environment Board agree final actions and recommendations within strategy for adoption by WMCA Board.
- July – WMCA Board approval of strategy
- August/September – formal launch of strategy and action plan. TDC Air Quality Lead Cllr Davis recently met WMCA Overview & Scrutiny AQ Lead Cllr Simkins (Wolverhampton CC), to share information. Cllr Davis also Met Dr Simon Slater, the WMCA Environmental Team Lead, who is leading the CA Low Emissions Strategy. The TDC Chair and the AQ, Congestion & Environmental Sustainability Lead Member will be invited to the upcoming Regional Stakeholder Workshop in March on the WMCA environmental strategy. Jake Thrush is on the Steering Group and provides a further link with the TDC Air Quality, Congestion and Environmental Sustainability Lead Member Reference Group, for which he provides officer support.

Jake Thrush

Associate Policy Advisor

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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>
20 May 2019	9 May	<ul style="list-style-type: none"> • Commonwealth Games Capital Projects Update (Sandeep Shingadia) • Financial Monitoring Report (Linda Horne) • Capital Programme Delivery Monitoring Report (Sandeep Shingadia) • Safer Travel Update (Mark Babington) • Lead Member Report – Putting Passengers First (Councillor Hartley) • Lead Member Report – Finance & Performance (Councillor Akhtar) • Lead Member Report – Sprint (Councillor Huxtable) 	2 May (TBC due local elections)	29 April
24 June 2019	13 June	<ul style="list-style-type: none"> • Customer Services Performance Report (Sarah Jones) • Bus Alliance Update Pete Bond (Edmund Salt) • Cycling Charter Progress Update Hannah Dayan 	10 June	5 June

TRANSPORT DELIVERY COMMITTEE

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		<ul style="list-style-type: none"> Park & Ride Update Pete Bond (Richard Mayes) 		