



Transport Delivery Committee

Date: Monday 20 May 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 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 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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Email wendy.slater@wmca.org.uk

AGENDA

No.	Item	Presenting	Pages	Time
Meeting business item				
1.	Apologies for absence	Chair	None	
2.	Declarations of Interest Members are reminded of the need to declare any disclosable pecuniary interests they have in an item being discussed during the course of the meeting. In addition, the receipt of any gift or hospitality should be declared where the value of it was thought to have exceeded £25 (gifts) or £40 (hospitality).	Chair	None	
3.	Chair's Remarks (if any)	Chair	None	
4.	Minutes of the last meeting	Chair	1 - 6	
5.	Matters Arising/Action Tracker	Chair	7 - 8	
6.	Minutes of the Bus Shelter Appeals Decision Group - To note the minutes of the Bus Shelter Appeals Decision Group held on 13 March 2019.	Chair	9 - 10	
7.	Correspondence/ Petitions	Chair	None	
8.	TDC site visit to Nottingham To agree attendance	Chair	None	
9.	Financial Monitoring Report	Linda Horne	11 - 22	
10.	Capital Programme Delivery Monitoring Report	Sandeep Shingadia	23 - 32	
11.	Capital Projects Aligned to 2022 Commonwealth Games Update	Sandeep Shingadia	33 - 42	
12.	Sprint Progress Report	Angela Hosford	43 - 50	
13.	Safer Travel Update	Mark Babington	51 - 58	
14.	2019/20 Bus Station Departure Charges	Andy Thrupp	59 - 62	
15.	Putting Passengers First Lead Member Report	Councillor Hartley	63 - 68	
16.	Finance & Performance Monitoring Lead Member Report	Councillor Akhtar	69 - 72	

17.	WMCA Board Transport Reports (For Information Only)	Laura Shoaf	None	
18.	Notices of Motion To consider any notices of motion by the deadline of 12 noon on 16 May 2019	Chair	None	
19.	Questions To consider any questions submitted by the deadline of 12 noon on 16 May 2019 for written questions and 12 noon on 17 May 2019 for oral questions.	Chair	None	
20.	Forward Plan	Chair	73 - 74	
21.	Date of Next Meeting - 24 June 2019		None	

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**West Midlands
Combined Authority**

Transport Delivery Committee

Monday 18 March 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 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 David Welsh	Coventry City Council

Item Title No.

80. Apologies for absence

Apologies for absence were received from Councillors Horton and Rowley

81. Chair's Remarks

(i) ATG

The Chair informed the committee that a private briefing session would be held at the rising of today's meeting regarding the Accessible Transport Group (ATG) and it was important for members to attend if possible.

(ii) Member Visits

The Chair reported that future member visits would be scheduled to be held after the local elections.

82. Minutes of the last meeting

The minutes of the meeting held on 4 February 2019 were agreed as a correct record.

83. Matters Arising/Action Tracker

There were no matters arising from the last meeting.

The action tracker was noted.

84. Correspondence/ Petitions

None submitted.

85. Financial Monitoring Report

The committee considered a report of the Interim Finance Director that set out the financial position as at the end of January 2019 for the financial year 2018/19.

The Lead Member for Finance and Performance, Councillor Akhtar introduced the report and highlighted the report's recommendations.

Councillors Alden and Huxtable expressed concerns regarding the significant in-year and full year forecast favourable variances in relation to the Metro schemes element of the TfWM delivered Investment and sought assurances around delivery of the overall Metro scheme programmes.

In response, the Lead Accountant Transport, Wayne Farrington, reported that a number of the delays to schemes could be attributed to factors outside of TfWM's control and referred to funding challenges regarding the Wednesbury to Brierley Hill Metro Extension for which a proposed solution was due to be reported to the WMCA Board for decision on 22 March 2019. He added that the favourable variances related to multi-year schemes and the end date of schemes were not affected as per the narratives given in the report.

Councillor Akhtar, Lead Member for Finance and Performance added that members shared Councillor Alden's concerns but he acknowledged that the Investment Programme comprised of significant complex schemes that would be delivered over a number of years.

Resolved:

1. That the year to date to 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 be noted and
2. That the total capital expenditure to the end of January 2019 for the overall transport programme is £66.8m, within the year to date budget be noted.

86. Capital Programme Delivery Monitoring Report

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

The Lead Member for Finance and Performance, Councillor Akhtar, outlined the achievements for elements of the Capital Programme that had been completed during January and February 2019 as referred to in paragraph 3 of the report.

In relation to an enquiry from Councillor Huxtable regarding further information on BCC One Station project which was reported as being on hold, the Director of Development and Delivery, Sandeep Shingadia reported that the project has not yet been defined as the scope has yet to be agreed but he expected this would be resolved shortly and more information would be provided on the dashboard in due course.

Resolved:

1. That the achievements since the January 2019 meeting of the Transport Delivery Committee be noted;
2. That progress of deliverables under the 2018/2019 Capital Programme be noted and
3. That a variation to the baseline programme in respect of the TBT Platinum Route RTI Equipment Upgrades be noted.

87. Bus Business Update & RTI Presentation

The committee considered a report of the Network Development Manager that provided an update on matters relating to the performance, operation and delivery of bus services in the West Midlands.

The Chair and Lead Member for Putting Passengers First, Councillor Hartley, introduced the report and the Network Development Manager, Edmund Salt outlined the key highlights in the report.

Councillor Holl-Allen expressed concerns regarding the punctuality of the A3 bus service (previously S3) during the morning rush hour on behalf of users of the service and reported of the need for TfWM to look into the matter.

The Head of Network Delivery, Jon Hayes, reported that TfWM was aware of the issues and was speaking to residents on the matter.

In relation to changes to bus services in South Birmingham brought about by the South Birmingham Network Review, Councillor Huxtable reported that he would like to see an evaluation of the review as many people were not happy with the current situation.

The Head of Network Delivery, Jon Hayes, undertook to contact National Express West Midlands to update Birmingham TDC members on bus services in South Birmingham.

The Chair endorsed the proposed briefing session and asked that all TDC members be invited to the briefing session so that members from the other 6 authorities could attend if they wanted to.

In relation to bus services in Solihull, Councillor Richards acknowledged that there had been problems following the introduction of a new bus service but recognised the difficulty in introducing a new service and expressed his appreciation to TfWM officers for their work in seeking to alleviate the problems.

Following discussion of the report, the committee received a presentation on real journey time (RJT) from Principal Transport Planner, Daniel Pass.

The presentation outlined the work being undertaken to measure delays through use of the tool www.realjourneytime.co.uk which provides an analysis of performance on the bus network.

The Chair thanked Daniel Pass for his informative presentation.

Resolved:

1. That the contents of the report be noted;
2. That TDC members receive the weekly bus service changes via email be approved and
3. That the presentation on real time information be noted.

88. Rail Business Report

The committee considered a report of the Head of Rail Franchising and Partnerships that provided an update relating to the performance, operation and delivery of rail services in the West Midlands including rail operator partnership agreements and West Midlands Rail activity.

The interim Lead Member for Rail, Councillor Davis, introduced the report and the Head of Rail Development, Peter Sargant highlighted the key areas of the report.

Resolved:

1. That the contents of the report be noted and
2. That TfWM enters into a partnership commitment with Vintage Trains be approved.

[NB Councillor Davis declared a personal interest in Vintage Trains and subsequently abstained from supporting the recommendation pertaining to

Vintage Trains]

89. Rail and Metro Lead Member Report

The committee considered a report of the Rail and Metro Lead Member that reported on the progress to date with the work of the Lead Member and Lead Member Group for Rail and Metro.

The interim Lead Member for Rail, Councillor Davis, and interim Lead Member for Metro, Councillor Hartley introduced the report.

Councillor Huxtable expressed his appreciation for the enthusiasm invested in the Rail and Lead Member Group meetings by Councillor Horton and conveyed his best wishes to Councillor Horton for his recovery following his stroke. These sentiments were echoed by the committee.

Resolved: That the progress to date with the work of the Lead Member and Lead Member Group for Rail and Metro be noted.

90. West Midlands Air Quality Update

The committee considered a report of the Associate Policy Advisor, TfWM that provided an update on air quality issues in the West Midlands.

The Lead Member for Air Quality, Congestion and Environmental Sustainability, Councillor Davis introduced the report and the Associate Policy Advisor, Jake Thrush outlined the key highlights in the report. This included local authority plans to reduce nitrogen dioxide in the West Midlands, an update on bus fleet improvements and progress on the West Midlands Combined Authority's Low Emission Strategy.

Resolved: That the contents of the report be noted.

91. Notices of Motion

None submitted.

92. Questions

None submitted.

93. WMCA Board Transport Reports (For Information Only)

The committee received five transport reports that would be considered by the WMCA Board on 22 March 2019, these were; Midland Metro Wednesbury to Brierley Hill Extension; Park and Ride Policies and Principles –Towards a Strategy; Transforming Cities Fund 2; Future Mobility Zone Programme and Women's Concessionary Travel Pass Scheme.

The reports were discussed by the committee and the Chair undertook to feedback any comments on the reports to the WMCA's Transport Portfolio Lead.

Resolved: That the reports be noted.

94. Forward Plan

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

future meetings.

Resolved: That the report be noted.

95. Date of Next Meeting - 20 May 2019

The meeting ended at 3.05 pm.

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 (now June).	Phil Hewitt	

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Bus Shelter Appeals Decision Group

Wednesday 13 March 2019

Minutes

Present

Councillor Kath Hartley (Chair)	Birmingham City Council
Councillor Celia Hibbert	City of Wolverhampton Council
Councillor Mohammed Hanif	Dudley Metropolitan Borough Council

In attendance

Julie Smithers	Transport for West Midlands
Carl Craney	West Midlands Combined Authority

Item No. Title

01 Apologies for Absence

No apologies for absence had been received

02 Declarations of Interest

No declarations of interest were made relative to items under consideration at the meeting.

03 Recommendations of the Bus shelter Appeals Decision Group

Julie Smithers, Network Coordination Specialist, Transport for West Midlands, presented a report which detailed an objection to the positioning of an existing shelter in the public footway outside the BD Price Superstore, High Holborn, Sedgley, a retail premises selling bikes and toys. The Objector was of the opinion that the shelter obscured the left hand side of the double fronted premises. She explained that there was an advertising panel on the left hand side and a timetable case on the right hand side. She reported that the Objector had lobbied for the removal of the shelter since 2014 as he believed it had a negative impact on passing trade and the visual presence of the store.

An alternative location, outside the neighbouring day nursery, had been identified by the Objector and this view had been supported by the Local Councillor. Following a local public consultation exercise an objection to the proposed relocation had been received from the owner of the premises on safeguarding grounds and the Local Councillor had withdrawn his support. A compromise had been identified in 2015 but the original Objector had not taken up this option. It had not been possible to identify an alternative location for the shelter due to highway safety considerations. The Objector continued to communicate during 2015 with the former Centro and subsequently TfWM seeking either the relocation of the shelter or its replacement with a bus stop pole. No further action took place between 2014 and 2018. In 2018 Local Councillors made contact with TfWM to request the shelter be either removed

or relocated. As relocation was not an option, the local Councillors were advised that the available options were restricted to removal only and passenger usage figures (over 150 per day) were shared between the respective parties.

Julie Smithers outlined a proposed way forward by retaining the shelter but removing the advertising cabinet and double royal timetable case from the front of the shelter, replacing the double royal timetable case with a single crown to be fitted to the side panel. She reported that Clear Channel had agreed to the proposal and had identified an alternative site within Dudley Borough for the advertising case. She commended the way forward to the Group. She responded to various questions from members of the Panel.

Agreed:

That the proposed way forward as outlined above be approved and recommended to the Director of Integrated Transport.



Transport Delivery Committee

Date	20 May 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 net revenue expenditure final outturn position for the 2018/19 financial year subject to external audit shows an adverse variance of £57,000 compared to budget and a full year adverse movement from forecast of £270,000.
2. Note that total capital expenditure to the end of March 2019 for the overall transport programme was £87.3 million, within the Annual budget.

1.0 Purpose

- 1.1 This report sets out the financial outturn position for 2018/19 subject to external audit. The content relates to the financial position of the Combined Authority's Transport Delivery Revenue and Capital Budgets and 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 March 2019 there is a net adverse full year variance against budget of £57,000. This represents an adverse movement of £270,000 from the £213,000 favourable projected position that was previously reported. This is mainly due to unforeseen additional service costs as a result of the Accessible Transport Group's I-GO Bus operations and Ring and Ride West Midlands Limited going into administration. These are partly offset by favourable movements in relation to Concessions and Business Support costs.

2.2 Full Year Variances

The material full year variances of note are detailed below:

- **Concessions:** £2.801m favourable full year and £628,000 favourable compared to full year forecast. This is mainly due to lower English National Concessionary Travel Scheme (ENCTS) concessionary patronage and lower costs incurred in relation to the Apprentice/Trainee elements of the 2018-19 Child Concessionary scheme as a result of the reimbursement costs being based on actual activity rather than a fixed amount. As previously reported 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:** £2.252m adverse full year and £541,000 adverse compared to full year forecast. As previously reported the majority of the full adverse variance 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. Part of the adverse full year position and the vast majority of the full year adverse movement is due to unforeseen additional Subsidised Bus and Accessible Transport service costs incurred in relation to the I-Go Bus Operator and Ring & Ride West Midlands Limited going into administration. The full year adverse position also includes some additional agreed activity in relation to Bus Policy Development options work.
- **Integration:** £204,000 favourable full year is as previously reported due to 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. Also as previously reported the overall favourable variance is partly offset by minor cost pressures related to the Safer Travel Team.
- **Business Support Costs:** £38,000 adverse full year and £146,000 favourable compared to full year forecast. The full year adverse position is due to lower recovery against the 16 Summer Lane building income target that was set for the 2018-19 budget with the favourable movement mainly being attributable to lower costs incurred than anticipated in relation to some minor ICT related items than when forecast assumptions were last updated in January.

- **Capital Finance Charges:** £830,000 adverse full year and £611,000 adverse full year forecast. The adverse full year and forecast movement is largely due to a £592,000 provision for bad debts made as a result of Ring and Ride West Midlands Limited going into administration with the full year position also including (as previously reported) 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 full year final position compared to budget and forecast for the Transport Revenue budget with the key headlines relating to it reported above.

2.4 The 2018/19 annual accounts are now being prepared with the external audit due to commence from 7 May 2019 and final approval due by WMCA Audit, Risk and Assurance Committee on 21 June 2019.

	ACTUAL 2018/19 £000	BUDGET 2018/19 £000	VARIANCE 2018/19 £000	ACTUAL 2018/19 £000	FORECAST 2018/19 £000	VARIANCE 2018/19 £000
TRANSPORT FOR WEST MIDLANDS						
INCOME						
Transport Levy	114,720	114,720	()	114,720	114,720	()
TOTAL INCOME	114,720	114,720	()	114,720	114,720	()
EXPENDITURE						
Concessions						
National Bus Concession	49,872	52,244	2,372	49,872	50,170	298
Metro / Rail	4,531	4,542	11	4,531	4,542	12
Child Concession	9,134	9,552	417	9,134	9,453	319
	63,537	66,338	2,801	63,537	64,165	628
Bus Services						
Bus Stations / Infrastructure	5,334	3,510	(1,824)	5,334	5,275	(60)
Subsidised Network	8,639	8,498	(141)	8,639	8,456	(183)
Tendering / Monitoring	610	683	73	610	674	64
Accessible Transport	7,621	7,261	(360)	7,621	7,259	(362)
	22,204	19,952	(2,252)	22,204	21,663	(541)
Rail and Metro Services						
Metro Services	1,519	1,560	42	1,519	1,546	28
Rail Services	2,203	2,253	50	2,203	2,192	(11)
	3,722	3,814	92	3,722	3,739	17
Integration						
Safety and Security	677	614	(63)	677	684	7
Passenger Information	4,997	5,195	199	4,997	4,938	(58)
Sustainable Travel	185	253	68	185	243	58
	5,858	6,063	204	5,858	5,866	7
Network Resilience	861	831	(30)	861	912	51
Business Support Costs	3,323	3,285	(38)	3,323	3,469	146
Strategic Development	2,251	2,240	(11)	2,251	2,278	27
Transport Democratic Services	264	271	7	264	268	5
Finance Charges	12,759	11,929	(830)	12,759	12,148	(611)
TOTAL EXPENDITURE	114,779	114,721	(57)	114,779	114,509	(270)
NET	(58)	(1)	(57)	(58)	211	(270)

SECTION B

3.0 Summary Position TFWM Capital Budget

3.1 The overall TfWM Capital Programme expenditure was £69.3m (44%) below the budget of £156.6m at the end of March 2019 with the variance primarily contained within the Investment Programme portfolio (£56.8m). The Other Major Schemes were £6.4m below the budget of £4.8m. The Minor Works Programme was £5.5m (37%) below the budget of £15.0m and the Administered Programme was £0.6m below the Budget of £3.1m.

The final out-turn cost was £4.5m below the Annual Forecast, with only minor variances contained within the Other Major Schemes Programme (£2.2m) , and the Minor Works Programme (£1.7m).

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

	ACTUAL YTD VS BUDGET YTD			FULL YEAR 2018/19		
	ACTUAL MAR19 £000	BUDGET MAR19 £000	VARIANCE MAR19 £000	ACTUAL £000	FORECAST £000	VARIANCE £000
TfWM Delivered Investment Programme Schemes	76,807	133,607	56,800 43%	76,807	77,552	745 1%
TfWM Other Major Schemes	(1,554)	4,829	6,383 132%	(1,554)	602	2,156 138%
TfWM Minor Works Programme	9,529	15,015	5,486 37%	9,529	11,184	1,655 17%
TfWM Administered Programme	2,491	3,109	618 20%	2,491	2,486	(5) 0%
TOTAL	87,273	156,560	69,287 44%	87,273	91,824	4,551 5%

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 TfWM Delivered Investment Programme scheme expenditure at the end of March totalled £76.8m which was £56.8m below the annual budget. The variance was spread across the wider Metro schemes, and is a continuation of previously reported underspend, despite an unprecedented level of investment in Rail & Metro expenditure. The significant in year under spend is not expected to have an impact on Programme delivery timescales and costs, explained in further detail in section 3.4.

3.4 Within the TfWM Delivered Investment Programme Schemes, the most significant variance belonged to Metro Wednesbury to Brierley Hill Extension (£22.8m), which reflects the rephasing of early start activities within the project to accommodate the refresh of statutory powers and finalisation of the business case. The Metro Birmingham Eastside scheme was below budget (£16.7m), 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 Metro East Birmingham to Solihull scheme was £6.6m below budget due to a rescheduling of survey and modelling works, impacting on the submission of a Transport works Act order from December 2018 to early 2020. The Metro Edgbaston Extension (£6.0m) was below budget due to a Programme of Highway works being rescheduled to combine works with the Hagley Road Sprint scheme to early 2019. The Rail Investment Programme (£5.4m) was 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. To a lesser extent, the SPRINT Network (£3.3m) was under budget due to a delay in securing all of the Land Freehold and Leasehold Agreements, impacting on the commencement of Utility works, and the Metro Wolverhampton City Centre Extension (£1.9m) was below budget due to rescheduling of the project to align with the Wolverhampton Interchange Programme station reconstruction

works. Offsetting the favourable variances above, the Wolverhampton Interchange and Carpark project (£6.0m) was overspent against budget, representing the claim submitted by Wolverhampton City Council, October 2018 to March 2019, which is subject to confirmation that it satisfies the conditions set by the DfT Payment Deed.

- 3.4 Spend against the TfWM Other Major Scheme programme was £6.4m below the budget of £4.8m at the end of March 2019. The main variance related to Longbridge Connectivity Package (£3.4m) where pre-construction investigative works concluded that piled foundations were required, increasing the costs originally envisaged. As a consequence, a budget increase was agreed by the leadership team in February 2019, enabling the Procurement of the super structure to commence, fully funded by borrowing against future car park revenues, with the main construction phase of the Decked Car Park deferred to May 2019. In March 2019, a provision of £2.2m was released following a settlement agreement reached with an Operator, on hand back of Midland Metro Operations.
- 3.5 Spend against the TfWM Minor Works programme totalled £9.5m, which was £5.5m behind the budget of £15.0m. The main variances were contained within the Rail Minor Works (£2.0m), Park & Ride (£1.2m) and Transforming Bus Travel Programme (£1.8m).
- 3.6 Spend against the TfWM Administered Programme was £2.5m, which was £0.6m below the budget of £3.1m.
- 3.7 The final Out-turn cost was £4.5m below the Annual Forecast at the end of March 2019, with only minor variances across the Programmes. The only variances of note were within the TfWM Other Major Schemes (£2.2m), relating to the release of a provision which will be used to meet the costs of Metro life cycle and renewal costs as they are incurred. Within the TfWM Minor Works Programme, there was an under spend of £1.7m, primarily reflective of Clean Bus Technology Fund 2019-20 (£0.9m), where the final payment to an Operator could not be made as the work had not been delivered, and Bradley Lane Park & Ride (£0.7m), where the progression of Construction works were impacted by the Contractor going into Administration in March 2019. A new Contractor has been sourced, to complete the works in Q1 19/20, and discussions are ongoing with the Administrator to understand the impact of any additional costs
- 3.8 In Summary, the overall TfWM Capital Programme expenditure was £69.3m (44%) below the budget of £156.6m at the end of March 2019, primarily contained within the Delivered Investment Programme schemes, featuring the main Metro Extension Schemes. Despite the significant in year variance, it is not envisaged this will have any impact on programme delivery dates.

TfWM Delivered Investment Programme Schemes

TfWM Delivered Investment Programme Schemes	ACTUAL YTD VS BUDGET YTD			FULL YEAR 2018/19		
	ACTUAL MAR19 £000	BUDGET MAR19 £000	VARIANCE MAR19 £000	ACTUAL £000	FORECAST £000	VARIANCE £000
<u>HS2 Connectivity Programme:</u>						
Bilston Road Track Replacement Phase 2	87	250	163	87	86	(1)
Rail Investment	3,838	9,184	5,346	3,838	3,771	(67)
Rail Project Development	(9)	0	9	(9)	0	9
Sprint Network	1,953	5,227	3,274	1,953	2,043	90
Metro Centenary Square Extension	17,248	17,422	174	17,248	17,528	280
Metro Wolverhampton City Centre Extension	11,709	13,593	1,884	11,709	11,538	(171)
Metro Edgbaston Extension	11,337	17,289	5,952	11,337	11,582	245
Metro Catenary Free	0	0	0	0	0	0
WIP Station and Car Park works	6,041	0	(6,041)	6,041	6,041	0
<u>Other TfWM Investment Programme Schemes</u>						
Metro Birmingham Eastside Extension	6,127	22,859	16,732	6,127	6,526	399
Metro East Birmingham to Solihull Extension	6,638	13,273	6,635	6,638	6,586	(52)
Metro Wednesbury to Brierley Hill Extension	11,688	34,510	22,822	11,688	11,679	(9)
Metro Network Projects	150	0	(150)	150	172	22
TOTAL	76,807	133,607	56,800 ^{43%}	76,807	77,552	745 ^{1%}

3.8 Expenditure against TfWM delivered Investment Programme schemes totalled £76.8m at the end of March 2019 which was £56.8m below the budget of £133.6m. The main contributors to the favourable variance were as follows:

- **Wednesbury to Brierley Hill Metro Extension (£22.8m)** 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 in principle (subject to contract), allowing construction works to progress in 2019 with opening on schedule for 2023.
- **Metro Birmingham Eastside (£16.7m)** 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. In addition, a delay in completion of the 3G Tram tender, has pushed back the negotiation and contract award from February 2019 to September 2019.
- **East Birmingham to Solihull Metro Extension (£6.6m)**, 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.
- **Edgbaston Metro Extension (£6.0m)** 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.

- **Rail Investment Programme (£5.4m)** 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. Following the completion of a feasibility study it has been concluded that the Stourbridge to Round Oak Line Canal Street Station is unlikely to have a positive business case, so further work was ceased on this scheme.
- **SPRINT Network (£3.3m)** The underspend is primarily due to the Hagley Road Scheme (£2.8m), where Utility work was not able to commence until Land Freehold and Leasehold Agreements were secured in their entirety, which occurred in March 2019.
- **Wolverhampton Metro Extension (£1.9m)** 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.

Offsetting the underspends identified above, the following overspend to budget is noteworthy;

- **Wolverhampton Interchange Project and Car Parks £6.0m** representing a claim submitted by Wolverhampton City Council, October 2018 to March 2019, for an externally delivered project, which is subject to confirmation that it satisfies the conditions set by the DfT Payment Deed.

3.9 The Delivered Investment Programme Schemes final Out-turn costs were £0.7m below the Annual Forecast, with only minor variances reported. The main contributors to the variance were as follows:

- **Birmingham Eastside Extension (£0.4m)** primarily due to a delay in the acceptance of the 9th Tram under the catenary free under the catenary free conversion Programme.

Other Major Works

TfWM Other Major Schemes	ACTUAL YTD VS BUDGET YTD			FULL YEAR 2018/19		
	ACTUAL MAR19 £000	BUDGET MAR19 £000	VARIANCE MAR19 £000	ACTUAL £000	FORECAST £000	VARIANCE £000
Regional Transport Coordination Centre (RTCC) develop	130	172	42	130	119	(11)
Bilston Road Track Replacement	(30)	0	30	(30)	0	30
Birmingham City Centre Metro Extension	(2,211)	0	2,211	(2,211)	0	2,211
Bromsgrove Station	(4)	0	4	(4)	(4)	0
Longbridge Connectivity Package	135	3,557	3,422	135	134	(1)
Connected and Autonomous Vehicles	426	1,100	674	426	353	(73)
TOTAL	(1,554)	4,829	6,383 <small>132%</small>	(1,554)	602	2,156 <small>139%</small>

3.10 Spend against the Other Major Works Programme to the end of March 2019 was £6.4m below budget. The main variance related to Longbridge Connectivity Package where pre construction investigative works concluded that piled foundations were 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 budget increase was requested, which was agreed by the leadership team on 27th February 2019, enabling the Procurement of the super structure to commence, and the main construction phase of the Decked Car Park deferred to May 2019. In March 2019, a provision of £2.2m has been released following a settlement agreement reached with the Operator, on hand back of Midland Metro Operations.

3.11 The only variance of note to Annual Forecast related to the release of the provision (£2.2m) as identified previously.

Minor Schemes Programme

TFWM Minor Works Programme	ACTUAL YTD VS BUDGET YTD			FULL YEAR 2018/19		
	ACTUAL MAR19 £000	BUDGET MAR19 £000	VARIANCE MAR19 £000	ACTUAL £000	FORECAST £000	VARIANCE £000
On Street Infrastructure	535	565	30	535	477	(58)
Bus Stations & Interchange	905	1,013	108	905	976	71
Other	1	0	(1)	1	1	0
Bus / Rail Park & Ride	266	457	191	266	301	35
Total Asset Renewal / Replacement	1,707	2,035	328	1,707	1,755	48
Tram Improvements	1	0	(1)	1	0	(1)
Park and Ride	1,167	2,389	1,222	1,167	1,859	692
Total Park and Ride Minor Works	1,168	2,389	1,221	1,168	1,859	691
Other	118	415	297	118	112	(6)
Rail Stations	1,917	1,271	(646)	1,917	1,784	(133)
Bus Stations & Interchange	229	211	(18)	229	250	21
Sustainable Travel	30	0	(30)	30	0	(30)
Total Project Development	2,294	1,897	(397)	2,294	2,146	(148)
Park & Ride	457	2,500	2,043	457	572	115
Total Rail Minor Works	457	2,500	2,043	457	572	115
Cycling & Walking	31	330	299	31	73	42
LSTF Programme	12	24	12	12	24	12
MST Programme	2,337	2,431	94	2,337	2,418	81
Total Sustainable Travel	2,380	2,785	405	2,380	2,515	135
ICT Programme	15	15	0	15	15	0
Other Corporate Systems	30	100	70	30	4	(26)
Total Systems	45	115	70	45	19	(26)
Swift	40	40	0	40	26	(14)
Total Ticketing	40	40	0	40	26	(14)
Highway & Reliability Improvements	936	2,425	1,489	936	1,805	869
On Street Infrastructure	487	775	288	487	472	(15)
Total Transforming Bus Travel	1,423	3,200	1,777	1,423	2,277	854
Park & Ride	6	30	(24)	6	5	(1)
Total Transforming Rail Travel	6	30	(24)	6	5	(1)
Interchange Signage	9	24	15	9	10	1
Total Wayfinding / Signage / Public Realm	9	24	15	9	10	1
GRAND TOTAL	9,529	15,015	5,486 ^{37%}	9,529	11,184	1,655 ^{17%}

3.12 The Minor Scheme Programme spend to the end of March 2019 was £5.5m below the budget of £15.0m. The main favourable variances are as follows:

- **Rail Minor Works (£2.0m)** The variance relates to Snow Hill 3rd Access (£2.0m). 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 commenced in January, with construction works due to commence around Q2 19/20. The final out-turn was marginally below (£0.1m) the Annual Forecast.

- **Transforming Bus Travel (£1.8m)** The main variance relates to Clean Bus Technology Fund 2017-19 (£1.5m) where one of the Operators withdrew from the Programme. The budget was re-distributed across the remaining 5 operators following confirmation of a revised programme of works, however as a consequence the budget has not been spent. In March 2019, a payment to one of the Operators could not be made as the work had not been delivered by their suppliers, resulting in an under spend against budget. 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, (£0.3m) where the commencement of Bus Alliance and major infrastructure enhancements has been delayed awaiting finalisation of rebranding decisions.
- **Park & Ride Minor Works (£1.2m).** The variance relates to Bradley Lane Park & Ride (£1.2m). Phase 1 Construction works were delayed in December 2018 due to site conditions, furthermore in March 2019 the Contractor went into Administration. A new Contractor has been appointed, with completion of the phased works in Q1 19/20. Discussions are ongoing with the Administrator to assess the impact of any additional costs.
- **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.

Offsetting the underspend shown previously, is the following

- **Project Development (£0.4m).** The main variance relates to Perry Barr Rail Station (£0.380m). 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 MAR19 £000	BUDGET MAR19 £000	VARIANCE MAR19 £000	ACTUAL £000	FORECAST £000	VARIANCE £000
TFWM Administered Programme	2,491	3,109	618	2,491	2,486	(5)

3.13 The TfWM Administered Programme spend at the end of March 2019 was £0.6m below the budget of £3.1m. The main variance related to the Key Route Network (£0.3m) owing to a reprofiling of Local Authority led projects into Q1 19/20. In addition transport modelling work (£0.3m) is expected to accelerate over the remaining months of the year. There were only minor variances to Annual Forecast.

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.



West Midlands
Combined Authority

Transport Delivery Committee

Date	20 May 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 March 2019 meeting of the Transport Delivery Committee.
2. To note the progress of deliverables and outturn of the 2018/19 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 2018/19 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 TfWM Capital programme outlining deliverables, indicating the baseline date with an indication of the current forecast date with a RAG indicator.

3.0 2018/19 Achievement Summary

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

Transforming Bus Travel

TBT Wolverhampton City Centre Shelters
TBT Birmingham City Centre Shelter Design Optimisation
Positively Reviewing Bus Lanes

Information & Mapping

New Street Station Totems

Asset Management

Network Wide CCTV infrastructure upgrade
Network Wide P&R Resurfacing Programme

4.0 Variations to Baseline Programme

- 4.1 TBT Platinum Route RTI Equipment Upgrades – delay incurred due to manufacturer scaling back operation. New supplier appointed however there is a fourteen week lead in time.
- 4.2 Bradley Lane Park & Ride – As a result of the contractor going into administration in March 2019 a new procurement strategy has had to be developed, in order to appoint a new

contractor to complete Phase 1 and undertake Phase 2 works. It is anticipated that there will be a 6 month delay from the baseline in completing the project.

5.0 Financial Implications

5.1 The detailed financial aspects of the TfWM 2018/2019 Capital Programme are reported separately under the Financial Monitoring Report to this Committee. A summary of the position in financial terms is, however, attached to this report as Appendix 2.

6.0 Schemes in Development & Delivery

6.1 The Capital Programme for 2018/19 has included a number of rolling programmes and longer term deliverables. These are set out below:

Transforming Bus Travel

- Digital Advertising Panel Rollout
- TBT Platinum Route RTI Equipment Upgrade
- Network Wide P&R Lighting Enhancements
- Transforming Bus Travel

Asset Management

- Network Wide Bus Station Refurbishment Phase 1

Project Delivery

- Bradley Lane Metro Park & Ride

Project Development Programme

- Cycle Counters
- Dudley Interchange
- Network Wide Park & Ride Expansion Developments, Sandwell & Dudley, Tipton Tamebridge Parkway, Whitlocks End & A34 Sprint Corridor.
- Perry Barr Station & Bus Interchange
- Snow Hill 3rd Access
- Network Wide Cycling Programme 3A (NWCP)
- Making the KRN (Key Route Network) Safer
- University Station
- West Midlands Bike Share Scheme

7.0 2019/20 Capital Programme

7.1 The 2019/2020 Capital Programme was approved by WMCA Board as part of the wider Transport Plan on 8th February 2019. The funding has been allocated to the rolling programme schemes listed in Section 4, supporting Asset Management, Network Resilience and Capacity Enhancement. This programme will be updated and reported on at the July Transport Delivery Committee meeting.

8.0 Legal implications

8.1 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 2019/20.

9.0 Equalities implications

9.1 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 2019/2020 capital programme.

10.0 Inclusive Growth Implications

10.1 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

11.0 Geographical Area of Report's Implications

11.1 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.

12.0 Other Implications

10.1 No implications

13.0 Appendices

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

13.2 APPENDIX 2 – Financial Summary

14.0 Glossary of Terms

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

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

Transport Delivery Committee Dashboard

2018/19 Programme Summary

	Project Name	Status	Baseline Comp Date	Forecast Date	DCA	DCA Trend	Exec Summary	
Strategic Economic Plan								
1	BCC One Station	On Hold					Project currently on hold while consideration is given to wider connectivity improvements that are being developed for Curzon Street and Moor St as part of 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	17 new shelters now installed for digital advertising since Apr 2018, 2 are still being delayed by BCR A38 + A34 schemes. TfWM will be purchasing and installing a further 40 new shelters to accommodate 50 digital ad units (10 of these sites are being converted from single to double screens) in contract year 3 - July 18 to June 19.	
5	TBT Platinum Route RTI Equipment Upgrades	Rolling programme	Mar 2019	July 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, reglaze 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	May 2019	May 2019	Green	Amber	Same	Working with Network Rail to complete their LandLord's Consent handover process on sites completed during the past year. Lighting Enhancement for five Park & Ride sites has yet to be delivered.
7	Transforming Bus Travel	Rolling programme	Mar 2020	Mar 2020	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	Complete	05/02/2018	Mar 2019			Scheme Complete	
Asset Management								
10	Network Wide Bus Station Refurbishment Phase 1	Design & Delivery	Mar 2019	May 2019	Green	Same	Major work streams on project complete. Aesthetic work streams - painting and wrapping in progress. All project work streams on track for delivery May 2019.	
11	Network Wide CCTV Infrastructure Upgrade	Complete					Scheme Complete	

	Project Name	Status	Baseline Comp Date	Forecast Date	DCA		DCA Trend	Exec Summary
12	Network Wide P&R Resurfacing Programme	Complete						Scheme Complete – Sites 2018/19 complete
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	Delivery and Handover	24/05/2019	29/11/2019	Amber	Red	Worsened	Contractor went into Administration on 14 th March resulting in phase 1 and 2 works being suspended. In order to maintain progress we have engaged a contractor to complete phase 1 works, which are due to complete in May. Procurement of Phase 2 (Park & Ride build) was concluded during April 2019 and new supplier is due to be awarded during May 2019. As a result the scheme completion date is likely to slip 6 months from baseline, now expected November 2019. The revised completion date will be subject to agreement of Phase 2 contractor's programme.
Project Development Programme								
15	Cycle Counters	GW -1 Sponsors Remit		Mid 2023	Green		Same	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	Sponsors Remit	10/05/2022	24/05/2022	Green	Amber	Same	Outline Planning Permission granted on 05 March 2019. Advancement of TCF Funding agreed by Senior Stakeholders. Sponsor's Remit approved by Board on 10 April 2019.
18	Walsall Town Centre Interchange Feasibility Study	On Hold						Wayfinding element of this project has been picked up as part of the 'Network Wide Bus Station Refurbishment Phase 1' project.
19	Network wide Park & Ride Expansion Developments	Development / Feasibility	Mar 2019	Mar 2019	Green		Same	Rolling programme - Work continues to develop opportunities at Tipton, Sandwell & Dudley, Tamebridge Parkway, Whitlocks End and for the A34 Sprint corridor with local authority partners and key stakeholders.
20	Perry Barr Station and Bus Interchange	Development	Dec 21	Feb 22	Green	Amber	Same	GRIP 3 Design development commenced and Atkins in the process of starting surveys for the rail station and bus interchange. The central option has been agreed by the WMRP Board on 28 th March as a preferred option for the rail station location. The bus interchange specification has been included into the Client Requirements Document and will be issued for a formal approval. Work on the business case has commenced and will be completed by the Summer.
21	Snow Hill 3 rd Access	Design	Dec 2018	Dec 2019	Amber		Same	Contractor has completed survey works within the 3rd entrance in accordance with approved NEC programme, apart from the Telecomms, which is scheduled for May. Planning application was submitted on 15 th March, decision expected in May.
22	Network Wide Cycling Programme 3A (NWCP)	GW 4 Contract Approval	Mar 2019	June 2019	Green	Amber	Same	Successful supplier (Broxap) have now been engaged by TfWM to deliver this scheme. Completion is expected by June 2019.
23	Making the KRN Safer	GW -1 Sponsors Remit	Mar 2019	Mar 2019	Green		Same	Rolling programme - Programme will be managed by Local Authorities.
24	University Station	GW -2 Options	Nov 2021	Jun 2022	Green		Same	The project has been progressing well with engagement with all Stakeholders. ECI contractor construction input being received. GRIP 4 "non-abortive" works are underway.
25	West Midlands Bike Share Scheme	GW 4 Procurement	Dec 19	Dec 19	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-baselining and/or overall viability re-assessed

Appendix 2 Financial Summary Out Turn Report

TfWM Integrated Transport Block Programme

	YEAR TO DATE FOR PERIOD ENDED MAR 2019			FULL YEAR 2018/19		
	ACTUAL £000	BUDGET £000	VARIANCE £000	ACTUAL £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	57	77	20	57	57	0
Network Wide Bus Station Refurbishment Phase 1	905	1,013	108	905	976	71
Network Wide P and R Lighting Enhancement	24	54	30	24	35	11
Network Wide Park and Ride Upgrades	108	132	24	108	132	24
Network Wide CCTV Refresh and Installation (inc APNR)	218	221	3	218	219	1
Network Wide Rail RTI- Life Expired Replacements	(27)	0	27	(27)	(27)	0
Network Wide Park and Ride Expansion Developments -Phase 2	77	193	116	77	76	(1)
Asset Management- RTI Upgrades	55	170	115	55	110	55
Asset Management- Shelter Replacement	179	174	(5)	179	174	(5)
North Walsall Cutting	1	0	(1)	1	1	0
Total Asset Renewal / Replacement	1,597	2,034	437	1,597	1,753	156
Bradley Lane Park and Ride	1,167	2,389	1,222	1,167	1,859	692
Tram Wifi Ground Infrastructure Improvements	1	0	(1)	1	0	(1)
Total Metro Minor Works	1,168	2,389	1,221	1,168	1,859	691
Perry Barr Interchange Development	42	54	12	42	41	(1)
Dudley Bus Station Development	229	211	(18)	229	250	21
Gateway Controlled Project Development	0	304	304	0	0	0
CCTV Shared Services Development	18	18	0	18	18	0
Perry Barr Rail Station	581	200	(381)	581	600	19
Total Project Development	870	787	(83)	870	909	39
Snow Hill 3rd Access	457	2,500	2,043	457	572	115
Total Rail Minor Works	457	2,500	2,043	457	572	115
ICT Rolling Programme	15	15	0	15	15	0
IDOX - Asset Management System	30	100	70	30	4	(26)
Total Systems	45	115	70	45	19	(26)
Network Wide Swift Procurement	27	27	0	27	13	(14)
Network Wide Swift Vending	13	13	0	13	13	0
Total Ticketing	40	40	0	40	26	(14)
TBT Wolverhampton City Centre Shelters	50	42	(8)	50	50	0
TBT Birmingham City Centre Shelter Design Optimisation	0	11	11	0	0	0
TBT Platinum Route RTI Equipment Upgrades	204	570	366	204	263	59
TBT Highway Scheme Development (Bus reliability and punctuality)	58	58	0	58	58	0
Digital Advertising Panel rollout	222	151	(71)	222	151	(71)
Real Journey Time Pilot	30	30	0	30	30	0
Total Transforming Bus Travel	564	862	298	564	552	(12)
Tipton Park & Ride	6	30	24	6	5	(1)
Snow Hill Public Realm	0	150	150	0	0	0
Total Transforming Rail Travel	6	180	174	6	5	(1)
New Street Station Totems	9	24	15	9	10	1
Total Wayfinding / Signage / Public Realm	9	24	15	9	10	1
GRAND TOTAL	5,342	9,517	4,175	5,342	6,291	949

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West Midlands
Combined Authority

Transport Delivery Committee

Date	20 May 2019
Report title	Capital Projects Aligned to 2022 Commonwealth Games - Update
Accountable Chief Executive	Laura Shoaf, Managing Director, TfWM 0121 214 7444 laura.shoaf@tfwm.org.uk
Accountable Employee	Sandeep Shingadia, Director of Development & Delivery, TfWM 0121 214 7169 sandeep.shingadia@tfwm.org.uk
Report has been considered by	TDC Lead Members

Recommendation(s) for action or decision:

Transport Delivery Committee is requested to:

1. To note the TfWM capital projects which are aligned to the 2022 Commonwealth Games.

1.0 Purpose

- 1.1 To provide this committee with a summary and progress update for capital projects which are being developed and delivered to support the 2022 Commonwealth Games.
- 1.2 TfWM are engaging with Coventry City Council on their City of Culture capital programme and progress updates on this will be included in future reports.

2.0 Background

- 2.1 In March 2017, Durban withdrew as hosts for the 2022 Games and the Commonwealth Games Federation (CGF) announced a competition for a replacement Host City. On 28 April 2017 the UK Government agreed to submit an expression of interest to host the 2022 Games. The Government's Commonwealth Games Delivery Unit (CGDU) – part of the Department for Digital, Culture, Media and Sport (DCMS) – released details of the competitive process, agreed with the CGF. The 2022 Games are due to be held from 28th July to the 6th August 2022, with the opening and closing ceremonies being on 27th July and 7th August respectively.
- 2.2 The Birmingham Commonwealth Games Bid Company discussed the possibility of Birmingham bidding to host in 2022. A decision was made to engage with the CGDU's competitive process to host the 2022 Commonwealth Games.
- 2.3 An extensive formal submission was made to the CGF on 30th September 2017 with the support of local partners and the CGDU. This submission included a significant element on transport and in particular the provision of new infrastructure to support the Games. A key focus was placed on making Birmingham 2022 a public transport focused Games. As part of the submission a number of existing transport infrastructure schemes were identified from within the 10 Year Delivery Plan for Transport and were aligned to the bid.
- 2.4 In December 2017, the CGF announced that Birmingham had been announced as the host city for the 2022 Games. Following this announcement, significant engagement has been ongoing with partners including West Midlands Combined Authority (WMCA), Transport for West Midlands (TfWM) and local authorities on establishing governance and reporting arrangements.
- 2.5 Improvements in public transport, walking and cycling infrastructure will not only provide safe, secure, reliable and efficient links to the Commonwealth Games, but will also leave a lasting and meaningful legacy for Birmingham and the wider West Midlands Metropolitan Area. The delivery of priority projects will connect residents and visitors to employment opportunities and vital services, whilst contributing to a successful, vibrant, healthy and sustainable West Midlands. Key projects which are to be taken forward to support the Commonwealth Games include:
 - A Sprint bus rapid transit network will be given priority over general traffic with the provision of new purpose built vehicles; offering an attractive service with improved and more reliable journey times for customers.

- A modern, revitalised Perry Barr transport network will include a transformed rail station and a rationalised highway network prioritising sustainable modes. This will play a vital role in the regeneration of the area, bringing excellent accessibility and connectivity to those attending the Games in 2022 and living in the new community post games.
- Significant improvements to University Station will provide a step change in public transport access to ensure local communities and the world renowned University and Hospital are connected to the local, regional and national transport networks.
- The delivery of the West Midlands Regional Transport Coordination Centre (RTCC) to enhance local control of the West Midlands transport networks through greater regional coordination.

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

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

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

3.0 Impact on the Delivery of the Strategic Transport Plan

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

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

3.2 The policies that are supported include:

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

- Policy 6 – To improve connections to areas of deprivation.
- Policy 8 – To improve connections to new housing development locations to help them flourish, primarily through sustainable transport connections.

4.0 Wider WMCA Implications

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

5.0 Sprint – Bus Rapid Transit Network

Summary

- 5.1 This project will provide two new Sprint routes by 2022: Walsall Town Centre to Birmingham City Centre (A34); and Birmingham City Centre to Birmingham Airport and Solihull (A45). There will also be new bus priority measures introduced on the Sutton Coldfield to Birmingham via Langley (SBL) route. The proposed routes serve several key destinations and areas of growth across the region including Great Barr, Alexander Stadium, Perry Barr, Yardley, Digbeth, the NEC, and Aston. Each route will also serve the Curzon Street interchange which will provide links to HS2 when the service is operational.
- 5.2 Sprint is a bus based rapid transit mode which is part of the vision for the future network of world class public transport in the West Midlands, this means faster journeys, improved reliability, higher quality public transport environment, greener environment, and easier access to transport and our communities. These public transport improvements are an essential part of the HS2 Connectivity Package, Commonwealth Games Transport plan, Solihull Connected, Birmingham Connected, and the TfWM Strategic Transport Plan.
- 5.3 The Sprint offer focuses on delivering journey time reliability through highway interventions and signal priority, improving boarding times through multiple vehicle entrances and off board ticketing, and is a corridor focussed public transport solution.

Progress

5.4 Public consultation took place in August through to October 2018. The results were published on the 21st December 2018, and are available on the TfWM website.

The schemes were largely well received and supported;

- A34: 73% fully/partially supported the Sprint proposals, 24% did not support
- SBL: 77% fully/partially supported the Sprint proposals between either Sutton Coldfield to Langley or between Birmingham to Langley. 19% did not support
- A45: 82% fully/partially supported the Sprint proposals; 14% did not support

TfWM have committed to provide a further public update on progress of schemes in March 2019, and will engage with communities through further development and delivery of the schemes.

The feedback from the consultation has led to changes in the approach to the Sutton Coldfield to Birmingham via Langley route. It will now be delivered in two phases which will mean that the full Sprint service will not be in operation until 2026.

The first phase will deliver infrastructure improvements between Birmingham City Centre and Pype Hayes Park and also improvements between Churchill Road and Riland Road. This will provide improved bus priority and benefit all bus services before the Commonwealth Games.

Key milestones – A34 and A45

- Detailed Design March 2019 – July 2019
- Main Construction period January 2020 – December 2021
- Full scheme completion March 2022

Project Cost

5.4 The total estimated scheme value for the A34 and A45 Sprint schemes is currently £100.9m. The overall project budget includes vehicles, Sprint stops, traffic signal upgrades, highway infrastructure, and project management.

6.0 University Station

Summary

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

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

Project Progress

6.3 The Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) Board have conditionally approved a £10 million Local Growth Fund (LGF) allocation. Approval of the drawdown of £2 million was approved by Programme Delivery Board. The steering group continues to meet on a regular basis to oversee the development of the scheme. The

outline business case for the project has been produced and will be updated once the development work is completed.

- 6.4 The GRIP 3 (Governance for Rail Investment Projects) work has been completed which provides a single option for ongoing development. GRIP 4 is underway and the lead designer is working closely with the client team to ensure the client and stakeholder requirements are met. Early Contractor Involvement (ECI) has commenced to provide confidence in the deliverability of the infrastructure. Alongside this a contractor supplier day was held in February to raise awareness of the rail projects coming forward.
- 6.5 There has been ongoing engagement with Historic England to ensure the scheme designs do not have a detrimental impact on the Scheduled Ancient Monument.

Key Milestones

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

Project Cost

- 6.6 Based on the project scope and definition, the estimated budget cost for the entire project is £40m. This will continue to be refined as the scheme moves through the project lifecycle.

7.0 Perry Barr Rail & Bus Interchange

Summary

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

Project Progress

- 7.2 The feasibility report was completed in March 2019 and work is ongoing on GRIP 3 (Governance for Rail Investment Projects) which takes the scheme from single option selection into outline design which is GRIP 4. This single option development is based on the agreed Client Requirements Document (CRD) which sets out the scope of the scheme. This CRD provides a clear framework for the consultants who appointed to undertake the design of the rail station and bus interchange in line with a number of mandatory requirements from key stakeholders.
- 7.3 As part of the ongoing development of the project, procurement of numerous non-intrusive surveys is underway. The outputs from these surveys will inform the design work. A review of the bus interchange design has been undertaken to ensure integration with the single option development. There has also been some Early Contractor Involvement (ECI) to

provide confidence on the deliverability of the infrastructure. Alongside this a contractor supplier day was held in February to raise awareness of the rail projects coming forward. Work has also been commissioned on producing the business case which will set out the benefits of the scheme.

- 7.4 A project delivery board has been established for the infrastructure elements at Perry Barr given the interface with other transport interventions i.e. A34 highway enhancements and Sprint. Alongside this, an officer led project coordination group has been established to ensure integration of programmes and clarity on dependencies between the Perry Barr infrastructure projects.

Key Milestones

- | | |
|-----------------------------|---------------------------|
| • Single Option Development | May 2019 |
| • Procurement | January 2020 |
| • Construction | July 2020 – December 2021 |
| • Scheme Completion | February 2022 |

Project Cost

- 7.5 Estimated budget cost for the delivery of the rail station is £18m and £2.2m for the bus interchange.

8.0 West Midlands Regional Transport Coordination Centre

Summary

- 8.1 The West Midlands RTCC will be a multi-agency operation with a physical focal point providing a unified and common view of the transport network to provide a level of regional coordination needed to support Local Authorities, Emergency Services and transport service providers across the region. Its services will be centred around providing the coordinating 'glue' in managing all types of unplanned and planned disruptions on the transport network, including more proactive and preventative approaches to reduce levels of disruption.

Progress

- 8.2 A RTCC preferred option was agreed by the WMCA Board in September 2018 as part of the region's Congestion Management Plan. Work has continued to firm up the business case deliverables and costs; WMCA Board approval for the Full Business Case will be sought in May 2019.
- 8.3 The delivery of the RTCC has been broken down into a number of work streams as identified below
- Highway interventions - Renewing assets across the road network including significant investment in the Black Country to support the efficiency of the Key Route Network (KRN).

- Organisational structure - Creating the organisational structure, recruitment, and training programme to deliver the RTCC team.
- RTCC Operations - Establishing the detailed operating plan for the RTCC, including policies, procedures and protocols and multi-agency working.
- Design and layout and connectivity - Providing design and fit out, furniture fittings & equipment, and IT requirements necessary to deliver the physical space.
- Tactical operational intelligence and data - Consolidating multi-modal, multi-agency data feeds into the RTCC, enabling a single, holistic view of network performance, planned works and events and customer intelligence.
- Customer information - Providing a transformation in the way customers receive, interact and use information relating to travel disruption.
- Commercialisation - Securing opportunities to generate sustainable revenue from multiple sources to support future revenue costs.
- Managing Major Events – including and early RTCC pilot with the Velo (Cycling Race) and other major sporting and cultural events across the region.
- Skills Academy - Introducing a programme to develop the existing and future work force through a Skills Academy for the benefit of all partners.

8.4 The timescales of delivery will see phase 1 of the RTCC delivered by the end of 2019. This will include:-

- The establishment of a coordination centre at 16 Summer Lane refurbishing existing CCTV facilities.
- The recruitment of a small core team to provide coordination functions.
- Establishment of agreed operating procedures across partners.
- Completion of the single view of the performance of the multi-modal network and collation of all programme and events that will disrupt the network into a single mapping system.
- Upgrade of customer facing digital tools (e.g. website, journey planner and social media) supported by the coordination of communication of disruptions with partners and advice to customers on how to travel nudging towards more sustainable journeys.
- Established communication links between traffic and public transport control centres to receive and push out information to enable visibility across the network and support local delivery and regional coordination.
- An emerging highways investment programme developed with local authorities that will improve the management and visibility of the highway network.

8.5 Development will continue in 2020-2021 refining data analytics, developing further relationships and delivering physical assets.

Project Funding

8.6 An indicative allocation of funding was agreed at the WMCA Board in March 2019 from the Transforming Cities Fund (TCF) up to £18m. A previous allocation of TCF funding of £1.5m and a contribution from Midlands Connect of £2m creating a total investment package of up to £21.5m.

9.0 Financial Implications

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

Private sector funding. Work is progressing within each project work stream to progress approvals to draw down on each of the funding packages, commensurate to cost profiling requirements.

10.0 Equalities Implications

10.1 All transport projects within this report have undergone or are undergoing an equality impact assessment process to identify key equality, accessibility and inclusion needs.

11.0 Legal Implications

11.1 There are no direct legal implications in regards to the recommendations/points to note in regards to the recommendations section of this report. The legal team has supported and will continue to support the transport projects set out in this report in regards to the commercial and procurement requirements which include construction deliverables that are required for infrastructure works; as well as any property, and partner agreements with our Local Authority partners which will address ancillary land requirements.

12.0 Inclusive Growth Implications

12.1 The transport projects delivered as part of an integrated transport system will go a long way to improving affordable and inclusive access to opportunities across the region. The network priorities are focussed on those corridors that will generate higher demand such that it can justify the investment, but also to provide maximum benefit to greater numbers of people, including areas considered to be of higher social deprivation.

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Transport Delivery Committee

Date	20 May 2019
Report title	Sprint Progress update
Accountable Chief Executive	Laura Shoaf, Managing Director, TfWM 0121 214 7444 laura.shoaf@tfwm.org.uk
Accountable Employee	Angela Hosford, Head of Sprint, TfWM 0121 214 7168 angela.hosford@tfwm.org.uk
Report has been considered by	Sprint Member Reference Group

Recommendation(s) for action or decision:

Transport Delivery Committee is recommended to:

1. Note the progress of the Sprint Programme
2. Note the Cabinet Decisions required to support delivery of schemes.
3. Note relationship between Sprint and other local schemes

1. Purpose

- 1.1 To outline the work of the Sprint programme.

2. Background

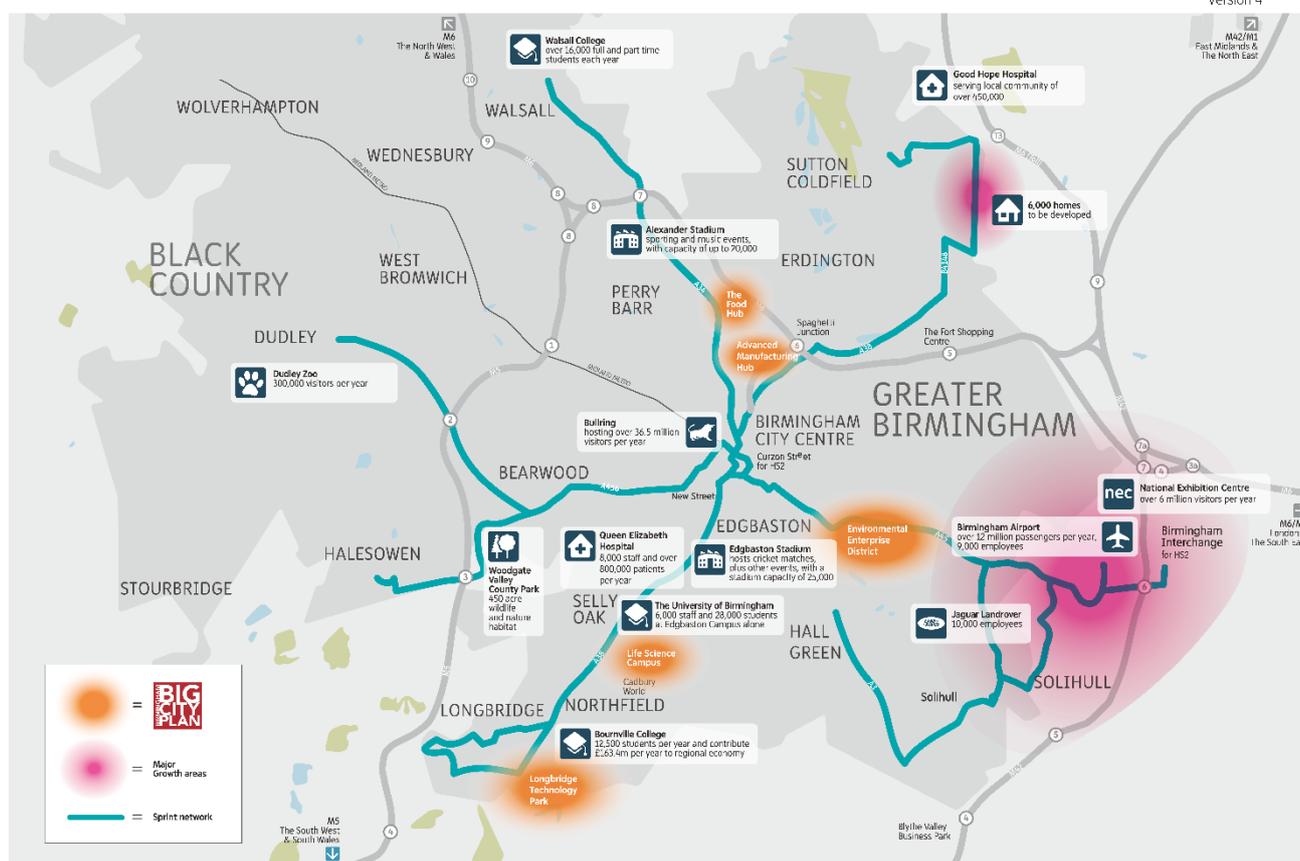
2.1 Subject to Business Cases and Local Authority Cabinet approvals, Sprint will form a network of 7 routes agreed by the West Midlands Combined Authority in February 2017. In the main, these schemes will be funded through the West Midlands Combined Authority's (WMCA) Investment Programme. This

devolved funding supports the HS2 Growth Strategy and in particular the transport schemes established within the High Speed 2 (HS2) Connectivity Package. These schemes will enable the region to maximise benefit from the economic investment and growth HS2 will bring to the region.

2.2 The A456 is a part of a pre-existing scheme which secured investment funding from Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP). The A45 is also a pre-existing scheme for which the business case will also be considered by the Department for Transport (DfT) as a portfolio scheme.

2.3 The extent of the full Sprint network will be made up of the following routes;

- A456 Halesowen to Birmingham
- A456 Dudley to Birmingham
- A34 Walsall to Birmingham
- Sutton Coldfield to Birmingham via Langley
- A45 Birmingham to Airport and Solihull
- Hall Green to HS2 Interchange via Solihull
- A38 Longbridge to Birmingham



2.4 In total the routes will deliver a 122km Sprint network. We want Sprint to be part of an integrated transport system, connecting with rail, tram, encouraging walking and cycling, and connecting with other local bus services. Sprint will deliver an improved passenger experience and journey time reliability on our key radial corridors. Schemes are to be delivered by 2026 in time for the launch of HS2.

3. Scheme status

3.1 The Sprint schemes as set out in the HS2 connectivity package schemes have Strategic Outline Cases which have been through the WMCA's Assurance Framework.

3.2 The following schemes are also noted in the Commonwealth Games (CWG) Transport delivery package (approved December 2017), and are to be delivered in time for the CWG in 2022.

- A34 Walsall to Birmingham
- A45 Birmingham to Airport and Solihull
- Sutton Coldfield to Birmingham via Langley

3.3 The GBSLEP funded elements of the A456 are considered to be advanced works and will deliver early benefits to the public transport network on this corridor. These works are an advance of the full Sprint offer on this corridor (to be delivered 2026).

3.4 Construction of these works will take place between February 2019 and February 2020, and will be delivered by Midland Metro Alliance (MMA) as part of the complementary highway works identified in support of the Metro Edgbaston extension scheme.



4. Route considerations (in conjunction with other local schemes)

- A34 Walsall to Birmingham

4.1 This route provides enhanced connections between Walsall and Birmingham. It routes down the Birmingham Road, through Sandwell, and Perry Barr in Birmingham on its way to the city centre. As with all Sprint schemes, the objective is to provide improved connectivity and crucially provide reliable journey times for passenger transport.

4.2 The scheme itself is being developed complimentary to other major schemes in the area, notably Perry Barr station, considerations for the removal of Perry Barr flyover, and the development of the Commonwealth Games village. In all scheme scenarios, Sprint is working with Birmingham City Council to ensure that the A34 scheme is considered and integral to any scheme design, ensuring that sustainable travel alternatives can be offered to complement or mitigate the impact of other schemes. Sprint report into the CWG Committee in conjunction with progress on all CWG identified schemes.

- A45 Birmingham Airport and Solihull to Birmingham City Centre

4.3 This route will connect Moor Street Queensway through Digbeth High Street, and will utilise Small Heath bypass to the Coventry Road. Alternate services will use Hobbs Moat Road and Lode Lane into Solihull, or continue onto Birmingham Airport utilising bus only Falcon Way.

4.4 The delivery of this scheme is also reliant on improvements to Digbeth High Street (which is also being considered by BCC for public realm and Metro for Eastside extension tram scheme), the impact of Curzon Street construction (delivered by HS2), and any proposed changes on Moor Street Queensway. Again the Sprint team are working closely with project teams on all of these considerations to ensure that the best solution for Sprint can be delivered all things considered.

- Sutton Coldfield to Birmingham via Langley

4.5 To ensure that we can provide immediate benefits for existing public transport needs and expected future demand, we will be developing the SBL scheme in two phases, as outlined below.

First Phase

4.6 The First Phase of the scheme will be complete by 2022, with the aim of providing faster, more reliable services for existing bus users, as well as for the first occupants of the nearby Langley and Peddimore developments. These proposed sections of the route were met with a positive reaction during consultation, while prompting some specific comments on parking and access restrictions.

The sections mentioned above include:

- Lancaster Circus in central Birmingham to Ashford Drive/Eachelhurst Road
- Churchill Road to Riland Road in Sutton Coldfield

4.7 The infrastructure improvements proposed in the public consultation will be made along these sections, and will benefit all existing bus services on the corridor.

Second Phase

4.8 The Second Phase concerns the stretch of proposed route which attracted more comments during consultation; specifically, the route in and around the proposed Langley development. In this case, alterations to the proposed Sprint route will be subject to an additional bus network study. This document will also consider alternative routes and transport provision from Langley to Birmingham, and Sutton Coldfield to Langley respectively.

4.9 A full Sprint service will be introduced when justified by the levels of occupancy at the Langley and Peddimore developments, and we are working closely with BCC, Sutton Coldfield Town Council, and the developers to ensure we deliver a rapid transit solution in line with the growth of this development.

5. Park and Ride

5.1 There is a real benefit to maximising access to Sprint through Park and Ride. We are committed to pursuing options for Park and Ride on the priority corridors over the coming year, and will be taking all consultation and engagement feedback on this issue into account as we progress development of the schemes.

6. Engagement

6.1 Public consultation took place in August through to October 2018. The results were published on the 21st December 2018, and are available hard copy on request and on the TfWM website.

6.2 The schemes were largely well received and supported;

A34: 73% fully/partially supported the Sprint proposals, 24% did not support

SBL: 77% fully/partially supported the Sprint proposals between either Sutton Coldfield to Langley or between Birmingham to Langley. 19% did not support

A45: 82% fully/partially supported the Sprint proposals; 14% did not support

6.3 A34 challenges have been made by the A34 Safety Action Group (SAG). The SAG submitted a petition at the end of the consultation period. TfWM provided extra time for the SAG to state their reason for objection, and TDC considered a report on the handling of this matter in December. The programme continues to engage with this community to resolve issues.

6.4 TfWM have committed to provide a further public update on progress of schemes in March 2019, and will engage with communities through further development and delivery of the schemes.

7. Critical path (approvals)

7.1 Schemes will be assured through the WMCA. Full Business Case will be required by end of 2019 for commencement of detailed work 2020.

7.2 In addition Cabinet approvals will be required for the FBC's for each authority. For the CWG noted transport schemes, it is anticipated that the approval of the local Cabinet leads are required to progress to delivery, in line with following timescales;

- Birmingham City Council – Cabinet approval Autumn 2019.
- Sandwell Council – Cabinet approval – Autumn 2019.
- Walsall Council – Cabinet approval – Autumn 2019.
- Solihull Council – Cabinet approval – Autumn 2019.

7.3 A45 scheme full business case will also need consideration of the DfT given its 'portfolio' status. Submission is expected Autumn 2019 for approval early 2020.

8. Focus of activities for 2019

- Scheme design - Detailed design, including early contractor involvement and tender documents for CWG schemes will likely be pursued through the Midlands Highways Alliance framework contract.
- Business case approval - Approval for OBC and approval for FBC for CWG deliverables in winter 2019/2020
- Operator procurement – operator to be identified Spring 2019, to feed into detailed design.
- Vehicle procurement – winter 2019
- Assurance – LHA Cabinet approvals, including support for design and delivery of CWG schemes. WMCA approvals as noted under above.
- Contractor procurement (construction works)
- Resourcing for programme to support construction delivery
- Shelter procurement agreed

9. 2026 Sprint Schemes

9.1 There is an opportunity to deliver improvements on the Hagley Road in phases, with work supporting the future Sprint schemes from Halesowen to Birmingham and Dudley to Birmingham whilst providing immediate bus reliability improvements for existing services. The first phase of advanced works are due to commence shortly and preliminary design has been commissioned for additional advanced works on the corridor. The detailed feasibility study for the final phase of these schemes will be commissioned in 2019. These schemes are forecast to be delivered by 2026 in line with the HS2 Connectivity Package.

9.2 Resource constraints, and a focus on the three priority Sprint routes, has delayed additional development for the Hall Green to Interchange via Solihull and Longbridge to Birmingham Sprint routes. The initial feasibility studies for these schemes complete in 2017 and detailed feasibility studies are expected to be commissioned in 2019. These schemes are forecast to be delivered by 2026, in line with the HS2 Connectivity Package.

10. Sprint Member Reference Group

10.1 This is an active group including members of TDC to monitor and report on the future development of BRT (Sprint) within the West Midlands, including supporting the delivery of the objectives within the West Midlands Strategic Transport Plan and other strategic planning documents including Birmingham Connected and Solihull Connected. The group ensure that progress on programme and scheme delivery and initiatives remain in line with agreed WMCA policies, strategies and timescales. This group will continue to meet 8 times a year (in line with TDC dates) for progress reviews and updates.

10.2 Invitees of the Sprint Member Reference Group are Cllr Tim Huxtable, Cllr Ted Richards, Cllr Allah Ditta, Cllr Celia Hibbert, Cllr Chaman Lal, Cllr Kath Hartley, and Cllr Keith Linnecor.

11. Site visits

11.1 We will continue to explore opportunities and involve TDC in site visits moving forward, including;

- Installed shelter on A45 inbound prior to Heybarnes circus – Site visit in summer 2019.
- A456 advanced works – Site visit late Autumn 2019

12. Legal Implications

12.1 There are no direct legal implications in regards to the recommendations/points to note in regards to the recommendations section of this report. The legal team has supported and will continue to support the Sprint Programme in regards to the commercial and procurement requirements as relating to the operator and related outputs which include construction deliverables that are required in regards to Sprint BRT infrastructure works; as well as any property, and partner agreements with our district partners which will address ancillary land requirements.

13. Finance Implications

13.1 There are no financial implications as a result of this overall update report. The Sprint Programme is a component of the TfWM Delivered Investment Programme for which a financial update is scheduled to be reported to Transport Delivery Committee at the 20 May meeting as part of the overall Transport Delivery Financial Monitoring report.

Approved Funding to date for each route can be found in the table below:

Sprint Scheme	FUNDING APPROVED TO DATE £M		
	WMCA	Other 3rd Party	TOTAL
A45 Airport and Solihull	8.10	1.37	9.47
A34 Walsall to Birmingham	8.20	-	8.20
Sutton Coldfield to Birmingham via Langley	0.30	-	0.30
Hagley Road Phase 1	2.40	5.45	7.85
Hagley Road Phase 2 (Halesowen & Dudley to Bham)	0.50	-	0.50
Longbridge to Birmingham	0.30	-	0.30
Hall Green to Interchange via Solihull	0.30	-	0.30
TOTAL	20.10	6.82	26.92

13.2 All Sprint schemes have been included within the HS2 Connectivity Package with at least Strategic Outline Case approval.

14. Media Implications

14.1 There are no direct media implications in regards to the recommendations/points to note in regards to the recommendations section of this report.

15. Equalities implications

15.1 Equality Impact Assessments have been conducted for Sprint routes which identify key equality issues and any necessary mitigating measures. Overall positive equality impact has been identified

16. Inclusive growth implications

16.1 Sprint delivered as part of an integrated transport system will go a long way to improving affordable and inclusive access to opportunities across the region. The network priorities are focussed on those corridors that will generate higher demand such that it can justify the investment, but also to provide maximum benefit to greater numbers of people, including areas considered to be of higher social deprivation.

17. Geographical area of report implications

17.1 Detail of geographical area covered by scheme includes within this report

18. Schedule of Background reports

- Sprint brochure
- Issued consultation results



**West Midlands
Combined Authority**

Transport Delivery Committee

Date	20 th May 2019
Report title	Safer Travel Update
Accountable Director	Anne Shaw, Director of Network Resilience Email anne.shaw@tfwm.org.uk Tel (0121) 214 7881
Accountable Employee	Mark Babington, Head of Safety, Security and Emergency Planning Email mark.babington@tfwm.org.uk Tel (0121) 214 7286
Report to be/has been considered by	Cllr Holl-Allen, Lead Member for Safe and Sustainable Travel

Recommendation(s) for action or decision:

The Transport Delivery Committee is recommended to:

1. Note the details of the report.
2. Note the overall current crime trends in 3.1-3.3

1.0 Purpose

- 1.1 The purpose of this report is to provide Transport Delivery Committee Members with an update on the performance and operations of the Safer Travel Partnership as well as their recent work. This will cover passenger perception as well as crime data linked to all 3 modes.
- 1.2 The purpose of this report is also to provide Transport Delivery Committee with an overview of the development of the TfWM Control Centre (TCC)
- 1.3 This report will also provide Members with an update on the potential for the introduction of byelaws across the bus network.

2.0 Background

- 2.1 The Safer Travel Partnership consists of just over 100 staff brought together from a number of organisations including TfWM, West Midlands Police, British Transport Police, operators and private security companies. Managed through TfWM, the Partnership has the main objectives of delivering the Safer Travel Plan, reducing/managing crime levels on public transport and making passengers feel safe.
- 2.2 The Safer Travel Partnership is nationally unique and has received National and European praise for its innovative crime reduction methods and for bringing together a range of partners to deliver the results. The Safer Travel Partnership utilises deployment models such as SARA (Scan, Analyse, Respond, Assess) and POP (Problem Orientated Policing), following the Police National Intelligence Model (NIM). This approach has ensured that the right resource is in the right place, at the right times, doing the right things to reduce crime and make passengers feel safer.
- 2.3 The Safer Travel Partnership analyst produces on a monthly basis a tactical assessment of crime which highlights geographic profile, thematic profile, temporal analysis, victim profile and offender profile. This assessment supports a monthly Partnership tasking process where resources of the team, as well as operators are deployed according to need.

3.0 Performance Update

- 3.1 From April to end of March 2019 total recorded bus crime increased by 7% or 195 crimes. This is in comparison to a wider West Midlands none transport related crime increase of 11%. Most significant increases we seen in public order and robbery offences. Most significant reductions were seen in criminal damage. This means that when you take out criminal damage, there is one crime for every 107,157 journeys made on the bus network of the West Midlands. The area where most crime was attributed was central Birmingham and key arterial routes to and from the city, which also relates to areas of the highest footage and also the highest level on none transport related crime.
- 3.2 From April to end of March 2019 total recorded rail crime 13.6% or 306 offences. This is almost identical to the national picture in relation to rail crime. The most significant increases were seen in pedal cycle offences (increase of 152 offences) and public order (increase of 115 offences). Other crime types remained relatively static with reductions seen in vehicle crime and aggression towards staff. The area where most crime was attributed was Birmingham New Street. It is worthy of note that a significant majority of cycle crime has occurred at Birmingham New Street. To help in addressing this, the Safer Travel Partnership have done a number of things. This has included overt and covert patrols, the use of a GPS tracker bike, multiple bike marking sessions, supporting discounting D-locks programmes. In addition to this, work is in progress to put in place a new indoor secure cycle storage facility within New Street, which will benefit from CCTV, lighting and pass access control. It is hoped that these measures will have a large impact on cycle crime at that location.
- 3.3 From April to end of March 2019 total recorded Metro crime remained relatively static at a very low level, with a moderate change of 15 offences throughout the year. Anti-Social Behaviour and criminal damage were the highest volume crimes.

3.4 The most recent wave of survey results from Transport Focus has shown that there has been a moderate improvement in passenger perception of personal safety. Areas of concern most commonly cited within the survey were rowdy behaviour, feet on seats and loud music. These are key areas of focus highlighted within the proposed byelaws covered in section 7 of this report.

4.0 Safer Travel Plan

4.1 The Police and Crime Commissioners new Safer Travel Plan (STP) was formally signed off in October 2016 and approved for delivery. Delivery will continue through until 2020. The Safer Travel Plan has 30 deliverables under the 6 main work streams of:

- Reduce Crime, Disorder and ASB
- Further improve Passenger Perception of Personal Safety
- Maximise the benefits from the use of technology
- Ensure a Co-ordinated, Partnership response to issues of Road Safety
- Enhance the use of Civil Interventions
- Improve Passenger Engagement and Communication

4.2 The Safer Travel Plan will continue to be the main and core focus of the Safer Travel Partnership over the next three years, building on the success of the previous Local Transport Policing Plan, whilst incorporating the work of the Central Motorway Policing Group and the Roads Policing Unit.

5.0 Recent Developments and Operations

5.1 Prominent in the national media since the last update report to TDC in January 2019 has been the reported increase in knife crime. The West Midlands as with other areas of the country impacted by this type of crime has carried out a range of operations under the national Operation Sceptre. Although figures on the public transport network remain low, the Safer Travel Partnership have conducted works under the Section 60 powers through March and April. This has seen high visibility patrols, stop and search as well as the use of knife arches at prominent locations. As a result of this a number of weapons were removed from the streets.

5.2 The Safer Travel Partnership has secured some additional funding within 2019/20 which will see the number of Police Constables increase with the team, which will in itself support the recruitment of up to 12 Special Constables. This should see a significant increase in visibility on the network – something that Transport Focus surveys have shown is highly regarded by passengers in improving their feelings of personal safety.

5.3 The Safer Travel Partnership has worked with the Police and Crime Commissioner and West Midlands Mayor to introduce and promote a service to enable people to report issues of hate crime on the public transport network. Launched on the 1st March at Wolverhampton

Bus Station, the service encourages victims of all forms of hate crime to report either to the Police or anonymously through partner organisations. Whilst it is understood that hate crime on the network is relatively low, it is equally understood that this remains a crime type that is underreported.

- 5.4 Key to the work of the Safer Travel Partnership is the work conducted by the ASB team. Through 2019/20, they carried out 249 interventions, ranging from warning letters, to acceptable behaviour contracts, to restorative justice, right through to injunctions and Criminal Behaviour Orders. The earlier interventions of the team are very positive with more than 80% of those receiving an early intervention ceasing their behaviour, and 97% of those being involved in restorative stopping offending on the transport network.

6.0 TfWM Control Centre

- 6.1 Built in 2012 for centralisation of monitoring services of TfWM CCTV the TCC has grown significantly with regard to the range of services it provides. TfWM have entered into agreements with West Midlands Trains, Chiltern Railways, Solihull MBC and East Staffordshire BC. For West Midlands Trains this has meant monitoring 240 CCTV cameras and numerous lift alarms, for Chiltern this has meant the monitoring of 50 CCTV cameras, for Solihull MBC, this has meant the monitoring and maintenance of their 98 CCTV cameras and managing their Out of Hours phone service. Finally for East Staffs BC has meant the monitoring of their 48 CCTV cameras in Burton and Uttoxeter and their town centre radio system.
- 6.2 TfWM have also now been carrying out a comprehensive CCTV monitoring and maintenance service for Walsall Council for just over 12 months. This has seen Walsall Councils direct CCTV operating costs reduce by over £200k per year. In addition to this TfWM have assisted the Council in replacing all town centre cameras with the latest High Definition IP versions, whilst also bringing back into commission 5 cameras that had been out for over 4 years. By providing expert advice, TfWM are leading on the installation of new systems in both Aldridge town centre and also at a newly extended car park at Bloxwich Rail Station. In addition to this TfWM have overseen the upgrade of CCTV cameras in Shirley on behalf of Solihull MBC.
- 6.3 The CCTV control centre is always seeking to improve its operational outputs and its efficiency, and to do this has continued to trial various forms of video analytics. The most successful forms of analytics utilised to date include people counting, motion detection, car counting, ANPR, average speed, average journey time and CO2 emissions. This work has been pivotal in obtaining £2.65 million of funding from ADEPT through a competitive bidding process. This project will see cameras and video analytics support traffic management rolled out across the region throughout 2019/20.
- 6.4 In terms of accreditations, following an external audit in December 2018, the control centre has once again retained its British Standard 7958, providing reassurance that the system is legislatively compliant and being operated in accordance with the Surveillance Camera Commissioners Code of Practice. The CCTV data centre has now also been awarded ISO27001:13 accreditation, meaning that this is being operated in line with the standards expected of commercial ICT data centres. ISO27001 opens opportunities of TfWM being able to provide ICT data centre services not only for themselves but also for key partners.

7.0 Bus Bye Laws

- 7.1 On the Railway, there exists 24 bye laws made in 2005 by statutory instrument under section 219 of the Transport Act 2000. The powers cover passenger conduct and behaviour, equipment and safety, control of premises and travel and fares. On Midland Metro, there exists a number of powers. Not only do the same powers as those with railways exist, but also additional powers under the Midland Metro (Penalty Fares) Act 1991. There exist no such equivalent bye laws on the bus network, with staff relying on Bus Operators own "Conditions of Carriage" not enforceable in criminal law.
- 7.2 Following approval by the WMCA Board in January 2019, a public and partner consultation took place throughout February and March to gauge support or otherwise for the proposed byelaws. Initial assessment has shown strong support for each of the byelaws proposed, with public support ranging from 60-90+% per byelaw. The next step will be to return to the WMCA Board in May for approval to conduct a regulatory assessment and make amendments based on feedback. The outcomes of these works will then be shared with MHCLG for approval.
- 7.3 The proposed byelaws mirror as closely as possible, those already in existence on both rail and Metro, this will ensure they are as simple as possible for Officers to apply and also for passengers to understand. The proposed byelaws are under the following headings
- Management of queuing
 - Control of potential dangerous items
 - Smoking /vaping
 - Intoxication
 - Unfit to travel
 - Unacceptable behaviour
 - Music, sound and advertising
 - Station and premises
 - General safety
 - Obedience to safety instructions
 - Unauthorised access or loitering
 - Obedience to traffic signs, causing obstruction and parking
 - Pedestrian only areas
 - Ticketless travel
 - Altering tickets
 - Name and address

- Enforcement

8.0 Financial implications

8.1 There are no direct financial implications from this report with existing and planned activity in relation to TfWM funded from within overall budgets and resources.

9.0 Legal implications

9.1 There are no direct legal implications arising from this report.

10.0 Equalities implications

10.1 There are no direct equalities implications arising from this report

Glossary of Terms

Word / Acronym	Explanation
ASB	Anti-Social Behaviour – a type of behaviour that causes alarm, harassment or distress to one or more other people.
CCTV	Closed Circuit TV
IP	Internet Protocol
Local Transport Policing Plan	A plan with 30 objectives signed off and approved by the ITA, Police and Crime Commissioner and British Transport Police Authority. Objectives have the overarching aim of reducing crime and making passengers feel safe on public transport in the West Midlands
NIM	Which stands for National Intelligence Model – is a nationally recognised Policing model based on detailed crime pattern analysis
PC	Police Constable
PCSO	Police Community Support Officer
POP	A crime reduction approach, which focuses on intelligence led interventions, stands for Problem Orientated Policing
Project Empower	Project launched in 2014, with the objective of increasing reporting of, and increased confidence in the reporting of sexual offences on public transport.
Rail Safety Accreditation Scheme	Administered by the British Transport Police, enables those holding the accreditation to hold a number of delegated powers.
Restorative Justice	Restorative justice is an approach to justice that focuses on the needs of the victims and the offenders, as well as involving the community. This contrasts to more punitive approaches where the main aim is to rehabilitate the offender and reconcile with the victims and the community, or satisfy abstract legal principles
Safer Travel Partnership	The Partnership of Centro, West Midlands Police, British Transport Police and Operators, tasked with reducing crime and making passengers feel safer
SARA	A crime reduction planning tools, which stands for Scan, Analyse, Respond, Assess.
Special Constables	Volunteer Police Officers. Required to work a minimum of 16 hours a month, receive full constable training and hold full powers of a PC
Year to Date	Crime figures used to compare the like for like time period from the previous year. Year to date figures generally commence 1 st April

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Transport Delivery Committee

Date	20 May 2019
Report title	2019/20 Bus Station Departure Charges
Accountable Director	Pete Bond, Director for Integrated Network Services Email pete.bond@tfwm.org.uk Tel: 0121 214 7388
Accountable Employee	Andrew Thrupp, Operations Manager (Customer Facilities) Email andrew.thrupp@tfwm.org.uk Tel: 0121 214 7372
Report has been considered by	Lead Member Cllr Kath Hartley

Recommendation(s) for action or decision:

The Transport Delivery Committee is recommended to note the level of Bus Station Departure Charge rates for 2019/20 approved by Transport for West Midlands (TfWM) Board in December 2018.

1.0 Purpose

1.1 To advise the Committee of the increases to Bus Station Departure Charge (BSDC) rates which will be applied in 2019/20, effective from the 1st May 2019.

2.0 Background

2.1 TfWM operates 12 Bus Stations in the West Midlands. Bus Operators contribute to the operational costs of providing these facilities through the payment of BSDC which are payable in respect of each bus departure

2.2 As part of the Bus Alliance Commitments there is a commitment from operators not to raise fares above inflationary levels and another for TfWM to apply the same rule to BSDC. Charges are reviewed annually and a range of options in respect of 2019/20 were considered taking into account known increases in costs (4.6% pressure on operational costs).

3.0 Options that were considered for BSDC for 2019/20

3.1 The options that were considered in respect of BSDC for 2018/19 were:

- a) Apply nil increase to BSDC
- b) Increase by RPI% and negotiate downwards to support operator fare increases through Bus Alliance
- c) Increase BSDC by 4.6% - This would cover all budget pressures on TfWM

3.2 Option (b) was recommended to the TfWM Board and approved. A 1% increase resulted following a review of the average fare increases, a projected overall cost recovery rate of **57.7%**. The table below shows how the 1% increase would be applied across TfWM bus stations.

Bus Station	18/19 Departure Charge Rates	Departure Charge Rates from 1 May 2019	% Increase	Forecast Annual Departure Volumes 2019- 20	Forecasted Level of Cost Recovery 2019- 20 6 mths at 18/19/ rates; 6 mths at 19/20 rates
Bearwood	£0.5491	£0.5546	1.00%	43,399	£23,950
Bilston	£0.6362	£0.6426	1.01%	213,500	£136,512
Coventry Pool Meadow	£0.7578	£0.7654	1.00%	346,000	£263,514
Cradley Heath	£0.5139	£0.5190	0.99%	101,712	£52,529
Dudley	£0.6137	£0.6198	0.99%	467,376	£288,254
Halesowen	£0.5947	£0.6006	0.99%	266,650	£159,363
Stourbridge	£0.6654	£0.6721	1.01%	191,204	£127,868
Walsall	£0.6523	£0.6588	1.00%	487,956	£319,880
Wednesbury	£0.6728	£0.6795	1.00%	213,315	£144,233
West Bromwich	£0.6440	£0.6504	0.99%	578,190	£374,205
Wolverhampton	£0.6747	£0.6814	0.99%	520,000	£352,586
				3,429,302	2,242,893

The table below illustrates how the bus stations costs will be funded:

	2019-20 Budget		2019-20 Budget + Option b (1% increase)		Impact
	£m	%	£m	%	£m
Operational Cost of Bus Stations	3.890		3.890		0.000
Funded by:					
Bus Station Departure Charges Forecast Recovery	2.228	57.3%	2.243	57.7%	0.015
Commercial Income (includes rent receivable from bus station tenants, income from coach departures, toilet facilities, Amazon lockers & phone charging units)	0.388	10.0%	0.388	10.0%	0.000
Levy	1.274	32.7%	1.259	32.4%	-0.015
Total	3.890	100.0%	3.890	100.0%	0.000

3.3 Merry Hill Bus Station is operated by TfWM on behalf of Intu. BSDC for this site are determined in conjunction with Intu and are considered separately and therefore not included in the table in paragraph 3.2. To ensure consistency of any increases across bus stations in the West Midlands, TfWM & Intu agreed that departure charges are increased by 1%, which will see each departure increase from 52.68p to 53.21p.

3.4 Separate departure charge rates apply to coach services which depart from Coventry, Wolverhampton and Dudley Bus Stations (with a very small number from West Bromwich). The current rate levied is £3.73 per coach departure and charges have only been increased three times since 2007. The TfWM Board agreed to a 5% increase in charges for coaches which will increase the cost per departure to £3.91 from May 2019.

4.0 Operator Recharge Holiday

4.1 TfWM are providing a 12-month holiday period to bus operators within the region for bus station departure charges and roadside information recharging, in return for investment that supports the objectives of the West Midlands Bus Alliance and the WMCA. The primary purpose of the overall investment that the proposal brings to the West Midlands Bus Alliance, is to accelerate investment in air quality improvements, in particular to bus emission standards. The improvements in air quality associated with the payment holiday, will enable the region and its Bus Alliance to deliver vehicle improvements above the current target levels by April 2021, which would not otherwise have been achievable.

4.2 The 12-month period commenced from 1st October 2018, with operators that had committed to additional measures in return for the holiday period for bus station departure charges and roadside information recharging. The payment holiday is not a change in policy and will assist the West Midlands Bus Alliance to exceed its deliverables and set new targets. To date, 11 operators have signed up to the recharging holiday, in return for delivering better emission standards for 365 buses.

4.3 The revised charges for those operators who have signed up to this initiative will be applied from the 1st October 2019.

5.0 Financial implications

The financial impact associated with the recommended increases in Departure Charge rates are discussed in note 3. In summary the recommended proposal to increase the Bus Station Departures Charge rates by 1% would equate to an additional £15,000 income based on the 19/20 budgeted bus station departure volumes and taking into account the operator recharge holiday period up to the 1st October 2019. The budgeted departure charge recovery of 57.3% would increase by 0.4% to 57.7%. The budgeted levy contribution of 32.7% would decrease to 32.4%.

6.0 Legal implications

Section 10 (1) (xiii) of the Transport Act 1968 empowers WMCA to make charges for the use of services or facilities provided by them and to make the use of those services or facilities subject to such terms and conditions as they think fit. Section 81 of the Transport Act 1985 further requires that any charges for the use of accommodation for public service vehicles at any bus station provided by WMCA shall be reasonable. The current Agreement with operators relating to the use of WMCA's bus stations enables WMCA to vary or increase the bus station departure/facility charge rates on giving three months' notice to the operators. Any alterations to charges must be pursuant to s15(2) Transport Act 1968 have the approval of the WMCA Board.

7.0 Equalities implications

Not applicable as a financial recommendation

8.0 Schedule of background papers

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



Transport Delivery Committee

Date	20 May 2019
Report Title	Putting Passengers First Lead Members Report
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 Members

Recommendation(s) for action or decision:

- To note the contents of this report.

1.0 Purpose of Report

- 1.1 To report on the Lead Member and Lead Member Group for the Putting Passengers First (PPF) portfolio since the start of the 2018/19 municipal year.

2.0 Background

- 2.1 In July 2018, Cllr. Hartley was reappointed as the Transport Delivery Committee (TDC) Lead Member for PPF. The following TDC members are part of the wider Lead Member Group for PPF.

- Cllr. Ditta (Walsall Metropolitan Borough Council)
- Cllr. Hanif (Dudley Metropolitan Borough Council)
- Cllr. Fazal (Birmingham City Council)
- Cllr. Celia Hibbert (Wolverhampton City Council)
- Cllr. Andrew (Walsall Metropolitan Borough Council)

- 2.2 Following a mid-year change of TDC members from Dudley Metropolitan Borough Council, Cllr. Stanley was replaced on PPF Lead Members by Cllr. Hanif. The Chair also requested that the Conservative Group nominate a representative to join PPF Lead Members. The Conservative nominated Cllr. Andrew in January 2019 to join.

3.0 Key Initiatives

- 3.1 Section 3 of this report highlights initiatives that the PPF Lead Member Group has been involved in since the start of the 2018/19 municipal year.

3.2 Customer Services

PPF has been involved in discussions regarding a wide range of customer driven initiatives to improve the service provided to customers by TfWM. These include the deployment of Live Chat service, customer self service functions and a new telephony system with improved analytics and functions for customers

3.2.1 Member Enquiries

PPF have continued to support members of the community by raising their individual transport related issues via the TfWM Customer Relations Team. TDC Members are reminded of the dedicated email inbox that is place to help all TDC Members do this on behalf of their constituents.

3.2.2 Review of Petitions Appeals Process.

Customer Relations have worked with the Lead Member Group to review existing processes and understand if they are fit for purpose. This involved research of other local authorities, breaking down all action points in the process and a review of customer documentation. The current process was deemed fit for purpose by PPF following this review.

3.2.3 Review of TfWM Petitions Process

PPF are involved in an ongoing review of the TfWM Petitions process. This has involved liaising with the local authorities and other combined authorities, wider TfWM Directorate engagement including Midland Metro to understand requirements and a review of customer information.

3.3 Bus Matters

3.3.1 Petitions

TfWM have taken recommendations on 14 petitions to the PPF Lead Member's during 2018/19, which have all been approved by the Group and subsequent responses issued to customers.

- Service X70 – request to re-instate bus service X70 – Chelmunds Cross
- Service 228 – request to change route
- Service 66 – request to keep diversion permanent
- Service 5 – bus route, Springfield Road. Wake Green Road and Sparkhill
- Service 336 – request to change route
- South Birmingham Bus review – objection to proposed bus stop Dwellings lane
- Service 59 and service 71
- Service X20 – request to change route
- Solihull network changes
- Darby's Hill Road – request for removal of a temporary bus stop
- Service S2 – bus route change
- Request for new bus service from Hampstead
- Service 39A and Service 48 changes
- Bus shelter request in Bartley Green

Non-bus network related Petitions included a Petition objecting to proposals to introduce Sprint on the A34 corridor. Objections covered a range of factors including the consultation process itself, safety, loss of parking. PPF confirmed that the views

of local people expressed via the Petition should be considered as part of the ongoing engagement process.

3.3.2 Bus Shelter Appeals

TfWM have taken 1 shelter appeal to the Bus Shelter Appeals Decision Group, chaired by the PPF Lead Member, Cllr Hartley and involving other PPF members of Cllr Hibbert and Cllr Hanif during 2018/19. A solution to the site was determined by this group and officers are currently arranging for the required works to take place.

3.3.3 Solihull Subsidised Bus Network

PPF have been involved in the consultation and re-tender of the Solihull subsidised bus network. The new network, all with Euro VI vehicle specification, went live in February 2019, following a three-week public consultation exercise in late 2018, which saw over 1,300 individual customer comments made. Initial operations within the network have been very positive, with a reduction in 'missing trips', although work does continue to tweak elements of the network to ensure that the timetables cover as many of our passenger expectations as possible, with PPF playing a key role in ensuring the network is reviewed and improved as necessary.

3.3.4 Wolverhampton City Centre Advanced Quality Partnership Scheme (AQPS)

PPF input and oversaw the formal consultation and subsequent approval by Transport Delivery Committee on the 16th July 2018 of the Wolverhampton City Centre AQPS, which was made on the 14th August 2018. The Wolverhampton City Centre AQPS became operational from the 25th November 2018, covering 71 bus stops/stands and shelters (including the stands in the West Midlands Combined Authority owned Wolverhampton Bus Station) that are within the city centre Ring Road, and will improve bus standards in the scheme area for passengers.

3.3.5 Vision for Bus

PPF input to the shaping of a strategic Vision for Bus in the West Midlands to ensure that bus continues to be able to deliver the current and future economic and inclusive growth and prosperity of the WMCA. This Vision was approved by the WMCA Board on the 9th November 2018. The Vision for Bus in the West Midlands is; *"A world-class integrated, reliable, zero emission transport system providing inclusive travel for all across the West Midlands. With excellent customer service and simple payment and ticketing options. Customers will be able to make easy and safe door-to-door journeys, benefitting from new innovative transport solutions that meets the needs of a modern and diverse 21st Century economy, reducing the reliance on private single occupancy car journeys"*

3.3.6 Bus Partnership Routes

PPF jointly oversaw the development with TfWM of 2 shared service partnership routes between National Express and Diamond bus on services 31/32 and 42/43 in the Black Country. The shared operation commenced on Sunday 19th August 2018 on service 42/43 and was quickly followed by service 31/32 on Sunday 2nd September 2018. These services are the first of their kind in the West Midlands. This innovative partnership aspires to deliver bus services on this route in a different way to make it easier for passengers to travel on the services, providing more journeys and reducing the number of vehicles required to operate the service. This is a commitment from both operators under the West Midlands Bus Alliance. Services 31/32 and 42/43 were previously both operated independently by both National Express and Diamond Bus. The introduction of the shared service saw the two bus

companies operating alternate journeys with acceptance and sale of both operators' tickets on all buses.

3.3.7 Bus Stop Rationalisation

A 6-month trial of rationalising bus stops within South Birmingham commenced in October 2017. The trial has positive effects on bus performance including patronage, journey times, reliability and variability. PPF had an active role during the trial and continued to ensure positive outcomes, with responsibility for the final decision relating to each closed stop delegated to the Director of Integrated Network Services in consultation with the PPF Lead Members Group. Beyond the trial, PPF will continue to play an important role representing passengers as any future decisions on further pilots are delegated to the Director of Integrated Services in consultation with the PPF Lead Members Group and TDC.

3.4 Bus Stations and Travel Shops

PPF have assisted TfWM during the year with consultation and feedback on the development of refurbishment projects to bus stations and travel shops. This regular challenge has focussed on the customer impact and PPF have enabled involvement and improvement of the following projects; Walsall mid-life refurbishment, Coventry Interchange and Pool Meadow; Dudley Interchange and the New Street Travel Shop.

3.5 Member Tours

PPF have undertaken a range of tours across different aspects of transport and the TfWM business in 2018/19. These have included a visit to see and input to the prototype Sprint shelter, tour of customer services and the Black Country bus network and bus stations

3.5.1 Prototype Sprint Shelter

In October 2018, the PPF members visited Bus Shelters Limited's Cradley Heath depot to view the prototype Sprint shelter. Feedback was given on the shelter prototype, which is expected to be installed on the network for public transport users' feedback in Spring 2019.

3.5.2 PPF arranged a TDC Member tour of Customer Services on the 7th January 2019. The aim was to show how TfWM serve the customer in both Ticketing Services and Customer Relations. The tour involved an overview of services offered including telephone, email and social media. PPF and TDC Members were invited to come back to see new technology

3.5.3 PPF have carried out a network tour across the Black Country bus stations and assets, meeting the customer-facing bus station staff, challenging current processes and improving the customer offer through subtle changes that have made a big difference for the passengers.

3.5.4 UK Bus Summit 2019

PPF members Cllr. K Hartley and Cllr. C. Hibbert attend the 5th annual UK Bus Summit on Wednesday 7th February 2019. Held at the QEII Centre, London, the conference brought together key industry professionals and stakeholders, bus 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. 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.

4.0 Wider Engagement

4.1 PPF has played a key role this year with engagement across many different passenger transport groups including the Metro Passenger Panel and Bus Satisfaction Task & Finish Group. PPF has played a key role in the Passenger Champion scheme attending quarterly meetings and contributing to a refresh of quality audits undertaken by these volunteers.

5.0 Forward Plan

5.1 PPF Lead Member Group meetings are in place for the remainder of the municipal year (15th May and 12th June 2019), with further progress to be reported to TDC via formal business updates in TDC's Forward Plan.

5.2 Further tours planned by PPF members a site visit to Nottingham City Transport in June 2019, organised by the Air Quality Lead Member Group. The site visit will involve presentations from Nottingham City Council officers, a visit to the biogas bus depot and ride on the Nottingham tram.

6.0 Financial Implications

6.1 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.

7.0 Legal Implications

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

8.0 Equality Implications

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

9.0 Inclusive Growth Implications

9.1 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.

10.0 Geographical Area of Report's Implications

- 10.1 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	20 May 2019
Report title	Finance & Performance Monitoring Lead Member Report
Accountable Director	Linda Horne Interim Finance Director Tel 0121 214 7508 Email - Linda.Horne@wmca.org.uk
Accountable Employee	Wayne Farrington, Lead Accountant - Transport Tel 0121 214 7243 Email Wayne.Farrington@wmca.org.uk
Report has been considered by	Councillor Pervez Akhtar, Lead Member Finance and Performance Monitoring

Recommendation for action or decision:

Transport Delivery Committee is recommended to:

1. Note the summary of the Finance and Performance Monitoring portfolio

1. Purpose

- 1.1 To outline the work of the Finance and Performance Monitoring Portfolio.

2. Background

2.1 The TDC Finance and Performance Monitoring Lead Member Reference Group terms of reference are:

Terms of Reference

- *To co-ordinate joined-up activity across Lead Member Reference Group and Transport Delivery Committee meetings in order to deliver the West Midlands Combined Authority's objectives.*
- *To assess the delivery implications of new initiatives and proposals, and provide advice to the Chair and Lead Members of Transport Delivery Committee.*
- *To promote innovation in the financing and delivery of integrated transport initiatives.*
- *To provide assurance to the TDC that WMCA's financial management arrangements are sound.*
- *To ensure financial reporting is timely, clear and transparent.*
- *To champion the delivery of the West Midlands Combined Authority's activities on time and within budget.*
- *To ensure that performance monitoring of delivery activities were sound and provided visibility of performance and performance management processes to the Transport Delivery Committee.*
- *To ensure that all Lead Members are made aware of finance resources and business plan issues that impact on their areas of responsibility.*
- *To ensure that all reports received by the Transport Delivery Committee meetings include the financial implications of proposals, specifically with respect to value for money considerations.*
- *To give policy guidance and input during the preparation and clearance of reports within the portfolio area that are to be considered at any Transport Delivery Committee meeting.*

2.2 The Group's membership is:

Cllr Pervez Akhtar (Lead Member)

Cllr Phil Davis

Cllr Mohammed Fazal

Cllr Robert Alden

2.3 The Reference Group is not a formal sub-committee but brings a small group of members together to share briefings and discuss finance and performance matters. The Group and/or Lead Member have met with the respective Finance Officers on several occasions during the current Municipal Year which have mostly taken place on the same day as the TDC meetings.

2.4 An overview of the work programme of the Group during the 2018-19 municipal year is detailed below:

- On-going review, monitoring and reporting of the Combined Authority's Transport Delivery Revenue and Capital Budgets;
 - 'Financial Monitoring Report' reported on a bi-monthly basis to TDC.
- On-going review of progress against the projects within the Transport Delivery Capital Programme.
 - 'Transport Capital Programme Delivery Monitoring Report' reported on a bi-monthly basis to TDC.
- Consideration of future Transport Delivery revenue budget requirements;
 - A private budget briefing session to TDC Members was held on the 7 January 2019 setting out the draft 19-20 budget where Members were provided an opportunity to feed in comments as part of the consultation period before the final budget proposals were reported to the WMCA Board on the 8 February.
- Seeking value-for-money assurance on identified budgets and activity;
 - All reports to TDC are required to identify any financial implications as a consequence of the recommended decisions within the report.
 - Transport portfolio reports that are going to the WMCA Board for decision are circulated to the TDC for information where TDC Members have an opportunity separately from this to forward queries to the WMCA Board.
- Interfacing as appropriate, with WMCA Overview & Scrutiny Committee in particular around budget scrutiny.

2.5 Members will be aware of the key drivers of the financial and performance strategies of the WMCA, in which Transport for West Midlands is the major vehicle for delivering much of the Combined Authority's visible service to the people of the West Midlands conurbation.

3. Legal Implications

3.1. There are no direct legal implications arising from this portfolio update.

4. Financial Implications

4.1. There are no direct financial implications arising from this portfolio update

5. Equalities Implications

5.1 There are no direct equalities implications arising from this portfolio update.

6. Inclusive Growth Implications

6.1 There are no direct inclusive growth implications arising from this portfolio update.

7. Geographical Area of Report's Implications

7.1 There are no direct implications in relation to this arising from this portfolio update.

8. Other Implications

8.1 There no other implications in relation to this arising from this portfolio update.

9. Schedule of Background Papers

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

TRANSPORT DELIVERY COMMITTEE

COMMITTEE MEETING		REPORT AND AUTHOR	AGENDA SETTING MEETING	
<i>Date of Meeting</i>	<i>Date Final Reports to be submitted to Governance Services</i>		<i>Date of Meeting</i>	<i>Date Reports to be submitted to Governance Services</i>
24 June 2019	13 June	<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 • Park & Ride Update Pete Bond (Richard Mayes) 	10 June	5 June

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