

## Transport Delivery Committee

**Date:** Monday 9 September 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  
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# AGENDA

No.	Item	Presenting	Pages	Time
<b>Meeting business item</b>				
1.	Apologies for absence	Chair	None	
2.	Declarations of Interest Members are reminded of the need to declare any disclosable pecuniary interests they have in an item being discussed during the course of the meeting. In addition, the receipt of any gift or hospitality should be declared where the value of it was thought to have exceeded £25 (gifts) or £40 (hospitality).	Chair	None	
3.	Chair's Remarks (if any)	Chair	None	
4.	Minutes of the last meeting	Chair	1 - 8	
5.	Matters Arising	Chair	None	
6.	Correspondence/ Petitions	Chair	None	
7.	New Petitions Process	Pete Bond	9 - 12	
8.	Financial Monitoring Report	Louise Cowen	13 - 20	
9.	Capital Programme Delivery Monitoring Report	Sandeep Shingadia	21 - 28	
10.	Rail Business Update Report	Tom Painter	29 - 42	
11.	Midland Metro Limited - 1 Year of Operation	Sophie Allison	43 - 50	
12.	Presentation : Coventry & Dudley Very Light Rail Projects	Adam Williams/Colin Knight	51 - 70	
13.	Commonwealth Games Transport Plan	Anne Shaw	71 - 74	
14.	Notices of Motion To consider any notices of motion by the deadline of 12 noon on 5 September 2019.	Chair	None	
15.	Questions To consider any questions submitted by the deadline of 12 noon on 5 September 2019 for written questions and 12 noon on 6 September 2019 for oral questions.	Chair	None	

16.	Forward Plan	Chair	75 - 78	
17.	Date of Next Meeting - 4 November 2019		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.	WMCA Board Transport Reports (For Information Only)	Phil Hewitt	To Follow	

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**West Midlands  
Combined Authority**

## **Transport Delivery Committee**

**Monday 22 July 2019 at 1.00 pm**

### **Minutes**

#### **Present**

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 Mohammed Fazal	Birmingham City 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 Mary Locke	Birmingham City Council
Councillor Alan Taylor	Dudley Metropolitan Borough Council

#### **In Attendance**

Councillor Angus Lees	WMCA's Overview and Scrutiny Committee
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#### **Item Title No.**

##### **1. Apologies for absence**

Apologies for absence were received from Councillors Andrew, Hibbert, Lawrence, Richards and Welsh.

##### **2. Chair's Remarks**

###### **(i) Welcome**

The Chair welcomed everyone to the first meeting of the new municipal year.

###### **(ii) Sprint re-phasing**

The Chair referred to a press release, entitled 'A34 and A45 Sprint routes to be delivered in phases following design review' that been circulated to the committee prior to the meeting for information. It was noted that the Sprint Lead Member Reference Group would give consideration to the Sprint programme including advanced works at a future meeting.

(iii) Lead Members

The committee noted the 6 Lead Members for 2019/20 as follows:

Air Quality, Congestion and Environmental Impact- Councillor Richard Worrall.

Finance and Performance – Councillor Pervez Akhtar

Putting Passenger First – Councillor Kath Hartley

Rail and Metro –Councillor Roger Lawrence

Safe and Sustainable Travel – Councillor Diana Holl-Allen

Sprint – Councillor Timothy Huxtable

**3. To note the schedule of meetings for 2019/20**

The committee noted the calendar of meetings for 2019/20

- 9 September 2019
- 4 November 2019
- 6 January 2020
- 10 February 2020
- 16 March 2020

All meetings scheduled from 1.00-3.00pm

**4. Minutes of the last meeting**

The minutes of the meeting held on 24 June 2019 were agreed as a correct record.

**5. Matters Arising**

*Minute No.119 Matters Arising, Capital Programme Aligned to 2022 Commonwealth Games update*

In relation to the scheduling of a presentation on the Commonwealth Games for a future meeting, the Chair reported that the presentation would be given to a pre-TDC policy meeting on 4 November 2019.

**6. Correspondence / Petitions**

The Chair referred to a letter she had received from the Alderminster Action Group dated 18 July 2019 regarding changes to the A7/A8 bus service in Solihull.

The Chair outlined the contents of the letter noting there were some factual inaccuracies. She reported that TfWM would continue to keep the Alderminster Action Group advised of the 6 month review of bus services in Alderminster Road and a letter would be sent to confirm this position.

#### **7. Financial Monitoring Report**

The committee considered a report of the Finance Director that set out the financial position as at 31 May 2019, the first report of 2019/20 financial year.

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

Resolved:

1. That the year to date net revenue expenditure to the end of May 2019 shows a favourable variance of £89,000 compared to budget and there is no change in the full year position to date be noted and
2. That the 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 be noted.

#### **8. Capital Programme Delivery Monitoring Report**

The committee considered a report of the Director of Development and Delivery that provided an update on progress monitoring on the approved TfWM led 2019/2020 programmes and projects.

Councillor Akhtar, Lead Member for Finance and Performance introduced the report and outlined the key highlights of the report.

In relation to an enquiry from Councillor Huxtable regarding the dashboard and in particular item number 10, 'Network wide park expansion developments' as to whether the status of individual park and ride schemes could be listed in future reports, the Director of Development and Delivery undertook to check with the team whether the information could be obtained for future reports.

Resolved:

1. That the achievements since the May 2019 meeting of the Transport Delivery Committee be noted;
2. That the progress of deliverables and outturn of the 2019/20 Capital Programme be noted and
3. That there are no variations from the baseline programme be noted.

#### **9. Metro Investment Programme**

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

The report provided an overview of progress relating to the main activities of the Midland Metro Investment Programme and the actions being taken to manage the principle risks/ issues and opportunities that have arisen.

The Metro Projects Director, Michael Anderson and Head of Projects, Chris Haworth were in attendance to present the report.

In relation to an enquiry from Councillor Huxtable as to whether the West Midlands Metro Team have had an input into Birmingham's Smithfield and Rhea Valley Master Plan which refers to tram running to the new development, the Metro Projects Director, Michael Anderson advised that he had recently joined the organisation and undertook to look into the matter.

In relation to an enquiry from Councillor Jones regarding an update on proposals to connect the Metro at Brierley Hill to Stourbridge rail station, the Director of Development and Delivery, Sandeep Shingadia reported that TfWM was working with West Midlands Trains on looking at the connectivity between the two destinations and undertook to provide an update to the committee in due course.

In relation to a request from Councillor Pervez Akhtar for an update on the Coventry Very Light Project, the Metro Projects Director undertook for an update to be provided for a future meeting.

Resolved: That the contents of the report be noted.

#### **10. Park and Ride Update**

The committee considered a report of the interim Head of Park and Ride that provided an update on the progress of park and ride proposals already in delivery or in development since the previous report in January 2019.

The interim Head of Park and Ride, Richard Mayes, highlighted key areas of the report; this included ongoing expansion projects, lease reviews, maintaining existing park and ride sites, new stations and Longbridge charging.

In relation to capacity issues at Stourbridge Junction park and ride, Councillor Jones reported that there are 3 Dudley MBC owned car parks near to Stourbridge Town that were not well used and enquired whether TfWM could discuss with Dudley Council the possibility of utilising the car parks for rail users to help alleviate the parking pressures on Stourbridge Junction car park.

The interim Head of Park Ride, Richard Mayes undertook to discuss the matter with Councillor Jones following the meeting.

Councillor Lal commented that TfWM is unable to keep up with the demand for park and ride and reported of the need for better integration and to link bus services to tram and rail stations.

The Director of Integrated Transport Services, Pete Bond reported that the

park and ride strategy for the Wednesbury to Brierley Hill Metro Extension would be used as a 'test bed' to look at connectivity across all modes.

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

#### **11. West Midlands Metro - Westside Extension Stop Names**

The committee considered a report the Director of West Midlands Metro that sought a decision from members of the Transport Delivery Committee on the names to be applied to the new tram stops being constructed on the Westside extension of the West Midlands Metro and which will open for passenger use in December 2019 (2 stops) and December 2021 (3 stops) subject to the approval of the WMCA Transport Portfolio Lead.

The committee considered the list of suggested names and reported of the need for the tram stop to identify the place name and the key destination where appropriate.

In relation to tram stop number 5, the committee noted the commercial opportunities for the naming of the stop and considered a sponsor of the tram stop could determine the name; 'Edgbaston Village' or 'Garden Square' were two names proposed by the committee.

Resolved:

1. That the contents of the report be noted and
2. That the committee recommend to the WMCA Transport Portfolio Lead that the tram names for the following stops be approved to the four additional tram stops currently being constructed on the Westside extension of the West Midlands Metro;
  - Tram stop 1 – Victoria Square (for Birmingham Town Hall)
  - Tram stop 2 – Centenary Square (for Birmingham Library)
  - Tram stop 3 – Brindley Place
  - Tram stop 4 – Five Ways and
3. That in relation to the naming of tram stop 5, agreed that the commercial opportunities be explored with Calthorpe Estates, HSBC and other stakeholders vested in the area with regards to sponsoring the naming of the stop.

#### **12. Notices of Motion**

The committee considered the following motion submitted by Councillor Worrall on 18 July 2019.

*'The Transport Delivery Committee welcomes the introduction of the West Midlands concessionary bus and travel pass for women born between 6 March 1954 and 5 November 1954, to be funded by the seven district councils via the Transport Levy Revenue Budget which they contribute. We*

*note that participation by bus operators, in the WASPI concessionary travel pass scheme is voluntary and that all operators, with the exception of Rotala (Diamond Bus) have agreed to take part in it, so that up to 9,000 women unfairly disadvantaged by state pension entitlement changes will get a concessionary pass allowing free travel at the point of use on bus and Metro tram services within the West Midlands Metropolitan area.*

*In the interest of social inclusion and justice to enable universal access to the scheme for affected women, we invite the Board of Rotala to now review its position and join the scheme.'*

The committee asked that TfWM contact Rotala Board Members on the matter.

In relation to a suggestion from Councillor Huxtable that the matter be raised at the next meeting of the Bus Alliance Board, the Director of Integrated Transport Services undertook for TfWM to speak to the Chair of the Bus Alliance Board on the matter.

Resolved: That the motion be supported.

### **13. Questions**

The committee considered a question submitted by Councillor Huxtable on 18 July 2019.

The following question was submitted by Councillor Huxtable on 18 July 2019.

*'Given the importance of the socially necessary bus services subsidised by TfWM to residents, could an update be provided on the continuation of the subsidised bus services within the West Midlands taken on by various operations following the collapse of iGo'*

The Director of Integrated Transport Services provided the following response:

'Late April 2019 – 3 contracts, which had already been re-let through the normal re-tendering process to commence at this time.

Mid- June 2019 -8 contracts, one of which had 1 journey removed.

October 2019- 10 contracts, to coincide with the next standard tender round, one of which involved a slight route change.

Substantive Replacement Contracts

A formal tender round was then undertaken for the emergency contracts expiring in June 2019 to re-let the expiring contracts on a permanent basis.

The remaining emergency contracts expire in October 2019. At the time of writing, the October 2019 tender awards have not been confirmed, however, it is intended that all ex- ATG contracts will be continued on a substantive

basis with alternative operators.

Due to the emergency nature of the replacement provision, there has been an uplift in the costs of most contracts that were previously operated by ATG.

## TUPE

As with all subsidised bus contracts TUPE may apply to drivers of contracts which are being awarded in the October 2019 tender round. This will be a matter for the operators to discuss and manage. TfWM were involved in facilitation of TUPE discussions in the emergency round given the urgent nature of the transfer and unusual situation of the operator being in administration. TfWM were pleased to be able to clarify that all drivers who wished to remain in employment did so with alternative operators at very short notice.

In the October 2019 tender round there will not be the need for TfWM to be part of the TUPE discussions because the incumbent operators are not in administration; the usual timescales are available for operators to discuss TUPE implications with each other'.

The Head of Network Services, Jon Hayes undertook to advise Councillor Huxtable of the bus service that has been subject to a slight route change.

Resolved: That the question submitted by Councillor Huxtable and the response from the Director of Integrated Transport Services be noted.

### **14. Forward Plan**

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

Resolved: That the report be noted.

### **15. Exclusion of the Public and Press**

Resolved: 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).

### **16. Midland Metro Limited - Fare Change Proposals**

The committee considered a report that would be submitted to the West Midlands Combined Authority Board of proposals by Midland Metro Limited to make changes to Metro fares and to seek the approval of the board in its capacity as shareholder of Midland Metro Limited of the proposals.

Resolved:

1. That the report be noted and

2. That the Transport Delivery Committee recommend that the WMCA Board request further information with regards to the business case to support a fares increase before taking a decision on the matter.

The meeting ended at 2.45 pm.



## Transport Delivery Committee

<b>Date</b>	9 September 2019
<b>Report title</b>	New Petitions Process
<b>Accountable Director</b>	Steve McAleavy, Director of Customer Experience Email: <a href="mailto:steve.mcaleavy@tfwm.org.uk">steve.mcaleavy@tfwm.org.uk</a> Tel: 0121 214 7388
<b>Accountable Employee</b>	Sarah Jones, Head of Customer Services Email: <a href="mailto:sarah.jones@tfwm.org.uk">sarah.jones@tfwm.org.uk</a> Tel: 0121 214 7014
<b>Report has been considered by</b>	Transport for West Midlands Leadership Team and Putting Passengers First (PPF) Lead Member Reference Group

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

- To note the contents of this report.

## **1. Purpose**

1. To notify Transport Delivery Committee (TDC) on the refreshed approach to managing transport-related Petitions received by the West Midlands Combined Authority (WMCA).

## **2. Background**

- 2.1. WMCA has a history of receiving Petitions regarding transport related matters. The existing Protocol sees Petitions with less than 50 signatures reviewed, investigated and adjudicated on by the relevant subject matter Officers. A response and decision is then issued to the Lead Petitioner by the Customer Relations Team.
- 2.2. Petitions with over 50 signatures are reviewed and investigating by the relevant subject matter Officer and a recommendation put forward for consideration by the Putting Passengers First (PPF) Lead Member Reference Group. The PPF Group is accountable to the TDC and has specific remit for considering Petitions relating to bus, rail and Metro. Once endorsed by the PPF Group, decisions are ratified through a report to the TDC where the decision is formally minuted.
- 2.3. There are currently no established arrangements for managing Petitions received regarding non transport matters and since the vesting of the WMCA in 2016, there have been no such Petitions received.
- 2.4. The existing process has several issues as follows:
  - The scope of the current process is limited to transport and there are no arrangements in place to respond to wider WMCA related matters.
  - Transport for West Midlands (TfWM) is often asked to consider Petitions where the subject matter is outside of its direct control/remit.
  - There is no opportunity for Petitioners to be involved in the consideration of their Petition. Recurring customer feedback is that they don't feel they have been treated fairly as they have been unable to "present their case" in person.
  - There is no agreed Service Level Agreement covering target timeframe for resolution which leads to an inconsistent customer experience and poor public perception.
  - The low signature threshold of 50 means a high number of Petitions received require Member consideration, when only a small number of people may have supported the Petition.
  - The reliance for a Petition to be considered by the PPF Group at its monthly meetings and then reported on to the TDC, can also add delay to the process.
  - The absence of published information (online or otherwise) regarding the current process means there is lack of understanding and transparency around how WMCA considers Petitions.
  - Some Petitions lack information or clear instruction on what Petitioners expect TfWM to do.

## **3. Review**

- 3.1. The Constitution of the WMCA requires that the Authority has appropriate arrangements for considering Petitions in accordance with the scheme of delegation. Given the limitations of the current Petitions Protocol and at the request of the PPF Group, a comprehensive review of the current process has been undertaken by the Customer Relations Team. This included the end to end review of the current process taking in to account the customer experience. The review also considered customer feedback, benchmarking our arrangements with Local Authority partners and looked at how WMCA communicates with our customers both during and after the Petition review period.
- 3.2. The review found that the current arrangements for TfWM have a particularly low threshold for signatories in order for a Petition to qualify to be considered formally by elected Members. The

lack of opportunity for Petitioners to “present their case” was also unusual when comparing the arrangements in place across the West Midlands’ Local Authority areas. The details of the benchmarking exercise are shown below in Table A.

**Table A**

Authority	Paper/Online Process	Signature Threshold	Service Level Agreement	Panel	Customer attend?
Birmingham City Council	Yes / Yes	>10,000	None	Scrutiny Committee	No
		>20,000		Full Council Debate	Yes
Coventry City Council	Yes / Yes	>5	5 days	Senior Officer	No
		>10,000	None	Public Meeting	Yes
		>15,000	None	Full Council Debate	Yes
Dudley Metropolitan Borough Council	Yes / No	>10	None	Development Control Committee	Unsure
Sandwell Metropolitan Borough Council	Yes / No	>10	60 days	Senior Officer	No
		>1,500		Public Meeting	Yes
		>3,000		Full Council Debate	Yes
Solihull Metropolitan Borough Council	Yes / No	<2,000	None	Senior Officer	No
		>2,000		Full Council Debate	Yes
Walsall Council	Yes / Yes	<500	None	Senior Officer	No
		>500		Scrutiny & Performance Panel	Yes
		>1,500		Full Council Debate	Yes
City of Wolverhampton Council	Yes / Yes	<2,500	None	Senior Officer	No
		>2,500		Scrutiny Committee	Yes
		>5,000		Full Council Debate	Yes

#### 4. Principles for WMCA Petitions Protocol

- 4.1. The Customer Relations team oversees the management of complex investigations including petitions, subsidised bus service queries, appeals regarding the siting of bus shelters and consultation relating to network service changes as well as ad hoc schemes. The team also provide support to the wider WMCA and Mayoral Office. The nature of the enquiries received, routinely requires liaison with other departments and stakeholders in order to ascertain specialist detail to resolve the enquiry.
- 4.2. To address the limitations of the existing arrangements in terms of both scope and customer satisfaction, a new Petitions Protocol will be established. The new approach has been endorsed by Transport for West Midlands Leadership Team and Putting Passengers First

(PPF) Lead Member Reference Group. The new Protocol will be formalised around the following proposed principles:

- **Petition Signatories** – the threshold number of signatories for a Petition to be managed through the formal Petitions Protocol is increased from 50 to 250 for all Petitions.
- **Officer Petition Panel (all Petitions below 250 Signatures)** – Terms of Reference are to be developed for an internal Officer Petition Panel to consider Petitions where the number of signatories is less than 250. Membership will comprise the lead Customer Relations Executive responsible for communication with the customer, the relevant subject matter expert(s) and a nominated Head of Service and or Director.
- **Transport Petitions Over 250 Signatures** – Transport related Petitions with in excess of 250 signatures will broadly follow the same arrangements as present in that the TDC (passing via the PPF Group) will be asked to approve the recommendations of the Officer Petition Panel.
- **Non Transport Petitions Over 250 Signatures** – With regard to subject matter, the WMCA’s Monitoring Officer will determine the appropriate Committee to consider the recommendations of the Officer Petition Panel in relation to non-transport Petitions.
- **Petitioner Involvement** –The Lead Petitioner is permitted to address the relevant Committee when a Petition has in excess of 250 signatories.
- **Service Level Agreement** – Introduce a 30 calendar day resolution target for Petitions where the number of signatories is less than 250. Introduce a 60 calendar day resolution target for Petitions where the number of signatories is more than 250. It is accepted that particularly infrastructure related issues can take longer to resolve and therefore this will need to be monitored closely to ensure that in the majority of cases it can be achieved.
- **Scope** – with particular reference to transport related matters, include within any published guidance for customers, information on what can be considered within the parameters of the Protocol. This will make specific reference to matters that are under the jurisdiction of transport operators and Local Authorities.

## 5. Next Steps

- 5.1. Following notification to TDC of the new arrangements, guidance explaining the process will be published in the form of a WMCA Petitions Protocol and Terms of Reference will be drawn up for the Officer Petitions Panel. A suite of standard documents will also be developed to bring consistency to reviewing Petitions. It is proposed that the new Protocol is applied to Petitions received on or after 1 October 2019.

## 6. Legal Implications

- 6.1. In terms of response and resolution timescales, consideration will need to be given where the petition is statutory petition or where there is already an existing right of representation or appeal. Legal advice should be sought where necessary to ensure compliance.

## 7. Financial Implications

- 7.1. There are no financial implications in relation to this report.

## 8. Equalities Implications

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



## Transport Delivery Committee

<b>Date</b>	9 September 2019
<b>Report title</b>	Financial Monitoring Report
<b>Accountable Director</b>	Linda Horne Finance Director Tel 0121 214 7508 Email - Linda.Horne@wmca.org.uk
<b>Accountable employee(s)</b>	Louise Cowen, Financial Services Manager Tel 0121 214 7454 Email Louise.Cowen@wmca.org.uk
<b>Report to be/has been considered by</b>	Councillor Akhtar

### 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 July 2019 shows a favourable variance of £0.143m compared to budget. The forecast position shows a favourable movement of £0.037m from budget.
2. Note that total capital expenditure to the end of July 2019 for the overall transport programme was £31.5 million, which was £10.5m below the year to date budget of £42.0m. The annual forecast position shows a favourable movement of £16.7m from budget.

### 1.0 Purpose

- 1.1 This report sets out the financial position as at 31 July 2019. 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 £143,000 as at the end of July 2019.
- 2.2 This variance is made up of variances across a number of budgets across the TfWM budget. This is due to favourable variances within the Safety and Security team due to the profiling of safety and security costs and the timing of activity within rail services. These favourable variances are partly offset by higher costs incurred for subsidised bus as a result of increased costs pressures for post Accessible Transport Group contracts.
- 2.3 The forecast position shows a favourable movement of £0.037m from budget. This consists of favourable variances within a number of areas detailed below.
- 2.4 Travel concessions has a favourable forecast movement of £0.134m due to the 16-18 scheme costs coming in lower than budgeted.
- 2.5 Business Support Costs has a favourable forecast movement of £0.182m. This is due to a lower requirement for IT hardware and software in the Customer Service Team and for the Park and Ride developments. Furthermore there has been additional European Project funding from Innovate UK.
- 2.6 Safety and security has a favourable forecast movement of £0.127m. This movement is partly due to staffing variations and the remainder largely offsets bus stations and infrastructure costs.
- 2.7 A favourable forecast movement of £0.089m on capital finance charges is forecast due to the rescheduling of the Longbridge park and ride development.
- 2.8 Accessible Transport has a favourable forecast of £0.050m due to the termination of the Community Transport Ltd contract for Shoppers Services and Prison Services.
- 2.9 The Subsidised Bus Network has an adverse forecast movement of £0.431m. This is due to a number of significant cost pressures including revised costs for post ATG (iGo) contracts, clean air quality pressures and inflationary pressures.
- 2.10 Network Resilience has an adverse forecast movement of £0.092m. This is due to an increase in staff costs and consultancy services.
- 2.11 Strategic Development has an adverse forecast movement of £0.054m mainly due to staffing variations and additional external advice requests.
- 2.12 Further details are set out in the table below.

	JULY 2019 YEAR TO DATE			FULL YEAR 2019/20			VARIANCE EXPLANATION(S)
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000	
<b>TRANSPORT FOR WEST MIDLANDS</b>							
<b>INCOME</b>							
Specific resources:							
Transport Levy	38,240	38,240	( ) 0%	114,720	114,720	0%	
<b>TOTAL INCOME</b>	<b>38,240</b>	<b>38,240</b>	<b>( ) 0%</b>	<b>114,720</b>	<b>114,720</b>	<b>0%</b>	
<b>EXPENDITURE</b>							
<b>Concessions</b>							
National Bus Concession	17,061	17,054	(7) 0%	51,213	51,184	(29) 0%	
Metro / Rail	1,510	1,522	12 1%	4,571	4,578	7 0%	
Child Concession	2,493	2,531	39 2%	7,486	7,643	157 2%	Favourable variance reflecting 16-18 scheme costs lower than budgeted
	21,064	21,107	43	63,270	63,404	134	
<b>Bus Services</b>							
Bus Stations / Infrastructure	1,359	1,340	(19) 1%	4,025	3,994	(31) 1%	
Subsidised Network	3,183	3,099	(84) 3%	9,810	9,379	(431) 5%	Adverse variance reflecting additional costs of accessible transport arrangements
Tendering / Monitoring	239	259	20 8%	821	788	(33) 4%	
Accessible Transport	2,404	2,419	15 1%	7,209	7,259	50 1%	
	7,185	7,116	(69)	21,865	21,419	(446)	
<b>Rail and Metro Services</b>							
Metro Services	485	510	26 5%	1,574	1,609	34 2%	
Rail Services	676	716	40 6%	2,286	2,267	(20) 1%	
	1,161	1,226	65	3,860	3,875	15	
<b>Integration</b>							
Safety and Security	216	343	127 37%	904	1,031	127 12%	Staffing variations and infrastructure costs less than budgeted
Passenger Information	1,730	1,670	(60) 4%	5,015	5,062	47 1%	
Sustainable Travel	120	123	2 2%	364	378	14 4%	
	2,067	2,136	69	6,283	6,471	188	
<b>Network Resilience</b>							
	348	347	(1) 0%	1,880	1,788	(92) 5%	Staffing variations
<b>Business Support Costs</b>							
	1,036	1,069	33 3%	3,352	3,534	182 5%	ICT costs lower than budgeted
<b>Strategic Development</b>							
	807	734	(73) 10%	2,466	2,412	(54) 2%	
<b>Elected Members</b>							
	84	129	45 35%	371	391	20 5%	
<b>Corporate &amp; Democratic Core</b>							
			0%			0%	
<b>Capital Finance Charges</b>							
	4,024	4,055	31 1%	11,335	11,425	89 1%	Finance charges lower than budgeted owing to rescheduling of capital expenditure
<b>TOTAL EXPENDITURE</b>	<b>37,775</b>	<b>37,918</b>	<b>143 0%</b>	<b>114,683</b>	<b>114,720</b>	<b>37 0%</b>	
<b>NET</b>	<b>465</b>	<b>322</b>	<b>143 45%</b>	<b>37</b>	<b>( )</b>	<b>37</b>	

## SECTION B

### 3.0 Summary Position TfWM Capital Budget

- 3.1 Overall, TfWM Capital Programme expenditure totalled £31.5m at the end of July 2019, which was £10.6m (25%) below the budget of £42.0m, with the variance primarily contained within the Investment Programme portfolio (£9.0m). The Annual Forecast has been reduced by £16.7m (8%), with the variance primarily contained within the Investment Programme (£17.1m) specific to the Metro Extension projects explained in more detail below.

TRANSPORT PROGRAMME	JULY 2019 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	BUDGET £000	FORECAST £000	VARIANCE £000
Investment Programme	26,168	35,168	9,000	139,454	122,334	17,120
CWG Programme	1,822	2,318	496	26,716	28,018	(1,302)
Other Major Programmes	2,778	3,205	427	23,310	22,467	843
Minor Work Programme	694	1,325	631	9,694	9,701	(7)
Grants to Local Authorities	15	26	11	6,036	6,024	12
<b>TOTAL</b>	<b>31,477</b>	<b>42,042</b>	<b>10,565</b> 25%	<b>205,210</b>	<b>188,544</b>	<b>16,666</b> 8%

- 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 £139.5m, including all of the Rail / Sprint & Metro Extension Schemes. The main variances at the end of July 2019 are contained within the Investment Programme totalling £9.0m. The Metro Birmingham Eastside extension (£2.0m) is marginally lower than the budget. Discussions with DfT to secure shorter term funding have now resulted in DfT providing £10 million for use by WMCA prior to approval of Transport Works Order Act. The Metro Edgbaston extension (£1.4m) favourable variance is due to reduced excavation scope within the Five Ways underpass, and traffic management approvals being obtained later than planned. The Wolverhampton Interchange Project (£1.3m) has incurred lower claims than anticipated in Q1 19/20. The Metro Centenary Square extension (£1.2m) variance is due to rescheduled progression of utility works, and minor slippage to the construction of a substation.
- 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. At the end of July 2019, actual costs total £1.8m, which was £0.5m (21%) below the Budget of £2.3m. The main variance of note relates to SPRINT - A34 Walsall to Birmingham (£0.2m) where detailed design has commenced slightly later than anticipated but this is expected to accelerate over the coming months.
- 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. At the end of July 2019, actual costs total £2.8m, which was £0.4m (13%) below the Budget of £3.2m. The main variance is contained within the Rail Schemes, being Snow Hill 3<sup>rd</sup> Access (£0.3m) where survey work to inform on the single option solution (GRIP 4) has been rescheduled to August 2019. The scheme delivery date has been revised to Q1 20/21.

- 3.6 The Minor Works Programme includes a large number of small schemes. At the end of July 2019, actual costs total £0.7m, which was £0.6m (48%) below the Budget of £1.3m. The majority of projects are broadly in line with budget at this stage of the year. The only variance of note relates to the ADEPT Live Lab project (£0.3m), which encompasses a pilot to analyse congestion patterns on the regions busiest roads. Initial pilots expected in July 2019 have been deferred into late Q2 19/20.
- 3.7 The Grants to Local Authorities Budget £6.0m relates primarily to the schemes funded within the Transforming Cities Fund, which are in the early stages of development. There only minor favourable variances across the programme.
- 3.8 In July 2019, the annual forecast has been reduced by £16.7m (5%) against the budget of £205.2m. The primary variances are contained within the Investment Programme, and in the main are spread across the Metro Programme. The Metro Wednesbury to Brierley Hill Extension (£10.6m) has been reduced, following a minor reschedule of the programme. The 2019/20 forecast for the Metro Birmingham Eastside extension has been reduced (£5.9m) pending certainty of funding from DfT. Now the additional £10m has been secured, a revised forecast will be produced during the next quarter and reported accordingly.

### TfWM Delivered Investment Programme Schemes

INVESTMENT PROGRAMME	JULY 2019 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	BUDGET £000	FORECAST £000	VARIANCE £000
<b>Bus</b>						
<b>Rail</b>						
Rail -Camp Hill Line Local Enhancements	486	259	(227)	3,503	3,504	(1)
Rail -Walsall to Wolverhampton Local Enhancements	402	364	(38)	2,267	2,399	(132)
Rail -Sutton Coldfield Public Transport Package	78	86	8	250	250	0
Rail -Tile Hill P and R Expansion	5	19	14	194	194	0
<b>Metro</b>						
Metro Centenary Square Extension	9,912	11,103	1,191	19,983	20,065	(82)
Metro Birmingham Eastside Extension	1,512	3,492	1,980	22,098	16,209	5,889
Metro Wolverhampton City Centre Extension	1,536	1,297	(239)	3,551	3,415	136
Metro Wednesbury to Brierley Hill Extension	5,422	6,585	1,163	43,207	32,614	10,593
Metro Edgbaston Extension	3,406	4,847	1,441	20,979	21,031	(52)
Metro East Birmingham to Solihull Extension	234	985	751	2,017	239	1,778
Bilston Road Track Replacement Phase 2	13	0	(13)	283	279	4
Metro Network Projects - Power Modelling	38	5	(33)	(18)	100	(118)
WIP Station and Car Park works	1,788	3,115	1,327	10,531	10,707	(176)
Metro Network Project - Depot and Stabling	339	138	(201)	253	253	0
Metro Network Project - Wednesbury Depot Upgrades	13	10	(3)	30	30	0
Metro Network Project - Comms and Control	35	24	(11)	72	1,151	(1,079)
MML Life Cycle Projects	604	1,285	681	3,082	2,693	389
<b>Sprint</b>						
SPRINT - Longbridge to Birmingham	16	7	(9)	21	21	0
SPRINT - Hall Green to Interchange via Solihull	16	7	(9)	21	21	0
SPRINT - Hagley Road Phase 2 and Halesowen	46	27	(19)	120	120	0
SPRINT - Sutton Coldfield to Birmingham via Langley	160	332	172	1,311	1,311	0
SPRINT - Hagley Road	107	1,181	1,074	5,699	5,728	(29)
<b>TOTAL</b>	<b>26,168</b>	<b>35,168</b>	<b>9,000</b>	<b>139,454</b>	<b>122,334</b>	<b>17,120</b>

- 3.9 Expenditure against TfWM delivered Investment Programme schemes totalled £26.168m at the end of July 2019 which was £9.0m below the budget of £35.168m. The main contributors to the favourable variance were as follows:

- Metro Birmingham Eastside (£1.980m) the underspend is as a result of funding arrangements being finalised with DfT as detailed above.
- Metro Edgbaston extension (£1.441m) favourable variance is due to reduced excavation scope within the Five Ways underpass, and Traffic Management approvals being obtained later than planned.
- Wolverhampton Interchange Project (£1.327m) has incurred lower claims than anticipated in Q1 19/20.
- Metro Centenary Square extension (£1.191m) variance is due to rescheduled progression of utility works.

- Metro Wednesbury to Brierley Hill Metro Extension (£1.163m) due to a requirement to conduct further work to finalise initial design and value engineering works.

The Annual Forecast has been reduced by £17.120m to £122.334m. The main contributors to this favourable variance are as follows:

- Metro Wednesbury to Brierley Hill Metro Extension (£10.593m) following the rescheduling of activities from 2019/20 to 2020/21 in line with the latest programme.
- Metro Birmingham Eastside extension (£5.889m) has been reduced pending resolution of the funding discussions with DfT which have now concluded.
- Metro East Birmingham to Solihull Extension (£1.778m) being a minor amendment reflecting the latest activity schedule.

## Commonwealth Games Programme

COMMONWEALTH GAMES PROGRAMME	JULY 2019 YEAR TO DATE			FULL YEAR		
	ACTUAL	BUDGET	VARIANCE	BUDGET	FORECAST	VARIANCE
	£000	£000	£000	£000	£000	£000
SPRINT - A34 Walsall to Birmingham	234	502	268	7,951	7,951	0
Perry Barr Interchange Development	0	0	0	12	12	0
University Station Improvement Project	646	638	(8)	1,504	2,365	(861)
DfT- Regional Integrated Control Centre (RICC)	45	60	15	98	98	0
Perry Barr Rail Station	445	437	(8)	1,105	1,546	(441)
Commonwealth Games (Transport Modelling/Strategy)	81	81	0	1,416	1,416	0
Regional Transport Coordination Centre (RTCC) development	74	92	18	370	370	0
RTCC-Highway Interventions	0	0	0	125	125	0
RTCC-Customer Information	0	0	0	110	110	0
RTCC-Design & Layout/Commercialisation	50	50	0	2,527	2,527	0
RTCC-Operations	0	9	9	430	430	0
RTCC-Data (Tactical & Operational Intelligence)	15	15	0	620	620	0
RTCC-ICT	0	0	0	82	82	0
RTCC-NWM Customer Information Upgrade	0	0	0	1,042	1,042	0
A45 Sprint	232	434	202	9,324	9,324	0
<b>TOTAL</b>	<b>1,822</b>	<b>2,318</b>	<b>496</b>	<b>26,716</b>	<b>28,018</b>	<b>(1,302)</b>

3.10 Expenditure against the Commonwealth Games Programme totalled £1.822m at the end of July 2019 which was £0.496m below the budget of £2.318m. The main contributors to this favourable variance are as follows:

- A34 Walsall to Birmingham (£0.268m), where early contractor involvement scheduled for April / May 2019 is now scheduled for Q2 19/20.
- A45 Sprint (£0.202m) due to an extended early stage design requirement.

The Annual Forecast has been increased by £1.302m to £28.018m. The main contributors to this adverse variance are as follows:

- University Station Improvement (£0.861m) due to a more complex design brief.
- Perry Barr Rail Station (£0.441m) due refinements to the design costs.

### Other Major Works Programme

OTHER MAJOR WORKS PROGRAMME	JULY 2019 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	BUDGET £000	FORECAST £000	VARIANCE £000
Dudley Bus Station Development	0	20	20	82	82	0
Bromsgrove Station Delivery	(18)	0	18	0	(18)	(18)
Longbridge Connectivity Package	250	236	(14)	5,202	5,216	(14)
Snow Hill 3rd Access	256	608	352	2,043	1,204	839
Snow Hill Public Realm	0	0	0	150	150	0
Connected and Autonomous Vehicles TestBed (CAV)	751	729	(22)	3,777	3,777	0
Clean Bus Technology Fund 2017-2019	1,152	1,189	37	5,428	5,428	0
NPIF 2 Birmingham Growth Point	(32)	1	33	1,481	1,481	0
Key Route Network Safety	83	80	(3)	2,294	2,294	0
Highway Investment Programme	0	0	0	250	250	0
Dudley Interchange	276	259	(17)	259	259	0
Autonomous Highway,Rural & Parking Test Facilities (Meridian 3)	60	72	12	689	689	0
Future Mobility Zone - Human Centered Data	0	0	0	235	235	0
Future Mobility Zone - Enhanced Ticket Platform	0	0	0	600	600	0
Future mobility Zone - Transport Network Data	0	0	0	550	550	0
Future Mobility Zone - Enabling Data Exploitation	0	0	0	5	5	0
Future Mobility Zone - Innovation Showcases	0	0	0	150	150	0
Future Mobility Zone - Programme Mgmt & Monitoring Evaluation	0	11	11	115	115	0
<b>TOTAL</b>	<b>2,778</b>	<b>3,205</b>	<b>427</b>	<b>23,310</b>	<b>22,467</b>	<b>843</b>

3.11 Expenditure against the Other Major Works Programme totalled £2.778m at the end of July 2019 which was £0.427m below the budget of £3.205m. The only variance of note related to Snow Hill 3<sup>rd</sup> Access (£0.352m) which is due to an slightly extended procurement phase which has now concluded.

3.12 The Annual Forecast has been reduced by £0.843m to £22.467m with the main contributor being Snow Hill 3<sup>rd</sup> Access (£0.839m) due to extended procurement and estimations regarding completion of the design phases.

## Minor Works Programme

MINOR WORKS PROGRAMME	JULY 2019 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	BUDGET £000	FORECAST £000	VARIANCE £000
<b>Bus</b>						
Shelter Appeals	6	2	(4)	10	10	0
TBT Birmingham City Centre Shelter Design Optimisation	0	10	10	10	10	0
TBT Platinum Route RTI Equipment Upgrades	88	145	57	366	366	0
Bus Scheme Evaluation	15	0	(15)	0	0	0
DfT Tackling Nitrogen Dioxide - Dudley MBC	0	0	0	190	191	(1)
DfT Tackling Nitrogen Dioxide (Wolverhampton MBC)	158	254	96	2,730	2,730	0
<b>Rail</b>						
Tipton Park and Ride	0	0	0	24	24	0
<b>Metro</b>						
Bradley Lane Park and Ride	281	296	15	2,051	2,051	0
<b>Cycling</b>						
SNSC(1.0) - Cycling	0	24	24	24	24	0
Network Wide Cycling Programme (NWCP)	4	6	2	120	120	0
Bike Life Report	0	0	0	15	15	0
<b>Highway</b>						
ADEPT Live Lab	6	340	334	1,763	1,763	0
<b>Asset Replacement</b>						
Network Wide Bus Station Refurbishment Phase 1	50	93	43	767	767	0
Network Wide P and R Lighting Enhancement	6	19	13	30	30	0
Network Wide Park and Ride Upgrades	4	5	1	164	164	0
Network Wide Park and Ride Expansion Developments -Phase 2	25	27	2	116	116	0
IDOX - Asset Management System	38	37	(1)	70	70	0
Asset Management- Shelter Replacement	0	47	47	197	197	0
Network Infrastructure Measures	0	0	0	500	500	0
Bridges (Asset Management)	0	0	0	30	30	0
<b>Other</b>						
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	1	7	6	7	7	0
Transport Data Unification (traffic data)	2	0	(2)	100	100	0
AutopleX	4	8	4	33	33	0
<b>TOTAL</b>	<b>694</b>	<b>1,325</b>	<b>631</b> 0%	<b>9,694</b>	<b>9,701</b>	<b>(7)</b> 0%

- 3.13 Expenditure against the Minor Works Programme totalled £0.694m at the end of July 2019 which was £0.631m below the budget of £1.325m. There only variance of note relates to the ADEPT Live Lab project (£0.3m), which comprises a pilot to analyse congestion patterns on the region's busiest roads. The early start pilots expected in July 2019 have been deferred into late Q2 19/20.

## Grants to local Authorities

GRANTS TO LOCAL AUTHORITIES	JULY 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	14	12	80	80	0
B4106 Spon End (Coventry CC)	0	0	0	2,292	2,292	0
New St/High St/Victoria Sq Public Realm (Birmingham CC)	0	0	0	925	925	0
Low Emission Bus Scheme (Coventry CC)	0	0	0	237	237	0
Real Time Information Upgrades	1	0	(1)	990	990	0
Regional Transport Coordination Centre	0	0	0	1,500	1,500	0
<b>TOTAL</b>	<b>15</b>	<b>26</b>	<b>11</b> 0%	<b>6,036</b>	<b>6,024</b>	<b>12</b> 0%

- 3.14 Expenditure against the Grants to Local Authorities Programme totalled £0.015m at the end of July 2019 which was marginally below the Budget. There are only small variances to the Annual Forecast at this stage of the year.



**West Midlands**  
Combined Authority

## Transport Delivery Committee

<b>Date</b>	9 September 2019
<b>Report title</b>	Capital Programme Delivery Monitoring Report
<b>Accountable Chief Executive</b>	Laura Shoaf, Managing Director, TfWM 0121 214 7444 <a href="mailto:laura.shoaf@tfwm.org.uk">laura.shoaf@tfwm.org.uk</a>
<b>Accountable Employee</b>	Sandeep Shingadia, Director of Development & Delivery, TfWM 0121 214 7169 <a href="mailto:sandeep.shingadia@tfwm.org.uk">sandeep.shingadia@tfwm.org.uk</a>
<b>Report has been considered by</b>	Councillor Akhtar

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

**Transport Delivery Committee is requested to:**

1. To note achievements since the July 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 July and August 2019:
  - Bradley Lane Phase 2 construction commenced 5<sup>th</sup> August 2019.
  - Making the KRN Safer programme of works completed.
  - Snow Hill 3<sup>rd</sup> Access GRIP 4 completed and submitted to Network Rail.

## **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
<b>Major Works Programme</b>							
1	Dudley Interchange	Sponsors Remit	May 2022	May 2022	Amber	Same	RIBA2 Complete. SRO examining commercial options for the scheme. Procurement and Contracting Strategy has been developed. Ongoing dialogue with Dudley MBC and Midland Metro on project interfaces and land acquisition. Key next steps, commence procurement for RIBA3 design & Programme to be re-baselined.
2	Making the KRN Safer	Contribution	Mar 2019	Mar 2020	Green	Same	Programme of work completed alongside our LA partners during 2019 the only outstanding piece remains upgrading of weather stations across the region. Currently working on a framework to assess the success of the actions plans being delivered across the region, against the Regional Road Safety Target.
3	Perry Barr Rail Station and Bus Interchange	Development	Dec 2021	Feb 2022	Amber	Same	The GRIP 3 Option Selection Report has been received and is currently under review. Contractor to be appointed to commence GRIP 4-8 works. The ECI involvement identified efficiencies in the processes and the updated programme has been endorsed by the key stakeholders at the WMR Programme Board on 25 <sup>th</sup> July.  The preliminary design of the bus interchange has commenced with a revised draft layout developed to address the stakeholder requirements. The Client Requirements Document has been signed off by the railway stakeholders and is currently awaiting final confirmation of acceptance from the TfWM bus team.  An initial pre-app meeting was held with Birmingham City Council and designers on 11 <sup>th</sup> July. The Perry Barr CPO public enquiry was held in early July.
4	Snow Hill 3 <sup>rd</sup> Access	Design	Dec 2018	May 2020	Amber	Same	GRIP 4 completed and submitted to Network Rail and comments received; awaiting confirmation of acceptance. Detailed design to commence during August 2019.  Pre-commencement planning conditions discharge information issued to BCC; confirmation awaited that conditions discharged. Updated contractor programme now accepted.
5	University Station	GRIP 4 – Outline Design	Nov 2021	June 2022	Green	Same	The onsite surveys have concluded and are currently under review. The project has hosted a number of workshops and reached the design milestone. Planning consultations are booked for the final two weeks of August and pre-app meetings held. Planning submissions are due at the end of September. The project will also start the procurement process for the GRIP 5-8 contractor at the end of August.
<b>Minor Works Programme</b>							
6	TBT Platinum Route shelter upgrades	Rolling programme	Mar 2019	July 2019	Amber	Same	20 new shelters have been installed to date. Quotes for another 25 shelters have been received with other shelters from stock being used for further reorientations.
7	Bradley Lane Metro Park and Ride	Delivery and Handover	May 2019	Dec 2019	Green	Improved	Change Control approved 15/07 and project re-baselined. Contract Approval Report signed in July and contract formally awarded. Phase 2 Construction commenced 5 <sup>th</sup> August. Steps and ramp construction commenced with drainage works to follow.
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.

	Project Name	Status	Baseline Comp Date	Forecast Date	DCA	DCA Trend	Exec Summary
9	Network Wide P&R Lighting Enhancements	GW 5 Delivery and Handover	May 2019	May 2020	Amber	Same	Audit Programme of works developed and shared with WM Trains & Network Rail. Date of Audit's 31/07 & 13/08 & LLC to be closed down for audits carried out in. Following close down of the original Landlords consent sites, a change control will be submitted to re-baseline the project.
10	Network wide Park & Ride Expansion Developments – Phase 2	Development / Feasibility	Mar 2019	Mar 2020	Green	Same	Development work continuing, and focussing on Tile Hill, Tipton, Sandwell & Dudley, Tame Bridge Parkway, Whitlocks End and Sprint A34 P&R sites. Discussions have taken place with Local Authority partners regarding these sites and options and are at varying stages. WMCA is working with landowners regarding possible locations for a Sprint A34 P&R site.
11	IDOX – Asset Management System	Handover/ Delivery	Mar 2020	Mar 2020	Green		4 Days Training for both WMCA Implementation Team and Contractors taken place 8 <sup>th</sup> – 11 <sup>th</sup> July 2017. Next Steps: Undertake user system testing, create issues log and report back to IDOX emerging issues.
12	Asset Management – RTI Upgrades	Rolling programme	Mar 2019	Mar 2020	Green	Same	£50k from 18/19 capex programme for replacement of Coventry City Centre totem screens – completed. Remaining funds carried over to 19/20. Total remaining RTI upgrade capex allocated to replacement of Birmingham City Centre totem screens (colour LED). Contract awarded and will commence in September for completion by March 2020.
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	Dec 2019	G/A	Same	The cycle stands at Coventry and Wolverhampton bus stations will be installed w/c 09/09/19. The Solihull infrastructure has been completed and is ready for install, pending approval of the Land Lords Consent application. We estimate this will go in around late September / early October time. On inspection of the site we are not able to deliver the specified facility due to missing information relating to floor thickness. An options report to decide on the best way forward is being developed. New Street is therefore on hold at the moment.
15	West Midlands Bike Share Scheme	Procurement	Feb 2020	March 2020	Amber	Same	The existing contract with Next Bike was terminated in July. The scheme is being re-tendered and we are expecting to make a contract award by March 2020. A Prior Information Notice (PIN) has been published and a supplier day has been arranged for early September.
16	Digital Panel Rollout	Rolling Programme	July 2020	July 2020	Green	Same	Contract year 3 (July 18 to July 19) - complete. Contract year 4 (July 19 to July 20) – a further 50 digital advertising panels to be installed by Clear Channel. The first batch of 19 have been identified and TfWM have placed orders for 19 new shelters to accommodate these. This first batch of 19 panels are expected be completed by the end of September.

*N.B Report data correct as of 19<sup>th</sup> August 2019.*

**Project Delivery Confidence Assessment (DCA) Definitions**

<b>G</b>	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
<b>G/A</b>	Successful delivery appears probable however constant attention will be needed to ensure risks do not materialise into major issues threatening delivery
<b>A</b>	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
<b>A/R</b>	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
<b>R</b>	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	JULY 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	339	708	369	4,569	3,730	839
Minor Work Programme	503	686	183	4,725	4,725	0
<b>TOTAL</b>	<b>842</b>	<b>842</b>	<b>0</b> 0%	<b>9,306</b>	<b>8,467</b>	<b>839</b> 9%

### Programmes

COMMONWEALTH GAMES PROGRAMME	JULY 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
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b> 0%	<b>12</b>	<b>12</b>	<b>0</b> 0%

OTHER MAJOR MORKS PROGRAMME	JULY 2019 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	BUDGET £000	FORECAST £000	VARIANCE £000
Dudley Bus Station Development	0	20	20	82	82	0
Snow Hill 3rd Access	256	608	352	2,043	1,204	839
Snow Hill Public Realm	0	0	0	150	150	0
Key Route Network Safety	83	80	(3)	2,294	2,294	0
<b>TOTAL</b>	<b>339</b>	<b>708</b>	<b>369</b> 52%	<b>4,569</b>	<b>3,730</b>	<b>839</b> 18%

MINOR WORKS PROGRAMME	JULY 2019 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	BUDGET £000	FORECAST £000	VARIANCE £000
<b>Bus</b>						
Shelter Appeals	6	2	(4)	10	10	0
TBT Birmingham City Centre Shelter Design Optimisation	0	10	10	10	10	0
TBT Platinum Route RTI Equipment Upgrades	88	145	57	366	366	0
<b>Rail</b>						
Tipton Park and Ride	0	0	0	24	24	0
<b>Metro</b>						
Bradley Lane Park and Ride	281	296	15	2,051	2,051	0
<b>Cycling</b>						
Bike Life Report	0	0	0	15	15	0
<b>Asset Replacement</b>						
Network Wide Bus Station Refurbishment Phase 1	50	93	43	767	767	0
Network Wide P and R Lighting Enhancement	6	19	13	30	30	0
Network Wide Park and Ride Upgrades	4	5	1	164	164	0
Network Wide Park and Ride Expansion Developments - Phase 2	25	27	2	116	116	0
IDOX - Asset Management System	38	37	(1)	70	70	0
Asset Management- Shelter Replacement	0	47	47	197	197	0
Network Infrastructure Measures	0	0	0	500	500	0
Bridges (Assest Management)	0	0	0	30	30	0
<b>Other</b>						
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
<b>TOTAL</b>	<b>503</b>	<b>686</b>	<b>183</b> 27%	<b>4,725</b>	<b>4,725</b>	<b>0</b> 0%

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## Transport Delivery Committee

<b>Date</b>	9 September 2019
<b>Report title</b>	Rail Business Report
<b>Accountable Director</b>	Malcolm Holmes, Director of Rail, Transport for West Midlands  Email <a href="mailto:malcolm.holmes@wmre.org.uk">malcolm.holmes@wmre.org.uk</a> Tel 0121 214 7058
<b>Accountable Employee</b>	Tom Painter, Head of Rail Franchising and Partnerships, West Midlands Rail Executive  Email <a href="mailto:tom.painter@wmre.org.uk">tom.painter@wmre.org.uk</a> Tel: 07432104161
<b>Report has been considered by</b>	Councillor Roger Lawrence – Lead Member Rail and Metro

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

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

- **Note** the content of the report

#### 1.0 Purpose

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

#### 2.0 Section A – Background

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

2.2 This report provides a summary of rail activity in the TfWM and wider WMRE areas between March and August 2019.

## **3.0 Section B – Williams Rail Review and West Coast Partnership**

### **Williams Rail Review**

- 3.1 On 16 July the Williams Rail Review made their most recent public pronouncements on the emerging conclusions of the review. At a speech in Bradford, review chair Keith Williams advocated a more limited role for the DfT in the running of the railways, with government involvement limited to overall policy and budget decisions. In its place he proposed an arm's length body or bodies to run the industry and provide a 'single guiding guide'. However, Mr Williams used his speech to rule out giving Network Rail control over the operation of services, arguing that 'you don't create a customer focused railway by putting engineers in charge'.
- 3.2 Prior to Mr Williams's speech, WMRE responded to the Rail Review's second "Call for Evidence". In this the following key points were made:
- The case for further devolution of decision-making
  - Addressing the fragmentation, unclear accountability and lack of "guiding minds" in the industry
  - Capturing and promoting rail's wider economic, environmental and social benefits
  - Addressing poor productivity and high industry costs
  - Improving focus on passengers and freight customer
  - Encouraging innovation
  - No "One Size Fits All" solution
  - Using the West Midlands Grand Rail Collaboration as a test-bed for Rail Review
- 3.3 WMRE remains in close contact with the Review Team which is expected to report its full findings in the Autumn. We are also working with UTG and the Rail Devolution Network to ensure that any recommendations for a future Autumn "White Paper" take full account of aspirations for greater regional influence over local rail services and infrastructure.

### **West Coast Partnership**

- 3.4 On 14th August 2019 the DfT announced the winner of the competition to operate the new West Coast Partnership Franchise (WCP). The new contract, which will commence in December 2019 and run until 2031, has been awarded to a joint venture between First Group and Italian state operator Trenitalia.

- 3.5 The First/Trenitalia bid beat off competition from a consortium led by Hong Kong's MTR Corporation (including junior partners Guangshen Railway Company of China and Spain's Renfe). The field had been thinned to two bidders after West Coast Partnership Ltd - a joint venture between Stagecoach Group, Virgin Group, and French firm SNCF - was disqualified by DfT in April after submitting a non-compliant bid.
- 3.6 The new WCP franchise will be responsible for both the current inter city services and for designing and running the initial High Speed 2 services for the first 3 to 5 years of HS2 operation from 2026. In the longer term, the partnership approach requires First/Trenitalia to collaborate with HS2 Ltd to design, launch and operate the initial HS2 train services.
- 3.7 Crucially First/Trenitalia will play in key role in the development of future timetable changes on the West Coast Main Line to take advantage of the extra capacity provided by HS2 Phase 1, especially on the core Birmingham – Coventry – Milton Keynes – London corridor.
- 3.8 WMRE is already working with Network Rail, DfT and the wider rail industry to ensure that our regional aspirations for such Post HS2 timetable changes, as set out in our new West Midlands Rail Investment Strategy, form a key part of such future timetable plans.
- 3.8 Key benefits for the West Midlands are:
- New trains will replace the Super Voyagers, and the Pendolino fleet will be fully refurbished
  - The First Class lounges at Birmingham New Street, Birmingham International, Coventry, Rugby, Crewe and Stoke-on-Trent to be refreshed
  - Free station Wi-Fi at Coventry, Stoke-on-Trent, Stafford, Rugby, Crewe and Birmingham International
  - New ticket vending machines at Stafford, Stoke-on-Trent, Rugby, Crewe, Coventry, and Birmingham International
  - Improved station facilities such as waiting rooms, seating and shelters at Birmingham International, Stafford, Stoke-on-Trent, Rugby, Crewe, and Coventry
  - A direct service to and from Walsall and London Euston Monday to Sunday from December 2020, with an additional northbound service from London Euston by December 2022
  - Additional direct services between Shrewsbury and London Euston from December 2022
  - Remodelled ticket offices at Rugby
  - New digital way finding at Birmingham International
  - Increased car parking at Birmingham International

## **4.0 Section C – West Midlands Franchise**

### **Ministerial Appointments**

4.1 On 24 July 2019 it was announced that Boris Johnson MP had won the race to succeed Theresa May as leader of the Conservative Party, and thus also Prime Minister of the United Kingdom. As part of the new Prime Minister's first cabinet, Secretary of State for Transport Chris Grayling MP was replaced by Grant Shapps, MP for Welwyn Hatfield. He will be supported by Chris Heaton-Harris MP (Minister of State with responsibility for rail) and Paul Maynard MP (Under Secretary of State and responsible for HS2, East-West Rail, and Crossrail). Mr Maynard briefly served as Rail Minister between 2017 and 2018.

### **May 2019 Timetable**

4.2 The introduction of WMT's new timetable on 19 May 2019 represented the most significant change in services in the West Midlands since 2008 and included a multitude of service changes and improvements for passengers.

4.3 The changes included the operation of new services on a number of routes, the linkage of services across New Street and Coventry, splitting and joining of services at New Street and changes to the timings and formations of certain peak service.

4.4 The complexity of the changes has meant that there was a high degree of scrutiny prior to the implementation of the timetable, and a high degree of monitoring has been occurring since then. It was always recognised that some aspects of the timetable had the ability to import operational risk onto services, which needed to be balanced against the passenger benefits of better services.

4.5 While the new timetable is successfully delivering new journey opportunities, there are two broad areas of concern:

- Service performance has declined
- Certain trains are suffering from overcrowding

4.6 Performance has seen a decline since the start of the new timetable. Initial teething problems were always likely to occur, especially considering the splitting/joining and other new operational arrangements. However, now that the service has had a chance to bed in, it is possible to identify more underlying performance issues that need to be tackled.

- 4.7 Performance for the 4 week period ending 20 July shows the following levels of PPM (0-5 minutes late):

Cross City Line	86%
Birmingham – Walsall - Rugeley	78%
Hereford Line	75%
Shrewsbury Line	78%
Snow Hill Lines (Stourbridge/Dorridge/Stratford)	81%
Stourbridge Town Branch	100%
Nuneaton - Coventry - Leamington	89%
<b>Overall West Midlands Railway</b>	<b>86.5%</b>

- 4.8 This represents a decline in performance from pre-timetable change levels of around 3-12% depending on the route.
- 4.9 Services on the Coventry line, Chase line and Wolverhampton line form part of London Northwestern Railway service groups and have been performing more poorly than the WMR services, with individual service groups varying between 53% and 82% performance. The direct Euston-Rugeley services for example recorded a PPM of 64% in period ending 20 July.
- 4.10 The overall performance levels also mask some specific issues with both the Chase Line and Coventry Line being particularly impacted. On the former, late running trains have often been terminated at Hednesford, resulting in lengthy periods without a train to Rugeley Trent Valley. This has resulted in specific scrutiny over the services on these routes and a Chase Line taskforce has been set up within WMT to tackle the issues on this route. This taskforce includes representation from WMRE, and is reporting regularly to Amanda Milling MP and other stakeholders. The Taskforce is a task and Finish group and will be disbanded as soon as its initiatives are either delivered or embedded as business as usual.
- 4.11 Despite the increase in unreliability, passenger growth has continued to be strong, especially on LNR. Growth on WMR is less even, but impressive patronage increases have been seen on a number of routes, including Cross City (7.6 to 8.4%), Hereford (6.5% in period 5), and Shrewsbury (all periods above 30% since the timetable change). Despite the difficulties experienced by

customers on the Chase Line, passenger numbers are averaging 90,000 per period.

4.12 There is no simple solution to bringing performance back to high-performing levels, and will require a focus by both WMT and NR across a number of areas. The approach being taken is looking across four specific workstreams:

- Performance – Tactical: Short term wins to improve how the railway is operated
- Performance – Strategic: Medium/Longer term interventions to improve how the railway is operated
- Timetable – Tactical: Short term amendments to improve timetable integrity and/or capacity
- Timetable – Strategic: Medium/Longer term changes to the structure of the timetable to materially improve resilience

4.13 The performance actions will focus on issues such as improving infrastructure resilience, optimising train regulation, operational contingency plans, train crew deployment, etc.

4.14 The timetable amendments include some short-term capacity changes, but will also be exploring options to make alterations to timetables at the next timetable change in December.

4.15 While the short term changes will deliver many performance improvements, a step change in performance is only likely to be possible with a more radical change to the timetable which is designed to mitigate the propagation of delays across the network.

4.16 West Midlands Trains has therefore been actively developing plans for making changes to the current timetable structure for the May 2020 timetable. The rail industry has long lead times for the development of timetables and West Midlands Trains submitted its planned timetable for May 2020 to Network Rail on the national timetable deadline of 9 August 2019.

## **Safety and Security**

4.16 WMT's renewed focus on revenue protection has continued during the summer months. In June alone the Birmingham New Street team undertook 1,349 hours of revenue protection work at stations and 427 hours on board trains. In total, 532 Penalty Fare Notices were issued and there were nine reports for

prosecution (MG11s), saving over several thousands of pounds in revenue that would otherwise have been lost.

4.17 On Sunday 9th June, the WMR Revenue Protection Team was out in force to support the Cosford Air Show, which saw over 4,000 spectators travel by train and they protected revenue to the tune of £1.5k that might otherwise have been lost. The team also augmented the customer service team on duty for the event, distributing promotional sweets to arriving customers, and safely managing the queuing system for those returning home after the event.

4.18 Joint working with other TOCs during the period included superblocs at Birmingham Snow Hill, Birmingham Moor Street, Jewellery Quarter, Small Heath and Tyseley stations. As well as sending a powerful deterrent to those who intend on de-frauding the system (which contributes to higher fares for everyone else), the events show how the rail industry in the region is working together to successfully improve the experience for customers.

## 5.0 Section D – Rail Programme

5.1 Updates on the principal projects as per the table below:

Scheme	Update
<p><b>Snow Hill 3<sup>rd</sup> Access</b></p> 	<ul style="list-style-type: none"> <li>• Detailed design works ongoing.</li> <li>• Planning permission granted.</li> </ul>
<p><b>Willenhall and Darlaston</b></p> <p><b>Darlaston</b></p> 	<ul style="list-style-type: none"> <li>• Approved in Principle design work progressing.</li> <li>• Performance and detailed timetable work commenced.</li> <li>• Local community engagement session positively received and followed up.</li> <li>• Planning application submission on track for August 2019.</li> </ul>

Scheme	Update
<p><b>Willenhall</b></p> 	<ul style="list-style-type: none"><li>• OBC submitted.</li></ul>

Scheme	Update
<p><b>Camp Hill Line stations</b></p> <p><b>Moseley</b></p>  	<ul style="list-style-type: none"><li>• Approved in Principle design work progressing.</li><li>• Performance and detailed timetable work commenced.</li><li>• OBC submitted.</li></ul>
<p><b>Kings Heath</b></p>  	

Scheme	Update
<p><b>Hazelwell</b></p>  	

Scheme	Update
<p><b>University</b></p>   	<ul style="list-style-type: none"> <li>• Approved in Principle design work commenced.</li> <li>• Detailed survey works underway and initial surveys completed on Canals and Rivers Trust land and University Land.</li> <li>• Ground investigation trial holes completed.</li> <li>• Baseline Programme confirmed by Programme Board with all building works complete and watertight by Dec 2021 and fit out complete by May 2022.</li> <li>• Works ongoing to agree the CWG configuration state.</li> </ul>

<p><b>Perry Barr</b></p> <p style="text-align: center;">OPTION A CURRENT DRAWING</p>  <p>A view of the station from across the A34 illustrating the idea of large pivoting doors to provide access to the station and the potential to support / hang the roof from the lift shafts to remove the need for columns on the concourse.</p>	<ul style="list-style-type: none"> <li>• Option selection completed and design is now moving</li> </ul>
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Scheme	Update
	<p>into single option development</p> <ul style="list-style-type: none"> <li>• Left are the new design concepts following recent reviews.</li> <li>• Baseline Programme confirmed by Programme Board. All construction works complete by Dec 2021, after which there will be a short period for entry into service</li> </ul>
<p><b>Aldridge</b></p>  	<ul style="list-style-type: none"> <li>• GRIP2 work underway by Network Rail, completion due October.</li> <li>• Discussions underway with Rolling Stock Leasing companies regarding possible bi-mode train opportunities.</li> </ul>
<p><b>Dudley Port</b></p> 	<ul style="list-style-type: none"> <li>• Final Network Rail GRIP1 study awaited</li> <li>• NR working with partners to identify scheme benefits and develop SOBC</li> <li>• Strategy for taking forward wider development of station, metro stop and wider connections being developed for agreement with partners</li> </ul>

Scheme	Update
<p><b>Cannock</b></p> 	<ul style="list-style-type: none"> <li>• Tender exercise extended, consultant appointment imminent.</li> <li>• GRIP1/SOBC study to be undertaken Autumn</li> </ul>
<p><b>Solihull</b></p> 	<ul style="list-style-type: none"> <li>• Mott MacDonald undertaking study on behalf of Solihull MBC</li> <li>• Initial stakeholder workshop and Steering Group held</li> </ul>
<p><b>Moors St, Curzon St and 'One Station'</b></p> 	<ul style="list-style-type: none"> <li>• Industry Working Group considering scope and process for next phases of work</li> <li>• Different projects will need coordinating:             <ul style="list-style-type: none"> <li>- NR capacity study</li> <li>- MRH new platforms</li> <li>- HS2 Curzon St new link</li> <li>- "One station" link to New St</li> </ul> </li> </ul>

## 6.0 Section E – West Midlands Grand Rail Collaboration (GRC)

6.1 The second GRC Strategic Board meeting took place on 17 July. The main item of discussion was the performance of the region's rail network following the May 2019 timetable change. The GRC is ideally placed to lead on restoring a higher performing railway to the West Midlands, as it includes as members all of the organisations who can make a difference to reliability and punctuality. This includes Network Rail, WMT, Virgin Trains, CrossCountry Trains, Chiltern Railways, WMRE, and Transport Focus.

- 6.2 Through its agreed behaviours and principles, the GRC is also the safe space where partners can put commercial and contractual considerations momentarily aside, explore each other's insights, and be willing to get to the root of the challenges facing the region's rail network.
- 6.3 Consequently, the Board agreed to create a taskforce of GRC partners to develop and implement solutions to the current challenges. Whilst being cognisant of the commercial and contractual barriers facing each of the GRC partners, this taskforce will not be beholden to them and will instead be encouraged to approach problems from the perspective of what is the right thing for customers.
- 6.4 It will also work on the delivery of quick wins on routes with the potential for high performance (such as the Snow Hill Lines) to buoy up the region's performance metrics and restore confidence in the network.

### **Rail Industry Partnerships**

- 6.5 Latest meetings of the Virgin Trains and Chiltern Railways partnership boards took place in June. Work to drive forward short term improvements to the Moor Street-New Street St. Martin's Queensway tunnel (originally identified as part of the Chiltern Railways partnership) is moving forward. An initial stakeholder meeting has taken place and project management and sponsorship resource, as well as funding, is being identified.
- 6.5 WMRE continues to use the partnerships with Virgin and Chiltern to good effect in supporting management of events. Wider industry involvement is being tested as part of the development of the Regional Transport Co-ordination Centre (RTCC), which recently supported the management of transport to/from Edgbaston Cricket Ground for the Cricket World Cup. Cross rail industry co-ordination enabled a well organised event plan, including provision of additional services to support the event from Virgin Trains.
- 6.6 12<sup>th</sup> June saw the successful launch of the new Vintage Trains partnership agreement. Attended by the Mayor and in the presence of one of Vintage Trains' steam locomotives, the event at Moor Street station garnered widespread local media coverage. Attention is now turning to setting deliverables for the partnership and establishing governance arrangements.
- 7.0 Section F –Rail Investment Strategy and West Midlands Stations Alliance**
- 7.1 The Rail Investment Strategy continues to form a useful framework for the development of the network and the economic benefit modelling will continue to support work on longer-term optioneering.

- 7.2 The Rail Enhancement Advance Planning Group is overseeing a variety of medium and long-term projects for developing the rail network. These include the Midlands Connect Midlands Rail Hub. During July the SOBC was formally submitted to the DfT and publicly launched with support by WMRE. The proposals have generated a high degree of public and political interest.
- 7.3 A number of early deliverable schemes have been identified to seek development funding from DfT. These include:
- Snow Hill Platform 4
  - Kings Norton remodelling
  - Kingsbury freight terminal
  - Birmingham – Leicester journey time improvements
  - Barnt Green remodelling
- 7.4 WMRE is attending the DfT's West Coast, West Midlands and Chilterns Programme Board Meeting on 4 September which will be seeking DfT agreement (and funding) to progress projects through the Rail Network Enhancement Pipeline process. This meeting is attended by representatives of Network Rail and TOCs as well as DfT. The agenda items will include the Midlands Rail Hub accelerated delivery projects and Snow Hill Line decarbonisation study.
- 7.5 Following endorsement by the West Midlands Stations Alliance (WMSA) Exec and approval – including budgetary provision – by the WMSA Board, the 'Stations as Places' pilot programme has commenced. Stations as Places is the answer to the 'Masterplan' objective of the WMSA, and will see all of the region's stations benefit from this approach over the next two years, subject to further funding being committed.
- 7.6 The first stations in the programme are a mixture of sizes/footfall levels split between rural and urban locations across the WMRE area. This ensures that the WMSA's attention remains focused in the wider region and allows the WMSA to learn from a variety of different station types.
- 7.7 A significant part of the Stations as Places activity is stakeholder and customer surveys, which are being undertaken by West Midlands Trains' customer service apprentices. This novel approach allows us to understand in much more detail what current and prospective users of stations would like to see.
- 7.8 The outputs of the programme will be a Station Prospectus for each location that, amongst other things, will show a menu of options for development/improvements that can be taken forward with suitable funding. It is important to remember that some/all of the potential interventions will be outside of the railway boundary/station lease area.

## **8.0 Section G – Equalities Implications**

8.1 There are no equality impact as a result of this report.

## **9.0 Section H – Geographical Scope**

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



**West Midlands  
Combined Authority**

## Transport Delivery Committee

<b>Date</b>	9 September 2019
<b>Report title</b>	Midland Metro Limited – 1 Year of Operation
<b>Accountable Director</b>	Phil Hewitt Director, West Midlands Metro  Email: phil.hewitt@tfwm.org.uk Tel: 0121 214 7254
<b>Accountable Employee</b>	Sophie Allison, Head of Business Transformation West Midlands Metro  Email: Sophie.allison@westmidlandsmetro.com
<b>Report has been considered by</b>	Councillor Roger Lawrence – Lead member Rail and Metro

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

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

## **1. Purpose**

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

## **2. Background**

- 2.1 On the 24<sup>th</sup> June 2018 Midland Metro Limited (MML) trading as West Midlands Metro (WMM), took over responsibility for the operation and maintenance of the Metro under a Public Service Contract (PSC), awarded to MML by the asset owner West Midlands Combined Authority (WMCA).
- 2.2 The transition followed a 15-month period of mobilisation in which preparations for the handover of the operation from National Express West Midlands to MML were undertaken.
- 2.3 In February 2019 TDC were updated on the first 6 months of MML's operation. The Committee were informed of improvements made over the period which included MML's fresh new identity, better value fares and tickets, new ways to pay and the introduction of the new Customer Service Officer role into the organisation. Building upon these foundations, over the last 6 months MML has continued to drive improvements to the operation. These are detailed below.

## **3. MML Improvements**

### **3.1 Rebranding roll out**

At transition a programme of rebranding commenced across West Midlands Metro network. The branding forms part of the transport brand for the region and gives West Midlands Metro a new identity. The roll out of rebranding has continued with all tram stops between Grand Central and Black Lake now completed and nearly half of the tram fleet in the distinct new livery. The opportunity has also been taken to enhance the customer information including new line guides fitted prominently to shelters, signage showing options to 'buy before you board,' clearer identification of the city hops zones and a uniform approach to directional signage for local amenities and at interchanges. This builds upon the re-branding undertaken at transition which included a new branded website and smart new branded uniform.

### **3.2 Buy before you board**

During peak times, Metro services can be extremely busy making it difficult for conductors to manoeuvre through the tram to collect fares. In April 2019 MML commenced a trial of

at stop selling. Using patronage and sales data by stop and time of day, MML applied a targeted approach placing conductors at key tram stops to actively sell Metro tickets. Following a successful trial this initiative has been extended with a dedicated team of at stop sellers now covering key locations during the weekday am and pm peaks. Whilst this provides customers with greater opportunity to purchase a ticket for travel it has also been well received by Metro season ticket holders, many of which view its introduction as a more equitable approach to revenue collection, capturing those who actively avoid paying.

This initiative supports the wider promotion by MML of 'buy before you board,' which saw the launch of a new MyMetro ticketing app in January 2019, alongside a trial of 'Swift on Mobile' both of which retail a selection of Metro tickets. Through promotion of the apps via social media and at stop and on tram marketing, usage of apps to purchase tickets has seen strong growth with nearly half of these customers previously buying from the conductor on board.

### 3.3 Delivering your 'Personal Best'

MML are committed to ensuring all its customers have a positive experience when using the Metro. It recognises that its frontline staff are instrumental to achieving this and has developed a customer care training plan to provide both conductors and drivers with the knowledge and skills to enhance the customer experience. The programme titled and focused on delivering your 'Personal Best' has been introduced to the induction programme for all new members of the operations team. It is also being delivered to existing staff during their personal development days. The training is aimed at building staff awareness and understanding about what makes a great journey, considering different customer groups and the role they play in making that difference.

### 3.4 Metro Matters

MML began the operation with a commitment to better understand what its customers want and how best MML can deliver it. To help achieve this MML has introduced 'Metro Matters', a re-invigorated former Metro Passenger Panel which provides a platform for Metro users to feedback on the service but also be involved in shaping its future. The launch involved a campaign to broaden the existing passenger panel membership, to encourage a wider customer demographic to join the group. An induction meeting was held in May 2019 with members selected from many applicants, with some being placed on a waiting list, demonstrating its popularity.

At the induction panel members shared their enthusiasm and discussed ideas of how the panel can be utilised to drive improvements and collaboratively represent the customer voice. The panel members were presented with an overview of the history and future of West Midlands Metro and MML pledged to listen to its members and provide them with direct contact to its management team.

The focus for the first year of Metro Matters will be to empower the panel members to actively participate in their voluntary role, consulting with them on new initiatives and proposed changes to the service as well as extending invitations to key events. This commenced by inviting members to join in the 20<sup>th</sup> anniversary celebrations of West Midlands Metro held at the depot on the 30<sup>th</sup> May.

### 3.5 Sector Based Working Academy

MML is committed to building success within the West Midlands community by setting up local links and partnerships. These include partnerships which help people who are unemployed get into work and to grow their talents. In doing so MML has partnered with the Sector Based Work Academy.

A Sector Based Work Academy (SBWA) is a training course and employment programme that can last up to 6 weeks and has 3 main components: Pre-employment training – relevant to the needs of the business and sector, a work experience placement – of great benefit to both the individual and a business and a guaranteed job interview provided to all candidates with an opportunity to have feedback on areas of their interview.

Working with key stakeholders such as the Department of Work & Pensions and Local Community Colleges within Dudley and Wolverhampton, MML has developed its own training and employment programme which equips individuals with the knowledge and skills to become potential future drivers and conductors. The initiative has been a great success and resulted in job offers to over 10 people. All are now passed out as conductors with 6 also certified as drivers. Not only has this improved their personal circumstances, but they are a great addition to the team.

### 3.6 Spotlight

Safety is the number one priority for MML, and it is important that staff are able to report near miss incidents and other safety concerns efficiently, without the need for long winded forms which can often discourage individuals from doing so. To make reporting easier, MML has introduced a new app-based reporting system, 'Spotlight. Spotlight has been installed on every mobile phone utilised in the business and provides a platform for easy and instantaneous reporting. The app is simple to operate, allows for real time completion and has the facility to upload photographs. It also provides alerts and notifications to relevant parties who would need to be informed, in order that they can take appropriate action swiftly.

Since the introduction of Spotlight, near miss reports have risen sharply and with its instant notification features, managers have been able to address issues prior to an incident occurring. A notable reduction in incidents and accidents has been observed.

### 3.7 Working with the Samaritans

Following several incidents on and around the Metro network during 2018/19, MML has engaged with the Samaritans charitable organisation, who have provided adverts of their latest "Small Talk Saves Lives" campaign for MML's tram stops. MML has also promoted awareness of this campaign internally on its employee engagement application MyA and externally on social media accounts.

The Samaritans has also provided training for MML personnel. This has focused on communication techniques for dealing with suicidal contacts. In addition, all frontline employees have received information on how they can direct vulnerable persons to the Samaritans helpline.

MML will build upon its partnership with the Samaritans, with an aim to have all frontline employees trained on the Samaritans “suicidal contact awareness” during 2020.

### 3.8 Asset Management Information System

Working with Transport for West Midlands (TfWM), MML have been progressing the procurement of a new AMIS. The introduction of the AMIS will enable a step change in effectiveness of maintenance management, chiefly by making more and better information easily available. This will support the necessary improvements to tram and infrastructure reliability. It will also make easier the collection and reporting of information about the condition of the assets, whilst enabling standard times to be assigned to tasks to better understand productivity and drive improvements. A supplier for the AMIS has now been selected and MML will be working on its delivery over the next eighteen months.

### 3.9 Vegetation Clearance

During the year MML has experienced service disruption due to overgrown lineside vegetation which poses significant risk to the operation. The risks include interruption to service (trees falling on the track and overhead line) and failure to achieve required speeds (loss of sightlines). To reduce these risks MML has invested in a landscaping programme, letting a contract to address the overgrowth in vegetation. Whilst this will help to improve service reliability it will also improve the perception of safety at stops where overgrown vegetation can impact the customer experience.

The whole line was assessed and stretches of embankment with high risk tree and vegetation growth were identified. These stretches, between Bradley Lane and Kenrick Park tram stops, were cleared between February and July 2019.

### 3.10 Building resilience of the Overhead Line Equipment (OLE)

Following a turbulent start to the operation with OLE failures, MML commissioned an asset condition survey and put in place a programme of prioritised improvement works. The initial work was to identify and repair high risk defects. Following this a medium term programme of work was developed, to carry out a high level close inspection and maintenance of the OLE, followed by re-tensioning works which are normally required ten to fifteen years after installation. This work has been tendered and it is expected that the contract will be placed during September 2019. The contract will include a rapid response element so that if there is an OLE failure the contractor will be able to mobilise rapidly with the necessary specialist machinery. Following completion of this work, further modifications to increase the resilience of the system will be delivered.

## 5.0 The Future

Following a positive first 12 months of operation, in the coming year MML will continue to focus on making improvements to the operation and the customer experience.

MML plans to:

- Prepare for and open the Centenary Square extension in December 2019. This includes recruitment of additional drivers and Customer Service Representatives providing additional job opportunities in the region. It will also offer improved connectivity for MML's passengers;
- Increase the number of park and ride spaces on the network by 50%, through the opening of a new park and ride facility at Bradley Lane tram stop;
- Make tickets more affordable for groups who potentially need more support. This includes joining the Workwise scheme and introducing better value student season tickets;
- Introduce Mystery Shops, utilising the data to inform service improvement action plans, with a focus on enhancing the customer service delivered by frontline staff;
- Overhaul Bilston and Lodge Rd lifts to make them more robust and reliable, thus improving accessibility;
- Complete the rebranding roll out, delivering an easily identifiable and presentable network;
- Introduce a new app for cleaning staff which facilitates live reporting of work undertaken and of any faults, enabling a faster response;
- Develop a systematic approach to Asset Management by adopting the principles within the ISO 55001 Asset Management standard, so that robust long term funded lifecycle plans can be developed to achieve sustained performance of the system's assets into the future;
- Continue the programme of vegetation management, improving the stop environment and reducing risks to operational service;
- Develop the resilience of the OLE by designing out features of the system that have failed consistently in preceding years;
- Complete the procurement of and implement the new Asset Management Information System, improving the management of metro assets; and
- Continue to work with the Samaritans to deliver training for all staff on Suicidal Contacts; increasing their awareness of the issue whilst giving them confidence in dealing with potential suicide situations.

## 6. Financial Implications

No financial implications in the nature of this document.

## 7. Legal Implications

No legal implications are recognised in this report.

**8. Equalities Implications**

No equalities implications in relation to this report.

**9. Inclusive Growth Implications**

None.

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

None.

**11. Media**

None.

**12. Other Implications**

None.

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# Why VLR?



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Agenda Item 12

## Why VLR?

To address:

- Climate Change
- Air Quality
- Higher density development/sustainable urban development
- Economic development and the Industrial Strategy
- The city's attractiveness as a place in which to live, work, study and invest.

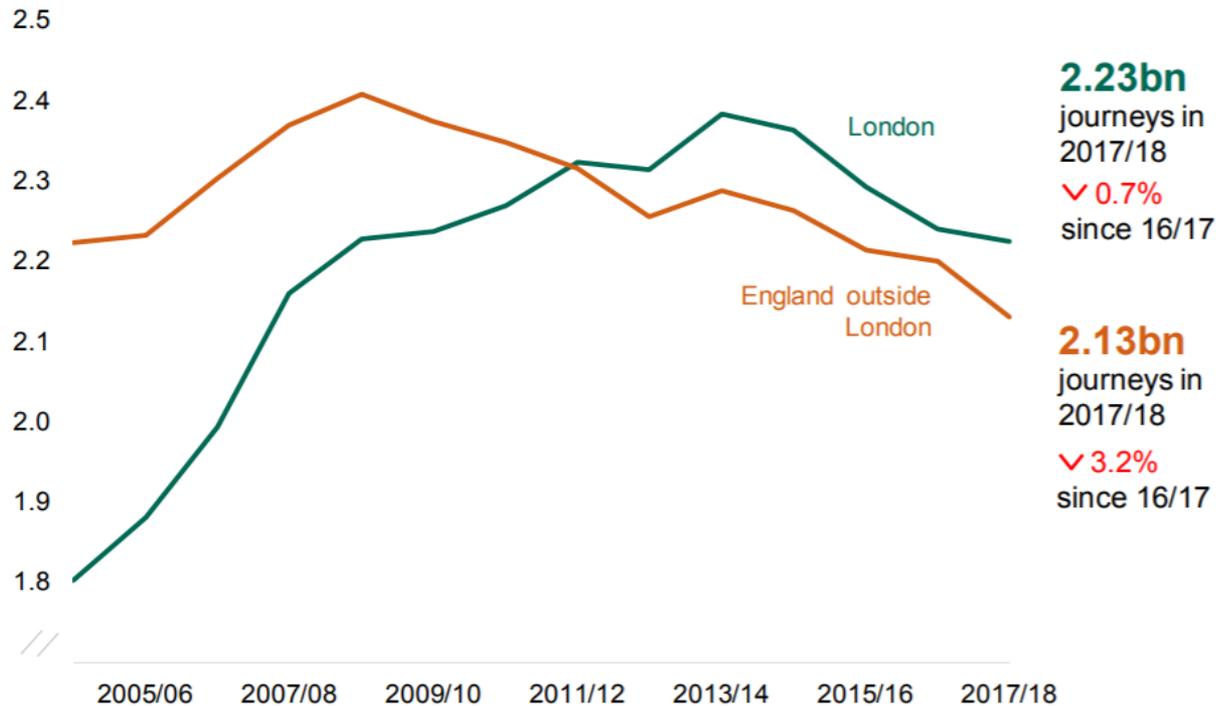


An attractive affordable alternative to the car is required!



# Decline in National Bus Patronage

Passenger journeys on local bus services (billion)





## Overarching Objectives for VLR

### Affordable Light Rail System:

- Average cost of conventional system is £35m-£60m/km
- **TARGET COST FOR VLR IS £10M/KM**

### Support WM Industrial Strategy/SEP:

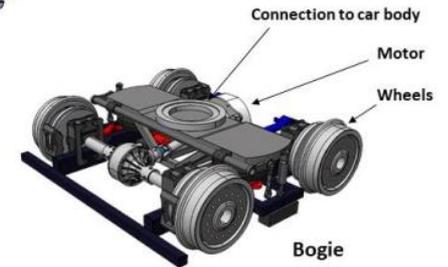
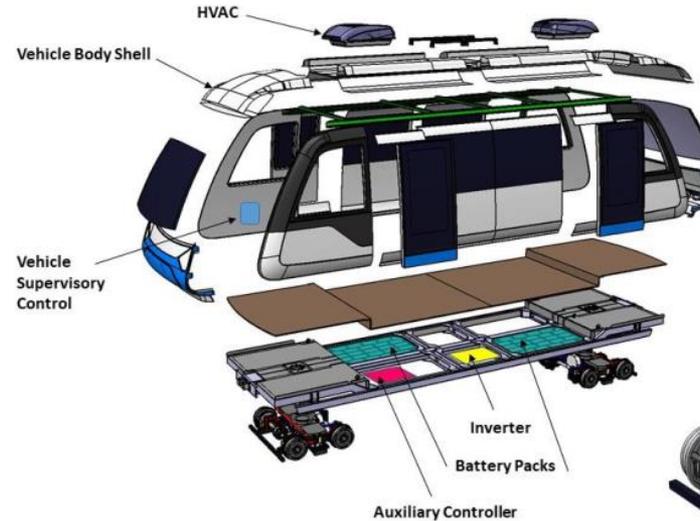
- Advanced Manufacturing and Engineering, by directing advanced engineering supply chain participants toward future market exploitation in VLR;
- Logistics and Transport Technologies, by working with local businesses to develop a novel, affordable and internationally attractive light rail system; and
- Low Carbon and Environmental Technologies, e.g. For example – by further developing battery technology and lightweight vehicle design

## VLR Research & Development

The R&D is split into four work streams:

- **Vehicle –(WMG)** design and construction of a lightweight Demonstrator Plus vehicle, including a battery propulsion system
- **Track – (WMG and DMBC)** production of an innovative low cost shallow track form at Dudley VLRNIC which can be installed with minimal disruption to utilities' equipment
- **Route – (CCC)** route development, business case and Transport & Works Act Order
- **Operations –(TFWM)** system operations, passenger information and communications

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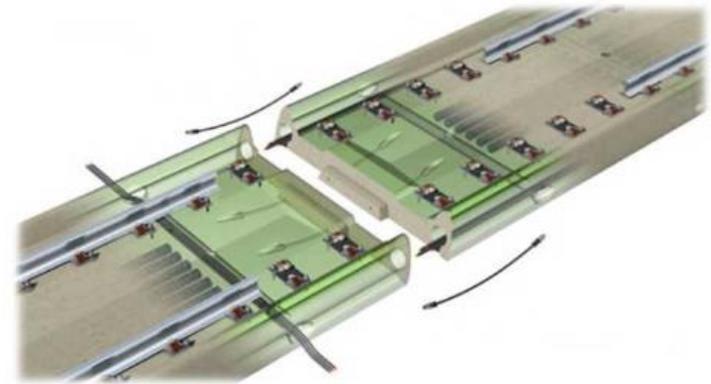
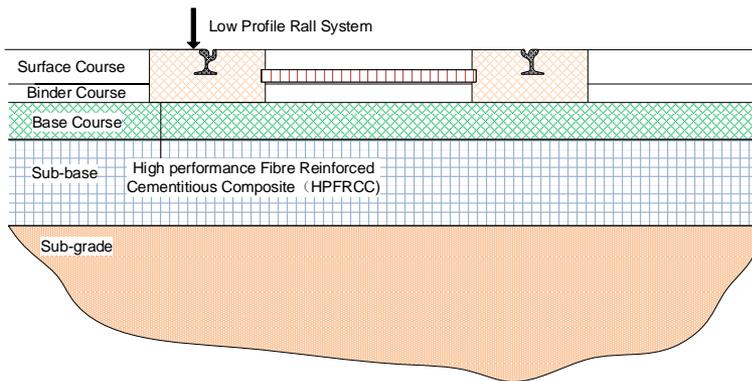
## Vehicle Principles:

- self-propelled
- battery powered
- rapid charging technology
- lightweight design
- much lower axle load compared with conventional tram
- ultimately autonomous operation at a high frequency in order to provide a “turn up and go” service
- ability to negotiate tight geometry

## Track Principles :

- resilient, long life shallow trackform (circa 250mm)
- minimal excavation, laid over existing utilities – easy removal to allow utility repairs
- precast trackform manufacture off site – high quality, minimal disruption on site

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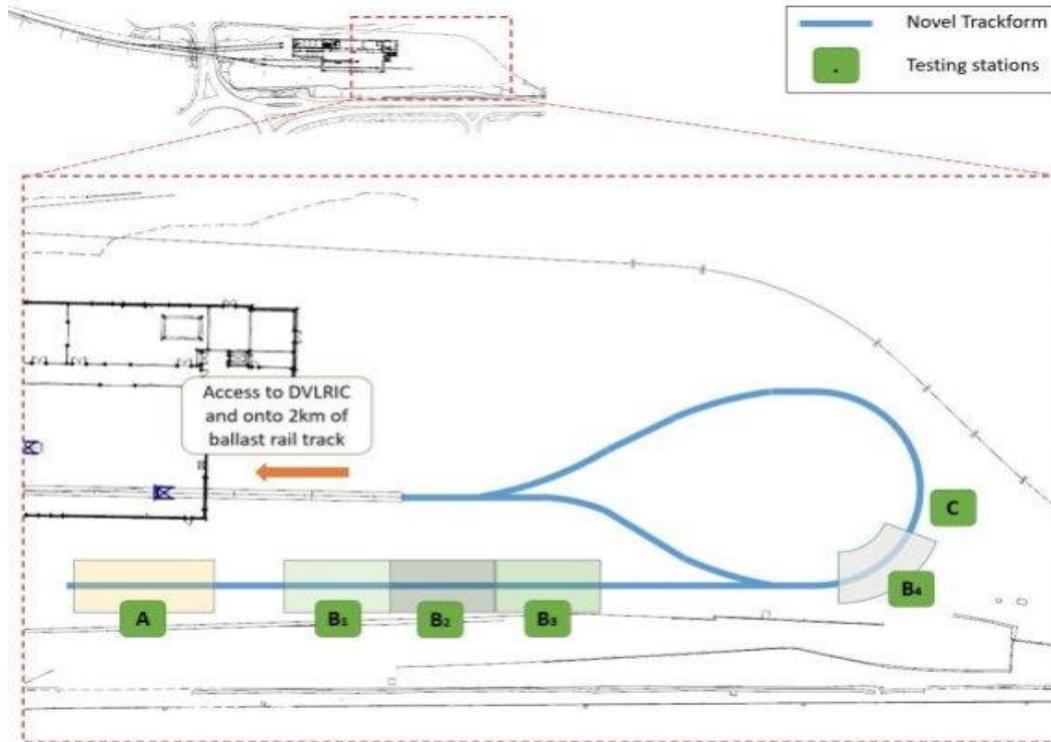


# VLR National Innovation Centre - Dudley

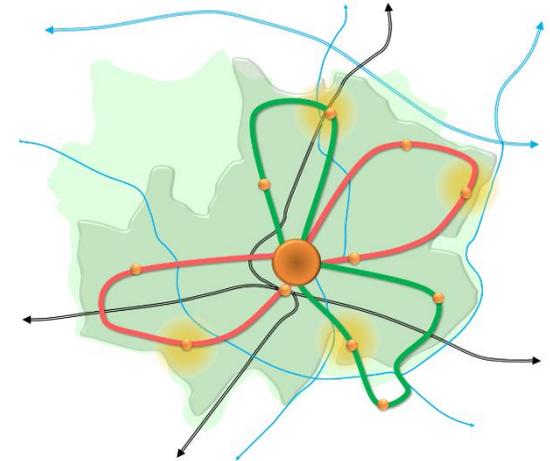
The testing of the VLR Demonstrator Plus vehicle and track will be undertaken at the Very Light Rail National Innovation Centre (VLRNIC)



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## First Route in Coventry 2024



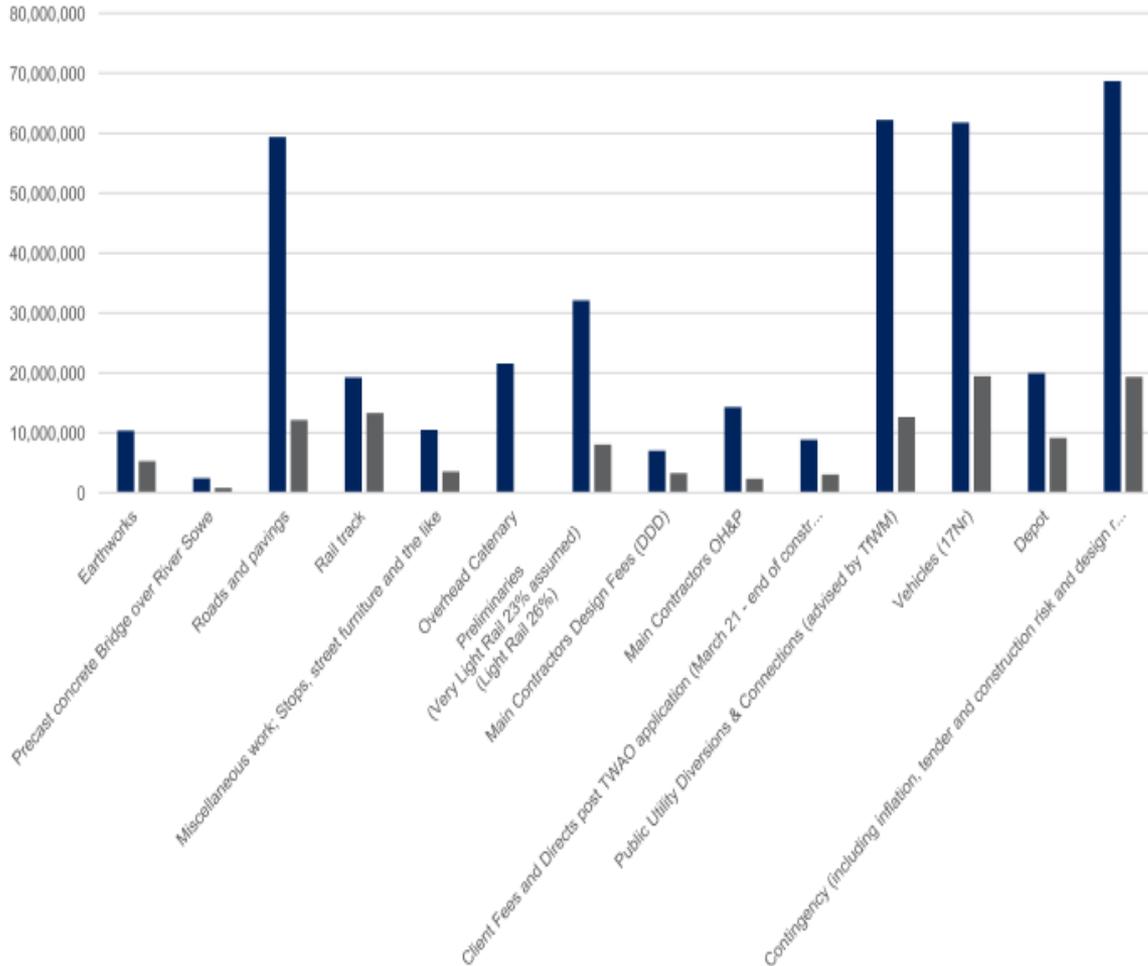
Two potential routes have been assessed for feasibility, economic benefits and costs:

- City Centre to Warwick University via the railway station
- **Railway station to University Hospital Coventry and Warwickshire (UHCW)**

These routes connect major employment sites, development sites and potential strategic park and ride sites with the city centre and the railway station.

# VERY LIGHT RAIL VS LIGHT RAIL

Light Rail vs Very Light Rail



## Long Term Benefits of VLR:



- Affordable urban rail solution compared to light rail trams – both during route construction and then during operation
- Vehicles and track designed to maximise participation of local supply chains in manufacture and construction – jobs for the region
- Significant transfer of low-cost technology from the automotive sector
- West Midlands becomes a VLR Centre of Excellence
- Zero emissions propulsion without the need for overhead electric supplies
- Lower cost vehicles running more frequently to provide ‘turn up and go’ service
- A means of encouraging and accelerating modal shift from cars. Based on model outputs the car mode share in Coventry is forecast to reduce by 4% as a result of the introduction of VLR in the UHCW corridor.

# R&D Funding Opportunities

Alternative Funding Opportunities for R&D	Date of Meeting	Outcome/ comment
Meet the Engineer Event	12 <sup>th</sup> June 2019	Presented VLR to potential investors. Follow up meetings organised with Innovate UK and being arranged with Productiv.
Innovate UK	17 <sup>th</sup> July 2019	Recognition that no calls to date have been relevant for VLR. Innovate UK advised that we prepare a briefing paper to outline Calls required to suit VLR. Briefing paper being prepared by WWMG for submission to Innovate UK.
Productiv	tbc	Meeting to be scheduled as Productiv are a Coventry based company that bring Green Technologies to the market and can assist with funding bids.
Joint Venture	Various soft market testing	CCC currently working on a commercial strategy and have meetings scheduled with DfT to progress this further.
DfT	5 <sup>th</sup> July 2019	DfT very interested in scheme and are a potential source of R&D investment.

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# First Route Funding Opportunities

Alternative Funding Opportunities for First Route	Date of Meeting	Outcome/ comment
Joint Venture	Various soft market testing	CCC currently working on a commercial strategy and have meetings scheduled with DfT to progress this further.
DfT	5 <sup>th</sup> July 2019	DfT suggested funding for first route could be provided if match funding is available.
Developers	8 <sup>th</sup> July (Urban and Civic) 10 <sup>th</sup> July (Segro) June 2019 (Arcus)	Commercial land/housing developers keen to bring forward VLR and willing to contribute to first Route Construction.
Land Value Capture	N/A	Land value capture is a policy approach that enables communities to recover and reinvest land value increases that result from public investment and other government actions. Also known as “value sharing,” it's rooted in the notion that public action should generate public benefit. LVC to be explored.
Workplace Levy	N/A	To be explored
Developer Contributions	N/A	To be explored
Prudential Borrowing against Farebox Revenue	N/A	To be explored

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## The following organisations have shown interest in VLR:

- Transport for West Midlands
- West Midlands Combined Authority
- Liverpool City Council
- Derby City Council
- Leeds City Council
- Glasgow (city centre to airport shuttle)
- Cirencester Town Council
- Isle of Wight Council (for the Island Line)
- Midlothian Council
- HS2 Architects for Toton Station (developing a scheme to connect Toton HS2 to East Midlands Airport and Derby)
- Birmingham Airport (potential shuttle to nearby HS2 station)
- Halifax (Nova Scotia)
- Perth (Australia)
- Black Country Consortium
- Arcus Infrastructure Partners
- Urban and Civic
- Arnold White Estates
- Old Oak and Park Royal Development Corporation
- Eversholt Rail (interest in leasing vehicle fleets and currently an investor in the Revolution VLR Railcar project which is targeted at 'twig and branch' routes on the national rail network)
- Network Rail
- Arriva and Northern Rail
- UHCW

## The following organisations have provided letters of support for the VLRNIC project:

- The WMCA Mayor
- Arcus
- Avid
- BCLEP
- Birmingham City University
- Big Bear Plastic Products
- Coventry CC
- Cummins
- Eversholt Rail
- First Group
- HVM Catapult
- Innovate UK
- KTN
- Northern
- Network Rail
- Peter Wilkinson (DfT)
- RDM
- RSSB
- Siemens Mobility
- Segro
- Southampton University
- TDI
- TfWM
- Transcal
- Urban & Civic
- Wolverhampton University

# The major milestones are:

- July 2019: First route in Coventry confirmed with TAG SOBC
- October 2019: Outline design for first route commissioned
- Summer 2020: NR Test Track at Dudley VLRNIC site
- Autumn 2020: Demonstrator vehicle available for testing
- Winter 2020: Novel Test Track and Road constructed for subsequent integrated system testing
- Spring 2021: Submit TWAO
- Summer 2021: VLR NIC Building constructed
- Summer 2023: confirmation of Transport and Works Act Order and Full Business Case approval
- Winter 2024: first phase of Coventry route open to passengers

# Any Questions?



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## Transport Delivery Committee

<b>Date</b>	9 September 2019
<b>Report title</b>	Commonwealth Games Strategic Transport Plan
<b>Accountable Director</b>	Laura Shoaf, Managing Director, Transport for West Midlands
<b>Accountable Employee</b>	Anne Shaw, Director Network Resilience
<b>Report has been considered by</b>	Commonwealth Games Joint Transport Group, Birmingham City Council Corporate and Executive Management Teams, TfWM leadership team, the OC Board, Commonwealth Games Chief Execs Group, STOG, Commonwealth Games Strategic Board, WMCA Senior Leader Team, WMCA Programme Board.

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

**The Transport Delivery Committee is recommended to:** note the imminent publication of the Commonwealth Games Strategic Transport Plan.

## 1. Purpose

### ***Games Strategic Transport Plan***

- 1.1 In line with previous events of this nature, a Games Strategic Transport Plan has been prepared for publication. The intention is to publish the document in September 2019. This is for a number of reasons, relating to programming activity, securing early formal cooperation from partners, and learning from experience from other Games.
- 1.2 The purpose of the document is twofold. Firstly, it informs the public and businesses of our current approach to transport planning, giving confidence that we are joining up with relevant partners, and provides the opportunity to comment on our proposals. Secondly, it sets the framework for transport planning and cooperation; formally capturing the commitment by the relevant authorities to deliver the transport interventions that will be required.
- 1.3 The Plan is intended to provide a high-level view of transport preparations with more detailed operational planning to follow. For example, the Plan explains that there will need to be some restrictions placed on vehicles accessing and parking on roads in order to get people to events and to minimise the impact on local residents and businesses, but it is too early to identify the particular measures required on specific roads. This level of detail will come from future development work and we are committed to ongoing engagement with local residents and businesses as we turn to detailed operational planning.

### ***Engagement***

- 1.4 Following publication of the document, there will be a 12 week engagement period during which we will hold a number of public events which are being arranged with local authorities across the WMCA geography. We will ask whether we have the right guiding principles and how people want to be kept informed as we progress with our transport planning.
- 1.5 We are working with comms colleagues across the Games partnership and directly with local authorities to plan appropriate engagement activity and to ensure comms messages and activities are aligned.

## 2. Background

- 2.1 The document has been subject to months of drafting between TfWM, the Birmingham 2022 Organising Committee, Birmingham City Council and other relevant local authorities, DfT, DCMS, Network Rail, Highways England, and West Midlands Police. It has been approved by the Commonwealth Games Joint Transport Group (9 April), Birmingham City Council Corporate and Executive Management Teams (15 April and 30 April respectively), TfWM's leadership team (mid-April), the Birmingham 2022 Organising Committee Board (14 May), Commonwealth Games Chief Execs Group (30 May), STOG (8 July), Commonwealth Games Strategic Board (9 July), WMCA Senior Leader Team (21 August) and the WMCA Programme Board (30 August).

- 2.2 Network Rail, Highways England, Staffordshire and Warwickshire have written in support of the Plan.

## 3. Financial Implications

- 3.1 There are no financial implications directly arising from this work – this activity is included in the agreed Games budget approved recently by HM Treasury.

#### 4. Legal Implications

4.1 The Birmingham Commonwealth Games Bill is currently being considered by Parliament. At present, there is a requirement to produce a Games Transport Plan, which local traffic authorities must have regard to in order to facilitate preparations for the Games. The Bill requires the authority producing the Plan to consult with specific types of organisations listed in the Bill before it becomes statutory – these organisations will be engaged on this first version. The intention is that once the Bill has passed a second, final version will be subject to stakeholder consultation as required by the legal instrument and subsequently published. It is anticipated that the final version of this Plan – which will be submitted to the WMCA Board for approval when it is prepared – will become statutory under the Bill.

4.2 There is no duty to carry out a public consultation – we are engaging with the public as we recognise this is the first opportunity for the public to be engaged in Games transport planning.

#### 5. Equalities Implications

5.1 The Games Strategic Transport Plan outlines how equality considerations will be taken in to account in transport planning. TfWM will be carrying out an Equality Impact Assessment on the Plan, as is normal practice for the organisation. We will also be taking into account equality consideration in designing the engagement activity.

5.2 Birmingham 2022 Organising Committee will also be preparing a Games-wide accessibility strategy.

#### 6. Inclusive Growth Implications

6.1 The Games Strategic Transport Plan builds upon the objectives contained within Movement for Growth. We will use the opportunity of the Games as a catalyst for bringing about the change we wish to see; to help us deliver improvements capacity, efficiency, managing demand and providing sustainable transport. These measures will promote healthy and active lifestyles that support inclusive growth, benefitting residents and businesses for years to come.

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

7.1 Whilst the content will be most relevant to those areas hosting a Commonwealth Games event (Birmingham, Coventry, Sandwell, Solihull, Staffordshire, Warwickshire and – to a lesser extent – London), the impact of the Games may be felt across the WMCA geography and therefore the content of this report is also relevant to Dudley, Walsall and Wolverhampton.

#### 8. Other Implications

8.1 None

#### 9. Schedule of Background Papers

9.1 None – the Games Strategic Transport Plan is in the process of being finalised. It will be shared when it is submitted to the WMCA Board on 5<sup>th</sup> September, prior to the meeting of the Transport Delivery Committee on 9<sup>th</sup> September.

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**TRANSPORT DELIVERY COMMITTEE**

<b>COMMITTEE MEETING</b>		<b>REPORT AND AUTHOR</b>	<b>AGENDA SETTING MEETING</b>	
<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>
4 November 2019	24 October	<ul style="list-style-type: none"> <li>• Financial Monitoring Report (Linda Horne)</li> <li>• Capital Programme Delivery Monitoring Report (Sandeep Shingadia)</li> <li>• Bus Business Update (Edmund Salt)</li> <li>• Enhanced Partnership for Sprint (Edmund Salt)</li> <li>• Sprint Routes Update (Angela Hosford)</li> <li>• Safer Travel Update (Mark Babington)</li> <li>• Fares and Payment Strategy (Matt Lewis)</li> </ul>	17 October	14 October
6 January 2020	19 December	<ul style="list-style-type: none"> <li>• Financial Monitoring Report (Linda Horne)</li> <li>• Capital Programme Delivery Monitoring Report (Sandeep Shingadia)</li> <li>• Cycling Charter Progress Update (Hannah Dayan)</li> </ul>	16 December	11 December

**TRANSPORT DELIVERY COMMITTEE**

<b>COMMITTEE MEETING</b>		<b>REPORT AND AUTHOR</b>	<b>AGENDA SETTING MEETING</b>	
<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"> <li>• LMRG Annual Report- Safe and Sustainable Travel (Hannah Dayan)</li> <li>• Rail Business Update (Tom Painter)</li> <li>• LMRG Annual Report – Rail and Metro (Tom Painter/Sophie Allison)</li> </ul>		
10 February 2020	30 January	<ul style="list-style-type: none"> <li>• Bus Alliance Update (Edmund Salt)</li> <li>• Enhanced Partnership for Sprint (Edmund Salt)</li> </ul>	27 January	22 January
16 March 2020	4 March	<ul style="list-style-type: none"> <li>• Financial Monitoring Report (Linda Horne)</li> </ul>	2 March	26 February

**TRANSPORT DELIVERY COMMITTEE**

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

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