

Transport Delivery Committee

Date: Monday 22 July 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 Richard Worrall (Vice-Chair)	Walsall Metropolitan Borough Council
Councillor Timothy Huxtable (Vice-Chair)	Birmingham City Council
Councillor Pervez Akhtar	Coventry City Council
Councillor Shaheen Akhtar	Sandwell Metropolitan Borough Council
Councillor Samiya Akhter	Sandwell Metropolitan Borough Council
Councillor Robert Alden	Birmingham City Council
Councillor Adrian Andrew	Walsall Metropolitan Borough Council
Councillor Mohammed Fazal	Birmingham City Council
Councillor Mary Locke	Birmingham City Council
Councillor Celia Hibbert	City of Wolverhampton Council
Councillor Diana Holl-Allen	Solihull Metropolitan Borough Council
Councillor Les Jones	Dudley Metropolitan Borough Council
Councillor Chaman Lal	Birmingham City Council
Councillor Roger Lawrence	City of Wolverhampton Council
Councillor Keith Linnecor	Birmingham City Council
Councillor Ted Richards	Solihull Metropolitan Borough Council
Councillor Alan Taylor	Dudley Metropolitan Borough Council
Councillor David Welsh	Coventry City Council

The quorum for this meeting is seven members

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

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

AGENDA

No.	Item	Presenting	Pages	Time
Meeting business item				
1.	Apologies for absence	Chair	None	
2.	Declarations of Interest Members are reminded of the need to declare any disclosable pecuniary interests they have in an item being discussed during the course of the meeting. In addition, the receipt of any gift or hospitality should be declared where the value of it was thought to have exceeded £25 (gifts) or £40 (hospitality).	Chair	None	
3.	Chair's Remarks <ul style="list-style-type: none"> • Lead Members and Membership of Lead Member Reference Groups for 2019/20 	Chair	1 - 2	
4.	To note the schedule of meetings for 2019/20 <ul style="list-style-type: none"> • 9 September 2019 • 4 November 2019 • 6 January 2020 • 10 February 2020 • 16 March 2020 	Chair	None	
5.	Minutes of the last meeting	Chair	3 - 6	
6.	Matters Arising	Chair	None	
7.	Correspondence / Petitions	Chair	None	
8.	Financial Monitoring Report	Linda Horne	7 - 14	
9.	Capital Programme Delivery Monitoring Report	Sandeep Shingadia	15 - 22	
10.	Metro Investment Programme	Michael Anderson	23 - 62	
11.	Park and Ride Update	Richard Mayes	63 - 74	
12.	West Midlands Metro - Westside Extension Stop Names	Laura Shoaf	75 - 80	
13.	WMCA Board Transport Reports (For Information Only)	Laura Shoaf	None	

14.	Notices of Motion To consider any notices of motion by the deadline of 12 noon on 18 July 2019.	Chair	None	
15.	Questions To consider any questions submitted by the deadline of 12 noon on 18 July for written questions and 12 noon on 19 July for oral questions.	Chair	None	
16.	Forward Plan	Chair	81 - 84	
17.	Date of Next Meeting - 9 September 2019 at 1.00pm		None	
18.	Exclusion of the Public and Press [To pass the following resolution: That in accordance with Section 100(A) of the Local Government Act, 1972 the press and public be excluded from the meeting for the following items of business as it involves the likely disclosure of exempt information relating to the business or financial affairs of any particular person (including the authority holding that information)]	Chair	None	
19.	Midland Metro Limited - Fare Change Proposals	Laura Shoaf/Nafees Arif	85 - 88	

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Lead Members and LMRGs for 2019/20

Air Quality, Congestion & Environmental Impact – Lead Member Cllr Richard Worrall

Members: Cllrs Celia Hibbert, Robert Alden

Finance & Performance – Lead Member Cllr Pervez Akhtar

Members: Cllrs Mohammed Fazal, Roger Lawrence, Adrian Andrew

Putting Passengers First – Lead Member Cllr Kath Hartley

Members: Cllrs Mary Locke, Mohammed Fazal, Alan Taylor

Rail and Metro – Lead Member Cllr Roger Lawrence

Members: Cllrs Samiya Akhter, Celia Hibbert, Timothy Huxtable, Les Jones

Safe and Sustainable Travel – Lead Member Cllr Diana Holl-Allen

Members: Cllrs Keith Linnecor, Shaheen Akhtar

Sprint – Lead Member Councillor Tim Huxtable

Members: Cllrs Chaman Lal, Keith Linnecor, Ted Richards

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**West Midlands
Combined Authority**

Transport Delivery Committee

Monday 24 June 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 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 David Welsh	Coventry City Council

In Attendance

Councillor Shaheen Akhtar	Sandwell Metropolitan Borough Council
Councillor Angus Lees	WMCA's Overview and Scrutiny Committee
Councillor Mary Locke	Birmingham City Council
Councillor Alan Taylor	Dudley Metropolitan Borough Council
Councillor Richard Worrall	Walsall Metropolitan Borough Council

Item Title No.

116. Apologies for absence

Apologies for absence were received from Councillors Andrew and Rowley.

117. Chair's Remarks

(i) Welcome and Farewell

The Chair welcomed Councillors Shaheen Akhtar, Mary Locke, Alan Taylor and Richard Worrall who were attending today's meeting as observers and would be joining the committee next month at the start of the new municipal year. The Chair also conveyed her thanks and best wishes to Councillors Keith Allcock, Phil Davis and Mohammed Hanif who would not be returning to the committee for 2019/20.

(ii) Catch the Bus Week – 1 -7 July 2019.
The Chair outlined various activities that were taking place for Catch the Bus Week commencing on 1 July.

(iii) TDC Visit to Nottingham
The Chair along with Councillors Davis, Holl-Allen and Hibbert reported that the visit to Nottingham to look at their approach to integrated transport had been a very useful and instructive visit.

118. Minutes of the last meeting

The minutes of the last meeting held on 20 May 2019 were agreed as a correct record.

119. Matters Arising

Minute No.106, Capital Programme Aligned to 2022 Commonwealth Games Update

In relation to an enquiry from Councillor Huxtable as to when the committee could expect to receive a presentation on the Commonwealth Games, the Chair reported that officers were liaising with Birmingham City Council with regards to the scheduling of the presentation for a future meeting.

120. Correspondence/ Petitions

None submitted.

121. Minutes of the Bus Shelter Appeals Decision Group - 12 June 2019

The minutes of the Bus Shelter Appeals Decision Group held on 12 June 2019 were submitted for information.

Resolved: That the minutes of the Bus Shelter Appeals Decision Group held on 12 June 2019 be noted.

122. Presentation : Swift Update

The committee received a presentation from the Head of Swift, Matt Lewis, that provided an update on the usage and enhancements to Swift, the smart ticketing solution for the West Midlands.

The presentation outlined a case study with regards to the 16-18 concessionary take-up problem, progress with regards to Swift on rail, best value capping, EMV contactless payments and account based ticketing.

The Chair thanked Matt Lewis for his informative presentation and asked for the copy of the slide presentation to be circulated to committee members.

Resolved: That the presentation be noted.

123. Customer Services Performance Update Report

The committee considered a report of the Head of Customer Services that updated the committee on the performance of the Customer Services Team.

The Head of Customer Services, Sarah Jones, outlined the key highlights of the report which set out telephone performance, Customer Relations case performance, Ticketing Services email performance, customer demand, social media performance, quality, customer satisfaction, travel shops and new and future developments.

Councillor Huxtable reported that he was very impressed by the dedicated Member Enquiries email service and asked for the details to be circulated to new committee members.

The Chair and Lead Member for Putting Passengers First conveyed her thanks to the Head of Customer Services for another impressive report.

The Head of Customer Services reported that following the installation of the new cloud based omni-channel system later in the year, committee members would be welcome visit Customer Services to look at how the system provides for an improved customer experience.

Resolved: That the contents of the report be noted.

124. Cycling Charter Progress Update

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

Councillor Holl-Allen, Lead Member for Safe and Sustainable Travel outlined the report and Hannah Dayan, Cycling Charter Coordinator, provided an update on progress with regards to the Cycling Charter Action Plan.

In relation to the Walking to School Challenge being delivered by Living Streets in conjunction with TfWM, Councillor Huxtable enquired whether the programme could be linked to local authorities' safer route to school schemes and no idling zones.

The committee noted that idling problems whereby car drivers leave their cars running in streets near to schools and residential areas was a difficult issue to tackle without police enforcement.

The Cycling Charter Coordinator undertook to include messages about car idling in future promotions.

In relation to a comment from Councillor Hibbert regarding the need to engage more with diverse groups, the Cycling and Charter Coordinator reported that an active approach is undertaken, working with the Equalities and Diversity Manager but would welcome any suggestions to encourage wider participation in cycling.

Resolved: That progress to date of the TfWM led initiatives of the West Midlands Cycling Charter Action Plan be noted.

125. Bus Alliance Update

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

The Chair and Lead Member for Putting Passengers First outlined the report.

The Network Development Manager, Edmund Salt, reported on key highlights set out in the report which included an update on West Midlands Bus Alliance governance, passenger satisfaction results (autumn 2018), work being undertaken to tackle congestion, improve bus emission standards, improve bus journeys and improve value for money for customers.

Resolved:

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

126. WMCA Board Transport Reports (For Information Only)

The committee received a report entitled 'Vision for Bus Next Steps – Part A: Delivery Options and Air Quality' that would be considered by the WMCA Board on 28 June 2019.

The Director of Integrated Network Development, Pete Bond outlined the report.

Resolved: That the report be noted.

127. Notices of Motion

None submitted.

128. Questions

None submitted.

The meeting ended at 2.15 pm.



Transport Delivery Committee

Date	22 July 2019
Report title	Financial Monitoring Report
Accountable Director	Linda Horne Finance Director Tel 0121 214 7508 Email - Linda.Horne@wmca.org.uk
Accountable employee(s)	Louise Cowen, Financial Services Manager Tel 0121 214 7454 Email Louise.Cowen@wmca.org.uk

Recommendation(s) for action or decision:

The Transport Delivery Committee is recommended to:

1. Note that the year to date net revenue expenditure to the end of May 2019 shows a favourable variance of £89,000 compared to budget. There is no change in the full year position to date.
2. Note that total capital expenditure to the end of May 2019 for the overall transport programme was £13.6 million, which was £3.9m below the year to date budget of £17.5m.

1.0 Purpose

- 1.1 This report sets out the financial position as at 31 May 2019 and is the first report for the 2019/20 financial year. 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 there is a favourable variance against budget to date of £89,000 as at the end of May 2019.
- 2.2 This variance is made up of minor variances across a number of budgets across the TfWM budget.
- 2.3 The first forecast review of the year will be undertaken following June month end and will be included in July's financial position.

	MAY 2019 YEAR TO DATE			FULL YEAR 2018/19			VARIANCE EXPLANATION(S) As at the end of May 2019-20 there is a £0.089m favourable year-to-date variance. At this early stage of the year there are only minor variances within the transport budget.
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000	

TRANSPORT FOR WEST MIDLANDS

INCOME							
Specific resources:							
Transport Levy	19,120	19,120	0%	114,720	114,720	0%	
TOTAL INCOME	19,120	19,120	0%	114,720	114,720	0%	
EXPENDITURE							
Concessions							
National Bus Concession	8,535	8,523	(11) 0%	51,184	51,184	0%	
Metro / Rail	755	761	6 1%	4,578	4,578	0%	
Child Concession	1,240	1,269	28 2%	7,643	7,643	0%	
	10,530	10,553	23	63,404	63,404		
Bus Services							
Bus Stations / Infrastructure	658	676	19 3%	3,994	3,994	0%	
Subsidised Network	1,546	1,548	3 0%	9,379	9,379	0%	
Tendering / Monitoring	122	127	4 3%	788	788	0%	
Accessible Transport	1,209	1,209	0%	7,259	7,259	0%	
	3,535	3,560	25	21,419	21,419		
Rail and Metro Services							
Metro Services	212	219	8 3%	1,609	1,609	0%	
Rail Services	336	352	15 4%	2,267	2,267	0%	
	548	571	23	3,875	3,875		
Integration							
Safety and Security	150	171	21 12%	1,031	1,031	0%	
Passenger Information	800	827	26 3%	5,062	5,062	0%	
Sustainable Travel	53	59	6 10%	378	378	0%	
	1,003	1,056	53	6,471	6,471		
Network Resilience							
Network Resilience	190	173	(17) 10%	1,788	1,788	0%	
Business Support Costs							
Business Support Costs	547	524	(23) 4%	3,534	3,534	0%	
Strategic Development							
Strategic Development	368	353	(15) 4%	2,412	2,412	0%	
Elected Members							
Elected Members	41	63	22 35%	391	391	0%	
Corporate & Democratic Core							
Corporate & Democratic Core							
Capital Finance Charges							
Capital Finance Charges	1,980	1,977	(3) 0%	11,425	11,425	0%	
TOTAL EXPENDITURE	18,742	18,831	89 0%	114,720	114,720	0%	
NET	378	289	89 31%	0	0	0%	

SECTION B

3.0 Summary Position TfWM Capital Budget

3.1 Overall, TfWM Capital Programme expenditure totalled £13.6m at the end of May 2019, which was £3.9m (29%) below the budget of £17.5m, with the variance primarily contained within the Investment Programme portfolio (£3.19m). At this early stage of the year, there were only minor variances against the other programmes.

TRANSPORT PROGRAMME	MAY 2019 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	BUDGET £000	FORECAST £000	VARIANCE £000
Investment Programme	(11,823)	(15,013)	3,190	(128,923)	(128,923)	0
CWG Programme	(770)	(1,091)	321	(21,780)	(21,780)	0
Other Major Programmes	(614)	(950)	336	(20,657)	(20,639)	(18)
Minor Work Programme	(396)	(454)	58	(8,693)	(8,699)	6
Grants to Local Authorities	(14)	(14)	0	(10,592)	(10,580)	(12)
TOTAL	(13,617)	(17,522)	3,905 29%	(190,645)	(190,621)	(24) 0%

3.2 The TfWM delivered Investment Programme portfolio comprises the largest of the five Programmes within the Transport Programme, containing the 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 The Transport Programme has been categorised into five sub programmes. The largest of these is the Investment Programme with a Budget of £128.9m, including all of the Rail / Sprint & Metro Extension Schemes. The main variances at the end of May 2019 are contained within the Investment Programme totalling £3.2m. The Metro Centenary Square Extension (£1.2m) variance is due to rescheduled progression of engine works construction, with a knock on impact to construction of a substation. The Wednesbury to Brierley Hill Extension (£0.6m) favourable variance is due to site investigative works at the Delta Junction.

3.4 The Commonwealth Games Programme includes all of the schemes (SPRINT, Perry Barr & University Rail Stations, and Games) scheduled to be delivered in advance of the Games in July and August 2022. There are only minor variances at this early stage of the year.

3.5 Other Major Schemes includes construction of the decked car park with respect to the Longbridge Connectivity Package and the Snow Hill Third Access. There are only minor variances at this early stage of the year.

3.6 The Minor Works Programme includes a large number of small schemes, all broadly in line with budget at this stage of the year. The Grants to Local Authorities includes the schemes funded by the DfT Transforming Cities Fund, which are in the process of being allocated to schemes.

TfWM Delivered Investment Programme Schemes

INVESTMENT PROGRAMME	MAY 2019 YEAR TO DATE			FULL YEAR		
	ACTUAL	BUDGET	VARIANCE	BUDGET	FORECAST	VARIANCE
	£000	£000	£000	£000	£000	£000
Rail						
Rail -Camp Hill Line Local Enhancements	(257)	(131)	(126)	(3,503)	(3,503)	0
Rail -Walsall to Wolverhampton Local Enhancements	(192)	(193)	1	(2,267)	(2,267)	0
Rail -Sutton Coldfield Public Transport Package	(5)	(43)	38	(250)	(250)	0
Rail -Tile Hill P and R Expansion	(3)	(4)	1	(194)	(194)	0
Metro						
Metro Centenary Square Extension	(4,829)	(5,995)	1,166	(19,983)	(19,983)	0
Metro Birmingham Eastside Extension	(1,407)	(2,004)	597	(22,098)	(22,098)	0
Metro Wolverhampton City Centre Extension	(637)	(710)	73	(3,551)	(3,551)	0
Metro Wednesbury to Brierley Hill Extension	(2,092)	(2,663)	571	(43,207)	(43,207)	0
Metro Edgbaston Extension	(1,842)	(2,111)	269	(20,979)	(20,979)	0
Metro East Birmingham to Solihull Extension	(381)	(572)	191	(2,017)	(2,017)	0
Bilston Road Track Replacement Phase 2	(8)	0	(8)	(283)	(283)	0
Metro Network Projects	(26)	(64)	38	(337)	(337)	0
MML Life Cycle Projects	(82)	(187)	105	(3,082)	(3,082)	0
Sprint						
SPRINT - Longbridge to Birmingham	(8)	(3)	(5)	(21)	(21)	0
SPRINT - Hall Green to Interchange via Solihull	(8)	(3)	(5)	(21)	(21)	0
SPRINT - Hagley Road Phase 2 and Halesowen	(8)	(3)	(5)	(120)	(120)	0
SPRINT - Sutton Coldfield to Birmingham via Langley	(59)	(116)	57	(1,311)	(1,311)	0
SPRINT - Hagley Road	21	(211)	232	(5,699)	(5,699)	0
TOTAL	(11,823)	(15,013)	3,190	(128,923)	(128,923)	0%

3.7 Expenditure against TfWM delivered Investment Programme schemes totalled £11.8m at the end of May 2019 which was £3.19m below the budget of £15.013m. The main contributors to the favourable variance were as follows:

- Metro Centenary Square Extension (£1.166m) which is due to a rescheduling of engine works construction.
- Metro Birmingham Eastside (£0.597m) due to reprofiling of preliminary design costs.
- Metro Wednesbury to Brierley Hill Metro Extension (£0.571m) due to the requirement for further ground investigative works at the Delta Junction, which has impacted progression of site clearance works.

Commonwealth Games Programme

COMMONWEALTH GAMES PROGRAMME	MAY 2019 YEAR TO DATE			FULL YEAR		
	ACTUAL	BUDGET	VARIANCE	BUDGET	FORECAST	VARIANCE
	£000	£000	£000	£000	£000	£000
SPRINT - A34 Walsall to Birmingham	(77)	(213)	136	(7,951)	(7,951)	0
Perry Barr Interchange Development	0	0	0	(12)	(12)	0
University Station Improvement Project	(299)	(346)	47	(1,504)	(1,504)	0
DfT- Regional Integrated Control Centre (RICC)	(45)	(60)	15	(98)	(98)	0
Perry Barr Rail Station	(173)	(193)	20	(1,105)	(1,105)	0
Commonwealth Games (Transport Modelling/Strategy)	(31)	(31)	0	(1,416)	(1,416)	0
Regional Transport Coordination Centre (RTCC) development	(33)	(38)	5	(370)	(370)	0
A45 Sprint	(112)	(210)	98	(9,324)	(9,324)	0
TOTAL	(770)	(1,091)	321	(21,780)	(21,780)	0%

- 3.8 Expenditure against the Commonwealth Games Programme totalled £0.770m at the end of May 2019 which was £0.321m below the budget of £1.091m. The only variance of note related to SPRINT - A34 Walsall to Birmingham , where early contractor involvement scheduled for April / May 2019 is now scheduled for to June 2019.

Other Major Works Programme

OTHER MAJOR WORKS PROGRAMME	MAY 2019 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	BUDGET £000	FORECAST £000	VARIANCE £000
Dudley Bus Station Development	0	0	0	(82)	(82)	0
Bromsgrove Station Delivery	18	0	18	0	18	(18)
Longbridge Connectivity Package	(9)	(30)	21	(5,202)	(5,202)	0
Snow Hill 3rd Access	(56)	(229)	173	(2,043)	(2,043)	0
Snow Hill Public Realm	0	0	0	(150)	(150)	0
Connected and Autonomous Vehicles TestBed (CAV)	(387)	(331)	(56)	(3,777)	(3,777)	0
Clean Bus Technology Fund 2017-2019	(80)	(80)	0	(5,428)	(5,428)	0
NPIF 2 Birmingham Growth Point	178	0	178	(1,481)	(1,481)	0
Key Route Network Safety	(81)	(80)	(1)	(2,294)	(2,294)	0
Dudley Interchange	(197)	(200)	3	(200)	(200)	0
TOTAL	(614)	(950)	336 0%	(20,657)	(20,639)	(18) 0%

- 3.9 Expenditure against the Other Major Works Programme totalled £0.614m at the end of May 2019 which was £0.336m below the budget of £0.950m. The only variance of note related to SnowHill 3rd Access (£0.173m) which is due to a delay in finalising the Contract award to the preferred supplier, which has had a knock on impact in 2019/20 on progression of site surveys to inform on the design option before construction can commence..

Minor Works Programme

MINOR WORKS PROGRAMME	MAY 2019 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	BUDGET £000	FORECAST £000	VARIANCE £000
Bus						
Shelter Appeals	(1)	(1)	0	(10)	(10)	0
TBT Birmingham City Centre Shelter Design Optimisation	0	0	0	(10)	(10)	0
TBT Platinum Route RTI Equipment Upgrades	(49)	(67)	18	(366)	(366)	0
TBT Highway Scheme Development (Bus reliability and punctuality)	2	0	2	0	0	0
DfT Tackling Nitrogen Dioxide - Dudley MBC	0	0	0	(190)	(190)	0
DfT Tackling Nitrogen Dioxide (Wolverhampton MBC)	(91)	(91)	0	(2,730)	(2,730)	0
Rail						
Tipton Park and Ride	0	0	0	(24)	(24)	0
Metro						
Bradley Lane Park and Ride	(197)	(196)	(1)	(1,212)	(1,212)	0
Cycling						
SNSC(1.0) - Cycling	0	(24)	24	(24)	(24)	0
Network Wide Cycling Programme (NWCP)	0	(18)	18	(120)	(120)	0
Bike Life Report	0	0	0	(15)	(15)	0
Highway						
ADEPT Live Lab	(3)	(4)	1	(1,763)	(1,763)	0
Asset Replacement						
Network Wide Bus Station Refurbishment Phase 1	(28)	(25)	(3)	(767)	(767)	0
Network Wide P and R Lighting Enhancement	(4)	(2)	(2)	(30)	(30)	0
Network Wide Park and Ride Upgrades	1	0	1	(164)	(164)	0
Network Wide Park and Ride Expansion Developments -Phase 2	(13)	(13)	0	(116)	(116)	0
IDOX - Asset Management System	(3)	(1)	(2)	(41)	(41)	0
Asset Management- Shelter Replacement	0	0	0	(197)	(197)	0
Network Infrastructure Measures	0	0	0	(500)	(500)	0
Bridges (Assest Management)	0	0	0	(30)	(30)	0
Other						
No project	(2)	0	(2)	0	0	0
Project Development Costs	(1)	0	(1)	0	(6)	6
Road Safety Grant	0	0	0	(2)	(2)	0
LTP Technical Development Nims Mattisse	0	0	0	(19)	(19)	0
Top Slice	0	0	0	(71)	(71)	0
Asset Management- RTI Upgrades	(5)	(5)	0	(285)	(285)	0
Expansion of West Midlands GLOSA Trial	(2)	(7)	5	(7)	(7)	0
TOTAL	(396)	(454)	58%	(8,693)	(8,699)	6%

3.10 Expenditure against the Minor Works Programme totalled £0.396m at the end of May 2019 which was £0.058m below the budget of £0.454m. There are no variances of note at this early stage of the year.

Grants to local Authorities

GRANTS TO LOCAL AUTHORITIES	MAY 2019 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	BUDGET £000	FORECAST £000	VARIANCE £000
MST (DU01) Highway works - NCN Route 54 to Pensnett Trading Estate and associated links	(12)	(12)	0	(12)	0	(12)
MST (SAN09) Walsall Canal South to Patent Drive	(2)	(2)	0	(80)	(80)	0
Transforming Cities Fund	0	0	0	(10,500)	(10,500)	0
TOTAL	(14)	(14)	0%	(10,592)	(10,580)	(12) 0%

3.11 Expenditure against the Grants to Local Authorities Programme totalled £0.014m at the end of May 2019 which was on budget. There are only small variances at this early stage of the year.

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West Midlands
Combined Authority

Transport Delivery Committee

Date	22 July 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 May 2019 meeting of the Transport Delivery Committee.
2. To note the progress of deliverables and outturn of the 2019/20 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 2019/2020 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 2019/20 Capital Programme was approved by WMCA Board as part of the wider Transport Plan in February 2019.
- 2.2 The ITB allocation for 2019/2020 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 Achievements

- 3.1 The following elements within the 2018/19 Capital Programme have been completed during May and June 2019:
 - Main works completed at Walsall Bus Station as part of the mid-life refurbishment
 - RIBA Stage 2 (Concept Design) completed for Dudley Bus Interchange
 - Supplier appointed to deliver the Network Wide Cycling Programme

4.0 Variations to Baseline Programme

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

5.0 Financial Implications

- 5.1 The detailed financial aspects of the TfWM 2019/2020 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 Legal implications

6.1 There are no direct legal implications arising from the recommendations set out in this report. However, legal and procurement will support, as necessary, any deliverables that may arise throughout 2019/20.

7.0 Equalities implications

7.1 There are no equality implications arising from the recommendations set out in this report. However, Anna Sirmoglou will support as project requires any deliverables within the 2019/2020 capital programme.

8.0 Inclusive Growth Implications

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

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

9.0 Geographical Area of Report's Implications

9.1 The report deals with schemes to be funded through the Integrated Transport Block, which are located within the Metropolitan Area, but will serve to improve connectivity across the wider WMCA.

10.0 Other Implications

10.1 No implications

11.0 Appendices

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

11.2 APPENDIX 2 – Financial Summary

12.0 Glossary of Terms

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

HOPS = Host Operator or Processing System
HoT = Heads of Terms
HS2 =High Speed 2
ICT = Information and Communications Technology
IT = Information Technology
ITB = Integrated Transport Block
KRN = Key Route Network
LED = Light Emitting Diode
LTP = Local Transport Plan
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
TCF = Transforming Cities Fund
TfWM = Transport for West Midlands
TWA = Transport and Works Act
UAT = User Acceptance Group
WMCA = West Midlands Combined Authority
WMM = West Midlands Metro
WMT = West Midlands Trains

Transport Delivery Committee Dashboard

2019/20 Programme Summary

	Project Name	Status	Baseline Comp Date	Forecast Date	DCA	DCA Trend	Exec Summary
Major Works Programme							
1	Dudley Interchange	Sponsors Remit	May 2022	May 2022	Amber	Same	Draft RIBA2 now completed. Currently on budget (noting scope variance, discussions with partners) and programme for delivery by May 2022. Strategic Risk Register updated; risk profile now understood Ongoing co-ordination with Dudley, Avenbury, Metro (have moved on conversations with MMA around timing and construction interfaces) Further conversations around CPO lead/Finance to be held in month
2	Making the KRN Safety	Contribution	Mar 2019	Mar 2020	Green	Same	Rolling programme - Programme will be managed by Local Authorities.
3	Perry Barr Station and Bus Interchange	Development	Dec 2021	Feb 2022	Amber	Same	Designers have completed topographic and Lidar surveys to input data into the design drawings and to close GRIP 3 Option Selection Report (OSR). ECI Contractor has assisted with production of programme from GRIP stages 5- 8. The draft outline business case has been produced for the scheme which sets out key benefits and a value for money statement.
4	Snow Hill 3 rd Access	Design	Dec 2018	Dec 2019	Amber	Same	The outline design has progressed well, with submissions received from the designer, checked and forwarded to NR, WMT and WMM for review/acceptance. Planning permission has been received with conditions, which the team are working to discharge. The project team is working with the contractor to review the programme with a view to mitigating early design delays – completion and entry in service dates to be confirmed.
5	University Station	GRIP 4 – Outline Design	Nov 2021	June 2022	Green	Same	The onsite surveys have commenced to assist in the detailed design for the proposed new station building. Planning is due to be submitted summer 2019. ECI Contractor has assisted with production of programme from GRIP 5- 8.
Minor Works Programme							
6	TBT Platinum Route RTI Equipment Upgrades	Rolling programme	Mar 2019	July 2019	Amber	Same	A list of 29 shelters for replacement has been provided to be surveyed and quoted, these will involve reorientation of the advertising and opening up of the shelters to increase the revenue gained from advertising.
7	Bradley Lane Metro Park and Ride	Delivery and Handover	May 2019	Nov 2019	A/R	Same	Contractor went into Administration on 14 th March resulting in phase 1 and 2 works being suspended. Phase 1 mine stabilisation works complete. Phase 2 works, steps and ramp, to commence during July 2019. Change control for the remainder of phase 2 works (car park and access) in progress.
8	Network Wide Bus Station Refurbishment Phase 1	Design & Delivery	Mar 2020	Mar 2020	Green	Same	Walsall Bus Station – Midlife refurb. Works are complete with final finishes to be completed during the summer months. Coventry Pool Meadow bus station scoping work to determine necessary improvements are underway.
9	Network Wide P&R Lighting Enhancements	GW 5 Delivery and Handover	May 2019	May 2020	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.
10	Network wide Park & Ride Expansion Developments – Phase 2	Development / Feasibility	Mar 2019	Mar 2020	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.

	Project Name	Status	Baseline Comp Date	Forecast Date	DCA	DCA Trend	Exec Summary
11	IDOX – Asset Management System	Handover/ Delivery	Mar 2020	Mar 2020	Green		IDOX are on course with the Data Build following the successfully upload of WMCA Asset Data. On completion of the Data Build all will be loaded into CAFM Live Environment to enable UAT to commence. WMCA Delivery Team to advise on customer reports required for reporting and dashboard.
12	Asset Management – RTI Upgrades	Rolling programme	Mar 2019	July 2019	Amber	Same	A list of 29 shelters for replacement has been provided to be surveyed and quoted, these will involve reorientation of the advertising and opening up of the shelters to increase the revenue gained from advertising
13	Walsall Town Centre Interchange Feasibility Study	On Hold					On Hold pending outcome of Walsall Public Inquiry into Area Action Plan (AAP). In the meantime stakeholder site visits have taken place to begin scope for this work.
14	Network Wide Cycling Programme 3A (NWCP)	GW 4 Contract Approval	Mar 2019	Oct 2019	G/A	Same	Successful supplier have now been engaged by TfWM to deliver this scheme. Completion is expected by July 2019. Install date to be agreed and commissioned.
15	West Midlands Bike Share Scheme	GW 5 - Delivery	Feb 2020	Feb 2020	Amber	Same	Work is continuing with the scheme supplier on phased rollout and local authorities on section 50 notices for docking locations.
16	Digital Panel Rollout	Rolling Programme	July 2019	July 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.

N.B Report data correct as of 30th June 2019

Project Delivery Confidence Assessment (DCA) Definitions

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

Appendix 2 Financial Summary Report

Summary

TRANSPORT PROGRAMME	MAY 2019 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	BUDGET £000	FORECAST £000	VARIANCE £000
CWG Programme	0	0	0	(12)	(12)	0
Other Major Programmes	(137)	(309)	172	(4,069)	(4,069)	0
Minor Work Programme	(299)	(310)	11	(3,857)	(3,857)	0
TOTAL	(436)	(619)	183 0%	(7,938)	(7,938)	0 0%

Programmes

COMMONWEALTH GAMES PROGRAMME	MAY 2019 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	BUDGET £000	FORECAST £000	VARIANCE £000
Perry Barr Interchange Development	0	0	0	(12)	(12)	0
TOTAL	0	0	0 0%	(12)	(12)	0 0%

OTHER MAJOR WORKS PROGRAMME	MAY 2019 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	BUDGET £000	FORECAST £000	VARIANCE £000
Dudley Bus Station Development	0	0	0	(82)	(82)	0
Snow Hill 3rd Access	(56)	(229)	173	(1,543)	(1,543)	0
Snow Hill Public Realm	0	0	0	(150)	(150)	0
Key Route Network Safety	(81)	(80)	(1)	(2,294)	(2,294)	0
TOTAL	(137)	(309)	172 0%	(4,069)	(4,069)	0 0%

MINOR WORKS PROGRAMME	MAY 2019 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	BUDGET £000	FORECAST £000	VARIANCE £000
Bus						
Shelter Appeals	(1)	(1)	0	(10)	(10)	0
TBT Birmingham City Centre Shelter Design Optimisation	0	0	0	(10)	(10)	0
TBT Platinum Route RTI Equipment Upgrades	(49)	(67)	18	(366)	(366)	0
Rail						
Tipton Park and Ride	0	0	0	(24)	(24)	0
Metro						
Bradley Lane Park and Ride	(197)	(196)	(1)	(1,212)	(1,212)	0
Cycling						
Bike Life Report	0	0	0	(15)	(15)	0
Asset Replacement						
Network Wide Bus Station Refurbishment Phase 1	(28)	(25)	(3)	(767)	(767)	0
Network Wide P and R Lighting Enhancement	(4)	(2)	(2)	(30)	(30)	0
Network Wide Park and Ride Upgrades	1	0	1	(164)	(164)	0
Network Wide Park and Ride Expansion Developments -Phase 2	(13)	(13)	0	(116)	(116)	0
IDOX - Asset Management System	(3)	(1)	(2)	(41)	(41)	0
Asset Management- Shelter Replacement	0	0	0	(197)	(197)	0
Network Infrastructure Measures	0	0	0	(500)	(500)	0
Bridges (Asset Management)	0	0	0	(30)	(30)	0
Other						
LTP Technical Development Nims Mattisse	0	0	0	(19)	(19)	0
Top Slice	0	0	0	(71)	(71)	0
Asset Management- RTI Upgrades	(5)	(5)	0	(285)	(285)	0
TOTAL	(299)	(310)	11 0%	(3,857)	(3,857)	0 0%

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Transport Delivery Committee

Date	22nd July 2019
Report title	Metro Investment Programme Briefing
Accountable Director	Laura Shoaf, Managing Director Transport for West Midlands
Accountable Employee	Phil Hewitt, Metro Programme Director Email: phil.hewitt@westmidlandsmetro.com Tel: 07712 089532
Report to be/has been considered by	N/A

Recommendation(s) for action or decision:

The Transport Delivery Committee is recommended to note the report:

1. Purpose

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

2. Background

- 2.1 The Midland Metro investment programme has continued to make good progress since the last update. This note provides an overview of the main activities of the West Midlands Metro team (comprising TfWM, Midland Metro Limited and the Midland Metro Alliance) and the actions being taken to manage the principal risks / issues and opportunities that have arisen. A map showing the location of the proposed extensions is appended to this report can be viewed in Appendix 1.

- 2.2 An updated organisation chart showing the meetings through which governance is exercised on the Metro Programme is enclosed in Appendix 2 for the information of TDC members.
- 2.3 TfWM has now secured the funding for the first phase of the Metro Investment Programme comprising the Centenary Square, Edgbaston (Hagley Road), Wolverhampton and Wednesbury Brierley Hill extensions together with associated upgrades to the Line 1 infrastructure. Options for funding phase 2 (Birmingham Eastside and East Birmingham Solihull) continue to progress and a decision from Government on Birmingham Eastside funding is expected in Q2 2019/20.
- 2.4 The following is a summary of the principal highlights of the Programme:
- 2.4.1 **Westside Extension – Centenary Square:** Despite additional works arising from the diversion of a district heating main and repairs to the A38 tunnel roof works are progressing well in all sections. Trackwork is expected to be sufficiently complete to allow first tram testing on the extension towards the end of August. The project remains on schedule to open in December 2019.
 - 2.4.2 **Westside Extension – Edgbaston:** Enabling works to strengthen the Broad Street canal bridge have been completed and utility diversions continue to progress well. Main works commenced through Five Ways underpass on the 3rd June. The project remains on schedule to open in December 2021.
 - 2.4.3 **Wolverhampton Extension:** Construction of stages 2 and 3 has progressed well and the track laying has been completed. Urban realm works are progressing ahead of the planned demobilisation of the worksite pending completion of the Wolverhampton Station forecourt works. Opening of this extension is dependent upon the completion of the station enhancement project.
 - 2.4.4 **Wednesbury Brierley Hill:** The Inquiry into the Transport and Works Act Order CPO Application was held on 19 March and the Inspector's report is now with the Secretary of State for consideration and determination of the order. A decision is anticipated end 2019. The Final Business Case was approved by WMCA Board in March which has secured the full funding package for the scheme. MMA have submitted a Target Cost 1 Project Proposal for TfWM review and approval.
 - 2.4.5 **Birmingham Eastside:** MMA has completed the preliminary design and are finalising the Target Cost 1 proposal. Discussions are continuing with HS2 and DfT around the potential construction interfaces between the Metro and Curzon Street station works subject to the award of the TWAO TfWM will be seeking in September 2019.
 - 2.4.6 **East Birmingham Solihull:** The submission of the Outline Business Case and application for powers has been deferred to end 2020 to allow for further scheme refinement, assessment of the impacts and benefits of the proposal, definition of the overall funding strategy and to allow time for a

thorough consultation on the proposal to be undertaken at the start of 2020. The project remains on schedule to open in 2026.

2.4.7 **3rd Generation Trams:** Four bidders were pre-qualified and taken through to the Invitation to Negotiate (ITN) stage. Several of the pre-qualified bidders requested an extension to the ITN return meaning that the return date is now the 1st July 2019. Contract award is scheduled for Q3 2019.

2.4.8 **Catenary Free Trams:** 11 trams have now completed the retrofit and testing cycle and returned to passenger service. A further 2 trams are in the process of retrofit and testing and the project remains on programme to deliver sufficient modified trams will be available for passenger service to CSQ in December 2019.

3. Financial Implications

All financial information is contained within the report.

4. Legal Implications

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

5. Equalities Implications

No legal implications are identified for this current report.

6. Inclusive Growth Implications

These are addressed in formal submissions relating to each project.

7. Geographical Area of Report's Implications

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

8. Media

The Media team have reviewed the report and approved its publication.

9. Other Implications

None have been identified.

West Midland Metro Programme Overview June 2019

Catenary Free Trams

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

Tram No	Passenger Service Date
18	20 th April 2018
31	3 rd July 2018
36	1 st August 2018
21	1 st October 2018
28	26 th October 2018
35	11 th December 2018
37	4 th February 2019
17	19 th February 2019
23	8 th April 2019
19	24 th May 2019
29	19 th June 2019

At the time of writing this report tram number 30 and 20 are out of passenger service and in the Retrofit programme being carried out at the Wednesbury Depot Facility. Based on the current schedule 19 trams will be commenced prior to the planned commencement of passenger service to CSQ with the full fleet completed in January 2020.

The CAF team remain committed to complete the full programme of works before the end of 2019 and are continually looking for alternative working arrangements that will reduce the durations and bring forward completion of the programme. A draft revised accelerated schedule has been prepared which indicates this is achievable subject to the provision of the right resources.



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

Westside Extension – Phase 1 – Centenary Square

West Side Programme Cost		
£149.2m		
Phase 1 Cost	Construction Start	Passenger Services
£65.8m	12 June 2017	December 2019
Powers	Midland Metro (Birmingham City Centre Extension Etc) Order 2005	
	Midland Metro (Birmingham City Centre Extension Etc), (Land Acquisition and Variation) Order 2016	
Funding	GBSLGF	£7.55m
	Enterprise Zone	£20.35m*
	Third Party	£3.6m
	HS2 Connectivity	£38.7m ¹
Schedule	<ul style="list-style-type: none"> • First tram (testing) – August 2019 • Handover for Driver training – November 2019 • Passenger Services commence – December 2019 	On Programme (Dec 2019)
Cost		At risk but mitigation in place

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

Works have picked up pace in section 1 (Pinfold Street) and 2 (Paradise) having hit key milestones of installation of first rails. Works in section 3 have progressed despite having to accommodate the requirements of the Arena Central (HSBC) development and additional diversion of a district heating main to accommodate the Centenary Square redevelopment and Arena Central works.

Surveys carried out on the existing A38 Queensway Tunnel identified that the waterproofing of the Tunnel had been damaged prior to MMA taking control of the site. The waterproofing system needed to be remediated urgently to enable the Metro extension to be built. These works have now been completed and the final

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

structural elements within this section are nearing completion, rail is also being laid in this section.

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

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

A testing, commissioning and bringing into use strategy and timetable has been developed by TfWM, MMA and MML and presented to the Office of Rail and Road. The project is on target to complete this work and to open on schedule in December 2019. Initial testing of trams on the extension will commence in August 2019 and will be progressively extended in scope and complexity between August and November. Driver training will commence in mid-November.



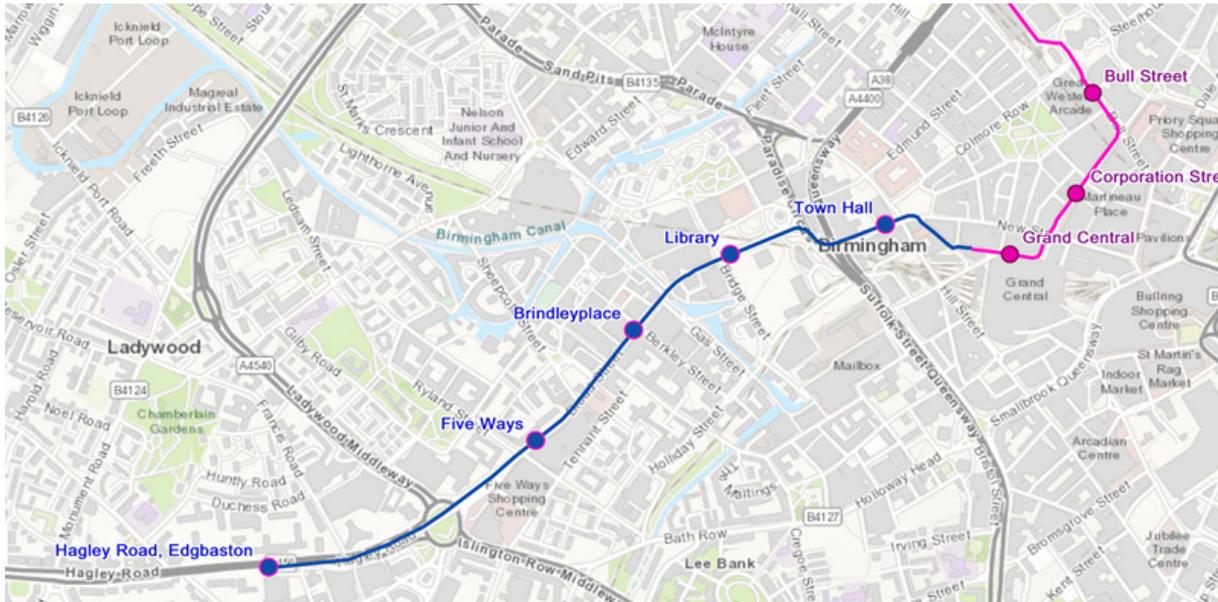


Pictured: Paradise Street / Victoria Tram Stop, rail installation continues over A38 Overpass and Overview Paradise Street and A38 Overpass.

Westside Extension – Phase 2 – Edgbaston (Five Ways)

Programme Cost		
£149.2m		
Project Cost [TC1²]	Construction Start	Passenger Services
£83.4m	June 2019	December 2021
Powers	Midland Metro (Birmingham City Centre Extension Etc) Order 2005	
	<i>Midland Metro (Birmingham City Centre Extension, etc.) (Edgbaston Extension Land Acquisition) Order 2019</i>	
Funding	Enterprise Zone	£1.3m
	Third Party	£2m
	HS2 Connectivity	£20.3m
	DfT Grant	£59.8m
Current Status	Design – in review Utilities Phase 2 – December 2017 to August 2019 Canal Tunnel enabling works completed Construction of main works commenced (Section 8, Five Ways underpass)	
Programme	<ul style="list-style-type: none"> • Completion of Canal Tunnel strengthening – March 2019 • Commence main works Phase 1 – 3rd June 2019 • Commence main works Phase 2 – September 2019 • Passenger Services commence – Dec 2021 	On Programme
Cost		On Budget

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



Pictured: Map showing the Birmingham Westside extension.

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

An application for powers to acquire the land to construct and operate the extension was approved by the WMCA Board at its meeting on 17 March 2017. Subsequently the DfT have granted the Order which came into force on 14th May 2019. Negotiations with landowners have continued to progress well and all agreements with land and building owners at the terminus have exchanged removing the need for compulsory purchase. Compulsory purchase may still be required for the small strip of land required at the Hyatt hotel on Broad Street.

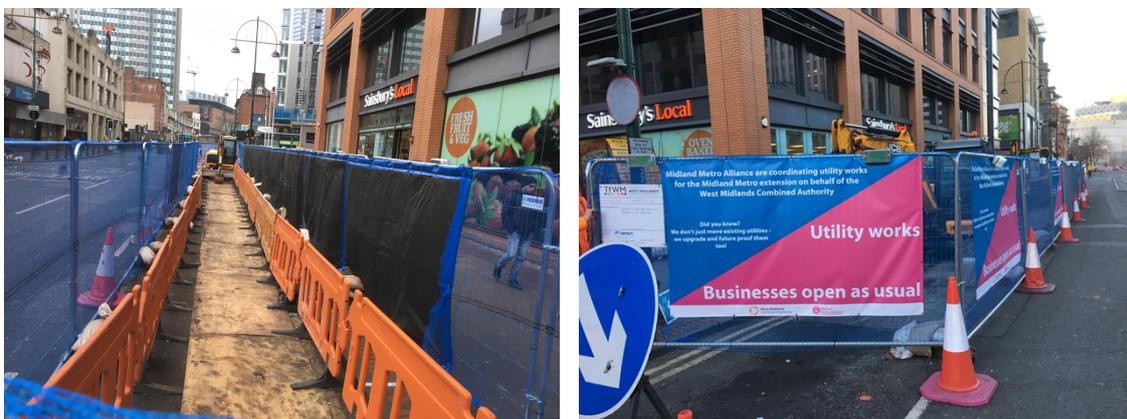
An initial Project Proposal and Target Cost (TC1) submitted by the Midland Metro Alliance for the Edgbaston Extension works was approved by the WMCA Board at its meeting on 17 March 2018, with authority to approve the final Target Cost 2 delegated to the Metro Director and WMCA Finance Director, subject to a satisfactory report from the Alliance Auditor. The final Project Proposal and Target Cost (TC2) was submitted for the approval of the Owner's team in May 2019 which has subsequently been challenged pending a value engineering exercise.

The project is fully funded and TfWM have released funding for the continuation of the project in order to commence the first phase of construction through Five Ways underpass (Section 8) along with installation of overhead line columns, the next phase of main works is due to commence towards the end of August 2019 which will require further approval by TfWM.

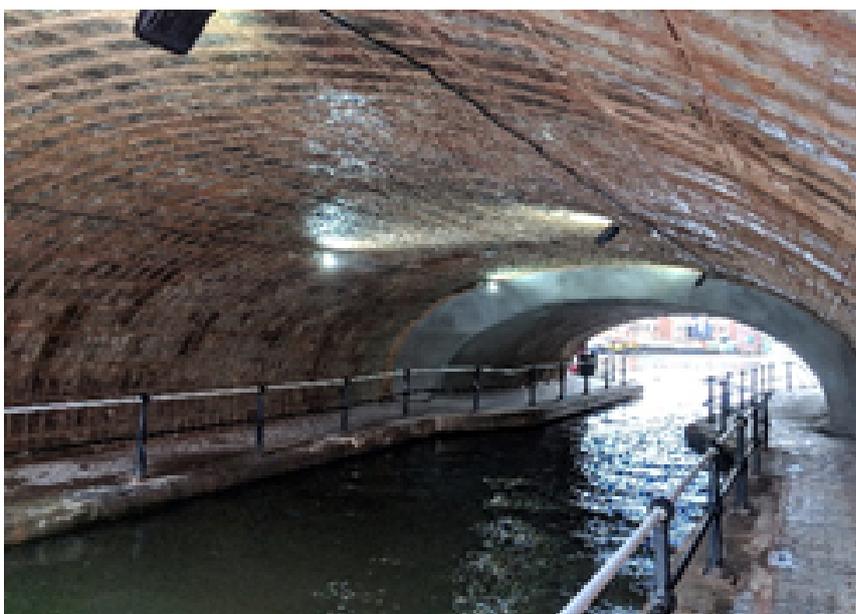
Utility works are progressing well despite significant restrictions on working arrangements agreed with the Westside BID to mitigate the impact of these works on the weekend night time economy. Following the successful completion of the canal

tunnel strengthening works on schedule in March the main works commenced on 2nd June with closure of Five Ways underpass (section 8) on programme. To date the works have progressed well and 1st stage concrete is expected to be poured ahead of schedule.

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



Pictured: Utility works currently taking place along Broad Street.



Pictured: Completed strengthening works to Broad Street Canal Bridge.



Pictured: Removing underpass median wall and planning for trackform construction.

Wolverhampton City Centre Extension

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

Project Cost	Construction Start	Passenger Services
Programme £81.8m	August 2017	Q4 2020
Including Metro £33m		
Powers	Wolverhampton City Centre Extension Order 2016	
Funding	ITB	£3.0m
	LGF	£13.5m
	WMCA (DfT-MSCP)	£21.9m
	WMCA (HS2)	£12.4m
	CWC	£16.0m
	WMCA (IP)	£15.0m
Current Status	Phase 2 & 3 construction – ongoing due to complete Summer 2019. Project will be suspended pending completion of the Station Construction works. Project schedule rebaselined to reflect current overall WIP programme.	
Programme		At Risk
Cost		On Budget



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

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

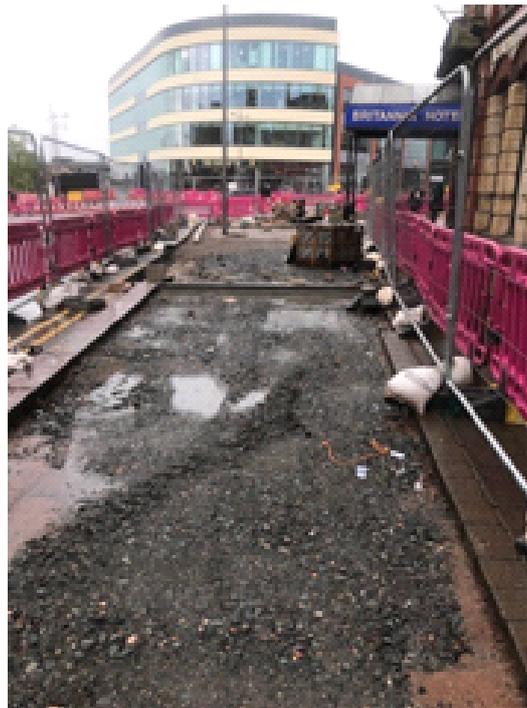
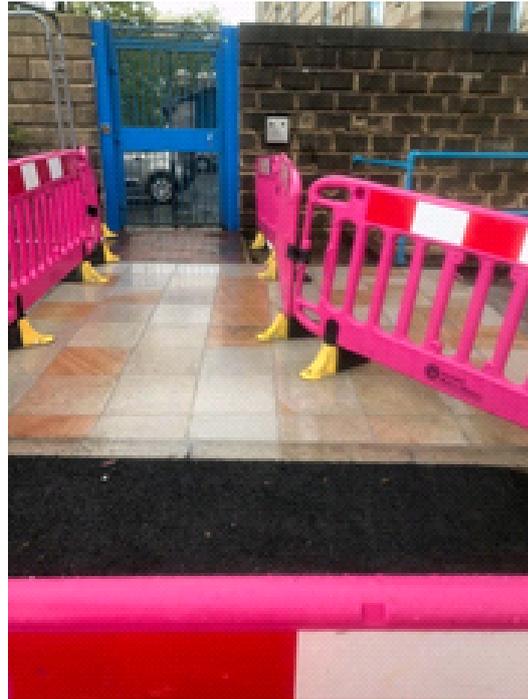
Following the station works contract being awarded to Galliford Try, it was agreed at the WIP January 2018 steering group that the Midland Metro Alliance would accelerate the tram extension works to run in parallel with the Galliford Try station works. These works (Phase 1) started on Pipers Row in April 2018 and on Railway Drive from July 2018 however they exclude the Station Plaza works (Phase 2) that will be carried out on completion of the Galliford Try station project.

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

The MMA continue to have a presence in Wolverhampton until summer 2019 as work to improve the street including overhead line equipment foundations, tram stops, paving and street furniture, continues.

As the Phase 2 Metro works in the station forecourt cannot commence until the station works are completed, the Alliance has advised that on completion of Phase 1, the WCCE project will demobilise with only a limited design team remaining active to deal with any station interface issues. The Alliance will remobilise ready to commence Phase 2 construction works as Galliford Try complete the Railway Station works. Galliford Try have advised that they will need to maintain their hoarding lines until the end of the Station Works which will limit opportunities to commence Metro works before the station is complete. On completion of the Station works the Metro construction will run uninterrupted through to completion approximately six month after completion of the station works.

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



Pictured: Paving complete & Britannia works continue

Birmingham Eastside Extension

Project Cost	Construction Start	Passenger Services
	Q3 2020	Q4 2022
Target Cost 1 £152.2 ³		
Powers	Midland Metro (Birmingham Eastside Extension) Order – Decision expected Q3 2019	
Funding	DfT / DCLG	£131.7m
	LGF	£5.5m
	BCC £15m [Digbeth Urban Realm]	
Current Status	TWAO Decision – July 2019 DfT funding decision – July 2019 Preliminary Design – complete May 2019 Approval of Full Business Case – September 2019	
Programme	Awaiting TWAO Award	TBC
Cost	Awaiting TWAO Award	TBC

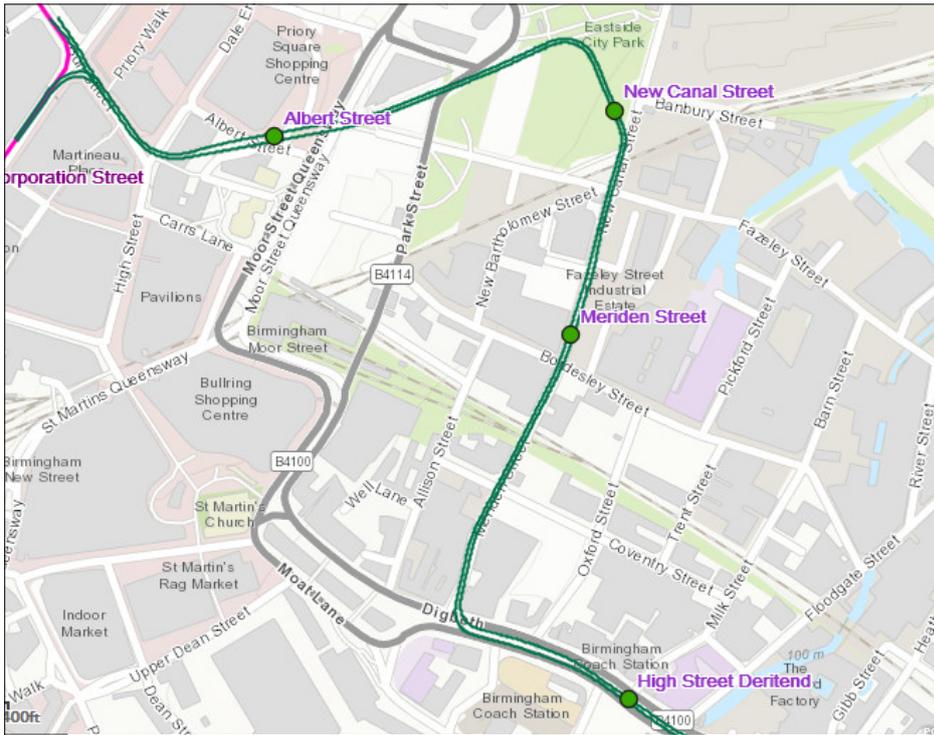
This is a short but complex 1.7km street running tram route that departs from Line One at Bull Street and runs to Digbeth where a temporary terminus will be provided pending the construction of the East Birmingham to Solihull line. Four new stops are to be provided at Albert Street, New Canal Street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

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

Dialogue with HS2 regarding the construction and operation of the Metro during HS2 construction has highlighted areas of perceived cost and schedule risk that need to be addressed. An agreed approach to management of these interface risks, consistent with HS2 and TfWM's programmes has been developed. WMCA, HS2 and DfT discussions have continued in a positive manner and a decision from DfT is anticipated in July.

Progression of the HS2/ TfWM Development and Utilities Agreements is ongoing and approval will be subject to agreement on the above mentioned interface risks and award of the TWAO.

³ This cost excludes any adjustments arising from MMA's formal submission of a target cost proposal or arising from the proposed HS2 Development Agreement.



Pictured: Birmingham eastside extension route map.

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

The Midland Metro Alliance has now completed the Preliminary Design stage and issued to WMCA for final review.

Significant design has been undertaken by the MMA to produce a solution for the Bull Street delta junction that fits within the adopted highway boundary and meets the tram performance characteristics. Meetings have taken place jointly with BCC to determine a solution that meets highway requirements. This final trackform solution which will impact on bus stops on Lower Bull Street and will raise the level of the carriageway, has been agreed in principal with BCC, TfWM and National Express. Further works will be carried out in the detailed design stage to confirm and approve the final design.

In addition to the above issues, work to resolve outstanding issues with the business case is ongoing and the team is working towards submission of a Final Business Case to WMCA in July 2019 for approval at the September Board.

General development activity on this project has now been reduced to the minimum necessary to maintain the interfaces with HS2, BCC and Government pending DfT's decision on powers and funding and WMCA approval of the Final Business Case.

Trams

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

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

Wednesbury to Brierley Hill Extension

Project Cost	Construction Start	Passenger Services
£449.5m	Q1 2020	Q4 2023
Powers	<p>The Midland Metro (Wednesbury to Brierley Hill and Miscellaneous Amendments) Order granted in 2005</p> <p><i>Midland Metro (Wednesbury to Brierley Hill Land Acquisition) Order – submission December 2017</i></p> <p><i>Decision pending</i></p>	
Funding	BCLGF	£0.4m
	Transforming Cities Fund	£207m
	WMCA	£103m
	Prudential Borrowing	£139.1m
	TOTAL	£449.5m
Current Status	<p>Preliminary design complete Q2 2019</p> <p>Target cost 1 estimate Q2 2019</p> <p>Final business case approved Q1 2019</p>	
Programme	<p>Opening of Passenger Services - 2023</p> <p>TC1 Project Proposal Approval - July 2019</p> <p>TC2 Project Proposal submission – December 2020</p> <p>Transfer of South Staffordshire Railway – September 2019</p>	On Programme
Cost	In stage approved budget up to TC1	On Budget



Pictured: New CGI of Wednesbury to Brierley Hill Metro extension

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

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

MMA have now completed the preliminary design for the extension and submitted a Target cost 1 Project Proposal for the scheme to be reviewed by WMCA. The Final Business Case was completed and approved through the TfWM/WMCA full assurance process. MMA are working on four discrete packages of detailed design to maintain project momentum and de-risk the programme in 2023 whilst the Project Proposal is being considered.

Funding

WMCA has approved the full funding for the scheme and delegated authority to the Director of west Midlands Metro, Finance Director and Managing Director of TfWM to program the scheme. The Project Team has been authorised to draw down a total of £22.5m in funding to date to complete the TC1 Proposal and site preparation activities.



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

Management of the Statutory Process

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

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

There were 25 objections to the Draft Order. On the day of the Public Inquiry 21 objectors had withdrawn. The Public Inquiry was held on 19 March and adjourned the same day. The Inspector's report was submitted to the Secretary of State in May and TfWM are waiting for the Secretary of State's decision.

Connecting Sandwell & Dudley

The second edition of the new quarterly WBHE newsletter, Connecting Sandwell & Dudley, was published in May 2019. The next edition will be released in July 2019.

Dudley Town Centre Package of Works

The second package of advance utility exploratory works in Dudley Town Centre was recently completed on schedule. The work was carried out to prove the location of the existing Severn Trent Water networks in the area, which will help feed the detailed design, and took place over a two-week period in June 2019 at night.

Depot

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

East Birmingham Solihull Extension

Project Cost	Construction Start	Passenger Services
£735m ⁴	2023/4	2026
Powers	Midland Metro (East Birmingham & Solihull Extension) Order to be sought December 2020	
Funding	Enterprise Zone	£183m
	Funding Gap	£552m
Current Status	Preliminary Design and Outline Business Case development progressing PRISM traffic and highway modelling nearly complete	
Programme	The scheme is still on track to open in line with HS2	On Programme
Cost	Scheme costs remain on budget	On Budget



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

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

The EBS project is much more than a transport project. By aligning initiatives promoted by a wide local partnership in Education, Health, Employment, Housing

⁴ The forecast out turn cost + optimism bias will be reviewed prior to submission of the Outline Business Case in the second half of 2019

and Education it seeks to transform the East Birmingham and North Solihull areas, breaking the people of this area out of the past and present embedded high levels of incidence of multiple deprivation.

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

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

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

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

The TWAo submission has been deferred to end 2020 to accommodate the public consultation and modelling work and subject to the necessary approvals from WMCA and confirmation of the overall funding package.

Briefings to ward councillors along the route commenced in November 2017 following agreement with the Cabinet members for Birmingham and Solihull. Public consultation on the preferred alignment for the scheme will take place in Q1 of 2020 and is an essential precursor to the submission of the Transport and Works Order application.



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

Work has continued on the development of the Outline Business Case which will be submitted in 2020, having been delayed by issues with the PRISM 5.2 model. The Environmental Statement Scoping Report has been largely written and there has been ongoing consultation with key stakeholders to ensure collaboration and integration with other major projects along the route which are due to be developed and delivered within similar timescales.

A study has recently been commissioned to look at the integration of the HS2 Automated People Mover (APM) within the wider public transport offering within the UK Central area and the implications of this on the EBS Metro scheme is on-going. Initial findings have been discussed at meetings with the Urban Growth Company (UGC) at which key stakeholders in the region are present.



Pictured: Possible alignment of Metro at St Andrews

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

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

Project Cost	ITN	First Tram In Service
c. £150m	Q1 2019	Q3 2021
Powers	N/A	
Funding	£1.5m Procurement funding included in Eastside Budget	
Current Status	Market Sounding Workshops completed in Q2 2018 Contract Notice issued in Q2 2018 Evaluation of Supplier Questionnaires completed in Feb 2019 Invitation to Negotiate (ITN) issued in Q1 2019 Tenders returned 1 st July 2019 Contract Award Q4 2019 Delivery of First Tram Q3 2021	

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

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

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

Project	Trams
Edgbaston	6 Trams [Q3 2021]
Wednesbury Brierley Hill	15 Trams [Q3 2023]
Eastside	4 Trams [Q1 2025]
East Birmingham Solihull	23 Trams [2025/2026]

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

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

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

The amended Contract Notice was issued on the 4th December 2018 and no challenges were received. The four highest scoring suppliers that meet the minimum SQ thresholds were pre-qualified and taken through to the Invitation to Negotiate Stage (ITN). The 4 pre-qualified suppliers were:

- Alstom
- Bombardier
- CAF SA
- Skoda

As a result of requests received from bidders the tender period was extended to 1 July 2019.

The implications of agreeing the extensions to the tender period were considered by the Metro Board and a change control was approved on the 2nd June 2019. This now means that the ITN return date is 26 days later than the baselined scheduled date of the 31st May and 33 days later than the targeted date of the 20th May 2019. Contract Signature remains as the 4th October 2019 with no extension to the delivery of the first tram. This is possible by reducing the evaluation period from six weeks to four weeks, removing the previously agreed two week extension to the evaluation period. The evaluation period would now be from the 1st July to the 30th July, avoiding the two week period where key members of the evaluation team were on annual leave.

The estimated delivery of the first tram remains as the 30th July 2021, which means that there are 22 months between Contract Signature and proposed delivery of the first tram.

The baselined schedule shows a contract award date of 13th September 2019, however with the approved change controls the contract award date is now the 4th October 2019. There is time risk allowance of 66 days between contract award and the delivery of the first tram, so although contract award is later than in the original baseline schedule the delivery of the first tram should not be. Mitigation actions will be put in place to try to recover some of the lost time and to make every effort to minimise any further delays.

At the time of writing two bids had been received by the tender deadline and these are now under review by the tram Projects Team.

Birmingham City Centre Extension

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

All works were successfully completed by Balfour Beatty and all retention monies released.

A glazed barrier system at Grand Central has been designed to replace the existing barriers that were installed upon opening of BCCE to Grand Central in 2016. After obtaining approvals from Network Rail and BCC installation of the glazing system commenced in June 2019. Finally, the project will need to complete a stage 4 Road Safety Audit which is slightly delayed whilst the above mitigations are installed.

Coventry Very Light Rail (VLR)



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

The VLR Project continues to be divided into four main work streams these are:-

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

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

TfWM and Coventry City Council propose to provide a detailed update on the development of the Very Light Rail prototype vehicle, trackform and development of the initial route options to TDC at its September meeting.

A presentation on VLR Innovation Centre at Castle Gate will be jointly presented by TfWM, Coventry City Council and Dudley Metropolitan Borough Council to the Transport Delivery Committee in September.

Bilston Road

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

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

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

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

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

The corridor remains under warranty from MMA.

CWC have implemented a financial assistance package for traders affected by the Bilston Road works. This mirrors the WMCA's FAP and is administered by the same independent assessor.

Network Wide Projects

Background

A series of projects are being progressed by TfWM to support the network expansion programme and these are listed below:

- Wednesbury Depot Additional Stabling and Maintenance Facilities
- Tram Preparation & Stabling Facility – Eagle Lane
- Line 1 Traction Power and OLE Upgrades
- Communications & Control

Each of the aforementioned projects will be discussed in detail below.

Wednesbury Depot

The existing Wednesbury Depot is comprised of stabling for the existing fleet of 21 CAF Urbos 3 trams, a 6 bay maintenance shed and a Testing & Commissioning shed. The capacity of the Depot is sufficient to maintain the existing fleet of 21 trams.

In order to be able to service all future network extensions it is envisaged that up to 50 new trams will be required to be procured, most likely in two delivery tranches, this will mean a total fleet of 71 trams. The first of the new fleet is expected to arrive in the Depot in July 2021.

Delivery Tranche	No of Trams in Tranche	First Delivery	Last Delivery
1	18	July 2021	March 2022
1+	Up to 7	March 2022	July 2022
2	25	December 2024	November 2025
Total	50	N/A	N/A

Table 3 – Tram Delivery Phase Plan

** The dates in table 1 are based on current timescales for required trams and are subject to change.*

Modification to the Wednesbury Depot will be required in order to undertake heavy maintenance of the future increased fleet of trams. The increased fleet size could potentially be made up of multiple tram types as well as manufacturers, as such consideration is being made for this. This would include additional spares storage, variation in tooling requirements and maintenance regimes, additional office, welfare and training accommodation and reconfiguration / possible extension of the maintenance building. As well as these modifications to the existing depot, additional

facilities for tram preparation and stabling will be required, most likely at more than one additional location on the expanded network. Studies undertaken by TfWM have identified that up to 6 additional trams can be stabled and maintained at Wednesbury Depot with the current arrangement subject to any special tooling requirements required to maintain the 3rd Generation Tram Fleet.

TfWM have procured Mott MacDonald to undertake a study of the current facility at Wednesbury and other depot/stabling options in accordance with the Royal Institute of British Architects (RIBA) Plan of Work 2013.

The core outputs from this commission will be the issue of a Concept Design, high level Cost Plan and Programme of Works. The report is due to be delivered in September 2019 and will involve significant input from MML to ensure that the requirements are captured and that the proposed works can be delivered without adversely affecting depot operations. Interfacing projects are also being factored in and these include but are not limited to the CAF OESS fitment programme, WBHE, MML's planned P3 maintenance and overhaul programme of the existing fleet planned and the Operations and Control Centre enhancement works.

Tram Preparation and Stabling Facility – Eagle Lane

TfWM have undertaken a detailed study to identify sites along Line 1 (existing network), WBHE and EBSE to provide additional tram prep and stabling facilities to augment the existing facility at Wednesbury Depot; and to support the timetable as each operating stage comes on stream. The focus of the team to date has been to provide facilities to accommodate the phase 1 expansion programme, in-particular the delivery, commissioning and entry into service of the 3rd Generation Tram Fleet. It is accepted that the existing depot can stable and maintain an additional 6 trams and beyond that point supplementary facilities are required to be made available either at Wednesbury Depot and or new sites.

The identified tram preparation and stabling facility sites for the phase 1 expansion programme were appraised on a set criteria and ranked. Following this process, the 'preferred' site identified was the land at Eagle Lane which is adjacent to the WBHE and in close proximity to Wednesbury Depot.

The Concept Design, high level Cost Plan and Programme of Works were delivered on programme at the end of June 2019 and are now under review. Numerous workshops have taken place with the key stakeholders present, a series of options developed and final 'preferred' option selection was made in conjunction with MML.

There are a number of challenges regarding the development of the land at Eagle Lane that the joint TfWM / Mott MacDonald team are contending with. Not all of these will be concluded by the time the Eagle Lane RIBA Stage 2 report is issued at the end of June 2019 but they will be progressed while awaiting the delivery of the Wednesbury Depot RIBA Stage 2 report in September 2019. Once both reports are delivered, TfWM will make a decision as to the most appropriate course of action to

provide the additional tram preparation and stabling facilities for the network expansion.

Line 1 Traction Power and OLE Upgrades

TfWM have been working with the MML and MMA to assess the condition of the existing Line 1 Traction Power system and to identify its Reliability, Availability, Maintainability and Safety (RAMS) moving forward to support the network expansion programme. Following a series of workshops in late 2018 and 2019, a number of work streams have been progressed to identify the requirements including:

- Various workshops to review overall system performance;
- A conditional survey of all Line 1 substations by the system maintainer;
- Works to increase the Traction Power network resilience of substation 9 (St Paul's) for CSQ opening;
- Works to increase the resilience of the traction power Supervisory Control and Data Acquisition (SCADA) system;
- High-Level Inspection to Overhead Line, Re-tension Works to System; and
- Traction power modelling and simulation of Line 1 and the extensions.

The conditional survey of the Line 1 substations has been completed and MML has implemented a number of the recommendations made in the report.

Works to increase the resilience of substation 9 by the MMA are progressing in line with programme requirements and will lead to the installation of substation 9A at the same site. As part of these works the SCADA equipment at substation 9 will be upgraded and the central SCADA Server located at the Wednesbury Depot Comms Equipment Room will be replaced by a Server and software implementation for the SCADA system.

MML are progressing the works to undertake high level inspections of the Overhead Line and the phased replacement of the existing tensioning system, these works are currently in the procurement phase with tender returns being evaluated.

The final outstanding traction power modelling and simulation report was received in May 2019 and the 4 No. reports have been reviewed by TfWM, MML and the MMA independently. The reports identify works that are required to be undertaken to the Line 1 traction power system and the requirements for the extensions. Following the independent reviews, a joint workshop was convened with the consultant commissioned by TfWM to undertake the simulation to clarify the recommendations contained within. TfWM are considering the next steps which will include further modelling and the appointment of an engineering consultant to undertake a peer review and assist with the planning and implementation of the necessary works.

Comms and Control

Preparatory works have been progressing with regards to the upgrade of the Communications and Control system. The Comms and Control system is made up of a number of sub-systems and these are detailed in the table below:

Sub-System	Description
Backbone Transmission Network	Optical fibre network with associated network infrastructure for the transmission of data between wayside equipment and depot equipment room
Passenger Information Displays	Provides Passengers with real-time visual display information
Close Circuit Television	Viewing of tram stop and pre-defined locations from Operations Control centre and Summer Lane control rooms.
Supervisory Control and Data Acquisition (SCADA)	Command & Control of Traction sub-stations
	Command & Control of wayside equipment
Radio	Two way radio communications and data exchange between Operations Control centre and equipment room
Telecoms	Communications equipment for the Operations Control centre, maintenance and administration staff
Ticketing system – Automatic Fare Collection	Off tram ticketing system to be located at tram stop or other defined locations
Operations Control Centre Room	Control Room building work, furniture and technical equipment

The following section highlights the key issues with the existing Comms and Control system and the technological solutions that has been proposed by TfWM.

Line 1 Backbone Transmission

Identified issues:

- No resilience on Line 1/BCCE optical network, only 1 physical fibre between nodes; and
- Network switches require upgrade due to manufacture support issues and future capacity requirements.

Solution:

- Installation of new fibre on Line 1 & BCCE (ADSS – on OLE)
- Upgrade Network switches
- Consider SG potential to reduce reliance on FON

Line 1 and BCCE Passenger Information Displays

Identified issues:

- Line 1 & BCCE Passenger Information Displays only consist of 2 information Lines; and
- The first Line is for next tram arrival with second line used for scrolling information text. More route information will be required.

Solution:

- Increase capacity of Displays to house two lines of information for tram arrival/destination; and
- Have third Line for scrolling customer service information.

Line 1 and BCCE Passenger Assistance Units

Identified Issues:

- Line 1 & BCCE Passenger Assistance Units are for Emergency calls only, and
- All calls are currently routed to network controllers not customer services staff.

Solution:

- Migrate PAU to model which is capable of both Emergency and Information calls.
- Allow differentiation of routing of emergency and information calls.

Radio

Identified Issues:

- The current VHF Radio on Line 1 suffers coverage issues in the central area/Tunnel(CSQ and WCCE have been surveyed and have coverage); and
- The VHF Radio is only voice, voice and data are required for future needs (On-board systems).

Solution:

- Migration of VHF to Digital Mobile Radio Tier 3 (or similar); and
- DMR can use existing infrastructure, both voice and data.

Supervisory Control & Data Acquisition System

Identified issues:

- The current Traction SCADA is obsolete and will not support future project requirements/upgrades; and
- Current SCADA is not monitoring any auxiliary wayside equipment only traction sub-station.

Solution:

- New SCADA capable of future network needs and command and control requirements; and
- Upgrade Line 1 / BCCE to include wayside RTU/PLC for wayside monitoring.

Close Circuit Television

Identified issues:

- Existing Synectics recording system no longer supported; and
- Still have Analogue cameras on network.

Solution:

- Upgrade of Synectics system, cold storage and operator interface for future network; and
- Upgrade of Analogue cameras.

Automatic Vehicle Localisation System

Identified issues:

- Localisation of trams accuracy defined by Tram Detection System Loops only; and
- Limited functionality of on-board systems.

Solution:

- Project Automation on-board Traincontroller system (Already Installed on Urbos 3)
 - Continuous Localisation; and
 - Enhanced driver HMI function.

Operations Control Centre

Identified issues:

- Operations Control Centre is not equipped for network expansion; and
- Sub-systems are not automated.

Solution:

- Upgrade/New Sub-systems for future needs;
- Automate where possible operator functions; and

- Build more intelligence into sub-systems.

Work has been undertaken by TfWM and the MMA to identify suppliers for each of the sub-systems detailed above and a series of meetings has taken place over the last few months to refine requirements and develop an overarching programme that aligns with the network expansion programme including the Comms and Control works required to be undertaken on the 2GT fleet and the free issue equipment to be provided to the manufacturer of the 3GT fleet (once awarded).

Project Automation (PA), the incumbent OEM and maintainer of the Line 1 SmarTram Automatic Vehicle Location System (AVLS) and Signalling & Telecoms system submitted an offer in February 19 for the upgrade of the existing system and the phase 1 network expansion projects, namely BEE, EDGE and WBHE. Following review by TfWM and the MMA, PA were asked to submit a revised offer and this was received on the 07/06/19. PA will further revise their offer and resubmit to TfWM in early July 2019.

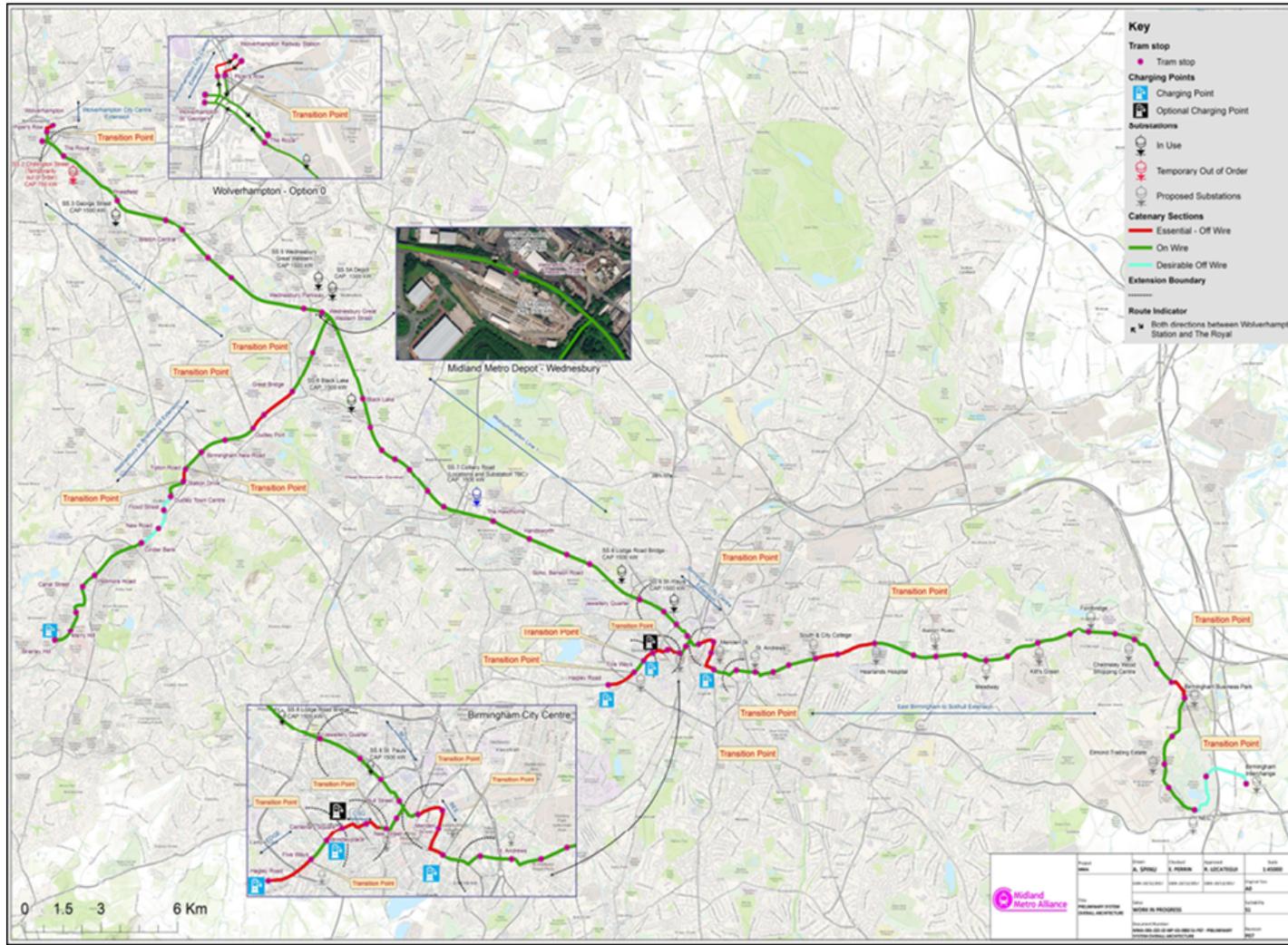
PA have also provided a quotation for the removal of the 2 Line Passenger Information Displays (PID's) and Passenger Assistance Units (PAU's) on all of the Line 1 tram stops and replacement with 3 Line PID's and 2 button PAU's as per the 2 no. tram stops that form the CSQ extension. The aim is to have PA under contract in order to complete the works in-line with the opening of CSQ to provide passengers with a uniform experience across the network. Included within this contract will be the supply and fitment of a 3 Line PID as part of the Snow Hill Station 3rd entrance project.

TfWM and MML have met with WM5G team to investigate ways in which 5G mobile technology can be utilised within the tramway architecture. A further meeting is scheduled to take place in early July 2019 to explore options.

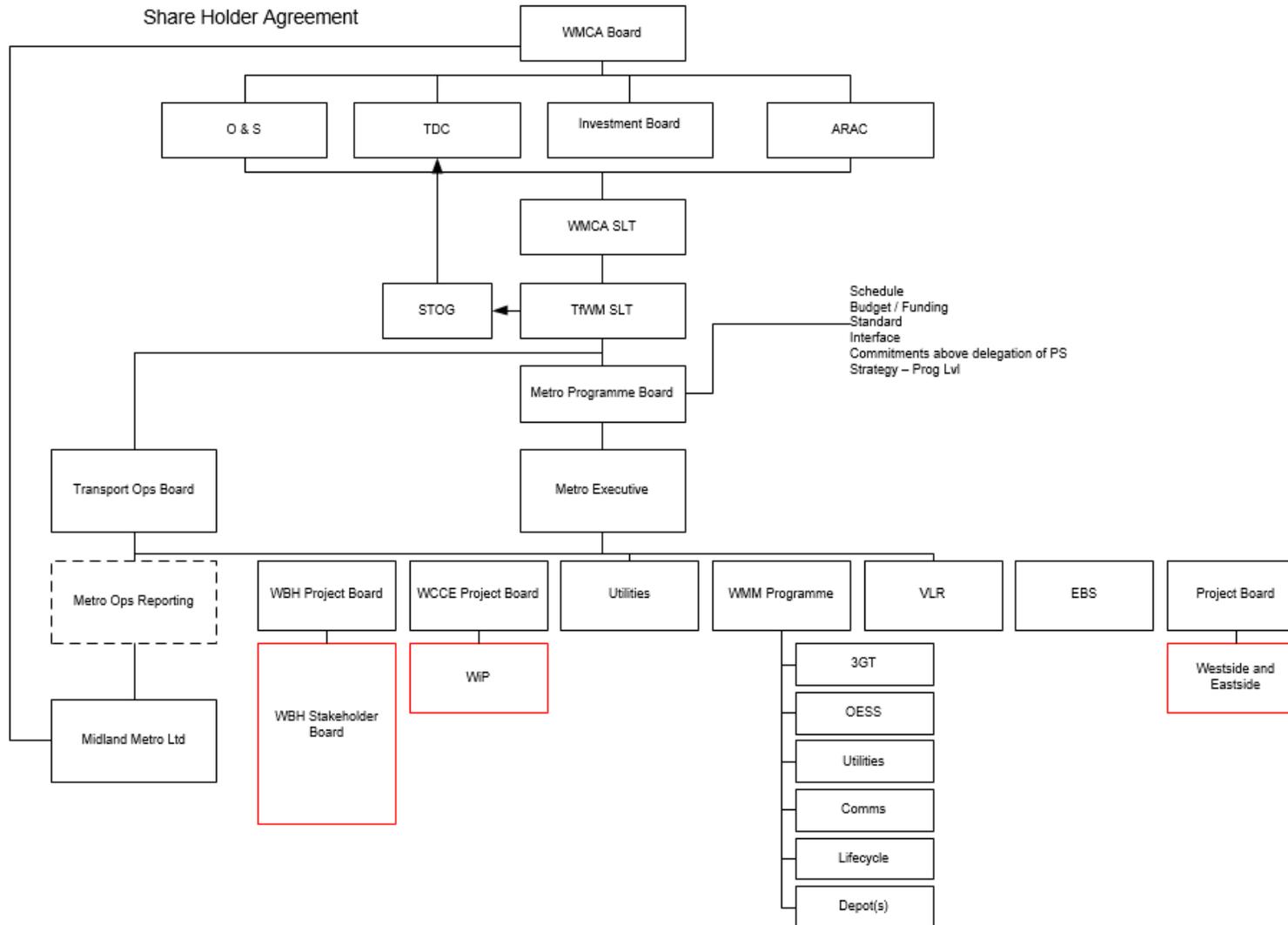
The current Radio maintainer has identified a staged approach for the migration of the current VHF radio to a DMR (Digital Mobile radio) tier III system. The DMR solution will provide both voice and data capabilities without the need of multiple base station sites, this needs to be explored further for viability and the team are planning to make the necessary arrangements for a radio coverage survey to be undertaken in the coming months.

The focus in the next quarter is to set up a series of workshops with MML, procure key suppliers and baseline the programme.

Appendix 1 – Map of geographical area referred to in this report



Appendix 2 – Governance Structure chart



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Transport Delivery Committee

Date	22 July 2019
Report Title	Park & Ride Update
Accountable Director	Pete Bond, Director of Integrated Network Services
Accountable employee(s)	Richard Mayes, Head of Park & Ride (interim)
Report has been reviewed by	Rail and Metro Lead Members' Group (by email)

Recommendation(s) for action or decision:

The Transport Delivery Committee is recommended:

- To note the current status of development for Park & Ride (P&R).

1.0 Purpose

- This report details the progress of Park & Ride site proposals already in delivery or development, since the previous report in January 2019. It also provides an update on the development of an overarching framework to govern future development, funding and management of Park & Ride sites.

2.0 Park & Ride development activity

- Work has been continuing to develop and deliver a number of expansions at sites across the network.
- A summary of sites where work is continuing is provided in **Table 1** below. Additionally a summary of other sites that are being considered in the context of the emerging strategy and development framework in **Table 2**.

Table 1 – Ongoing Car Park Expansion projects (in alphabetical order)

A34 / M6 Junction 7 (Sprint)	In conjunction with the Sprint development team, TfWM is considering options for a Park & Ride site on the A34 Sprint corridor, close to junction 7 of the M6, to act as an intercept for cars heading to Birmingham and Walsall. Work is ongoing to understand the demand profile at this location, in order to ensure that proposals are aligned with the expected usage. A number of possible sites have been identified and TfWM is working with these land owners and local authorities to understand the opportunities available.
Bradley Lane (Metro)	Construction work on the new 196 space car park was put on hold as a result of the main contractor, Dawnus, entering administration on 14 March 2019. The first phase of works has required a focus on ground remediation because of former coal mine workings on the site and, through engagement with Dawnus' main subcontractor, these works were satisfactorily completed. The next phase of work, to complete the embankment, steps and ramp, are due to recommence at the beginning of August. It is anticipated that work on the site will be completed prior to the end of 2019.
Longbridge (Rail)	Following receipt of planning permission in October 2018, and subsequent confirmation of budget approval, the existing car park facility was closed on 19 May 2019. TfWM's contractor then took over the site and work commenced immediately on delivering the five deck, multi-storey car park. With the optimum floor plan in place, following refinement to the design, the new facility is expected to have 629 spaces in total across the six levels. The site has been cleared and subterranean work has begun. It is anticipated that the car park will be completed and open for use in Spring 2020. As previously confirmed, a charge will be applied at Longbridge to help cover construction and operational costs, following an agreement by WMCA in February 2018. Further details regarding the development and delivery of user charging will be presented once proposals have been finalised.
Tile Hill (Rail)	A project is continuing to be developed as part of HS2 connectivity package for Coventry and Warwickshire, and in partnership with Coventry City Council, to increase the current provision of 347 spaces at Tile Hill station. Further options have been explored, and proposals for possible schemes that would see a net increase of around 250 spaces are being pursued, in conjunction with key stakeholders. A number of plots of land, that would potentially be desirable for the scheme, have been identified and are being considered in conjunction with the expansion proposals. It is currently anticipated that WMCA will be in a position to apply for planning permission during 2020 and, subject to approvals, that work would commence to deliver the net increase as soon as practicable thereafter. The Tile Hill Park & Ride site is not playing a part in Coventry City of Culture 2021, and therefore is no longer the combined aim to have the facility open by December 2020.

Tipton (Rail)	Land valuation has been provided on land owned by Sandwell MBC. Discussions are continuing regarding the costs associated with land, and how best to proceed. As the site was formerly the subject of coal mining and industry, there are a number of mitigations that, on acquisition, would need to be undertaken prior to the construction of the proposed 106 space car park extension.
Whitlocks End (Rail)	An initial design has been produced that would deliver a 271 space addition to the current 324 space car park at surface level. This incorporates land previously acquired by TfWM that is directly adjacent to the existing P&R site. Additional discussions have taken place with Solihull MBC around these proposals, and options to potentially enhance the Park & Ride provision at Whitlocks End. This has been to ensure that proposals are aligned with the wider development plans in the area, and have considered highways implications also.

Table 2 – Car Park Expansion projects to be taken forward in the context of the emerging strategy (in alphabetical order)

Dudley Port (Rail & Metro)	There may be opportunities to expand the Park & Ride provision at Dudley Port in conjunction with the Wednesbury to Brierley Hill Metro Extension. The strategic nature of this location is being considered as part of a pilot study that examining Park & Ride opportunities, in conjunction with the Park & Ride strategy, across the extension route.
Sandwell and Dudley (Rail)	A number of outline options have been produced that could increase the parking provision at Sandwell and Dudley station from the current 372 standard spaces, up to as many as 1100 spaces, through a variety of decked solutions. The scope of this project is being considered, in conjunction with the Park & Ride Strategy and local highway implications, in order to ascertain any desired or appropriate level of expansion, and whether development costs can off-set by charging for use of any enhanced facility.
Tame Bridge Parkway (Rail)	One area of land has been identified adjacent to the current site which could be used to deliver a car park expansion, however there is now an additional piece of land that may become available as a result of Network Rail work in the area. Options are currently being considered in relation to this Park & Ride site, and opportunities to work with land owners to provide an enhanced parking offering at either of the identified locations at the station.

2.3 Consideration is being given to other potential locations for Park & Ride expansion, or development of new Park & Ride sites. These will all need to be considered in conjunction with the Park & Ride Strategy, and will be developed accordingly if meeting criteria.

2.4 Development of sites, other than the A34, to support Sprint will also be considered.

Lease Reviews, and Maintaining Existing Park & Ride Sites

- 2.5** As lease and rent reviews present themselves, TfWM will continue to work to maintain its existing Park & Ride portfolio, subject to assessment of value for money including the cost of managing maintaining these sites.
- 2.6** TfWM is pleased to report that the ongoing issues at Hall Green have been resolved.
- 2.7** The land on which the Park & Ride site is located is owned by two different landowners. Negotiations were taking place with one of these landowners regarding future opportunities regarding the land, and the current lease.
- 2.8** With the negotiations regarding the provision of Park & Ride on this land concluded satisfactorily, this allows the continuation of the current level of parking, with possible opportunities for enhancements, for the foreseeable future.
- 2.9** The vast majority of Park & Ride sites remain free of charge to users, however TfWM has seen rental increases and potential in certain locations. It is not the case that sites with cost increases will be maintained as free to use Park & Ride car parks and, in the cases where costs are deemed not present value for money, consideration will be given regarding the future of the site and, indeed, potential withdrawal and exploration of other funding opportunities.
- 2.10** Work has been undertaken to review leases at our P&R sites. Some are straightforward whilst others, especially those where tripartite leases are in place between Network Rail, West Midlands Trains and WMCA, are more complex and restrictive. In some cases some stations, the car parks have different ownership and lease restrictions in places with the location. Stourbridge Junction, for example, has three sections which are of different ownership and are with different restrictions. The covenants within each of these leases are being reviewed, with a view to reaching a commonality across the estate, which will enable similar customer experience measures and commercial activity.
- 2.11** Initial discussions have commenced with West Midlands Rail Executive, West Midlands Trains, and Network Rail with a view to updating lease conditions in order to standardise activities on the estate we operate. Early indications look favourable, with potential options around any future revenue generation from sites, from any commercial activities, being reinvested in the rail or Park & Ride networks.

Commonwealth Games

- 2.12** Work continues to take place within the organisation, and with key partners, to identify P&R sites for the 2022 Commonwealth Games.
- 2.13** The work is leading towards consideration of temporary opportunities at third party sites and legacy sites, rather than use of the existing Park & Ride estate which will still be needed to cater for regular users.
- 2.14** Current estimates suggest around 6,000 additional Park & Ride spaces will be required to support the Commonwealth Games, over a potential of 8 sites.

- 2.15** A greater understanding of the Park & Ride need will be understood once venue and event timetable decisions have been finalised by the Commonwealth Games Organising Committee.

SPRINT

- 2.16** As detailed in Table 1, options around the A34 Sprint corridor are being pursued.
- 2.17** Work will be undertaken with the Sprint team regarding any other potential Park & Ride opportunities.

New Stations

- 2.18** The Park & Ride team continues to work with West Midlands Rail Executive (WMRE) to input to the design of new railways stations in the West Midlands.
- 2.19** Specifically at the new planned stations at Darlaston and Willenhall the Park and Ride Team are working with the designers for the two new stations and it is currently proposed that a 300 space car park is built at Darlaston and 150 spaces at Willenhall. The Darlaston station car park will form part of a wider mixed use regeneration project of land alongside the new station.
- 2.20** Key role from the Park and Ride team has been to ensure the car parks designs meet the Authority's design standards and that the ultimate facilities are as easy and cost effective to maintain. An example of this has been to specify the same LED lighting for both the car parks and the station areas that have control systems that both reduce electrical consumption and whole life costs.
- 2.21** There are currently no plans for Park & Ride provision on the new Camp Hill Line at Moseley, Kings Heath or Hazelwell. The catchment of the station is likely to be very local, and there are a lack of suitable sites nearby. We will endeavour to consider options around other sustainable means.

Midland Metro

- 2.22** As part of the development of the Wednesbury to Brierley Hill Metro extension (WBHE), work is actively being undertaken to understand how passengers are likely to travel to Metro stops.
- 2.23** The trial of the Park & Ride principles on WBHE will consider the opportunities for Park & Ride, and highlight possible improvements to local walking, cycling routes, powered two-wheeler, bus and DRT connections, to encourage access by sustainable modes.
- 2.24** Park & Ride may be appropriate to support access to the rail and rapid transit networks in line with the Park & Ride principles adopted by WMCA.

Third party opportunities

- 2.25** Whilst work has been ongoing regarding the Park & Ride strategy, there has been limited involvement in exploring third party opportunities.
- 2.26** Once work to test the strategy has been completed, it is anticipated that further encouragement of private provider options can be considered.

3.0 Park & Ride Strategy & Commercial Opportunities for the region

3.1 The Park & Ride Policies and Principles report was approved by WMCA Board on 22 March 2019.

3.2 This sets out the details for taking forward the development of currently uncommitted future Park & Ride proposals, agrees policies to govern future development, funding and management of Park & Ride. It also details principles whereby any formal charging or booking system could be introduced in the future with a view to moving towards a more sustainable approach to funding improved customer facilities and Park & Ride provision.

3.3 The findings of a review of park and ride in the West Midlands suggest that park and ride has had mixed success in delivering against previous objectives and there are key issues with its usage. There are opportunities to optimise the way we deliver future park and ride provision. The review concluded that continuation of the approach as-is:

- would not be financially sustainable – maintenance and operation of existing provision is fully subsidised through the WMCA transport levy at an estimated cost of £2.4m per annum in 2017/18, which is set to increase to £3.2m per annum by 2024/25 – an increase of over 30%.
- could worsen the existing imbalance of supply and demand;
- would over-incentivise the use of park and ride by those who have viable and realistic alternatives (exacerbating an existing issue where approx. a third of existing users drive less than a mile to park and ride leaving less space for those who live further away);
- would continue to constrain the availability of park and ride for those who may lack viable and realistic alternatives (park and ride is only available to those who can travel very early, which in particular excludes its use by those who cannot due to family/caring responsibilities);
- could worsen detrimental impacts on nearby streets and neighbourhoods; and
- would miss opportunities for transit oriented development (and regeneration).

3.4 In order to assist, a set of clear policies regarding funding, managing and developing Park & Ride have been produced, with a view to ensuring that going forward Park & Ride delivers the right benefits for the right people, in the right locations and in a financially sustainable manner. This has been summarised in Table 3.

Table 3 – Policies for Funding, Managing and Developing Park & Ride.

Funding park and ride	Managing park and ride	Developing park and ride
<p>Any proposals for new or expanded park and ride schemes would generally be expected to be financially self-sustaining beyond the initial construction costs (including measures required beyond the boundary of the site such as on-street controls).</p> <p>Decommissioning of park and ride sites will be considered where rail and rapid transit network coverage provides residents in the area with viable and realistic alternatives to accessing the public transport network by non-car means; and there is no significant strategic transport access value provided by the site.</p> <p>Park and ride assets owned or operated by WMCA will be supported by commercial strategies which seek to:</p> <ul style="list-style-type: none"> • Reduce the cost of park and ride; • Raise revenue to cover the cost of park and ride, including by means of charging; and • Enable services supported by the WMCA Transport Levy to be as financially self-sustaining as possible. <p>Unless there are compelling wider benefits or commensurate savings the proportion of the WMCA Transport Levy budget allocated to the operation of park and ride will not be increased.</p>	<p>Wherever practicable at park and ride assets owned or operated by WMCA, measures will be introduced that aim to:</p> <ul style="list-style-type: none"> • Reduce the proportion of users that drive short distances to use park and ride; • Increase occupancy of cars travelling to park and ride. • Reduce the need for users to arrive very early in order to secure a space; • Manage any directly associated surrounding on-street parking that has a significant adverse traffic management or community impact; • Reduce adverse travel market distortions such as rail-heading at park and ride sites where it abstracts demand from better placed transport interchange nodes. <p>Where practicable, charging and booking measures will be considered as a high priority to achieve the above aims.</p>	<p>Where the private sector is unlikely to invest, WMCA will pro-actively promote park and ride sites with viable business cases in the metropolitan area that:</p> <ul style="list-style-type: none"> • Provides access to metropolitan/regional services to the West Midlands' well-connected strategic urban centres and/or intercity services to other key UK cities; and • Intercept longer distance traffic in-bound into the metropolitan area and/or serve local catchments. <p>Development of additional park and ride capacity will be favoured in locations where it offers the earliest feasible opportunity to beneficially abstract car trips from the urban road network.</p> <p>Unless there is compelling strategic reason which supports the better operation of the transport system, developing park and ride will not generally be supported:</p> <ul style="list-style-type: none"> • In congested urban centres. • Within 3 miles of Birmingham City Centre. <p>There will be a general presumption against the development of park and ride that precludes alternative land uses in the long term and where there is a clear local ambition to use the land for more productive purposes.</p>

- 3.5 A development framework is now being produced to assist with the further development of Park & Ride and TfWM are working closely with local authorities through this process.
- 3.6 As noted at 2.21, the Wednesbury to Brierley Hill Metro Extension (WBHE) is being used as an opportunity to test elements of the strategy within a group encompassing the WMCA and district partners.
- 3.7 As noted above at 3.3, the current operating model and expenditure requirement will become financially unsustainable within the current constraints of the budget for delivering the Park & Ride service.
- 3.8 As such the Park & Ride Strategy will also consider the commercial opportunities around the Park & Ride estate. This will consider options to move to a more financially sustainable models that could include user charging, space reservation. It will also consider options for additional facilities or services (such as booking systems and EV charging), and integrating systems (potentially through Swift) that could allow for products to be provided through TfWM that are more than for travel in isolation.
- 3.9 There continues to be little incentive for customers who live close to the station to take more sustainable means of travel, due to the free nature of parking on TfWM sites, and work to encourage sustainable travel will continue.
- 3.10 Further updates will be provided as work regarding the policy and strategy emerge.

4.0 Customer Experience

- 4.1** TfWM continues to explore a number of areas to enhance the customer experience at Park & Ride sites. There are a number of work streams ongoing that, it is anticipated, will improve the end to end journey experiences of Park & Ride users.

Save-A-Space

- 4.2** TfWM is continuing the trialling of an app based parking bay reservation system called Save-A-Space, in partnership with technology company Accelogress, following a successful Innovate UK funding bid.

- 4.3** This trial has been ongoing since November 2017 and was successfully expanded in June 2019 from 29 spaces to 35. There is a further expansion planned that would take the trial to over 70 spaces later this year, and introduce sites that currently do not benefit from the trial.

- 4.4** June 2019 saw 15 spaces allocated for Save-A-Space at Northfield, with 124 people signing up at this location, to complement those who were using the trial at Longbridge, which has now closed.

- 4.5** The trial now comprises:

Four Oaks – 5 Save-A-Space

Northfield – 15 Save-A-Space

Rowley Regis – 5 Save-A-Space and 5 Car Share Bays

Tile Hill – 5 Save-A-Space

- 4.6** The pilot scheme has been expanded to incorporate 179 registered users, from a total of 1,762 people signed up (subscribed to the trial) overall. 220 people in total, from those signed up, were asked to become registered users.

- 4.7** More than 9,000 successful bookings have been made since the start of the trial.

- 4.8** Bays continue to be fully booked regularly on weekdays with 70% of users making at least one successful booking, and 65% of users making repeat bookings (2 or more bookings) and we continue to receive positive feedback.

- 4.9** Options are currently being explored to expand the Save-A-Space trial to include electric charging, providing additional customer benefits and allowing the trial becoming self-funded by charging customers to use the facility so that this does not cost additional sums of money to provide.

Car park enforcement

- 4.10** TfWM continues to actively enforce 'considerate parking' at our P&R sites with users parking outside lined bays being liable to a penalty charge. This scheme which has now been in place for four years is operated by Vehicle Control Services Ltd (VCS) and is working well with relatively few operational issues occurring.

- 4.11 The contract for provision of enforcement services is due to expire in October 2019, and work is currently being undertaken with our procurement team, for a new contract that will oversee both the day-to-day enforcement, but will also incorporate Longbridge user charging.
- 4.12 Enforcement is budgeted as cost neutral overall to TfWM overall, with any small surplus being retained within the budget to help with maintenance of the car park assets.
- 4.13 Where we have been made aware of infringements, we have the opportunity to upscale action as required, to help promote considerate parking.

Design Guide

- 4.14 The Park & Ride design guide has been update to reflect the recent the changes as the Combined Authority has emerged, and the rail operator has changed.
- 4.15 This guide ensures that both new and existing facilities meet a minimum standard for design and customer experience, and encompasses safety & security, supporting sustainable travel, technological innovations, community opportunities and operational requirements.

Electric Vehicle (EV) Charging

- 4.16 There are currently 10 EV charging points across 4 managed Park & Ride sites.
- 4.17 The sites that currently have EV charging points are Bromsgrove, Rowley Regis, Tile Hill and Yardley Wood. Longbridge has closed for rebuilding, but it is proposed that EV charging will be introduced into the new site.
- 4.18 To understand the suppliers, products and services available in this quickly developing area of technology, TfWM has undertaken a market sounding exercise and this encouraged proposals from companies that can provide services for EV charging at our facilities.
- 4.19 From the exercise, and engagement with power suppliers, this has led to consideration around which sites could be best for EV charging in the future, and the types of EV charging available that could be suitable for our estate.
- 4.20 It is anticipated that any payment for electricity would incorporate Swift as method of charging.
- 4.21 The work previously mentioned to provide passive provision for an increased number of electric charging bays in the future at Longbridge multi-storey car parkas the technology and demand develop, has now changed scope.
- 4.22 It had been intended that passive provision would be provided through ducting on the ground floor, however this limits the potential for EV in the future, and would have created issues with part of the construction process. Instead options are being considered whereby EV charging could be provided from above rather than below, with cabling potentially running along the ceiling of car park levels and down columns to charging units. This gives the potential for greater coverage of the car park in the future.

- 4.23** TfWM has been working to deliver a new strategic approach to electric vehicle charging at TfWM P&R sites and potentially, other operational locations.
- 4.24** It is the intention that EV charging will be incorporated into the commercial offer at Park & Ride sites, and options regarding booking EV spaces, to help ensure that users can arrive safe in the knowledge of being able to charge their vehicle, will be explored.
- 4.25** Future development of EV charging is being pursued along a model whereby, rather than having one or two units in each Park & Ride site, there will be a number of EV hubs with greater provision. This will help provide focal points for EV charging, and will build confidence in users that the facility will be available for them to use, at the time they want it.

Longbridge charging

- 4.26** As mentioned in the report in January 2019, at the meeting of the WMCA Board on 9 February 2018, the introduction of car park user charging at the new Longbridge Multi-storey Park & Ride site was agreed.
- 4.27** The decision to charge was based on:
- The need to repay capital borrowing costs associated with building the multi-storey car park,
 - The increased operational costs incurred in maintaining a decked facility.
 - The commitment to provide well managed, safe and secure Park & Ride facilities.
 - Without charging the scheme would not be able to go ahead.
- 4.28** The delegated responsibility for setting exact levels of car parking charges at Longbridge is jointly between the WMCA Lead Member for Transport and the Managing Director of TfWM, in consultation with Birmingham City Council Lead Member for Transport. To confirm, this will provide the ability to set and adjust charges in line with achieving modal shift objectives and repayment requirements for scheme borrowing.
- 4.29** The level of charge for parking at Longbridge will be between £2.00 and £4.00 a day. Analysis of operational and construction costs, together with optimum charging levels based on local markets and the need to pay back borrowing, have informed the proposals that are being prepared.
- 4.30** A baseline figure of £3.00 a day per user is being considered, given the need to pay back the amount borrowed to fund the building of the car park, and the charge in place at nearby parking facilities.
- 4.31** Once confirmed, the details concerning charging will be made available and will be the subject of marketing and promotional activities locally.

5.0 Encouraging other access options

- 5.1 Further to the previous report that set out the intention to work with West Midlands Trains (WMT) regarding station facilities, walking and cycling, the Park & Ride team has received support from a Cycling Development Officer, who has been seconded part-time to the team to give consideration to sustainable transport modes, travel planning, and modals shifts.
- 5.2 Work will be focussed on areas where larger scale capacity issues have been reported, such as Stourbridge Junction and Sandwell & Dudley, and opportunities explored that enhance alternative access to Park & Ride sites.

6.0 Stakeholder Engagement

- 6.1 Park & Ride provision, and changes to current provision, can have a significant impact on users and local residents. Recognising this, we have engaged with users in the case of major changes to parking provision.
- 6.2 TfWM has undertaken information campaigns regarding temporary work at Tile Hill, and at both Longbridge and Northfield surrounding the closing of the former. As part of this process, local councillors have received communication, with the opportunity to comment and feedback as appropriate.

TfWM will therefore continue to actively engage with local stakeholders with an interest in Park & Ride provision.

7.0 Financial implications

- 7.1 As mentioned earlier in report the provision of P&R has considerable financial implications for TfWM as operating P&R sites currently costs circa £2.4 million per annum. Furthermore, any future expansion in this provision will increase these costs further. Therefore sustainable funding models will need to be introduced as part of the overall P&R Strategy. This will take into account on-going revenue impacts as plans are taken forward on how existing provision can be best provided and how to increase and expand provision going forwards. This will include any specific schemes such as the Save a Space initiative and any other commercial opportunities.
- 7.2 In terms of further expansion and developments the TfWM capital budget alone will be insufficient to deliver all our aspirations and therefore there will be a need to explore all funding opportunities and all associated activities if a wider programme of schemes is to be successfully delivered. This will be a key element of considering a commercial approach that will include looking at opportunities to raise revenue in order to fund capital borrowing, with each scheme needing to be looked at on a case by case basis as part of an overarching P&R strategy.

8.0 Legal Implications

- 8.1 Any developments or expansion proposals for Park and Ride sites will be subject to due diligence in terms of providing a comprehensive appraisal of land ownership status and to establish any requirements necessary in relation to consents and approvals needed for such developments.
- 8.2 Any necessary property agreements, including leases and transfers will need to be entered into following negotiation. It will be essential to engage with Legal / Procurement as appropriate from a very early stage so that resources can be adequately planned to support the key deliverables and timescales met.
- 8.3 Any changes resulting from our negotiations with Network Rail and the Franchisee relating to covenants contained within certain car park leases may also drive legal costs and processes that will need to be factored into project timescales and budgets.
- 8.4 Any necessary commercial agreements to undertake works will need to be entered into in line with all contract and procurement requirements and again early engagement with legal and Procurement Teams will be essential.

9.0 Equalities Implications

- 9.1 New Park & Ride initiatives will need to undergo an initial equality impact assessment to ensure key equality and access requirements are met.
- 9.2 Similarly, the Park & Ride strategy and any charging strategies will need to undergo a full Equality Impact Assessment at early development stage to ensure different groups of people, including disabled people and people on low incomes are not disadvantaged.

10.0 Inclusive Growth Implications

- 10.1 None reported

11.0 Other Implications

- 11.1 None reported

12.0 Schedule of Background Papers

- 12.1 None



Transport Delivery Committee

Date	22 July 2019
Report title	West Midlands Metro – Westside Extension Stop Names
Accountable Chief Executive	Laura Shoaf, MD Transport for West Midlands
Accountable Employee	Phil Hewitt, Director West Midlands Metro
Report has been considered by	TDC Lead Members

Recommendation(s) for action or decision:

The TDC is recommended to:

- i. Note the contents of the report and recommend that the WMCA Transport Portfolio Lead approve of the names to be applied to the five additional tramstops currently being constructed on the Westside extension of the West Midlands Metro.

1. Purpose

- 1.1 To seek a decision from the members of the TDC on the names to be applied to the new tramstops being constructed on the Westside extension of West Midlands Metro and which will open for passenger use in December 2019 (2 stops) and December 2021 (3 stops).

2. Background

- 2.1 The first phase of construction of the Westside Metro extension commenced in 2017 between Grand Central tramstop (the temporary terminus of the Birmingham City Centre Extension opened in May 2016) and Centenary Square. This phase is progressing well and is due to open to the public in December 2019.

- 2.2 The second phase of the extension between Centenary Square and the terminus of the line outside 54 Hagley Road commenced main works construction in June 2019 and is due to open to passenger services in December 2021.
- 2.3 In preparation for the opening of the first phase of the extension TfWM needs to confirm the names to be used for the 5 tramstops that will be provided on the Westside extension – the locations of which can be seen on the map at Appendix 1. Confirmation of the names will allow TfWM to work with its suppliers progress production of tramstop signage, online and printed passenger information, tram and tramstop audio / visual announcements and essential software updates to the tram automatic vehicle location and control systems.
- 2.4 In order to meet supplier deadlines a decision on the naming convention for the new stops is needed in July 2019.

3. Tramstop Naming Proposal

3.1 Tramstop 1 – Paradise Street, Birmingham

This stop is located to the west of Victoria Square on Paradise Street immediately outside of Birmingham Town Hall.

Potential names for this stop are:

- Paradise Street
- Victoria Square
- Town Hall
- Birmingham Town Hall

The recommended name for the tramstop is “Town Hall”

3.2 Tramstop 2 – Broad Street, Birmingham

This stop is located at the east end of Broad Street within the recently renamed section of highway now known as Centenary Square. It is opposite the Library of Birmingham and Repertory Theatre and serves the International Convention Centre, Symphony Hall, Arena Central and Paradise developments.

Potential names for this stop are:

- Centenary Square
- Library
- Library of Birmingham
- Symphony Hall

The recommended name for the tramstop is “Library”

3.3 Tramstop 3 – Broad Street, Birmingham

The tramstop is located halfway along Broad Street and gives access to Brindleyplace.

Potential names for this stop are:

- Broad Street
- Brindleyplace

The recommended name for this stop is Brindleyplace

3.4 Tramstop 4 – Broad Street, Birmingham

The final stop on Broad Street is located to the east of the Five Ways roundabout opposite Cineworld and some 8 minutes' walk from Five Ways station.

Potential names for this stop are:

- Broad Street,
- Broad Street (West)
- Five Ways

The recommended name for the tramstop is “Five Ways” which will aid in the promotion of interchange between rail and Metro services at this site.

3.5 Tramstop 5 – Hagley Road, Edgbaston, Birmingham

The terminus of the line will be situated outside of 54 Hagley Road to the west of the Five Ways roundabout some 10 minutes' walk from Five Ways station.

Named Edgbaston in the original Transport and Works Order proposals this name has previously been identified by TDC members as potentially misleading for visitors who are seeking the cricket ground which is some 2 miles away. This name is not therefore included in the list of potential tram stop names.

Potential names for this stop are:

- Hagley Road
- 54 Hagley Road
- Hagley Road (East)
- Hagley Road, Edgbaston
- Edgbaston Village

The recommended name for the tramstop is “Hagley Road, Edgbaston”

4. Financial Implications

4.1 There are no financial implications associated with this report.

5. Legal Implications

No legal implications are recognised in this report.

6. Equalities Implications

6.1 No Equalities implications are recognised in this report.

7. Inclusive Growth Implications

7.1 There are no inclusive growth impacts associated with this report.

8. Geographical Area of Report's Implications

8.1 The proposal affects tram stops to be constructed in Birmingham.

9. Other Implications

9.1 N/A.

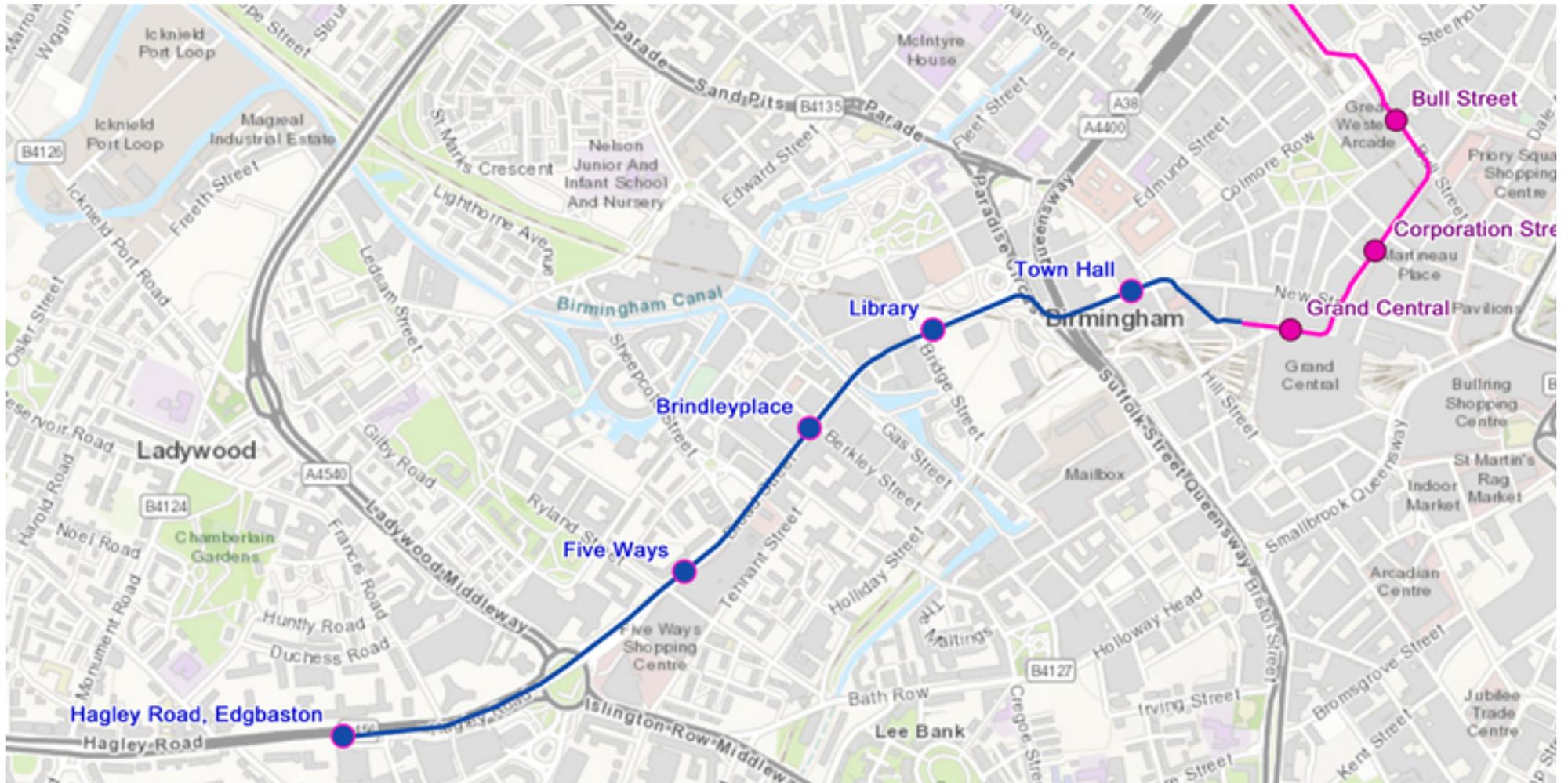
10. Schedule of Background Papers

N/A.

Appendix

Appendix 1 – Map of the Westside Extension

Appendix 1 – Map of Westside Extension



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TRANSPORT DELIVERY COMMITTEE

COMMITTEE MEETING		REPORT AND AUTHOR	AGENDA SETTING MEETING	
<i>Date of Meeting</i>	<i>Date Final Reports to be submitted to Governance Services</i>		<i>Date of Meeting</i>	<i>Date Reports to be submitted to Governance Services</i>
9 September 2019	29 August	<ul style="list-style-type: none"> • Financial Monitoring Report (Linda Horne) • Capital Programme Delivery Monitoring Report (Sandeep Shingadia) • Rail Business Update (Tom Painter) • MML Overview -12 Months On (Sophie Allison) 	22 August	19 August
4 November 2019	24 October	<ul style="list-style-type: none"> • Financial Monitoring Report (Linda Horne) • Capital Programme Delivery Monitoring Report (Sandeep Shingadia) • Bus Business Update (Edmund Salt) • Enhanced Partnership for Sprint (Edmund Salt) • Sprint Routes Update (Angela Hosford) 	17 October	14 October
6 January 2020	19 December	<ul style="list-style-type: none"> • Financial Monitoring Report (Linda Horne) 	16 December	11 December

TRANSPORT DELIVERY COMMITTEE

COMMITTEE MEETING		REPORT AND AUTHOR	AGENDA SETTING MEETING	
<i>Date of Meeting</i>	<i>Date Final Reports to be submitted to Governance Services</i>		<i>Date of Meeting</i>	<i>Date Reports to be submitted to Governance Services</i>
		<ul style="list-style-type: none"> • Capital Programme Delivery Monitoring Report (Sandeep Shingadia) • Cycling Charter Progress Update (Hannah Dayan) • Rail Business Update (Tom Painter) 		
10 February 2020	30 January	<ul style="list-style-type: none"> • Bus Alliance Update (Edmund Salt) • Enhanced Partnership for Sprint (Edmund Salt) 	27 January	22 January
16 March 2020	4 March	<ul style="list-style-type: none"> • Financial Monitoring Report (Linda Horne) • Capital Programme Delivery Monitoring Report (Sandeep Shingadia) 	2 March	26 February

TRANSPORT DELIVERY COMMITTEE

COMMITTEE MEETING		REPORT AND AUTHOR	AGENDA SETTING MEETING	
<i>Date of Meeting</i>	<i>Date Final Reports to be submitted to Governance Services</i>		<i>Date of Meeting</i>	<i>Date Reports to be submitted to Governance Services</i>
		<ul style="list-style-type: none"> • Bus Business Update (Edmund Salt) 		
8 June 2020 <i>Note- first meeting of new municipal year</i>	28 May	<ul style="list-style-type: none"> • Financial Monitoring Report (Linda Horne) • Capital Programme Delivery Monitoring Report (Sandeep Shingadia) • Cycling Charter Progress Update Report (Hannah Dayan) • Rail Business Update (Tom Painter) 	21 May	18 May

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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