

Transport Delivery Committee

Date: Monday 4 November 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 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 Mary Locke	Birmingham City Council
Councillor Ted Richards	Solihull Metropolitan Borough Council
Councillor Alan Taylor	Dudley Metropolitan Borough Council
Councillor David Welsh	Coventry City Council

The quorum for this meeting is seven members

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

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

AGENDA

No.	Item	Presenting	Pages	Time
Meeting business item				
1.	Apologies for absence	Chair	None	
2.	Declarations of Interest Members are reminded of the need to declare any disclosable pecuniary interests they have in an item being discussed during the course of the meeting. In addition, the receipt of any gift or hospitality should be declared where the value of it was thought to have exceeded £25 (gifts) or £40 (hospitality).	Chair	None	
3.	Chair's Remarks (if any)	Chair	None	
4.	Minutes of the last meeting	Chair	1 - 6	
5.	Action Tracker	Chair	7 - 8	
6.	Matters Arising	Chair	None	
7.	Correspondence/ Petitions	Chair	None	
8.	Minutes of the Bus Shelter Appeals Decision Group <ul style="list-style-type: none"> • To note the minutes of the Bus Shelter Appeals Decision Group held on 11 September 2019 	Chair	9 - 10	
9.	Presentation : Very Light Rail Projects	Melanie Ashford/Colin Knight	11 - 30	
10.	Metro Investment Programme	Chris Haworth	31 - 68	
11.	Financial Monitoring Report	Louise Cowen	69 - 78	
12.	Capital Programme Delivery Monitoring Report	Sandeep Shingadia	79 - 86	
13.	Safer Travel Update	Mark Babington	87 - 94	
14.	Bus Business Update	Edmund Salt	95 - 102	
15.	Enhanced Partnership Plan and Scheme - Consultation Strategy	Edmund Salt	103 - 132	
16.	Sprint Progress Update	Angela Hosford	133 - 140	

17.	Save-A- Space - Proposed Booking Payment Trial	Pete Bond	141 - 146	
18.	Notices of Motion To consider any notices of motion by the deadline of 12 noon on 31 October 2019.	Chair	None	
19.	Questions To consider any questions submitted by the deadline of 12 noon on 31 October 2019 for written questions and 12 noon on 1 November 2019 for oral questions.	Chair	None	
20.	Forward Plan	Chair	147 - 150	
21.	Date of Next Meeting - 6 January 2020		None	

This page is intentionally left blank



**West Midlands
Combined Authority**

Transport Delivery Committee

Monday 9 September 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 Mary Locke	Birmingham City Council
Councillor Celia Hibbert	City of Wolverhampton 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

In Attendance

Councillor Angus Lees	WMCA's Overview and Scrutiny Committee
-----------------------	--

Item Title No.

17. Apologies for absence

Apologies for absence were received from Councillors Andrew, Holl-Allen and Welsh.

18. Chair's Remarks

(i) Proposal for tram naming

The Chair referred to a briefing note circulated to the committee prior to the meeting that put forward a tram naming proposal with regards to the opening of the first stage of the Westside extension due in December 2019 and two proposals relating to the late Mayor Elias Mattu for the opening of the Wolverhampton City Extension due in December 2020.

The committee agreed to a tram being named after Jasper Carrott for the Westside extension but deferred the decision relating to the Wolverhampton City Centre Extension. It was agreed that a

working party would be established, comprised of the TDC Chair, two Vice-Chairs and TfWM Officers, to consider the tram naming criteria previously agreed and to involve input from local councillors as appropriate.

(ii) National Express Biogas fuelled bus trial bus trip

The Chair referred to an opportunity for committee members to take a trip on a biogas fuelled bus as part of a bus trial being undertaken by National Express during September.

(iii) Farewell to Phil Hewitt

The Managing Director TfWM, Laura Shoaf, informed the committee that Phil Hewitt, Director of West Midlands Metro would be leaving the organisation later this month to take up a new role in Israel. The committee conveyed their thanks and appreciation to Phil Hewitt for all his work on the West Midlands Metro.

19. Minutes of the last meeting

The minutes of the meeting held on 22 July 2019 were agreed as a correct record subject to the following minor amendment

Minute no.11 West Midlands Metro- Westside Extension Stop Names to read:

3. That in relation to the naming of tram stops, commercial opportunities be explored with stakeholders vested in the area with regards to sponsoring the naming of a stop i.e, HSBC for tram stop 2 Centenary Square and Calthorpe Estates for tram stop 5 (Edgbaston Village or Garden Square).

20. Matters Arising

Minute No. 6 Correspondence/Petitions – Alderminster Action Group

Further to a request from Councillor Richards for an update on correspondence submitted by the Alderminster Action Group to TfWM on A7/A8 subsidised bus service in Solihull, the Director of Integrated Transport Services, Pete Bond reported that TfWM has responded fully to the group's concerns and a meeting has been arranged with the Alderminster Action Group later this month.

Minute No.12 Notice of Motion

In relation to the notice of motion submitted by the Majority Vice-Chair, Councillor Worrall, at the last meeting [that called upon Rotala (Diamond Bus) to review its position with regards to joining the WASPI concessionary travel pass scheme] and whether a response has been received from the Board of Rotala, the Director of Integrated Transport Services, Pete Board reported that a formal response has not yet been received from the company.

The Chair considered a marketing campaign was required to encourage eligible women to join the WASPI concessionary travel scheme and asked to be advised of the latest take-up figures for the pass.

21. Correspondence/ Petitions

None submitted.

22. New Petitions Process

The committee considered a report of the Director of Customer Experience that informed the committee of the 'refreshed' approach to managing transport petitions received by the West Midlands Combined Authority.

The Chair and Lead Member for Putting Passengers First outlined the report and advised the committee that the principles for the new petitions protocol had been endorsed by the Putting Passengers First Lead Member Reference Group.

The report set out the process with regards to the petition signatories, Officer Petition Panel (below 250 signatures), transport petitions over 250 signatures, non-transport petitions over 250 signatures, petitioners involvement, service level agreement and scope of matters to be considered relating to transport.

It was noted that the proposed new protocol would applied to petitions on or received after 1 October 2019.

The committee endorsed the new protocol for petitions.

Resolved: That the contents of the report be noted.

23. Financial Monitoring Report

The committee considered a report of the Finance Director that set out the financial position as at 31 July 2019 with regards to the Combined Authority's Transport Delivery Revenue and Capital Budgets.

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

In relation to concerns expressed by Councillors Alden and Richards on the underspend of major schemes such as Metro and the implications for delivery and future cost increases, the Managing Director, Laura Shoaf advised that both the Centenary Square and the Edgbaston Metro Extensions would open on time and on budget and undertook to provide additional information to the committee.

Resolved:

1. That the year to date net revenue expenditure to the end of July 2019 shows a favourable variance of £0.143m compared to budget and the forecast position shows a favourable movement of £0.037m from budget be noted and
2. That the total capital expenditure to the end of July 2019 for the overall transport programme was £31.5m which was £10.5m below the year to date budget of £42.0m and the annual forecast position

shows a favourable movement of £16.7m from budget be noted.

24. 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.

In relation an enquiry from Councillor Huxtable regarding two different dates stated in the report for the completion of Perry Barr and University Stations, the Director of Development and Delivery, Sandeep Shingadia explained that the baseline date given referred to the rail industry GRIP milestone date, whereas the forecast date was the in-service date but confirmed both dates did align.

Resolved:

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

25. Rail Business Update Report

The committee considered a report of the Director of Rail that provided an update relating to the performance, operation and delivery of rail services in the West Midlands including rail operator partnership agreements and West Midlands Rail Executive (WMRE) activity.

Councillor Lawrence, Lead Member for Rail and Metro, introduced the report and highlighted key areas within the report.

In relation to a request for information on the community engagement consultation exercise on the Camp Hill Line from Councillor Huxtable and for further information on why park and ride was not going to be provided at the three new stations on the Camp Hill Line, the Head of Rail Franchising and Partnerships, Tom Painter, undertook to share the outcome of the consultation engagement with Councillor Huxtable and to follow-up his request with colleagues for further information on park and ride.

In relation to an enquiry from Councillor Worrall as to whether he could be a member of the Chase Line Taskforce that has been set up to tackle issues on the route, the Head of Rail Franchising and Partnerships, Tom Painter, advised that the taskforce was an internal West Midlands Trains (WMT) group and West Midlands Rail Executive only attended in an observer capacity but undertook to ask WMT whether Councillor Worrall could join the taskforce.

Resolved: That the contents of the report be noted.

26. Midland Metro Limited - 1 Year of Operation

The committee considered a report of the Metro Programme Director, West Midlands Metro that provided an overview of the last 6 months of Midland Metro Limited's performance as operator of the Metro network.

Councillor Lawrence, Lead Member for Rail and Metro, introduced the report and considered the report was very encouraging noting the progress made on Metro operations since being taken in-house in June 2018.

The Head of Business Transformation, Sophie Allison, outlined the improvements Midland Metro Limited (MML) had introduced over the last year for the customer and for the operation of the tram service and set out its plans for further improvements in the future.

Councillor Lawrence on behalf of the committee, asked that thanks and appreciation be recorded for all the work undertaken by Phil Hewitt during his three and half years as Metro Programme Director.

Resolved : That the contents of the report be noted.

27. Presentation : Coventry & Dudley Very Light Rail Projects

This item was deferred to the next meeting.

28. Commonwealth Games Transport Plan

The committee considered a report of the Director of Network Resilience that informed members of the current approach to transport planning for the Commonwealth Games in 2022, to allow them to comment on proposals and also set out the commitment required by relevant authorities to deliver the transport interventions required for the Games.

The Director of Network Resilience, Anne Shaw, outlined the report and reported that following approval by the WMCA Board on 13 September 2019, a 12 week engagement period would be undertaken with the public and businesses across the WMCA area to ask whether the guiding principles behind the plan are right and how people want to be kept informed as transport planning is progressing.

The committee noted the importance of encouraging all communities to feel involved in the Commonwealth Games and considered the need for initiatives to include those communities that feel disconnected with the Games.

In relation to the public events that are being held during the engagement period, the Director of Network Resilience undertook to share details of the events with the committee from 16 September.

The Chair reminded the committee that the Commonwealth Games was also the subject of the pre-TDC briefing on 4 November 2019.

Resolved: That the imminent publication of the Commonwealth Games

Strategic Transport Plan be noted.

29. Notices of Motion

None submitted.

30. Questions

None submitted.

31. Forward Plan

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

Resolved: That the report be noted.

32. 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).

33. WMCA Board Transport Reports (For Information Only)

The committee received a report entitled 'Midland Metro Buy Before Boarding' that would be considered by the WMCA Board at its meeting on 13 September 2019.

The report was submitted for information only.

It was agreed that the Chair would feedback comments to the WMCA Board on the report from the committee.

Resolved: That the report be noted.

The meeting ended at 2.55 pm.

Transport Delivery Committee – Action Tracker

Meeting Date	Minute No.	Action	Officer	Completed
9 Sept 2019	18.	To set up a tram naming working party to be comprised of TDC Chair and two Vice-Chairs.	Sophie Allison	Meeting to be arranged early 2020
9 Sept 2019	20.	TDC Chair to be provided with latest figures on the take-up of the WASPI concessionary travel pass.	Matt Lewis	Figures provided to Chair at PPF meeting on 16 Oct (1870 WASPI passes issued)
9 Sept 2019	23.	TDC to be provided with additional information following concerns raised by Cllrs Alden and Richards on the underspend on Metro schemes and impact on cost and delivery.	Laura Shoaf /(Louise Cowen)	Information circulated via email to all TDC members on 8 Oct.
9 Sept 2019	25.	Further information to be provided to Cllr Huxtable on Camp Hill Line park and ride and outcome of consultation engagement on the line.	Tom Painter	Information sent 16 Oct to Cllr Huxtable.

9 Sept	25	Councillor Worrall to be advised whether or not he could become a member of the Chase Line Taskforce.	Tom Painter	Response sent 16 Oct to Cllr Worrall.
9 Sept	28	TDC members to be advised of public engagement events relating to CWG Transport Plan.	Anne Shaw	Engagement schedule emailed to TDC on 22 Oct.



Bus Shelter Appeals Decision Group

Wednesday 11 September 2019 at 11.00am

Minutes

Present

Councillor Kath Hartley (Chair)	Birmingham City Council
Councillor Mohammed Fazal	Birmingham City Council
Councillor Mary Locke	Birmingham City Council
Councillor Alan Taylor	Dudley Metropolitan Borough Council

In attendance

Julie Smithers	Transport for West Midlands
----------------	-----------------------------

Item No. Title

01 Apologies for Absence

None.

02 Declarations of Interest

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

06 Recommendations of the Bus shelter Appeals Decision Group

The Bus Shelter Appeals Decision Group considered a report of the Network Coordination Specialist (Infrastructure), Transport for the West Midlands (TfWM) that set out recommendations in relation to an appeal against the siting of a bus shelter at Old Lode Lane, Solihull (shelter no. 809318).

The Network Coordination Specialist (Infrastructure) Julie Smithers, reported that TfWM had received objections relating to the levels of anti-social behaviour taking place within the shelter including drug abuse, youths congregating in the shelter and blatant vandalism of the shelter. A request had been made to downgrade the shelter to a stop pole.

It was noted that TfWM Crime Reduction Team had found one log dated 25 March 2019 in the area but not related to the bus shelter.

Also, the Area Police Team on 18 June 2019 had emailed to confirm they were aware of anti-social behaviour in the area and around the bus stop with damage to private property however, no specific logs have been supplied.

The Bus Shelter Appeals Officer Panel had recommended that the shelter is retained for TfWM Safer Travel Team to work with Solihull Council and the Local Police Team

for a period of 6 months to carry out high visibility patrols at peak times for the reported activity taking place.

The Decision Group gave consideration to the following points:

- The high passenger usage including the number of senior citizens.
- The frequency of bus services including a service to Heartlands Hospital.
- The bus shelter not being directly responsible for any drug dealing in the area/anti-social behaviour around the shelter.
- The need for further intelligence to be gathered on anti-social behaviour around the shelter.
- The need for residents living near to the shelter to be supplied with an anti-social behaviour diary to gather evidence and to report incidents to the police.
- The need for local ward councillors to get involved in the local community and encourage residents to provide evidence for the police.
- The need to strengthen links with TfWM Safer Travel Team and the Local Police Team.
- The police be asked to review CCTV evidence at the nearby builders' merchant and at other locations nearby to the shelter if appropriate.

RESOLVED:

- (1) That the shelter be retained and the position be reviewed by TfWM after a period of 6 months with stakeholders;
- (2) That monitoring of the shelter be undertaken by TfWM's Safer Travel Team and the Local Police Team to include carrying out high visibility patrols at peak times for any recorded activity taking place during the 6 month period and reviewing CCTV evidence as appropriate, working with Solihull MBC and
- (3) That the TfWM Safer Travel Team and Local Police Team work with local ward councillors to encourage residents to gather evidence of anti-social behaviour and to report any incidents to the police; residents living near to the shelter to be supplied with an anti-social behaviour diary.

[meeting closed at 11.50am]

Why VLR?



Page 11

Agenda Item 9

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!

Modelled NO2 exceedances (2021- updated AQ modelling)

Do-Minimum 2021 Compliance Status

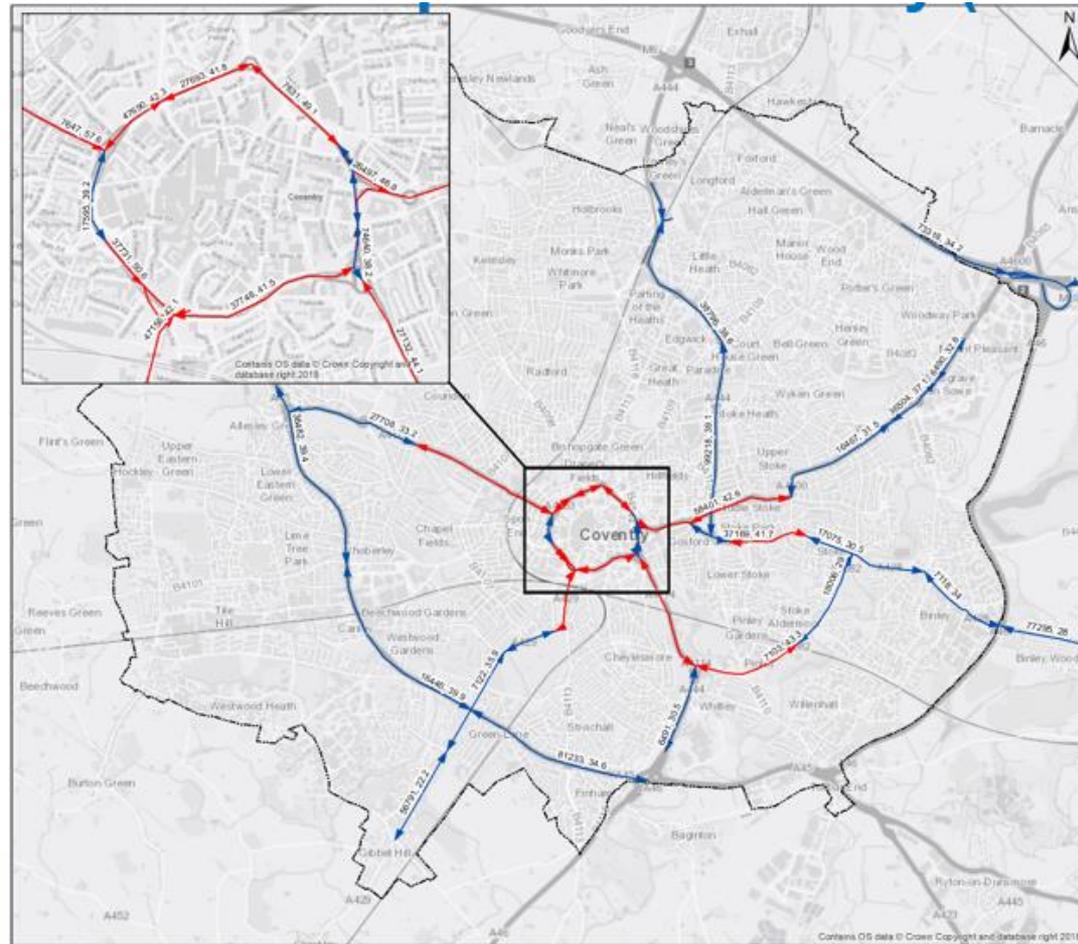
Page 10

Do-Minimum PCM Links

 No Exceedance

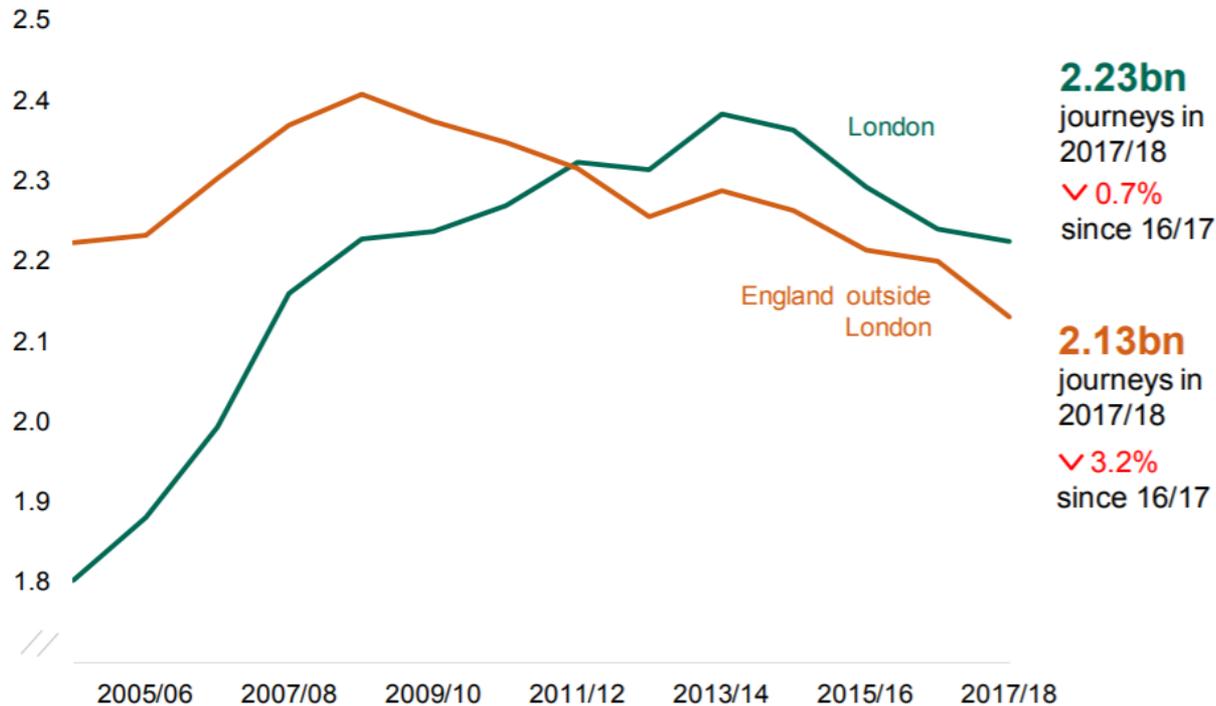
 Exceedance

 Local Authority Boundary



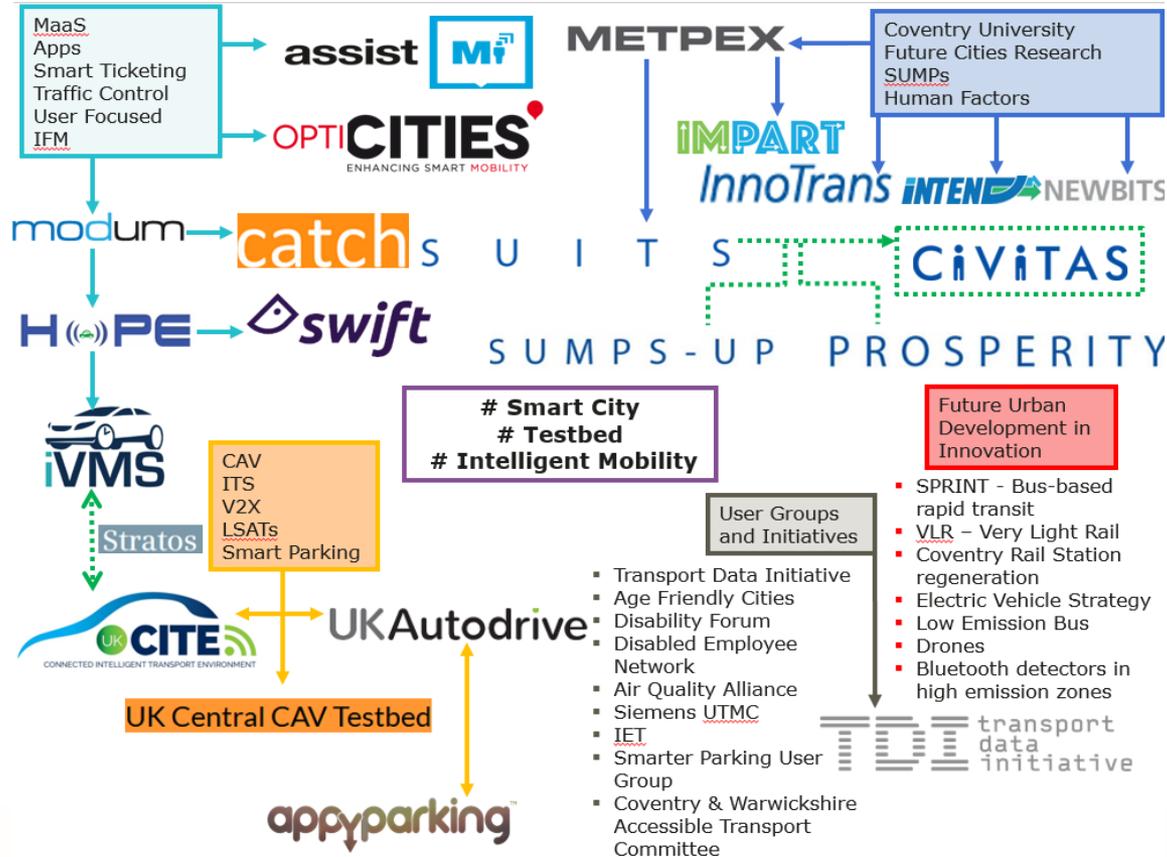
Decline in National Bus Patronage

Passenger journeys on local bus services (billion)



VLR will be part of an integrated system - CCC / WMCA Collaboration

Page 15



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:

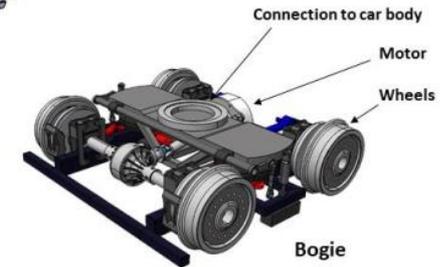
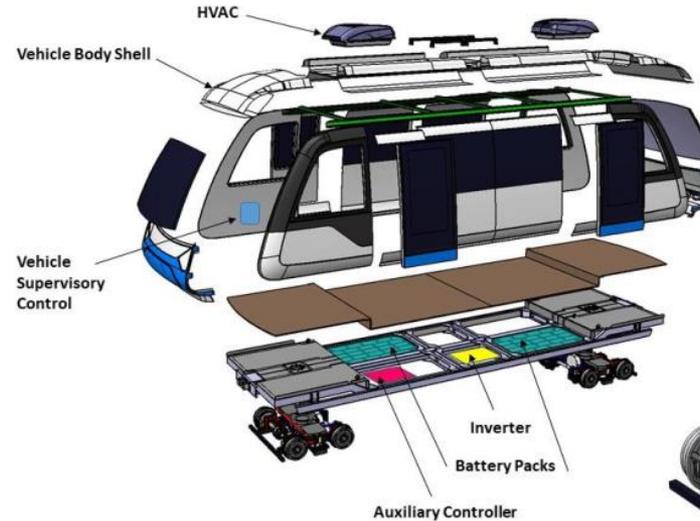
- Advanced Manufacturing and Engineering, by directing advanced engineering supply chain participants toward future market exploitation in VLR;
- Logistics and Transport Technologies, by working with local businesses to develop a novel, affordable and internationally attractive light rail system; and
- 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

Page 17



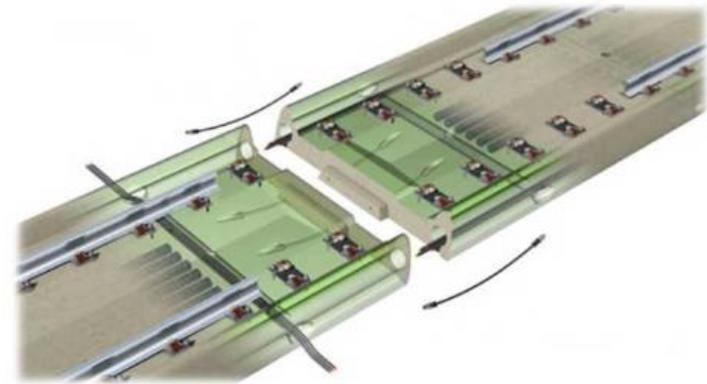
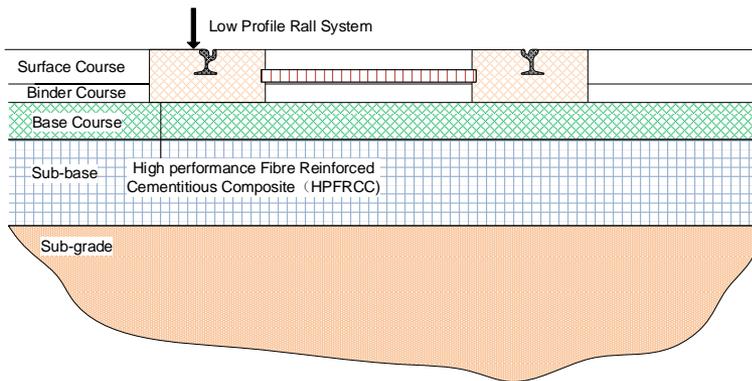
Vehicle Principles:

- 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

Page 19

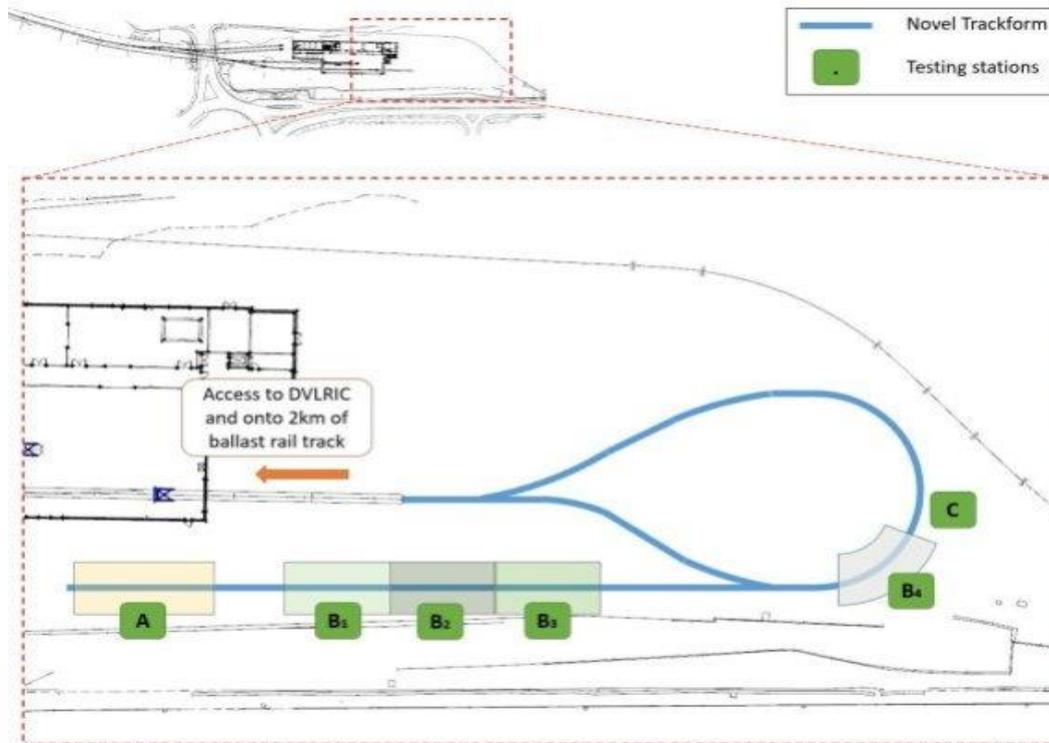


VLR National Innovation Centre - Dudley

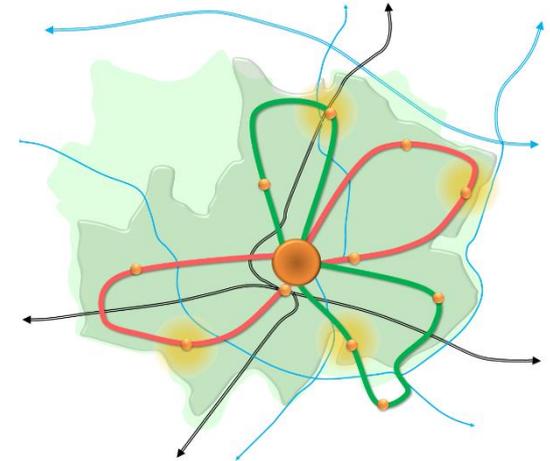
The testing of the VLR Demonstrator Plus vehicle and track will be undertaken at the Very Light Rail National Innovation Centre (VLRNIC)



Page 20



First Route in Coventry 2024



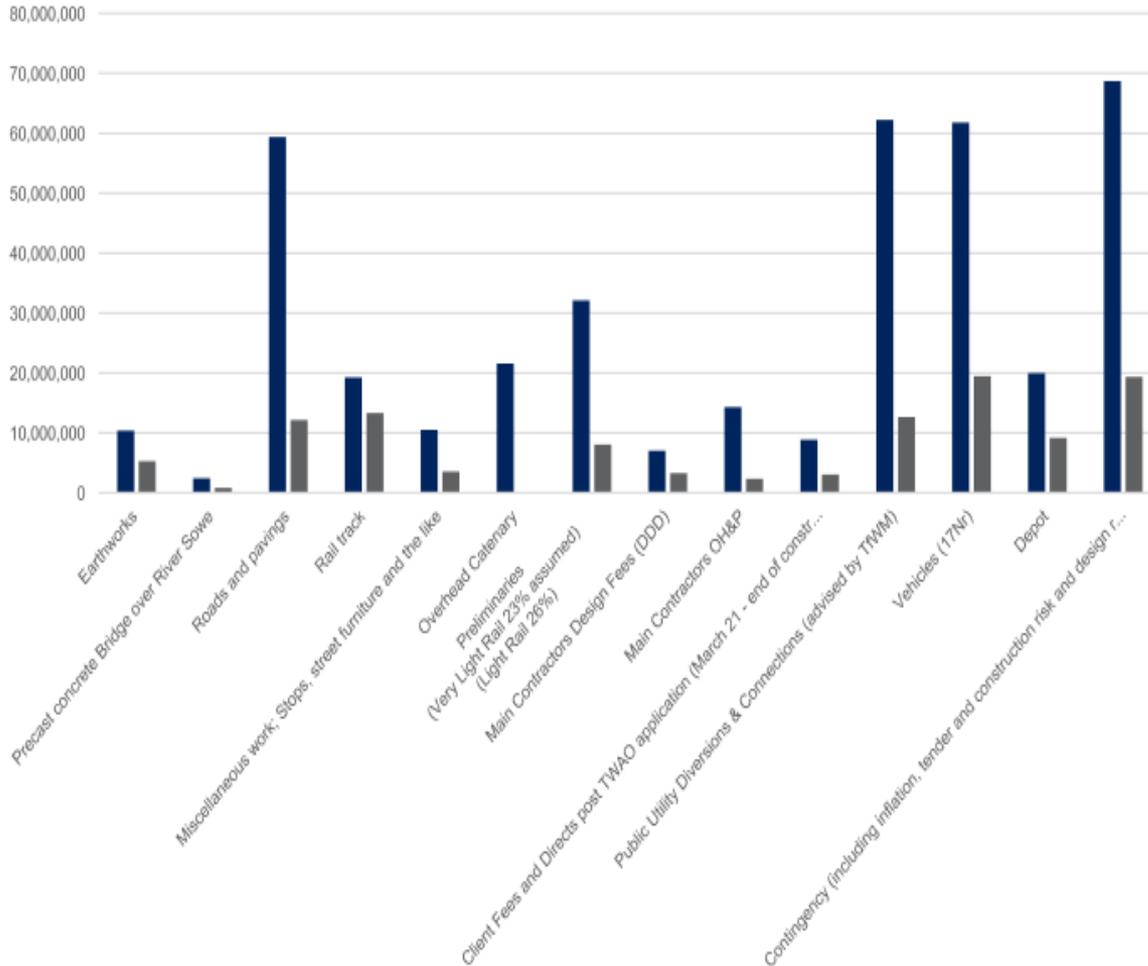
No potential routes have been assessed for feasibility, economic benefits and costs:

- 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 th June 2019	Presented VLR to potential investors. Follow up meetings organised with Innovate UK and being arranged with Productiv.
Innovate UK	17 th 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 th July 2019	DfT very interested in scheme and are a potential source of R&D investment.

Page 24

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 th July 2019	DfT suggested funding for first route could be provided if match funding is available.
Developers	8 th July (Urban and Civic) 10 th 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

Page 25

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

Page 28

Any Questions?



This page is intentionally left blank



Transport Delivery Committee

Date	4th November 2019
Report title	Metro Investment Programme
Accountable Director	Laura Shoaf, Managing Director Transport for West Midlands
Accountable Employee	Peter Cushing, Metro Programme Director Email: Peter.cushing@tfwm.org.uk Tel: 07900 492 772
Report to be/has been considered by	Councillor Roger Lawrence, Lead Member for Rail and Metro

Recommendation(s) for action or decision:

The Transport Delivery Committee is recommended to note the report:

1. Purpose

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

2. Background

- 2.1 The Midland Metro investment programme has continued to make good progress since the last update. This note provides an overview of the main activities of the West Midlands Metro team (comprising TfWM, Midland Metro Limited and the Midland Metro Alliance) and the actions being taken to manage the principal risks / issues and opportunities that have arisen. A map showing the location of the proposed extensions is appended to this report can be viewed in Appendix 1.
- 2.2 An updated organisation chart showing the meetings through which governance is exercised on the Metro Programme is enclosed in Appendix 2 for the information of TDC members.

- 2.3 TfWM has now secured the funding for the first phase of the Metro Investment Programme comprising the Centenary Square, Edgbaston (Hagley Road), Wolverhampton and Wednesbury Brierley Hill extensions together with associated upgrades to the Line 1 infrastructure. Options for funding phase 2 (Birmingham Eastside and East Birmingham Solihull) continue to progress and a decision from Government on Birmingham Eastside funding is expected in Q2 2019/20.
- 2.4. The following is a summary of the principal highlights of the Programme:
- 2.4.1 **Westside Extension – Centenary Square:** Despite additional works arising from the diversion of a district heating main and repairs to the A38 tunnel roof works are progressing well in all sections. The track is 100% complete with testing and commissioning due to commence on 14th October. The first catenary free section along the significant incline at Pinfold Street was tested successfully in wet conditions on 26th August. The project remains on schedule to open in December 2019.
 - 2.4.2 **Westside Extension – Edgbaston:** Main works commenced through Five Ways underpass have progressed on schedule. Phase 2 of the main works commenced on schedule on 2nd September. The project remains on schedule to open in December 2021.
 - 2.4.3 **Wolverhampton Extension:** Construction of stages 2 and 3 is complete with the exception of the resurfacing of Pipers Row and traffic signals which are planned to take place during a road closure agreed with key stakeholders and planned to coincide with October half term to minimise disruption to the Construction will then demobilise pending completion of the Wolverhampton Station forecourt works. Opening of this extension is dependent upon the completion of the station enhancement project.
 - 2.4.4 **Wednesbury Brierley Hill:** The Secretary of State is still considering the inspector's report following the Public Inquiry into the Transport and Works Act Order CPO Application. We have been advised that a decision is still anticipated by April 2020. MMA have completed the feasibility design and undertaken optimisation on key design elements of the route to inform a revised Target Cost 1 Project Proposal for TfWM further review and approval.
 - 2.4.5 **Birmingham Eastside:** MMA has completed the preliminary design and are finalising the Target Cost 1 proposal. Discussions are continuing with HS2 and DfT around the potential construction interfaces between the Metro and Curzon Street station works subject to the award of the TWAO TfWM will be seeking in December 2019.
 - 2.4.6 **East Birmingham Solihull:** The submission of the Outline Business Case and application for powers has been deferred to allow for further scheme refinement, assessment of the impacts and benefits of the proposal, definition of the overall funding strategy and to allow time for a thorough consultation on the proposal to be undertaken in 2020.

- 2.4.7 **3rd Generation Trams:** Four bidders were pre-qualified and taken through to the Invitation to Negotiate (ITN) stage. Contract was finally awarded in October to CAF for 21 trams and an option for a further 29.
- 2.4.8 **Catenary Free Trams:** 14 trams have now completed the retrofit and testing cycle and returned to passenger service. A further 2 trams are in the process of retrofit and testing. One of the retrofitted trams was involved in a road traffic collision in August and is unlikely to return to passenger service until the New Year. This will reduce the number of trams available for CSQ service however we are working with CAF to put measures in place to mitigate this loss for in preparation for passenger service to CSQ in December 2019.

3. Financial Implications

All financial information is contained within the report.

4. Legal Implications

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

5. Equalities Implications

No implications are identified for this current report.

All projects should have undergone an equality impact assessment (at initial and detailed design stage) including engagement with equality and disability groups.

6. Inclusive Growth Implications

These are addressed in formal submissions relating to each project.

7. Geographical Area of Report's Implications

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

8. Media

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

9. Other Implications

None have been identified.

West Midland Metro Programme Overview November 2019

Catenary Free Trams

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

Tram No	Passenger Service Date
18	20 th April 2018
31	3 rd July 2018
36	1 st August 2018
21	1 st October 2018
28	26 th October 2018
35	11 th December 2018
37	4 th February 2019
17	19 th February 2019
23	8 th April 2019
19	24 th May 2019
29	19 th June 2019
20	9 th August
30	9 th August
33	27 th September

At the time of writing this report tram number 22 and 34 are out of passenger service and in the Retrofit programme being carried out at the Wednesbury Depot Facility. Based on the current schedule 19 trams will be completed prior to the planned commencement of passenger service to CSQ with the full fleet completed in January 2020.

In August Tram 31 which was retrofitted in July 2018 was involved in a road traffic accident and will not be available for passenger service until the New Year. This will reduce the number of retrofitted trams available for CSQ service in December 2019 and TFWM are working with CAF to accelerate the remaining programme.

On 28th August 2019 a catenary free tram successfully ran between Grand Central stop and Victoria Square as part of the first stage of commission of CSQ.



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



Picture: CAF team installing the battery packs on to a tram roof

Westside Extension – Phase 1 – Centenary Square

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

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

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

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

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

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



Pictured: Completed track on Pinfold Street



Pictured: Trams - Testing and Commissioning of infrastructure for Centenary Square extension

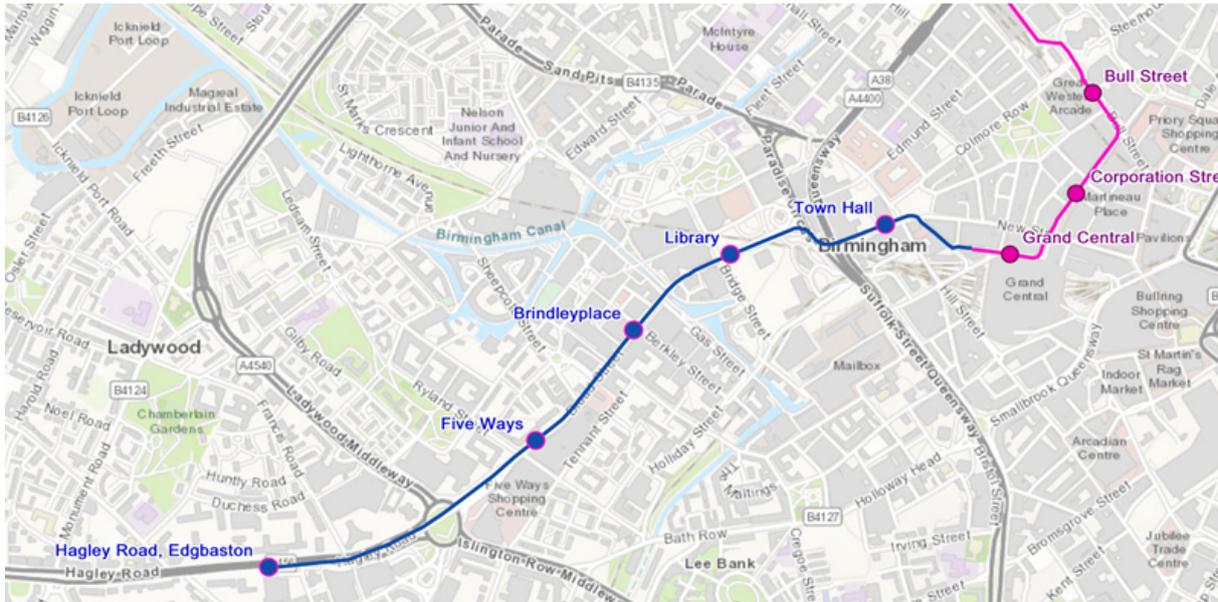


Picture: Current Centenary Square extension works

Westside Extension – Phase 2 – Edgbaston (Five Ways)

Programme Cost		
£149.2m		
Project Cost [TC1²]	Construction Start	Passenger Services
£83.4m	June 2019	December 2021
Powers	Midland Metro (Birmingham City Centre Extension Etc) Order 2005	
	<i>Midland Metro (Birmingham City Centre Extension, etc.) (Edgbaston Extension Land Acquisition) Order 2019</i>	
Funding	Enterprise Zone	£1.3m
	Third Party	£2m
	HS2 Connectivity	£20.3m
	DfT Grant	£59.8m
Current Status	Design – in final review Utilities Phase 2 – December 2017 to October 2019 Canal Tunnel enabling works completed Construction of main works commenced (Section 7 and 8, Five Ways underpass to Sheepcote Street)	
Programme	<ul style="list-style-type: none"> • Completion of Canal Tunnel strengthening – March 2019 • Commence main works Phase 1 – 3rd June 2019 • Commence main works Phase 2 – September 2019 • Passenger Services commence – Dec 2021 	On Programme
Cost		On Budget

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



Pictured: Map showing the Birmingham Westside extension.

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

An application for powers to acquire the land to construct and operate the extension was approved by the WMCA Board at its meeting on 17 March 2017. Subsequently the DfT have granted the Order which came into force on 7th May 2019. Negotiations with landowners have continued to progress well and all agreements with land and building owners at the terminus have completed removing the need for compulsory purchase. Compulsory purchase is required for the small strip of land required at the Hyatt hotel on Broad Street.

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

The project is fully funded and TfWM have released funding for the continuation of the project in order to continue the first 2 phases of construction through Five Ways underpass (Section 8) and section 7 on Broad Street along with installation of overhead line columns.

Senior personnel from TfWM and the Alliance continue to walk the route regularly to meet with stakeholders. The "Westside Weekly" provides updates about the works and traffic updates with additional information being provided three-times weekly through a WhatsApp group administered by the Westside BID. A video has also

been produced and released by the Midland Metro Alliance (as well as shared by WMM) to advertise that Broad Street is open as usual during the works and during the important festive trading period. This video was created in partnership with Broad Street stakeholders and can be found at <https://vimeo.com/306458358>.



Picture: Work continuing along Broad Street

Wolverhampton City Centre Extension

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

Project Cost	Construction Start	Passenger Services
Programme £81.8m	August 2017	Q4 2020
Including Metro £33.4m		
Powers	Wolverhampton City Centre Extension Order 2016	
Funding	ITB	£3.0m
	LGF	£13.5m
	WMCA (DfT-MSCP)	£21.9m
	WMCA (HS2)	£12.4m
	CWC	£16.0m
	WMCA (IP)	£15.0m

Current Status	Stages 2 & 3 construction – (Pipers Row and Railway Drive) – due to complete in November 2019 Project will then be suspended pending completion of the Station Construction works. Project schedule rebaselined to reflect current overall WIP programme.	
Programme		At Risk
Cost		On Budget



This is a short (850m) on-street extension forming part of the Wolverhampton Interchange Programme (“WIP”). The extension will provide new stops at Wolverhampton Railway Station and at Pipers Row, where it will serve Wolverhampton Bus Station. The extension will connect with Metro Line One at Bilston Street between the Wolverhampton St Georges and The Royal tram stops. Between Piper’s Row and Wolverhampton Station the route will operate catenary free.

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

Since the completion of the main track work in September 2018 the MMA has continued to have a presence in Wolverhampton installing high quality paving to the footways, erecting overhead line equipment poles and street furniture.

Following consultation with key stakeholders it has been agreed the MMA will carry out the final surfacing of Pipers Row under a road closure. This has been timed to coincide with the Autumn half-term.

As the Phase 2 Metro works in the station forecourt cannot commence until the station works are completed, the Alliance will demobilise site operations this Autumn. Activity will continue off site over Winter in the form of detailed design and approval for the station plaza. The Alliance will remobilise ready to commence Phase 2 construction works as Galliford Try complete the Railway Station works. Galliford Try have advised that they will need to maintain their hoarding lines until the end of the Station Works which will limit opportunities to commence Metro works before the station is complete. On completion of the Station works the Metro construction will run uninterrupted through to completion approximately six months after completion of the station works. Completion on time is dependent upon access being granted to the Station Plaza site by Galliford Try which is out of TfWM's control.



Pictured: Pipers Row street scene

Birmingham Eastside Extension

Project Cost	Construction Start	Passenger Services
	Q3 2020	Q2 2025
Target Cost 1 £155.7m ³		
Powers	Midland Metro (Birmingham Eastside Extension) Order – Decision expected Q3 2019	
Funding	DfT / DCLG	£131.7m
	LGF	£5.5m
	WMCA Investment Programme £18.5m (HS2 Utilities)	
Current Status	TWAO Decision – October 2019 DfT funding decision – Sep2019 Preliminary Design – completed May 2019 Approval of Full Business Case – March 2020	
Programme	Awaiting TWAO Award	TBC
Cost	Awaiting TWAO Award	TBC

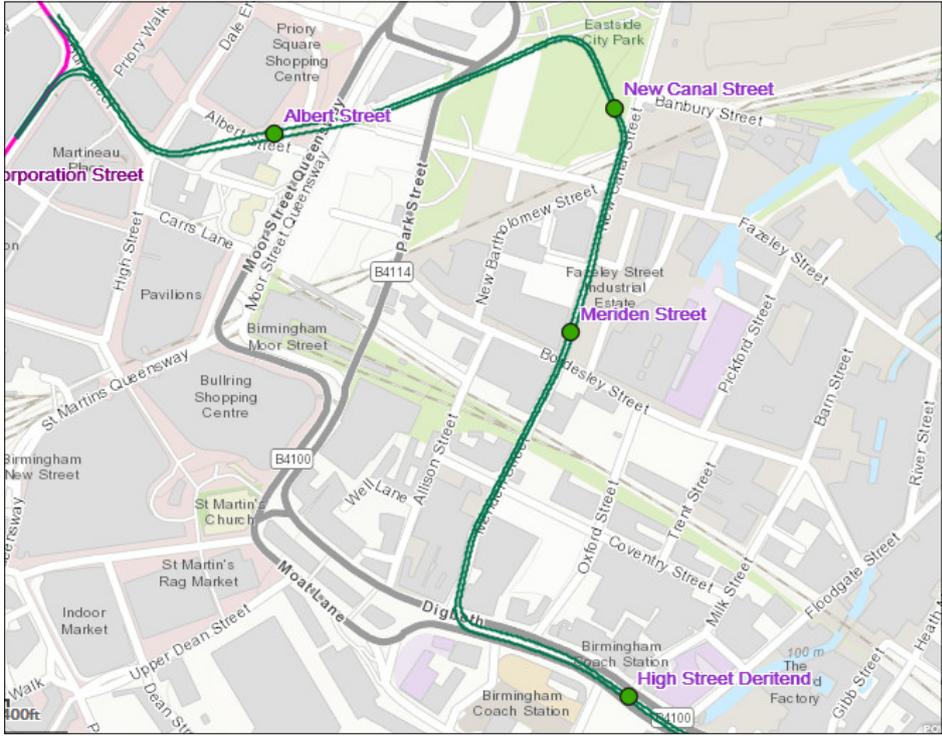
This is a short but complex 1.7km street running tram route that departs from Line One at Bull Street and runs to Digbeth where a temporary terminus will be provided pending the construction of the East Birmingham to Solihull line. Four new stops are to be provided at Albert Street, New Canal Street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

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

Dialogue with HS2 regarding the construction and operation of the Metro during HS2 construction has highlighted areas of perceived cost and schedule risk that need to be addressed. An agreed approach to management of these interface risks, consistent with HS2 and TfWM's programmes has been developed. WMCA, HS2 and DfT discussions have continued in a positive manner and a decision from DfT is now anticipated in December 2019, however, due to the recent development on HS2 programme and government review, our programme will possibly change again subject to the final HS2 programme. Currently phased delivery strategy has been developed to deliver the project in 3 phases with the opening planned for 2025/2026.

³ This cost excludes any adjustments arising from MMA's formal submission of a target cost proposal and the provisional £15.5m EZ Funding Contribution from BCC. It does however include the £18.5m from the proposed HS2 Development Agreement.

Progression of the HS2/ TFWM Development and Utilities Agreements is ongoing and approval will be subject to agreement on the above-mentioned interface risks and award of the TWAO. The WMCA Investment Programme has approved £18.5m funding underwrite towards HS2 Utilities works.



Pictured: Birmingham Eastside extension route map.

The Midland Metro Alliance has completed and consulted widely on the study of the Digbeth High Street urban realm and has approval for alterations to the alignment of the Metro to provide a passenger transport corridor in the centre and urban realm to the north side of the highway. The City Centre Enterprise Zone/GBSLEP/BCC has provisionally approved funds for this scheme to enable this to be incorporated into the preliminary design for BEE. BCC's FBC approval of the full contribution (£15.5m) will take place in January 2020 in line with WMCA governance for the BEE FBC, which commences with TAP in November. The scheme will provide a Metro, Sprint, bus and coach interchange in the remodelled Digbeth High St. A conditional grant agreement has been signed that enabled BCC to provide the funding to cover the outline and preliminary design phases.

The Midland Metro Alliance has now completed the Preliminary Design stage and issued to WMCA, which currently reviewing the design to prepare for the next detailed design stage.

The DfT has now approved and released £10m advanced fund to progress the FBC, detailed design and cover the cost of new trams in 2019/2020 financial year.

A scope for the detailed design has been developed and a briefing session has been scheduled with Mott MacDonald in October to discuss the scope and request them to submit a proposal for detailed design delivery.

In addition, FBC work is ongoing and the team is working towards submission of a Final Business Case to WMCA in November 2019 for approval at the March 2020 Board. Thereafter submission to the DfT in March 2020.

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

Trams

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

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

Wednesbury to Brierley Hill Extension

Project Cost	Construction Start	Passenger Services
£449.5m	Q1 2020	Q4 2023
Powers	<p>The Midland Metro (Wednesbury to Brierley Hill and Miscellaneous Amendments) Order granted in 2005</p> <p><i>Midland Metro (Wednesbury to Brierley Hill Land Acquisition) Order – submission December 2017</i></p> <p><i>Decision pending</i></p>	
Funding	BCLGF	£ 0.4m
	Transforming Cities Fund	£207.0m
	WMCA	£103.0m
	Prudential Borrowing	£139.1m
	TOTAL	£449.5m
Current Status	<p>Preliminary design complete Q2 2019 Target cost 1 estimate Q2 2019 Final business case approved Q1 2019</p>	
Programme	<p>Opening of Passenger Services - 2023</p> <p>TC1 Project Proposal Approval – October 2019</p> <p>TC2 Project Proposal submission – December 2020</p> <p>Transfer of South Staffordshire Railway – December 2019</p>	On Programme
Cost	In stage approved budget up to TC1	On Budget



Pictured: New CGI of Wednesbury to Brierley Hill Metro extension

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

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

MMA have now completed the preliminary design for the extension and submitted a Target cost 1 Project Proposal for the scheme which was reviewed by WMCA. Further design optimisation was undertaken following WMCA review and a revised Target Cost 1 was submitted end September 2019 for WMCA review and approval. MMA have progressed four discrete packages of detailed design to maintain project momentum and de-risk the programme in 2023 whilst the Project Proposal is being considered. Advanced utility diversion works in Flood Street, Dudley are due to commence imminently to maintain momentum and deliver to programme.

Funding

WMCA has approved the full funding for the scheme and delegated authority to the Director of west Midlands Metro, Finance Director and Managing Director of TfWM to program the scheme. The Project Team has been authorised to draw down a total

of £25.6m in funding to date to complete the TC1 Proposal and site preparation activities.



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

Connecting Sandwell & Dudley

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

Dudley Town Centre Package of Works

Further to the exploratory exercise earlier in 2019, advanced utility diversion works are due to commence in Dudley Town Centre to maintain project momentum and protect the opening date of 2023.

Depot

Potential site of a new stabling facility for the WBH extension trams has been identified adjacent to the line in Sandwell. A study is progressing to identify the most beneficial depot strategy to progress as part of a separate works stream.

East Birmingham Solihull Extension

Project Cost	Construction Start	Passenger Services
£735m ⁴	TBC	TBC
Powers	The TWAO for the scheme has not yet been submitted	
Funding	Enterprise Zone	£183m
	Funding Gap	£552m
Current Status	The preliminary design has been completed by the MMA. The scheme is currently on hold pending further development funding.	
Programme	The scheme is still on track to open in line with HS2	TBC
Cost	The scheme is still within the anticipated overall budget	TBC



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

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

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

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

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

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

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

The project team remain committed to the delivery of the scheme in line with the opening of HS2. The next key milestone is to submit an application for Transport and Works Act Order (TWAO) powers to build, maintain and operate the extension and to confirm the route for funding the full cost of the project.

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

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

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



Pictured: CGI for EBS

In July 2017 the Investment Board approved total funding of £9.5m to progress the project through the Transport and Works Act process. This funding has now run out and the scheme requires further development funding to continue to TWAO submission.

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

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



Pictured: Possible alignment of Metro at St Andrews

A budget and plan for taking the project forward has been completed, so the project will be ready to re-commence once further development funding has been approved.

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

Project Cost	ITN	First Tram In Service
c. £150m	Q1 2019	Q3 2021
Powers	N/A	
Funding	£54.5m funding included in Wednesbury to Brierley Hill Extension budget and £2.6m included in the Eastside Budget. This is for the first 21 trams.	
Current Status	Market Sounding Workshops completed in Q2 2018 Contract Notice issued in Q2 2018 Evaluation of Supplier Questionnaires completed in Feb 2019 Invitation to Negotiate (ITN) issued in Q1 2019 Tenders returned 1 st July 2019 Contract Award Q4 2019 Delivery of First Tram Q2 2021	

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

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

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

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

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

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

The four highest scoring suppliers that meet the minimum SQ thresholds were pre-qualified and taken through to the Invitation to Negotiate Stage (ITN). The 4 pre-qualified suppliers were:

- Alstom

- Bombardier
- CAF SA
- Skoda

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

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

On the 1st July 2019 bids were received from Alstom and CAF. Bombardier and Skoda chose not to bid. The two bids were evaluated from the 2nd July to the 23rd July 2019. The evaluation identified a clear Preferred Bidder and the decision was taken that a Best and Final Offer stage was not required. Internal approval was sought to issue the unsuccessful and successful letters on the 28th August 2019 and the letters were issued on the 2nd September 2019 to start the mandatory 10 day standstill period.

The tender process has now been completed with the contract being awarded to CAF for 21 trams with an option for a further 29 trams.

The estimated delivery of the first tram from the Preferred Bidders schedule is the 30th April 2021, which means that there are 19 months between Contract Signature and proposed delivery of the first tram.

Birmingham City Centre Extension

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

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

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

Coventry Very Light Rail (VLR)



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

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

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

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

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

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

Bilston Road

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

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

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

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

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

The corridor remains under warranty from MMA.

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

Network Wide Projects

Project Cost	Construction Start	Completion
Network Wide Project c. £18m	Q4 2019	Q4 2026
Powers	N/A	
Funding	Prudential Borrowing of £18m has been approved to cover additional infrastructure measures for Metro Network Enhancements	
Current Status	<p>Wednesbury Depot: TfWM have procured Mott MacDonald to undertake a study of the current facility at Wednesbury to provide the necessary stabling, maintenance and accommodation / welfare facilities for the 2GT and 3GT fleet in accordance with the Royal Institute of British Architects (RIBA) Plan of Work 2013. The first stage of the exercise has been concluded and it is possible to stable up to 46 trams at the Depot. The review of the maintenance and accommodation facilities is ongoing and this will be concluded in November 19.</p> <p>Tram Preparation & Stabling Facility – Eagle Lane: TfWM have undertaken a high level study to identify sites along Line 1 (existing network), WBHE and EBSE to provide additional tram prep and stabling facilities to augment the existing facility at Wednesbury Depot. Mott MacDonald were appointed to develop a Concept Design for the preferred option to support the introduction of the 3GT fleet for the phase 1 projects and this exercise was concluded in June 19 and was presented to the WMM Exec.</p> <p>Line 1 Traction Power and OLE Upgrades: TfWM have been working with the MML and MMA to assess the condition of the existing Line 1 Traction Power system and to identify its Reliability, Availability, Maintainability and Safety (RAMS) moving forward to support the network expansion programme. Mott MacDonald were appointed in August 19 to undertake a verification of the traction power modelling and this is due to be concluded in Dec 19.</p> <p>Comms & Control: Project Automation (PA), the incumbent OEM and maintainer of the Line 1 SmarTram Automatic Vehicle Location System (AVLS) and Signalling & Telecoms system submitted a revised offer in June 19 and for the upgrade of the existing system and the phase 1 network expansion projects including EDGE, BEE and WBHE. The Contract for the EDGE, BBE and WHBE and Line 1 & BCCE PID and PAU upgrades are due to be signed in October 19. The</p>	

	Owners Team have also progressed the non-PA related upgrades / enhancements such as but not limited to the Fire Optic transmission backbone, radio system and CCTV systems.	
Cost		Feasibility work to understand final cost

Background

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

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

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

Wednesbury Depot

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

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

Delivery Tranche	No of Trams in Tranche	First Delivery	Last Delivery
1	21	Apr 2021	Oct 2023
1+	Up to 8	Oct 2023	Jan 2024
2	29	Dec 2024	Nov 2025
Total	50	N/A	N/A

Table 3 – Tram Delivery Phase Plan

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

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

[PUBLIC]

one additional location on the expanded network. Studies undertaken by TfWM have identified that up to 6 additional trams can be stabled and maintained at Wednesbury Depot with the current arrangement subject to any special tooling requirements required to maintain the 3rd Generation Tram Fleet.

TfWM have procured Mott MacDonald to undertake a study of the current facility at Wednesbury in accordance with the Royal Institute of British Architects (RIBA) Plan of Work 2013. The RIBA Stage 2 'Concept Design' Report was issued and presented to the WMM Exec in September 2019. The report established that additional stabling (up to a maximum of 46 trams) can be provided at Wednesbury, in line with the proposed fleet delivery schedule for the phase 1 projects, EDGE, BEE and WBHE. The preferred option to increase the stabling capacity at Wednesbury can be delivered in phases and takes cognisance of all the known interfacing projects including but not limited to the CAF OESS fitment programme, the CAF Body Shell Programme, WBHE, MML's planned P3 maintenance and overhaul programme of the existing fleet and the Operations and Control Centre enhancement works.

In addition, Mott MacDonald are now undertaking the final part of the RIBA 2 study to establish the changes required to the maintenance, office and infrastructure facilities at Wednesbury and the report will be issued and presented to the WMM Exec in November 2019.

Tram Preparation and Stabling Facility – Eagle Lane

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

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

Mott MacDonald were commissioned to develop a Concept Design (RIBA Stage 2) report for Eagle Lane. The report was issued at the end of June 2019 and presented to the WMM Exec in July 2019. During the course of the study a number of significant risks were identified with the proposed use of the site as a tram prep and stabling facility, most notably, a major Severn Trent Water (STW) sewer bisecting the site with an easement of 7.5m either side of the centre line prohibiting development. It was also established that the site has been subject to intensive mining activities and a number of deep mining shafts are recorded within the site boundary. The site is also covered by up to 7m of made ground and due to its past usages, there is a high probability that it will be subject to contamination.

Notwithstanding the aforementioned, the current programme for WBHE does not align with the completion of the Eagle Lane facility and the delivery of the 3rd

Generation Tram fleet, namely, there is no commissioned rail corridor between Eagle Lane and Wednesbury until Q4. 2023.

On the basis of the above and subject to STW allowing development to take place within the easement zone, the cost of ground improvement and remediation to enable a tram prep and stabling facility to be constructed is considered to be substantial. That said, areas of the site not affected by the STW sewer and known mine shafts may prove to be suitable for development as an infrastructure stores and maintenance facility allowing valuable space to be released at Wednesbury Depot.

Line 1 Traction Power and OLE Upgrades

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

- Various workshops to review overall system performance;
- A condition survey of all Line 1 substations by the system maintainer;
- Works to increase the Traction Power network resilience of substation 9 (St Paul's) for CSQ opening;
- Works to resolve outstanding issues with substation 7 availability
- Works to increase the resilience of the traction power Supervisory Control and Data Acquisition (SCADA) system;
- High-Level Inspection to Overhead Line, Re-tension Works to System; and
- Traction power modelling and simulation of Line 1 and the extensions.

The condition survey of the Line 1 substations has been completed and MML has implemented a number of the recommendations made in the report. The report emphasises the importance of considering the full life replacement of key components in the original Line 1 supply remit due to obsolescence, reduced performance and lack of ongoing manufacturer support.

Substation 9 works is progressing according to plan. The installation works are due for completion by 4th October, with the final end-to-end to testing to the Depot SCADA planned for w/c 7th October. Engineering Ingegneria Informatica S.p.A are continuing with the development of the upgraded traction power SCADA as per the Sub 9 program. The implementation, test and commissioning of the upgraded SCADA is planned for the week commencing 7th to 11th October in-line with the work being conducted at Substation 9.

MML is progressing the works to undertake high level inspections, and where necessary renewals, of the Overhead Line Equipment and the phased replacement of the existing tensioning system at the same time as readjusting the tension of the contact wire along the route. Colas Rail has been appointed contractor for the work.

Substation 7 has experienced a series of ongoing and complex technical issues which have reduced its availability very markedly. Technical specialists are working with MML to identify the root causes of the issues and develop and implement an improvement plan which will return SS7 to full planned availability.

Following the Traction Power Simulation report submitted by the previous specialist consultants, a series of technical queries were raised by MML, MMA and TfWM itself which pointed to the need for some technical auditing and peer review by independent experts in order to verify some of the conclusions of the traction modelling work. This verification work is presently underway with a view to finalise reporting progressively and completing by December 2019.

Comms and Control

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

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

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

Line 1 Backbone Transmission

Identified issues:

- No resilience on Line 1/BCCE optical network, only 1 physical fibre between nodes; and

[PUBLIC]

- Network switches require upgrade due to manufacture support issues and future capacity requirements.

Solution:

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

Line 1 and BCCE Passenger Information Displays

Identified issues:

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

Solution:

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

Line 1 and BCCE Passenger Assistance Units

Identified Issues:

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

Solution:

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

Radio

Identified Issues:

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

Solution:

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

Supervisory Control & Data Acquisition System

Identified issues:

[PUBLIC]

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

Solution:

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

Close Circuit Television

Identified issues:

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

Solution:

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

Automatic Vehicle Localisation System

Identified issues:

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

Solution:

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

Operations Control Centre

Identified issues:

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

Solution:

- Upgrade/New Sub-systems for future needs;
- Automate where possible operator functions; and
- Build more intelligence into sub-systems.

Work has been undertaken by TfWM and the MMA to identify suppliers for each of the sub-systems detailed above and a series of meetings has taken place over the

[PUBLIC]

last few months to refine requirements and develop an overarching programme that aligns with the network expansion programme including the Comms and Control works required to be undertaken on the 2GT fleet and the free issue equipment to be provided to the manufacturer of the 3GT fleet (once awarded).

Project Automation (PA), the incumbent OEM and maintainer of the Line 1 SmarTrams Automatic Vehicle Location System (AVLS) and Signalling & Telecoms system submitted an offer in February 19 for the upgrade of the existing system and the phase 1 network expansion projects, namely BEE, EDGE and WBHE. Following review by TfWM and the MMA, PA were asked to submit a revised offer, and this was received on the 07/06/19. WMCA Legal have subsequently drafted a 'call off' contract for BEE, EDGE and WBHE and following a meeting on the 19/09/19 between the parties, the contract with PA was entered into in October 2019.

A separate contract is being prepared by WMCA to cover the TrainController and SmarTrams projects which were submitted as part of the offer received on the 07/06/19.

PA have also provided a quotation for the removal of the 2 Line Passenger Information Displays (PID's) and Passenger Assistance Units (PAU's) on all of the Line 1 tram stops and replacement with 3 Line PID's and 2 button PAU's as per the 2 no. tram stops that form the CSQ extension. A Letter of Intent was issued to PA in August 2019 by WMCA and subsequently a draft contract in September 2019. It is intended to enter into contract with PA in October 2019 and to complete the fitment of the 3 Line PID's and 2 button PAU's to the BCCE tram stops in line with CSQ opening. The remainder of the Line 1 tram stops will be completed in early 2020.

TfWM and MML have continued to meet with the WM5G team to explore ways in which 5G mobile technology can be utilised within the tramway architecture and also potential opportunities to generate revenue from the existing WMM fibre optic transmission backbone.

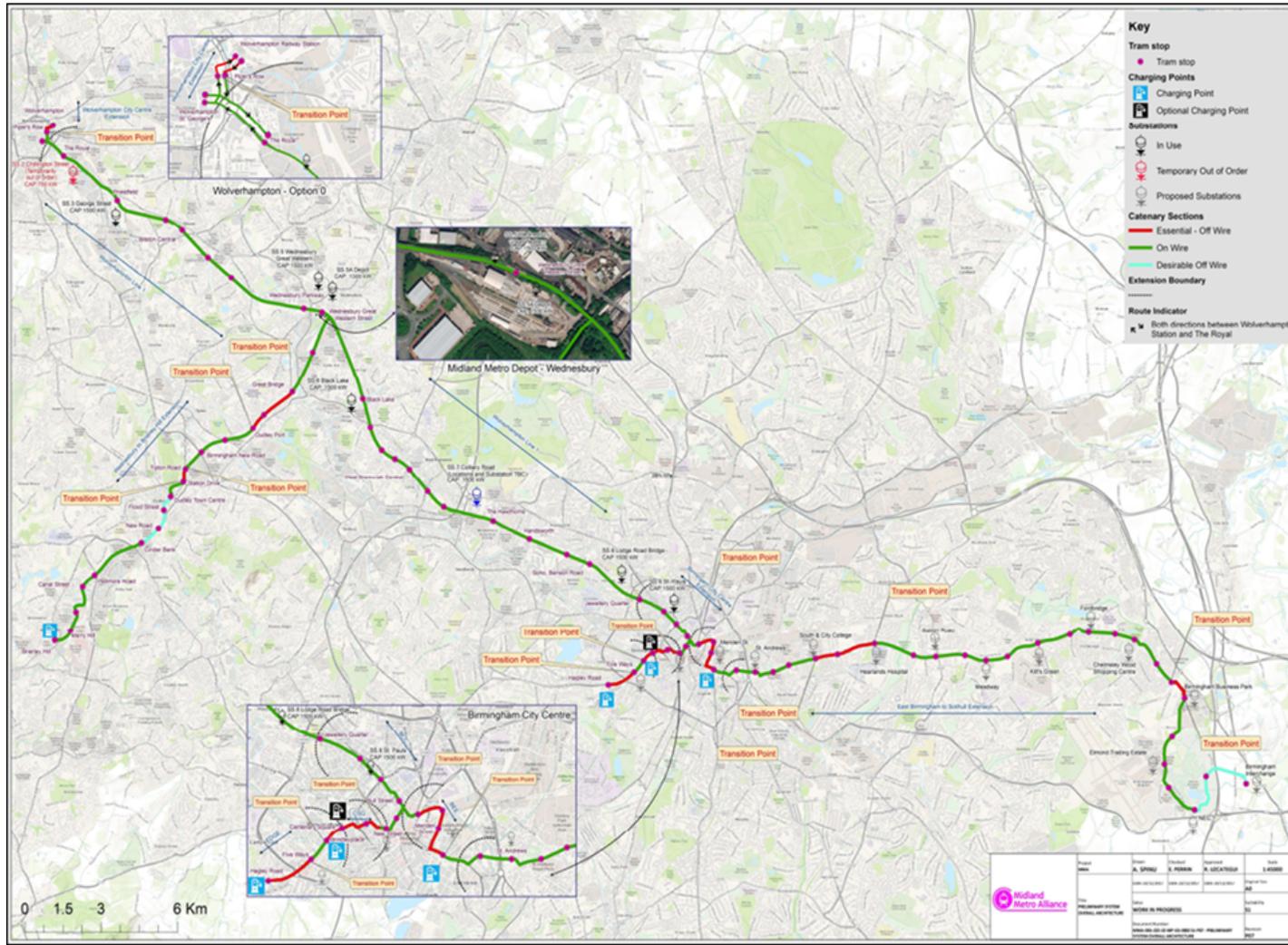
The current Radio maintainer has identified a staged approach for the migration of the current VHF radio to a DMR (Digital Mobile radio) tier III system. The DMR solution will provide both voice and data capabilities without the need of multiple base station sites, this needs to be explored further for viability and the team are planning to make the necessary arrangements for a radio coverage survey to be undertaken in October 2019.

Buy Before Boarding

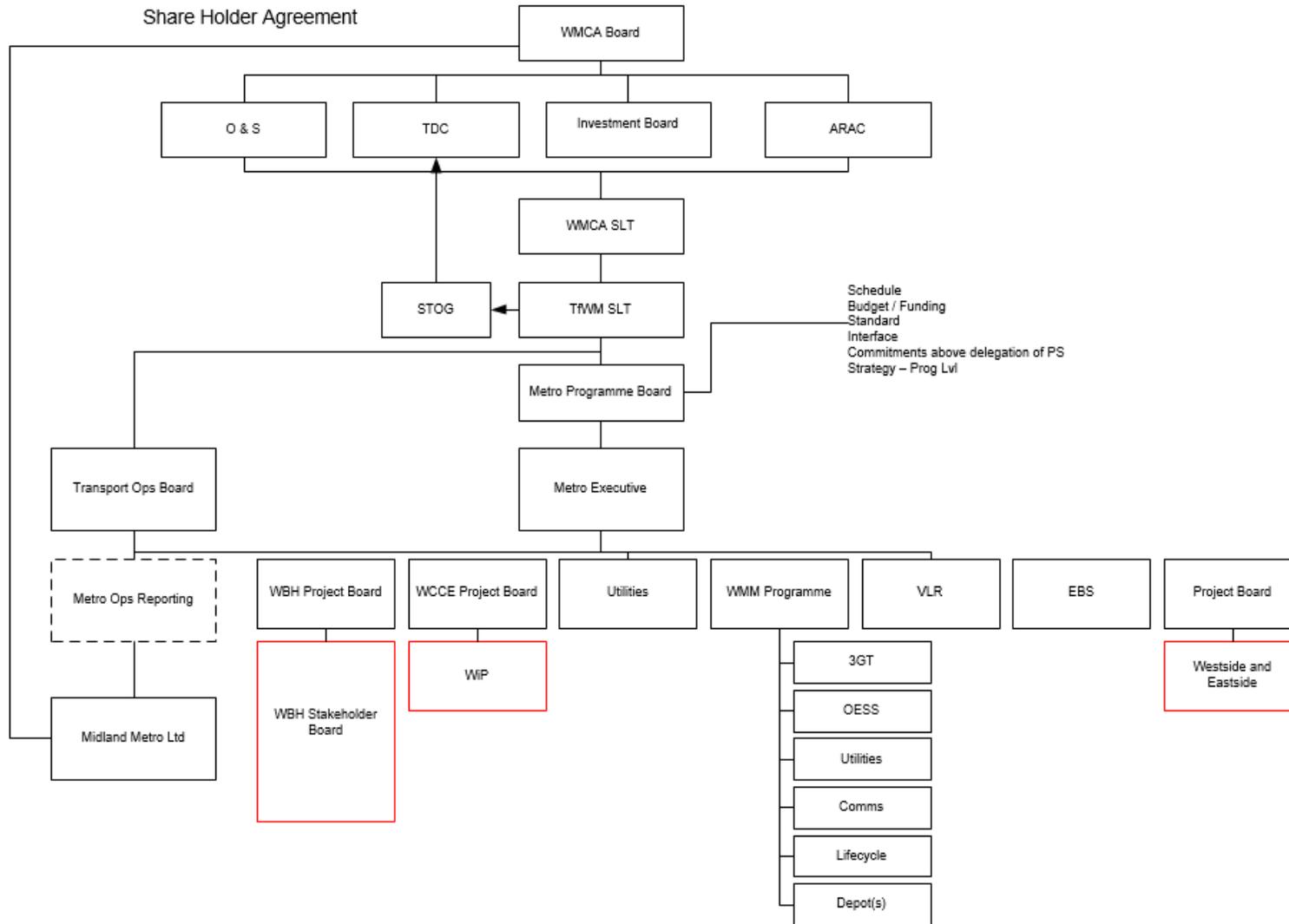
Project Cost	Construction Start	Completion
c. 1.7m	TBC	December 2023
Powers	N/A	
Funding	Internal cash flow of £1.7m has been approved for the Buy Before Boarding project	
Current Status		
Cost	Approved by the WMCA Board on 13 September	On Budget

The Buy Before Boarding (off tram ticketing) paper was approved by the WMCA Board on 13 September. At a high level this places the emphasis on the user as opposed to revenue collection staff to ensure they hold a valid authority to travel. The proposed solution will see validators being rolled out at existing and new tram stops across the network, allowing users to tap in / out using a variety of payment options. The project is being created within the WMM finance system and a formal project kick off will take place shortly. A more comprehensive update on the project will be provided in the next update to TDC.

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



Appendix 2 – Governance Structure chart





West Midlands
Combined Authority

Transport Delivery Committee

Date	4 November 2019
Report title	Financial Monitoring Report
Accountable Director	Linda Horne Finance Director Tel 0121 214 7508 Email - Linda.Horne@wmca.org.uk
Accountable employee(s)	Louise Cowen, Financial Services Manager Tel 0121 214 7454 Email Louise.Cowen@wmca.org.uk
Report to be/has been considered by	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 September 2019 shows a favourable variance of £0.145m 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 September 2019 for the overall transport programme was £55.0 million, which was £14.6m below the year to date budget of £69.6m. The annual forecast position shows a favourable movement of £14.7m from budget.

1.0 Purpose

- 1.1 This report sets out the financial position as at 30 September 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 £145,000 as at the end of September 2019.
- 2.2 The overall variance against budget to date comprises a number of variances across a number of budgets within the TfWM portfolio. Favourable variances are reflected in the timing of activity within Metro Services, lower admin costs associated with concessions and the profiling of Safety and Security costs.
- 2.3 These favourable variances are partially offset by higher costs incurred for subsidised bus services as a result of increased costs pressures for accessible transport arrangements following the collapse of Accessible Transport Group.
- 2.4 Adverse variations owing to the timing of activity within Passenger Information services and Strategic Development are also reflected in the year to date position.
- 2.5 The forecast position shows a favourable movement of £0.037m from budget. This consists of favourable variances within a number of areas detailed below.
- 2.6 Travel concessions has a favourable forecast movement of £0.134m due to the 16-18 scheme costs coming in lower than budgeted.
- 2.7 Business Support Costs has a favourable forecast movement of £0.182m. This is due to reduced ICT requirements for the Customer Service Team and for the Park and Ride developments.
- 2.8 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.
- 2.9 A favourable forecast movement of £0.089m on capital finance charges is forecast due to the rescheduling of the Longbridge park and ride development.
- 2.10 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.
- 2.11 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.
- 2.12 Network Resilience has an adverse forecast movement of £0.092m. This is due to an increase in staff costs and consultancy services.
- 2.13 Strategic Development has an adverse forecast movement of £0.054m mainly due to staffing variations and additional external advice requests.
- 2.14 Further details are set out in the table overleaf.

	SEPTEMBER 2019 YEAR TO DATE			FULL YEAR 2018/19			VARIANCE EXPLANATION(S)
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000	
TRANSPORT FOR WEST MIDLANDS							
INCOME							
Specific resources:							
Transport Levy	57,360	57,360	(0) 0%	114,720	114,720	0%	
TOTAL INCOME	57,360	57,360	(0) 0%	114,720	114,720	0%	
EXPENDITURE							
Concessions							
National Bus Concession	25,618	25,588	(29) 0%	51,213	51,184	(29) 0%	
Metro / Rail	2,266	2,284	18 1%	4,571	4,578	7 0%	
Child Concession	3,744	3,819	74 2%	7,486	7,643	157 2%	Favourable variance reflecting 16-18 scheme costs lower than anticipated
Bus Services	31,628	31,691	63	63,270	63,404	134	
Bus Stations / Infrastructure	2,022	2,015	(8) 0%	4,025	3,994	(31) 1%	
Subsidised Network	4,758	4,650	(108) 2%	9,810	9,379	(431) 5%	Adverse variance reflecting additional costs of accessible transport arrangements
Tendering / Monitoring	342	391	49 13%	821	788	(33) 4%	
Accessible Transport	3,608	3,629	21 1%	7,209	7,259	50 1%	
Rail and Metro Services	10,729	10,684	(45)	21,865	21,419	(446)	
Metro Services	699	803	104 13%	1,574	1,609	34 2%	
Rail Services	1,081	1,090	8 1%	2,286	2,267	(20) 1%	
Integration	1,780	1,893	112	3,860	3,875	15	
Safety and Security	490	515	25 5%	904	1,031	127 12%	Staffing variations and infrastructure costs less than budgeted
Passenger Information	2,606	2,473	(133) 5%	5,015	5,062	47 1%	
Sustainable Travel	181	187	6 3%	364	378	14 4%	
Network Resilience	3,277	3,174	(103)	6,283	6,471	188	Staffing variations
Business Support Costs	507	522	15 3%	1,880	1,788	(92) 5%	ICT costs lower than budgeted
Strategic Development	1,672	1,827	155 8%	3,352	3,534	182 5%	
Elected Members	1,246	1,134	(113) 10%	2,466	2,412	(54) 2%	
Corporate & Democratic Core	190	195	5 3%	371	391	20 5%	
Capital Finance Charges	6,129	6,183	54 1%	11,335	11,425	89 1%	Finance charges lower than budgeted owing to rescheduling of capital expenditure
TOTAL EXPENDITURE	57,159	57,303	145 0%	114,683	114,720	37 0%	
NET	202	57	145 25%	37	0	37	

SECTION B

3.0 Summary Position TfWM Capital Budget

- 3.1 Overall, TfWM Capital Programme expenditure totalled £55.0m at the end of September 2019, which was £14.6m (21%) below the budget of £69.6m, with the variance primarily contained within the Investment Programme portfolio (£12.9m). The Annual Forecast has been reduced by £14.7m (7%), with the variance primarily contained within the Investment Programme (£15.2m) specific to the Metro Extension projects explained in more detail below.

TRANSPORT PROGRAMME	SEPTEMBER 2019 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	BUDGET £000	FORECAST £000	VARIANCE £000
Investment Programme	42,397	55,261	12,864	139,514	124,323	15,191
CWG Programme	4,714	4,356	(358)	26,716	28,018	(1,302)
Other Major Programmes	5,340	6,911	1,571	23,310	22,517	793
Minor Work Programme	2,554	3,054	500	10,114	10,116	(2)
Grants to Local Authorities	16	56	40	4,536	4,524	12
TOTAL	55,021	69,638	14,617	204,190	189,498	14,692

- 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 September 2019 are contained within the Investment Programme totalling £12.9m. The Metro Scheme for Wednesbury to Brierley Hill favourable variance of £4.8m (£2.9m in August) is reflective of the latest programme for design and advance construction informed by the Midland Metro Alliance. Enabling works for the advanced utilities diversions have commenced through trial holes and utility diversion works are expected to commence later than anticipated. The contract award for the third generation trams was completed during October was a major milestone in the delivery of the Metro network project.
- 3.4 The Birmingham Eastside extension variance of £2.8m (£2.5m in August) reflects the latest schedule of works influenced by the Transport and Works Act Order which is pending approval with DfT. Discussions with DfT to secure shorter term funding have been approved, allowing work to progress to agree a revised profile to Q1 20/21, when the Final Business Case is anticipated to be approved. The Metro Edgbaston extension favourable variance of £2.3m (£1.9m in August) is due to reduced excavation scope within the Five Ways underpass and overhead line electrics piling works deferred to August due to traffic management and procurement approvals being obtained later than planned. The SPRINT-Hagley Road scheme is £2.3m below budget (£1.7m in August) owing to utility works which have not been able to commence due to the ongoing finalisation of land agreements. It is not anticipated this will have any impact on the delivery timescales for the scheme. The Metro Centenary Square Extension (£1.4m) is ahead of budget, due to the acceleration of construction works. The project is on track for completion in 19/20.
- 3.5 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 September 2019, actual costs total £4.7m, which

was £0.3m above the budget of £4.4m. The main variance of note relates to the University Station (£0.5m) mainly due to the acceleration of detailed design activities that were anticipated later in the Programme. The A45 SPRINT was £0.2m above budget due to the acceleration of early contractor works ahead of budget.

- 3.6 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 September 2019, actual costs total £5.3m, which was £1.6m below the budget of £6.9m. The main variance is contained within the Rail Schemes, being Snow Hill 3rd Access (£1.0m) where survey work to inform on the single option solution (GRIP 4) has been rescheduled to September 2019, with detailed Design to be completed in Q3 19/20.
- 3.7 The Minor Works Programme includes a large number of small schemes. At the end of September 2019, actual costs total £2.6m, which was £0.5m below the budget of £3.1m. The main variances are attributable to Bradley Lane Park and Ride (£0.3m) following a revised in year construction profile from the Contractor, and the ADEPT Live Lab project (£0.3m) where early start pilots to analyse congestion patterns on the region's busiest roads have been revised in line with a new Programme.
- 3.8 The Grants to Local Authorities Budget 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.
- 3.9 In September 2019, the annual forecast has been reduced by £14.7m (7%) against the budget of £204.2m. The Metro Wednesbury to Brierley Hill Extension annual forecast has been reduced (£10.6m), following a reschedule of the programme, however the overall budget and project schedule are still on target to deliver in line with the timescales originally planned (Dec 23). The 2019/20 forecast for the Metro Birmingham Eastside extension has been reduced (£3.9m) pending certainty of funding from DfT which has now ben received. A revised forecast will be prepared during the next quarter and reported in the next Financial Monitoring Report.

TfWM Delivered Investment Programme Schemes

INVESTMENT PROGRAMME	SEPTEMBER 2019 YEAR TO DATE			FULL YEAR			RAG Status
	ACTUAL £000	BUDGET £000	VARIANCE £000	BUDGET £000	FORECAST £000	VARIANCE £000	
Rail							
Rail -Camp Hill Line Local Enhancements	705	833	128	3,503	3,504	(1)	
Rail -Walsall to Wolverhampton Local Enhancements	736	518	(218)	2,267	2,399	(132)	
Rail -Sutton Coldfield Public Transport Package	99	121	22	250	250	0	
Rail -Tile Hill P and R Expansion	6	39	33	194	194	0	
Rail - Programme Level Costs	5	0	(5)	0	0	0	
Metro							
Metro Centenary Square Extension	15,353	13,935	(1,418)	19,983	20,065	(82)	
Metro Birmingham Eastside Extension	2,208	4,997	2,789	22,098	18,200	3,898	
Metro Wolverhampton City Centre Extension	2,361	1,672	(689)	3,551	3,415	136	
Metro Wednesbury to Brierley Hill Extension	7,671	12,468	4,797	43,207	32,614	10,593	
Metro Edgbaston Extension	5,331	7,645	2,314	20,979	21,031	(52)	
Metro Catenary Free	0	0	0	0	0	0	
Metro East Birmingham to Solihull Extension	244	1,301	1,057	2,017	239	1,778	
Bilston Road Track Replacement Phase 2	21	0	(21)	283	277	6	
Metro Network Enhancements - Traction Power and OLE Upgrades with Power Modelling	21	21	0	42	100	(58)	
WIP Station and Car Park works	5,447	6,236	789	10,531	10,707	(176)	
Metro Network Enhancements - Depot and Stabling	234	226	(8)	253	253	0	
Metro Network Enhancements - Wednesbury Depot Upgrades	222	15	(207)	30	30	0	
Metro Network Enhancements – Comms and Control	44	36	(8)	72	1,151	(1,079)	
Off Tram Ticketing	58	0	(58)	0	0	0	
MML Life Cycle Projects	644	1,935	1,291	3,082	2,693	389	
SPrint							
SPRINT - Longbridge to Birmingham	24	10	(14)	21	21	0	
SPRINT - Hall Green to Interchange via Solihull	24	10	(14)	21	21	0	
SPRINT - Hagley Road Phase 2 and Halesowen	54	50	(4)	120	120	0	
SPRINT - Sutton Coldfield to Birmingham via Langley	536	584	48	1,311	1,311	0	
SPRINT - Hagley Road	348	2,609	2,261	5,699	5,728	(29)	
TOTAL	42,397	55,261	12,864	139,514	124,323	15,191	0%

Project Delivery Confidence (RAG Status)

Red - This requires remedial action to manage a potentially significant impact on Programme +/- Budget

Amber - Action is required to resolve this, OR a potential problem has been identified which is being closely monitored

Green - On track to time , progress and Programme

3.10 Expenditure against the TfWM delivered Investment Programme schemes totalled £42.397m at the end of September 2019 which was £12.9m below the budget of £55.261m. The main contributors to the favourable variance were as follows:

- Metro Wednesbury to Brierley Hill Metro Extension (£4.797m) reflective of the latest programme for design and advance construction as informed by the Midland Metro Alliance. Utility work started slightly later than anticipated. The contract for the third generation trams was been signed in October.
- Metro Birmingham Eastside (£2.789m) the favourable variance is as a result of funding arrangements being finalised with DfT providing £10 million for use by WMCA prior to approval of Transport Works Act Order.
- Metro Edgbaston extension (£2.314m) favourable variance is due to reduced excavation scope within the Five Ways underpass, and Overhead Line Electric piling works deferred until August owing to Traffic Management and Procurement approvals being obtained later than planned. This has no impact on the in year forecast.
- SPRINT-Hagley Road (£2.261m) Utility works have not been able to commence due to the ongoing finalisation of land agreements. It is not anticipated this will have any impact on the delivery timescales for the scheme.
- Metro Centenary Square extension (£1.418m) ahead of budget due to the acceleration of construction works. The project is scheduled for completion in 19/20, and the delivery team is working to ensure completion for passenger services is met.

3.11 The Annual Forecast has been reduced by £15.191m to £124.323m. 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. Despite the in year reductions, overall timescales and budget position are still on target for passenger service in December 2023.
- Metro Birmingham Eastside extension (£3.898m) had been reduced pending resolution of the funding discussions with DfT which have now concluded in September. Work is now under way to agree future spending approval in advance of Final Business approval in Q1 20/21. The in year underspend has no impact on scheme delivery timescales.
- Metro East Birmingham to Solihull Extension (£1.778m) below budget. Activity has been paused against expected levels of budgeting, pending the securing of further funding.
- Metro Network Enhancements-Comms and Control. (£1.078m) Work originally planned in 20/21, has been brought forward into this year.

3.12 A RAG status has been included to provide an indication of scheme delivery risk. There are no schemes, where the likelihood of meeting the scheme delivery timescales is in doubt.

Commonwealth Games Programme

COMMONWEALTH GAMES PROGRAMME	SEPTEMBER 2019 YEAR TO DATE			FULL YEAR			RAG Status
	ACTUAL £000	BUDGET £000	VARIANCE £000	BUDGET £000	FORECAST £000	VARIANCE £000	
SPRINT - A34 Walsall to Birmingham	855	788	(67)	7,951	7,951	0	Green
Perry Barr Interchange Development	0	0	0	12	12	0	
University Station Improvement Project	1,419	935	(484)	1,504	2,365	(861)	
DfT- Regional Integrated Control Centre (RICC)	45	95	50	98	98	0	
Perry Barr Rail Station	717	569	(148)	1,105	1,546	(441)	
Commonwealth Games (Transport Modelling/Strategy)	235	181	(54)	1,416	1,416	0	
Regional Transport Coordination Centre (RTCC) development	133	165	32	370	370	0	
RTCC-Highway Interventions	0	0	0	125	125	0	
RTCC-Customer Information	0	36	36	110	110	0	
RTCC-Design & Layout/Commercialisation	418	767	349	2,527	2,527	0	
RTCC-Operations	0	72	72	430	430	0	
RTCC-Data (Tactical & Operational Intelligence)	47	60	13	620	620	0	
RTCC-ICT	14	48	34	82	82	0	
RTCC NWM Customer Interface Tool (Journey planner/Website)	0	0	0	1,042	1,042	0	
A45 Sprint	831	640	(191)	9,324	9,324	0	
TOTAL	4,714	4,356	(358) 0%	26,716	28,018	(1,302) 0%	

3.13 Expenditure against the Commonwealth Games Programme totalled £4.714m at the end of September 2019 which was £0.358m above the budget of £4.356m. The main contributors to this adverse variance are as follows:

- University Station (£0.484m) mainly due to the acceleration of some detailed design activities that were anticipated later in the programme
- A45 Sprint (£0.191m) above budget due to the acceleration of early contractor works ahead of the planned schedule
- Perry Barr Rail Station (£0.148m) above budget due to higher than anticipated design costs

3.14 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 to re-estimations of design costs. This has no financial impact on the overall delivery of the scheme

Other Major Works Programme

OTHER MAJOR WORKS PROGRAMME	SEPTEMBER 2019 YEAR TO DATE			FULL YEAR			RAG Status
	ACTUAL £000	BUDGET £000	VARIANCE £000	BUDGET £000	FORECAST £000	VARIANCE £000	
Dudley Bus Station Development	21	20	(1)	82	82	0	Green
Longbridge Connectivity Package	1,739	2,059	320	5,202	5,216	(14)	
Snow Hill 3rd Access	417	1,423	1,006	2,043	1,236	807	
Snow Hill Public Realm	0	0	0	150	150	0	
Connected and Autonomous Vehicles TestBed (CAV)	1,147	1,149	2	3,777	3,777	0	
Clean Bus Technology Fund 2017-2019	1,479	1,481	2	5,428	5,428	0	
NPIF 2 Birmingham Growth Point	(22)	16	38	1,481	1,481	0	
Key Route Network Safety	85	80	(5)	2,294	2,294	0	
Highway Investment Programme	0	0	0	250	250	0	
Dudley Interchange	260	259	(1)	259	259	0	
Autonomous Highway, Rural & Parking Test Facilities (Meridian 3)	89	231	142	689	689	0	
Future Mobility Zone - Human Centered Data	2	55	53	235	235	0	
Future Mobility Zone - Enhanced Ticket Platform	98	100	2	600	600	0	
Future mobility Zone - Transport Network Data	0	0	0	550	550	0	
Future Mobility Zone - Enabling Data Exploitation	1	0	(1)	5	5	0	
Future Mobility Zone - Innovation Showcases	13	0	(13)	150	150	0	
Future Mobility Zone - Programme Mgmt & Monitoring Evaluation	11	38	27	115	115	0	
TOTAL	5,340	6,911	1,571 0%	23,310	22,517	793 0%	

3.15 Expenditure against the Other Major Works Programme totalled £5.340m at the end of September 2019 which was £1.571m below the budget of £6.911m. The main contributor to this adverse variance is as follows:

- Snow Hill 3rd Access (£1.006m) which is due to an extended procurement phase in appointing the main contractor. As a consequence, early design and survey work to inform on the single option solution (GRIP 4) has been rescheduled to Q3 19/20, with detailed design to be completed later in Q3 19/20.

3.16 The Annual Forecast has been reduced by £0.793m to £22.517m, in the main relating to Snow Hill 3rd Access (£0.839m) due to extended procurement and estimations regarding completion of the design phases. Additional programme costs have been identified, which are being reviewed. The scheme is not anticipated to be delivered until Q1 20/21, later than originally planned.

3.17 The NPIF 2 Birmingham Growth Point is also under review, to evaluate an alternative package of route improvements largely along the A453 Alcester Road. Work is progressing to confirm all of the funding is in place to deliver the revised scheme.

Minor Works Programme

MINOR WORKS PROGRAMME	SEPTEMBER 2019 YEAR TO DATE			FULL YEAR			RAG Status
	ACTUAL £000	BUDGET £000	VARIANCE £000	BUDGET £000	FORECAST £000	VARIANCE £000	
Bus							
Shelter Appeals	6	6	0	10	10	0	
TBT Birmingham City Centre Shelter Design Optimisation	0	10	10	10	10	0	
TBT Platinum Route RTI Equipment Upgrades	92	284	192	366	366	0	
TBT Highway Scheme Development (Bus reliability and punctuality)	(1)	0	1	0	0	0	
DfT Tackling Nitrogen Dioxide - Dudley MBC	95	0	(95)	190	191	(1)	
DfT Tackling Nitrogen Dioxide (Wolverhampton MBC)	1,149	531	(618)	2,730	2,730	0	
Rail							
Tipton Park and Ride	0	24	24	24	24	0	
Metro							
Bradley Lane Park and Ride	828	1,164	336	2,051	2,051	0	
Cycling							
SNSC(1.0) - Cycling	0	24	24	24	24	0	
Network Wide Cycling Programme (NWCP)	8	6	(2)	120	120	0	
Bike Life Report	0	0	0	15	15	0	
Better Streets Community Fund	0	0	0	420	420	0	
Highway							
ADEPT Live Lab	6	332	326	1,763	1,763	0	
Asset Replacement							
Network Wide Bus Station Refurbishment Phase 1	95	206	111	767	767	0	
Network Wide P and R Lighting Enhancement	9	30	21	30	30	0	
Network Wide Park and Ride Upgrades	7	8	1	164	164	0	
Network Wide Park and Ride Expansion Developments -Phase 2	44	40	(4)	116	116	0	
Digital Advertising Panel rollout	0	0	0	0	0	0	
IDOX - Asset Management System	41	67	26	70	70	0	
Asset Management- Shelter Replacement	0	118	118	197	197	0	
Network Infrastructure Measures	5	5	0	500	500	0	
Bridges (Assest Management)	0	15	15	30	30	0	
Other							
Project Development Costs	2	0	(2)	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	1	0	(1)	71	71	0	
Asset Management- RTI Upgrades	146	145	(1)	285	280	5	
Expansion of West Midlands GLOSA Trial	1	7	6	7	7	0	
Transport Data Unification (traffic data)	14	18	4	100	100	0	
AutopleX	6	14	8	33	33	0	
TOTAL	2,554	3,054	500 0%	10,114	10,116	(2) 0%	

3.18 Expenditure against the Minor Works Programme totalled £2.554m at the end of September 2019 which was £0.5m below the budget of £3.054m. The main variances are as follows:

- Bradley Lane Park and Ride (£0.336m) below budget following a revised in year construction profile from the Contractor.
- ADEPT Live Lab project (£0.326m) where early start pilots to analyse congestion patterns on the regions busiest roads has been revised in line with a new in year Programme.
- TBT Platinum Route RTI Equipment Upgrades (£0.192m). The shelter programme has been reprofiled, resulting in the scheme delivery date being revised from March 2019 as highlighted on the RAG status

Offsetting this was the following:

- DfT Tackling Nitrogen Dioxide (Wolverhampton MBC (£0.618m) due to an advance payment to West Midlands Travel ahead of the planned profile.

3.19 The Annual Forecast is has been reduced is broadly in line with Budget with only small variations at this time and schemes on schedule to deliver in this financial year

3.20 The Network Wide Park and Ride Lighting Enhancement project delivery date has slipped to the end of the year.

Grants to local Authorities

GRANTS TO LOCAL AUTHORITIES	SEPTEMBER 2019 YEAR TO DATE			FULL YEAR			RAG Status
	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	3	44	41	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	
TOTAL	16	56	40 0%	4,536	4,524	12 0%	

3.21 Expenditure against the Grants to Local Authorities Programme totalled £0.016m at the end of September 2019 which was marginally below the Budget. There are only minor variances to the Annual Forecast at this stage of the year.

This page is intentionally left blank



West Midlands
Combined Authority

Transport Delivery Committee

Date	4 November 2019
Report title	Capital Programme Delivery Monitoring Report
Accountable Chief Executive	Laura Shoaf, Managing Director, TfWM 0121 214 7444 laura.shoaf@tfwm.org.uk
Accountable Employee	Sandeep Shingadia, Director of Development & Delivery, TfWM 0121 214 7169 sandeep.shingadia@tfwm.org.uk
Report has been considered by	Councillor Akhtar

Recommendation(s) for action or decision:

Transport Delivery Committee is requested to:

1. To note achievements since the 9th September 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 2019/20 Capital Programme have been completed during September and October 2019:
 - Longbridge Connectivity Package – below ground construction activities are complete, thereby minimising risks to project delivery as the scheme moves into winter working.
 - New bike stands installed into Coventry Pool Meadow and Wolverhampton Bus Stations
 - Planning Application submitted for University Station and Perry Barr Station.
 - West Midlands Bike Share is out to tender (Competitive Dialogue)

4.0 Variations to Baseline Programme

- 4.1 We have included the Longbridge Connectivity Project in Appendix 1.

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
RIBA = Royal Institute of British Architects
RTI = Real Time Information
TBT = Transforming Bus Travel
TCF = Transforming Cities Fund
TfWM = Transport for West Midlands
TWA = Transport and Works Act
UAT = User Acceptance Group
WMCA = West Midlands Combined Authority
WMM = West Midlands Metro
WMT = West Midlands Trains

Transport Delivery Committee Dashboard

2019/20 Programme Summary

	Project Name	Status	Baseline Comp Date	Forecast Date	DCA	DCA Trend	Exec Summary
Major Works Programme							
1.	Longbridge Connectivity Project	Delivery and Handover	May 2020	May 2020	Green	Same	The construction is well underway. Foundations and drainage are complete and all work is now above ground. Precast concrete lift shaft and staircase core installed. Steelwork erection to form multi storey structure due to commence mid-October 2019.
2	Dudley Interchange	Detailed Design	May 2022	May 2022	Amber	Same	RIBA Stage 2 Complete. Commercial options for the scheme being examined. Procurement and Contracting Strategy has been developed. Ongoing dialogue with Dudley MBC and Midland Metro on project interfaces. Key next steps, prepare for land acquisition in consultation with DMBC, appoint RIBA Stage 3 consultants, Design & Programme to be re-baselined.
3	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 action plans being delivered across the region, against the Regional Road Safety Target.
4	Perry Barr Rail Station and Bus Interchange	Development	Dec 2021	Feb 2022	Amber	Same	Galliford Try has appointed Arcadis as a leading designer with two separate work streams for the rail station and bus interchange. Meeting held with Galliford Try to discuss the Planning and Public Engagement deliverables. GRIP 3 hazard (HAZid) workshop was held in mid-October. All hazards have been captured and logged for the risk register. The GRIP 3 Option Selection Report has been signed and is awaiting issue to Network Rail. Options in relation to the subway are being discussed with Birmingham City Council and Network Rail. Scheme progressing in line with milestones.
5	Snow Hill 3 rd 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 comment during August 2019. Pre-commencement planning conditions discharge information issued to BCC; confirmation awaited that conditions discharged. Updated contractor programme now accepted.
6	University Station	GRIP 4 – Outline Design	Nov 2021	June 2022	Green	Same	The project has held a number of Public Engagements at multiple locations in and around University station. Planning application is to be submitted to Birmingham City Council mid-October. As part of the GRIP 5-8 procurement process, the Supplier Selection Questionnaire went live on 20 th August and closed on 4 th October. Selected suppliers will go through to Invitation to Tender (ITT) stage. The target date for this is 15 th November 2019.
Minor Works Programme							
7	TBT Platinum Route shelter upgrades	Rolling programme	Mar 2019	July 2019		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.
8	Bradley Lane Metro Park and Ride	Delivery and Handover	Dec 2019	Dec 2019	Green	Same	Phase 2 Construction commenced 5 th August. Works are progressing in accordance with the Contractor's programme, with anticipated completion in December 2019.
9	Network Wide Bus Station Refurbishment Phase 1	Design & Delivery	Mar 2020	Mar 2020	Green	Same	Walsall Bus Station – Midlife refurb. Works are complete. Coventry Pool Meadow Bus Station Toilet refurbishment and Electronic Passenger Information replacement tenders to be let in October. Work continues with CCC and City of Culture to establish any associated budget and work streams that they are able to pursue to further improve Pool Meadow Bus Station.

	Project Name	Status	Baseline Comp Date	Forecast Date	DCA	DCA Trend	Exec Summary
10	Network Wide P&R Lighting Enhancements	Delivery and Handover	May 2019	May 2020	Amber	Same	Audit's carried out on 07& 08 October at the following sites: Old Hill, Lye, Dudley Port, Coseley, Four Oaks, Marston Green and Hall Green, with independent NICEIC Auditor. One site (Hall Green) will need re-visiting, Spie to carry out repair works within next 3 weeks and PM to schedule in new date for audit.
11	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 (N) P&R sites. Discussions have taken place with Local Authority partners regarding these sites with options at varying stages. This development work is also aligning with the P&R Strategy. TfWM is working with landowners regarding possible locations for a Sprint A34 (N) P&R site.
12	IDOX – Asset Management System	Handover/ Delivery	Mar 2020	Mar 2020	Green	Same	Issue Resolutions following User Acceptance Testing (UAT) complete. Pre-Planned Maintenance (PPM) data loaded into the system. The Project Team are currently working towards a Go Live ahead of Christmas 2019.
13	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.
14	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.
15	Network Wide Cycling Programme 3A (NWCP)	Delivery and Handover	Mar 2019	Dec 2019	G/A	Same	Coventry and Wolverhampton Bus cycle parking complete, with minor snagging issues at Coventry Pool Meadow. PM working with Chiltern Railways to finalise Landlords Consent application. Works expected to commence November. Broxap to revisit design for New Street Station. New design to utilise high density racks installed on concrete ballasts, which will eliminate the need to bolt into the floor / walls. Broxap confident that we can achieve maximum desired amount of cycle parking spaces (60) with new design. Broxap to provide drawings of the new design for Network Rail / WMCA approval.
16	West Midlands Bike Share Scheme	Procurement	March 2020	March 2020	Green	Same	OJEU Notice and Selection Questionnaire issued to the market on 27/09/19, to commence the re-procurement of the scheme, with returns scheduled for the 28 October. Sponsorship support discussions underway.
17	Digital Panel Rollout	Rolling Programme	July 2020	July 2020	Green	Same	Contract year 4 (July 19 to July 20) – a further 50 digital advertising panels to be installed in TfWM bus shelters by Clear Channel. This first batch of 19 digital panels were completed to plan. The next batch of 12 digital ad panels have been identified by Clear Channel and TfWM have placed an order for 11 shelters to accommodate these (1 existing shelter needs no modification). These are anticipated to be completed by the end of Nov 19, subject to ground conditions outside New Street on St Martins Queensway which could delay the install of 2 shelters along with permits to work during the Christmas embargo.

N.B Report data correct as of 11 Oct 2019.

Project Delivery Confidence Assessment (DCA) Definitions

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

R	Successful delivery of the project/programme appears to be unachievable. There are major issues on project/programme definition, schedule, budget required quality or benefits delivery, which at this stage do not appear to be manageable or resolvable. The project/programme may need re-base lining and/or overall viability re-assessed
----------	---

Appendix 2 Financial Summary Report

Summary

TRANSPORT PROGRAMME	SEPTEMBER 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	2,262	3,582	1,320	9,771	8,978	793
Minor Work Programme	1,274	2,122	848	4,725	4,720	5
TOTAL	3,536	5,704	2,168 38%	14,508	13,710	798 6%

Programmes

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

OTHER MAJOR MORKS PROGRAMME	SEPTEMBER 2019 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	BUDGET £000	FORECAST £000	VARIANCE £000
Dudley Bus Station Development	21	20	(1)	82	82	0
Longbridge Connectivity Package	1,739	2,059	320	5,202	5,216	(14)
Snow Hill 3rd Access	417	1,423	1,006	2,043	1,236	807
Snow Hill Public Realm	0	0	0	150	150	0
Key Route Network Safety	85	80	(5)	2,294	2,294	0
TOTAL	2,262	3,582	1,320 37%	9,771	8,978	793 8%

MINOR WORKS PROGRAMME	SEPTEMBER 2019 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	BUDGET £000	FORECAST £000	VARIANCE £000
Bus						
Shelter Appeals	6	6	0	10	10	0
TBT Birmingham City Centre Shelter Design Optimisation	0	10	10	10	10	0
TBT Platinum Route RTI Equipment Upgrades	92	284	192	366	366	0
Rail						
Tipton Park and Ride	0	24	24	24	24	0
Metro						
Bradley Lane Park and Ride	828	1,164	336	2,051	2,051	0
Sprint						
Cycling						
Bike Life Report	0	0	0	15	15	0
Asset Replacement						
Network Wide Bus Station Refurbishment Phase 1	95	206	111	767	767	0
Network Wide P and R Lighting Enhancement	9	30	21	30	30	0
Network Wide Park and Ride Upgrades	7	8	1	164	164	0
Network Wide Park and Ride Expansion Developments -Phase 2	44	40	(4)	116	116	0
IDOX - Asset Management System	41	67	26	70	70	0
Asset Management- Shelter Replacement	0	118	118	197	197	0
Network Infrastructure Measures	5	5	0	500	500	0
Bridges (Assest Management)	0	15	15	30	30	0
Other						
LTP Technical Development Nims Mattisse	0	0	0	19	19	0
Top Slice	1	0	(1)	71	71	0
Asset Management- RTI Upgrades	146	145	(1)	285	280	5
TOTAL	1,274	2,122	848 40%	4,725	4,720	5 0%



Transport Delivery Committee

Date	4 th November 2019
Report title	Safer Travel Update
Accountable Director	Anne Shaw, Director of Network Resilience Email anne.shaw@tfwm.org.uk Tel (0121) 214 7881
Accountable Employee	Mark Babington, Head of Safety, Security and Emergency Planning Email mark.babington@tfwm.org.uk Tel (0121) 214 7286
Report to be/has been considered by	Cllr Holl-Allen, Lead Member for Safe and Sustainable Travel

Recommendation(s) for action or decision:

The Transport Delivery Committee is recommended to:

1. Note the details of the report.
2. Note the overall current crime trends in 3.1-3.3
3. Note the crime analysis within section 4

1.0 Purpose

- 1.1 The purpose of this report is to provide Transport Delivery Committee Members with an update on the performance and operations of the Safer Travel Partnership as well as their recent work. This will cover passenger perception as well as crime data linked to all 3 modes.
- 1.2 The purpose of this report is also to provide Transport Delivery Committee with an overview of the development of the TfWM Control Centre (TCC) and its new position within the Regional Transport Co-ordination Centre (RTCC)
- 1.3 This report will also provide Members with an update on a number of projects, programmes and operations carried out within and by the Safer Travel Partnership.

2.0 Background

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

3.0 Performance Update

- 3.1 From April 2019 to end of September 2019, compared to the same period in 2018, total recorded bus crime decreased by 1% or 12 crimes. This is in comparison to a wider West Midlands none transport related crime increase of 2%. Most significant increases were seen in common assaults, largely put down to a significant increase in spitting incidents. The most significant reductions have been seen in criminal damage and sexual offences.
- 3.2 From April 2019 to end of September 2019, compared to the same period in 2018, total recorded rail crime decreased by 7% or 94 offences. This is in comparison to an increase of 6% nationally in relation to rail crime. The most significant increases were seen in common assault and route crime. Most significant reductions were seen in pedal cycle offences and sexual offences
- 3.3 From April 2019 to end of September 2019, compared to the same period in 2018, total recorded Metro crime decreased by 35% or 27 offences. Crime on the Metro remains incredibly low in comparison to other light rail networks across the country. The highest volume crimes are common assault, albeit this has fallen 30%. The most significant reductions were seen in public order and ASB
- 3.4 The most recent wave of survey results from Transport Focus has shown that there has been a moderate improvement in passenger perception of personal safety. Areas of concern most commonly cited within the survey were rowdy behaviour, feet on seats and loud music. These are key areas of focus highlighted within the proposed byelaws covered in section 7 of this report.

4.0 Public Transport Crime Analysis

- 4.1 As described in section 2.2 and 2.3, the Safer Travel Partnership and all of its resources are deployed entirely based on intelligence. To inform this, data is gathered from West Midlands Police, British Transport Police, online reporting, See Something Say Something and operator reports. The Partnership then utilise their dedicated analyst and intelligence officer to produce an annual strategic assessment, monthly tactical assessment and daily hot tasking document. The following sub sections provide some detail of the current position with this regard
- 4.2 Temporal analysis is the analysis of crime and how this fluctuates by time. For the purpose of the Partnership, this is done by time of day and day of week. The current temporal analysis shows that for the majority of crime types the peak time of the day is from 15.00 to 18.00. The analysis further shows that the peak days for bus crime are Monday, Wednesday and Friday, and for rail crime are Thursday, Friday and Saturday.
- 4.3 Seasonality profiling is the analysis of crime and how this fluctuates through the year. For the purpose of the Partnership this is done by month of the year, taking into account specific variances (such as Easter etc) from crime patterns over the preceding 5 years. The current seasonal analysis shows that there is variance by mode, with bus crime peaking in October, November and March, and rail crime peaking in July, August and October.
- 4.4 Geographic analysis is the analysis of crime and this changes by location. For the purpose of the Partnership this is based on not only geographic location, but also by service route (by mode). The current geographic analysis shows that the highest volume crime location is Birmingham City Centre, which is unsurprising considering the density of public transport and high patronage levels. The routes with highest volume of crime are likewise, those with high patronage and those serving Birmingham City Centre and the Outer Circle. The geography of crime on the West Midlands bus network follows the results of national research which has shown that public transport crime is higher in areas which are generally higher in non-transport crime, and lower in areas that are generally lower in non-transport crime. This shows that crime on the bus network largely reflects the crime profiles of the areas they serve.

5.0 Safer Travel Plan

- 5.1 The Police and Crime Commissioners new Safer Travel Plan (STP) was formally signed off in October 2016 and approved for delivery. Delivery will continue through until 2020. The Safer Travel Plan has 30 deliverables under the 6 main work streams of:
- Reduce Crime, Disorder and ASB
 - Further improve Passenger Perception of Personal Safety
 - Maximise the benefits from the use of technology
 - Ensure a Co-ordinated, Partnership response to issues of Road Safety
 - Enhance the use of Civil Interventions
 - Improve Passenger Engagement and Communication

- 5.1 The Safer Travel Plan will continue to be the main and core focus of the Safer Travel Partnership over the next three years, building on the success of the previous Local Transport Policing Plan, whilst incorporating the work of the Central Motorway Policing Group and the Roads Policing Unit.
- 5.2 Work has commenced to develop a new Safer Travel Plan to support the work of the Police and Crime Commissioner following the elections in May 2020.

6 Recent Developments and Operations

- 6.1 Knife crime has been a high priority across the region and West Midlands Police have had a dedicated operation in place to address this. Linked to this, the Safer Travel team have utilised a safety arch at multiple locations on the transport network, based on the intelligence they have received. Largely this has been positively received by the public, and there have been numerous weapons recovered. This will continue to be a targeted tactic for the remainder of this performance year.
- 6.2 The Safer Travel Partnership has secured some additional funding within 2019/20 which is being used to increase the number of Police Constables, which will in itself support the recruitment of up to 12 Special Constables. The first of the PC's start with the team in October 2019 and the first of the Special Constables started in September 2019, and the recruitment will continue until the numbers are reached. This should see a significant increase in visibility on the network – something that Transport Focus surveys have shown is highly regarded by passengers in improving their feelings of personal safety.
- 6.3 The Education Officer has, within the first 6 months of this year, carried out 51 workshops at 21 schools across the region. Through this process she has proactively engaged with 4,770 students, providing them with advice and guidance on how to safely use the public transport network, as well as the behaviour that would be expected of them. In addition to this the team have engaged with West Bromwich Albion Foundation, providing them with written materials to deliver to primary schools across the Black Country.
- 6.4 The Safer Travel Partnership have, through their Communications Officer, have proactively engaged with passengers through conventional and social media. The Partnerships Twitter account now has over 9,000 followers, and the team have posted 146 tweets, leading to 685,000 tweet impressions. Using Facebook the team have posted 8 appeals, leading to 5 offenders being identified.
- 6.5 Key to the work of the Safer Travel Partnership is the work conducted by the ASB team. Between April and the end of August 2019 the ASB Team received 898 reports of incidents on public transport, this converted to 426 cases, which in turn led to 426 interventions. The interventions ranged from warning letters, to acceptable behaviour contracts, to restorative justice, right through to injunctions and Criminal Behaviour Orders. The earlier interventions of the team are very positive with more than 80% of those receiving an early intervention ceasing their behaviour, and 97% of those being involved in restorative justice stopping offending on the transport network.

7 TfWM Control Centre

- 7.1 Built in 2012 for centralisation of monitoring services of TfWM CCTV the TCC has grown significantly with regard to the range of services it provides. TfWM have entered into agreements with West Midlands Trains, Chiltern Railways, Solihull MBC and East Staffordshire BC. For West Midlands Trains this has meant monitoring 240 CCTV cameras and numerous lift alarms, for Chiltern this has meant the monitoring of 50 CCTV cameras, for Solihull MBC, this has meant the monitoring and maintenance of their 98 CCTV cameras and managing their Out of Hours phone service. Finally for East Staffs BC this has meant the monitoring of their 48 CCTV cameras in Burton and Uttoxeter and their town centre radio system.
- 7.2 Tamworth Borough Council have now been given Cabinet approval to relocate their operation to the TfWM Control Centre, enabling them to decommission their existing facility. This move will see their CCTV move across in March 2020, and will lead to Tamworth BC being able to not only upgrade their cameras, network and recording, but also save £500k over 5 years.
- 7.3 As was reported to TDC in May 2019, TfWM successfully bid and have been awarded £2.65 million with Birmingham City Council and Solihull MBC from Adept. This bid will see the installation of road based CCTV, running video analytics which will enable the real time performance of the Key Route Network to be monitored. Other forms of video analytics are also being explored to gain even greater value from the CCTV system, which will include people counting, hotspot mapping and within car parks, motion detection.
- 7.4 In terms of accreditations, TfWM have retained British Standard 7958 and compliance with the Surveillance Camera Commissioners Code of Practice. Following an external audit, which looked at the entire CCTV operation, legislative compliance, data management, system performance, information security and staff training, the service was given a clean bill of health.

8 Safer Travel Projects

- 8.1 In September and October 2019, the Chief Constable of West Midlands Police and the Chief Executive of WMCA have signed an agreement providing TfWM security staff additional powers under the Community Safety Accreditation Scheme (CSAS). CSAS provides security staff powers to issue Fixed Penalty Notices (FPN's) for disorder, smoking and littering, as well as powers to take name and address, require persons to surrender alcohol, and also the power to control traffic. The CSAS are issued to the mirrored existing powers on rail previously issued by British Transport Police under the Railway Safety Accreditation Scheme (RSAS).
- 8.2 Following an 8 week public consultation earlier in 2019, WMCA Board (in May 2019) approved that officers may apply for the implementation of byelaws on the bus network. The next stage of this is to complete and submit a regulatory assessment of each byelaw on the basis of feedback to ensure necessity and proportionality. This has been completed and submitted to Government. Subject to response from Government, there is then a requirement for CA Board to give final approval. Following this there is a public notice period, after which the powers will be implemented.

8.3 On 1st March 2019, the Mayor and Police and Crime Commissioner launched the Safer Travel Partnerships Hate Crime campaign. The aim of the campaign was to demonstrate that hate crime in whatever form will not be tolerated on the bus network of the West Midlands, encouraging victims to report incidents not only through the police but also through third party reporting mechanisms. It was hoped that that this campaign would lead to an increase in reports (not an increase in incidents). Prior to its launch, there were an average of 7.5 reported incidents a month, however since its launch this has increased to an average of 19.7. Through National Hate Crime Awareness Week (12th-19th October), the scheme has been, again, widely publicised.

9 Financial implications

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

10 Legal implications

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

11 Equalities implications

11.1 There are no direct equalities implications arising from this report

Glossary of Terms

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

This page is intentionally left blank



Transport Delivery Committee

Date	4 th November 2019
Report Title	Bus Business Update
Accountable Director	Pete Bond, Director of Integrated Network Services Email: pete.bond@tfwm.org.uk Tel: 0121 214 7388
Accountable Employee	Edmund Salt, Network Development Manager Email: edmund.salt@tfwm.org.uk Tel: 0121 214 7305
Report has been considered by	Putting Passengers First Lead Members

Recommendation(s) for action or decision:

- To note the contents of this report.

1.0 Purpose of Report

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

-	A Better Deal for Bus Users
Section A	Bus Services Performance Summary Punctuality and reliability January 2019
Section B	Tendered Bus Services Contracts – April 2019
Section C	Bus Operational Matters and Passenger Impacts <ul style="list-style-type: none"> • Bus Service Registrations • Bus Stop Infrastructure • Kingshurst • National Express West Dudley Area Review • Network Resilience – Birmingham Westside Extension

A Better Deal for Bus Users

2.1 On 30th September 2019, the Government announced ‘A better deal for bus users’, a range of commitments to improve bus services in the UK.

<https://www.gov.uk/government/publications/a-better-deal-for-bus-users/a-better-deal-for-bus-users>

2.2 **National Bus Strategy**

- 2.3 The Government will develop a National Bus Strategy for England to underpin a long term, sustained improvement to bus services. It will focus on the needs of passengers and set out how national government, local government and the private sector will work together to meet local community needs. The long-term vision will be accompanied by a long-term funding commitment; as part of this, existing funding for buses will be reviewed, including existing grant funding to operators.
- 2.4 Transport for West Midlands will seek to work with Government to influence the National Bus Strategy so that long-term commitment and funding for buses is secured. TfWM are already working with the Urban Transport Group (UTG) and will continue to work alongside other metropolitan areas to ensure that this helps provide for investment in buses without hindering any devolution agenda.

Bus Priority

- 2.5 To ensure buses can be reliable and quick, bus priority is emphasised as a vital part of ensuring good journeys. Therefore, the Government has stated that local authorities need to ensure adequate bus priority measures are actively considered, and all new road investments in England which receive central UK Government funding will be required to either support bus priority measures or explain why doing so would not be necessary or appropriate in that instance. This will need to be explicitly addressed in all future funding bids. The Government will ensure guidance for local authorities will be up to date to help ensure authorities have the information required to improve bus speeds.
- 2.6 The Government has committed more than £20m to fund new bus priority measures to transform bus services in in the West Midlands. The funding package will go towards the creation of new bus lanes, upgrades to junctions and better bus stops to improve journey times and reliability and offer a convenient alternative to the car. Improvements will be focused on Birmingham city centre and links to the south and west Birmingham and Dudley, offering passengers quicker connections as well as links to the expanding Metro, Rail and Sprint networks. It is expected that the new links will benefit 73 million passengers a year. The interventions are focused on delivering priorities in the West Midlands' Vision for Bus as endorsed by the Local Authorities through the WMCA in November 2018.
- ## 2.7 **Tackling air quality and greenhouse gas emissions**
- 2.8 The Government identifies the importance of buses in addressing air quality issues and reducing emissions and understand the importance of continuing to invest in low emission vehicles.
- 2.9 The Government will be seeking expression of interest from local authorities and bus operators in developing an all-electric bus town or city, which will see the entire bus fleet changed over to zero emission capable buses. The town, not yet identified, will serve as a model for zero-emission bus travel. Up to £50m will be invested to

contribute to new buses and the supporting infrastructure, and local authorities will need to show how this supports wider plans for public transport in the town or city.

2.10 **Passenger information and publicity**

2.11 The Government identify information as an important consideration for passengers; it is vital that bus users can know when and where the bus will go, and how much it will cost. The Government is currently developing a new open data portal for bus which will contain information on bus services for use by app developers. It is intended that fares and location data will be available from January 2021.

2.12 The Government will also look to local authorities and operators, with input from passengers, to determine what information should be available to passengers (such as timetables and maps) so that people who do not have access to apps can also benefit from clear and simple information.

2.13 The Government has identified a need to raise awareness of improvements to services locally to encourage people to travel by bus, and will work with industry, including operators, local authorities and Transport Focus to identify activities to do this. TfWM and Transport Focus's 'Give Bus a Go' campaign has been identified as an exemplar activity that demonstrates how buses can be marketed to attract new passengers.

2.14 **Fares and payment**

2.15 The Government is looking to work with local authorities and operators to identify ways to encourage operators to implement multi-operator tickets and fares caps. To make it easier for passengers to pay, the Government will also work with industry to ensure all buses accept contactless payment. The Government will encourage local authorities to specify contactless payment when tendering for services and/or offer grants for provision. In the long-term, consideration is being given to whether bus service operators grant would not be paid to operators who do not offer contactless payment from a set date.

2.16 **Superbus Networks**

2.17 The Government will fund a four-year pilot in Cornwall from May 2020 to bring down fares. It will build on Cornwall's existing One Public Transport project, aiming to provide integrated public transport by joining up the bus and rail networks to demonstrate whether and how such an approach works in a rural area.

2.18 The Government are also exploring whether a further pilot could be developed to decrease fares and improve frequencies in an urban area through the local authority and bus operators entering into a partnership; the local authority would provide capital investment in bus lanes and other bus priority measures, in exchange for the bus operators delivering high frequency services.

2.19 **Supporting Bus Services**

2.20 Government currently supports bus services through a grant of around £250 million a year. This benefits passengers by helping operators keep their fares lower and service levels higher than would otherwise be possible. Since January 2014,

around £43 million of the grant is paid directly to local authorities, rather than bus operators, to support socially necessary bus services in their area that are not commercially viable. The government recognises the importance of these services which can provide vital connections to people in rural areas or ensure that more frequent evening or Sunday services are available. To improve current bus services, or restore lost services where needed, the government will pay an extra £30 million to local authorities in 2020/21.

2.21 On-demand services

2.22 The Government has established a fund of up to £20m to trial on-demand services in rural and suburban areas. The Government will shortly seek expressions of interest for the new fund with the intention to have operations starting on the ground as soon as possible. Applicants will need to demonstrate how the demand responsive solution fills a gap in transport provision in rural and suburban areas and how it works better or enhances opportunities for local residents to access services and employment, in contrast to traditional bus services. More details on the eligibility, assessment criteria and timetable for applying will be provided in the expression of interest.

2.23 What it means for the West Midlands

2.24 The announcement from Government demonstrates a step-change in priority of bus in the UK. It is positive that the Government has committed significant investment towards improving bus services and developing a National Bus Strategy. TfWM has adopted a Vision for Bus - with nine objectives for improving bus services in the region. The proposals set forth by Government mirror the broad desires in the Vision for Bus, with priorities based on improving the speed and reliability of buses, value for money and payment technology, improved accessibility and passenger information. TfWM will be working with local authority partners and other key stakeholders through the West Midlands Bus Alliance to develop viable proposals for enhancing bus services in the region and respond to funding opportunities from Government. In addition, TfWM will seek to influence the National Bus Strategy to ensure long-term commitment and funding is available for buses.

3.0 Section A Bus Services Performance Summary

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

3.2 TfWM is reviewing how bus network performance is measured and reported. A Bus Performance Board through the West Midlands Bus Alliance has been established involving the Traffic Manager from each of the seven constituent authorities, TfWM Director of Integrated Network Services, TfWM Head of Network Delivery and local bus operators. This Board will enable improved accountability of how well bus services are operating and what we can do to improve them. The available data to inform the bus performance reporting is being reviewed with the proposed bus performance measures, approach and reporting governance to be agreed by the Board and will be brought to the Transport Delivery Committee.

4.0 Section B Tendered Bus Services Contracts – October 2019

- 4.1 Bus Service Contracts to commence in October 2019 include the award of:
- 26 contracts to commence on 27 October 2019;
 - 1 existing extendable contract extended from 27 October for a further period of 52 weeks;
 - 24 contracts on a de minimis basis from 27 October 2019 for 52 weeks.
- 4.2 Following this tender round there will be a further 28 vehicles which meet Euro VI emissions standards introduced across the tendered network from October 2019. This will provide a significant contribution to the target for the West Midlands bus network to be operated by vehicles with at least Euro VI emission standards by April 2021. The October 2019 tender round also included a new entrant, Thandi Coaches.
- 4.3 Following the April 2018 tender round, when the number of bidders, and bids per contract, significantly reduced, there has been a steady improvement in the average number of bids per contract during subsequent tender rounds. This has been supported by TfWM encouraging new and existing entrants to consider bidding for subsidised bus contracts. Nine different operators submitted bids across all October 2019 contracts, with an average of 2.64 bids per contract.
- April 2018 – bids 1.56
 - October 2018 – bids 2.47
 - April 2019 – bids 2.31
 - October 2019 – bids 2.64
- 4.4 Following Accessible Transport Group (ATG) no longer operating tendered local bus services in April 2019, one of TfWM's largest contractors of subsidised bus services have exited the market. This has resulted in additional costs to TfWM to bring in replacement operators on the ex ATG contracts, both on an emergency basis and a substantive basis. This has also led to an increase in the respective subsidised bus market share of National Express and Diamond Bus, who are the two operators with the largest market share.
- 4.5 TfWM will review the contracts that are due to expire in April 2020 with the objective of maintaining a local bus network that adheres to the TfWM accessibility standards whilst seeking opportunities to minimise cost. This will be carried out by ensuring a data led review of existing contract performance, creative service and tender design and seeking to encourage new entrants into the West Midlands tendered bus market and negotiating competitive contract extensions.

5.0 Section C Bus Operational Matters and Passenger Impacts

Bus Service Registrations

- 5.1 TfWM continue to publish bus service changes confirmed by the Traffic Commissioner on the Network West Midlands website (Upcoming bus changes) every Wednesday and circulate the upcoming bus changes electronically, including to all TDC members.

- 5.2 To the end of October 2019, the team has processed 559 bus registrations received from operators, with 500 published service changes.

This has included service changes as a result of major events, like the Velo and summer timetables. TfWM continue to review their processes for bus service registrations, whilst working with local bus operators and other changes to public travel information.

Bus Stop Infrastructure

- 5.3 TfWM continue improve and invest in bus stop infrastructure, including bus shelters and bus stop clearways, with over £1 million invested since 2017, meeting a key Bus Alliance deliverable.

- 5.4 So far in 2019, 76 new shelters have been installed across the network. This has included a Sprint prototype shelter on the Coventry Road, a new shelter in Solihull Town Centre and improvements to complement the Birmingham Cycle Revolution improvements on the A34 corridor.

- 5.5 TfWM has completed upgrades to 605 bus shelters, rebranded with the new West Midlands Bus colours as part of the re-branding programme.

- 5.6 TfWM continue to invest in improving the safety, security and appearance of our bus stop infrastructure estate, through committed programmes of digitalisation, re-branding, capital improvements and the West Midlands Bus Alliance.

Kingshurst

- 5.7 A number of responses have been received from residents and businesses in the Kingshurst area, regarding reduced accessibility from bus services. This included the Fordbridge estate, an area of low car ownership, where a number of properties were outside of our access standards.

- 5.8 TfWM led an engagement exercise in the area with National Express, to ascertain the key concerns and views of passengers and businesses. This included an event in Kingshurst, attended by TfWM and National Express to discuss changes to services in the area to improve access. From the 1st September 2019, changes to the 58 bus service (commercial) and 99 bus service (subsidised but operated by National Express) came into effective, which has improved accessibility for the area.

- 5.9 TfWM continue to monitor the services with National Express to ensure that the offering is the most appropriate for passengers in the area.

National Express West Dudley Area Review

- 5.10 National Express have reported that they are currently analysing the results of the public and stakeholder engagement exercise which has now closed and was carried out in the summer of 2019. TfWM are working with National Express to understand the feedback that has been received. The final proposals are currently being developed with an intended service change date of early 2020.

Network Resilience – Birmingham Westside extension

- 5.11 Phase two of the Birmingham Westside extension will see the metro further extended from Centenary Square along Broad Street to Hagley Road on Edgbaston (just west of Five Ways).
- 5.12 To facilitate the delivery of the project, the next phase of construction is for Broad Street between Sheepcote Street and the Five Ways roundabout. This has required a number of bus mitigation measures to be implemented to facilitate and maintain bus services in the area and suitable passenger facilities. These mitigation measures include traffic regulation orders, parking restrictions, traffic management and physical highway works.
- 5.13 These temporary measures were introduced from September 2019 and will be in place for the duration of the construction works (up to 14 months):
- Conversion of the junction of Grosvenor Street West and Sheepcote Street to a traffic light junction. These works will include incorporating the current push-button crossing on Sheepcote Street into the temporary traffic signals. There will be 'No loading at any time' within 30m of the junction.
 - Sheepcote Street bus stop opposite Grosvenor Street West suspended for the duration of the works.
 - Suspension of on-street parking on the south side of Ryland Street between Grosvenor Street West and Broad Street.

6.0 Financial Implications

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

7.0 Legal Implications

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

8.0 Equality Implications

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

9.0 Inclusive Growth Implications

- 9.1 This report is for information only; however, bus is a vital component to inclusive growth as it directly supports access to the labour market, and allows people to access education, employment and services. The flexibility of the bus network also makes bus the perfect means of providing public transport options in areas of growth, changing travel demand and new housing; directly supporting our West Midlands Housing Deal and Local Industrial Strategy. This means that buses are central to supporting regeneration, inclusive growth and social integration. Where

there may not be a case for investing in permanent rail and light rail infrastructure, new bus infrastructure can be planned to connect new communities and support housing and jobs growth.

10.0 Geographical Area of Report's Implications

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



Transport Delivery Committee

Date	4 th November 2019
Report Title	Enhanced Partnership Plan and Scheme – Consultation Strategy
Accountable Director	Pete Bond, Director of Integrated Network Services Email: pete.bond@tfwm.org.uk Tel: 0121 214 7388
Accountable Employee	Edmund Salt, Network Development Manager Email: edmund.salt@tfwm.org.uk Tel: 0121 214 7305

Recommendation(s) for action or decision:

- To approve the Enhanced Partnership (EP) Plan and associated Enhanced Partnership Scheme Consultation Strategy.
- To approve TfWM proceeding to formal (public) consultation, subject to the preparation of the EP Plan and EP Scheme and the successful outcome of the operator objection mechanism.

1.0 Purpose of Report

- 1.1 To provide an update on the development of the Enhanced Partnership Plan and associated Scheme being developed for the West Midlands and set out the Engagement & Consultation Strategy for formal (public) consultation on the EP.
- 1.2 To seek approval from the Transport Delivery Committee to undertake formal consultation in the development of the Enhanced Partnership Plan and Scheme, subject to the preparation of the EP Plan and EP Scheme and the successful outcome of the operator objection mechanism.

2.0 Background

- 2.1 An Enhanced Partnership (EP) is a formal agreement between a local transport authority, local highway authorities and local bus operators to work together to improve local bus services and is one of the new powers available in the Bus Services Act 2017. It requires a clear vision for the improvements that the EP is aiming for, known as the EP Plan. The actions, requirements and commitments to achieve the objectives within the Plan are set out in one or more accompanying EP Schemes.
- 2.2 The West Midlands Combined Authority (WMCA) Board approved Transport for West Midlands (TfWM) to give formal notice of the intention to prepare an Enhanced

Partnership Plan and accompanying Enhanced Partnership Schemes as set out in section 138F of the Bus Services Act 2017, at its meeting on 28 June 2019.

- 2.3 Authority was also delegated to the Transport Delivery Committee to oversee the development and subsequent 'making' of the Enhanced Partnership Plan and Schemes.
- 2.4 TfWM issued the Notice of Intention to prepare an EP Plan for the area of the West Midlands Combined Authority¹ and associated EP Schemes for the A34 (north) and A45/Lode Lane corridors. This was published on 17th July 2019 on the TfWM website: <https://www.tfwm.org.uk/operations/enhanced-partnership/>. All local bus operators were also made aware of this notice and invited to participate in the formal development of the EP.
- 2.5 During the development of the EP, the constituent authorities will be asked to provide delegated authority from their own Cabinet to a Senior Officer in their authority for the 'making' of the Plan and Scheme, at a later stage in the development.

3.0 Enhanced Partnership Plan and Scheme

- 3.1 TfWM propose an EP Plan which spans the Area of the West Midlands Combined Authority excluding the three existing Advanced Quality Partnership Scheme (AQPS) areas due to the way the legislation is written and applied, as they cannot both apply within the same geography. The Plan for the EP for this region will be based on TfWM's Vision for Bus which is already approved and known to each local authority and local bus operators.
- 3.1 TfWM are also required to create at least one Enhanced Partnership Scheme, which outlines the detail of how the vision and objectives will be achieved, including any commitments for the delivery of facilities and/or measures made by the authorities or bus service standards to be met by bus operators. Following the issue of the notice on the 17th July 2019 for 2 EP Schemes, through the preparation of the EP, it is proposed to only create one EP Scheme, covering both areas of the A34 (north) and A45/Lode Lane corridors. This roughly follows the routes of current services 51, X1 and X2 and is proposed to cover the operation of the first two Sprint bus corridors.
- 3.2 Within the EP Scheme the details of the infrastructure commitments, service specification and standards, customer standards, performance requirements and maintenance will be agreed between partners. It is intended that this Enhanced Partnership Scheme will complement the introduction of Sprint by providing bus priority as well as higher bus standards for all bus services in the area, in readiness for the 2022 Commonwealth Games.

4.0 Engagement and Consultation Strategy

¹ As defined by the West Midlands Combined Authority Constitution, excluding the three existing Advanced Quality Partnership Schemes

- 4.1 As part of the requirements set out in the Bus Services Act 2017, TfWM are required to carry out a formal consultation with a focus on the following groups:
- All operators of local bus services that would be affected by any of the proposals;
 - Organisations that represent local passengers;
 - Other local authorities that would be affected by the proposals;
 - The Traffic Commissioner;
 - The chief officer of police for each area to which the plan relates;
 - Transport Focus;
 - The Competition and Markets Authority (CMA); and
 - Such other persons as the authority thinks fit.
- 4.2 Stakeholder engagement and consultation forms a critical component of decision making in the development of an EP Plan and Scheme. An Engagement and Consultation Strategy (attached as Appendix A) has been prepared by consultants Jacobs, on behalf of TfWM. The aim of this strategy is to clearly define the scope, methods and objectives of all stakeholder engagement and communication during the informal engagement and formal consultation stages of the EP preparation. It also defines the principles of engagement, consultees and the communication and evaluation criteria to ensure that our engagement and consultation processes have been effective.
- 4.3 The formal discussion period has commenced during which the details of the EP are developed and supported. This is expected to conclude at the end of October 2019. TfWM anticipates publishing a draft EP Plan and Scheme to local bus operators in November 2019 with a statutory 28-day operator objection period beginning. Formal consultation would then follow, likely during December 2019 and January 2020 (with a pause during the Christmas period) for 6 weeks, with the Plan and Scheme to be made in the 1st quarter of 2020, subject to the successful outcome of the above phases. The indicative dates are subject to change, if the formal discussions period is not complete by the end of October 2019. The indicative timeline for the development of the EP is shown in the table below.

Action	Who	Dates	Alternative Dates
Issue Notice of Intention to Prepare an EP	TfWM	17 July 2019	
Formal Discussions	TfWM, Constituent Authorities & Local Bus Operators	July to October 2019	July to November 2019
Seek Approval to Consult	Transport Delivery Committee	4 November 2019	
Issue a Notice that an EP Plan and 2 EP Schemes have been prepared	TfWM	November 2019	December 2019
Local Bus Operation Objection Mechanism Period (minimum 28 days)	Local Bus Operators	5 Nov to 3 Dec 2019	2 Dec to 8 Jan 2020
Formal Consultation (Public)	TfWM, Constituent Authorities & Local Bus Operators	9 Dec to 3 Feb 2020	13 Jan to 24 Feb 2020

Consultation Outcomes and Approval to 'make' the EP Plan and 2 EP Schemes	Transport Delivery Committee	10 Feb 2020	16 March 2020
Issue Notice to 'make' the EP Plan and 2 EP Schemes	TfWM	March 2020	March 2020
EP Plan and 2 EP Schemes Made (70 days after the schemes have been 'made')	-	June 2020	June 2020

5.0 Financial Implications

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

6.0 Legal Implications

6.1 The Enhanced Partnership Plan and Scheme will be implemented in accordance with the Bus Services Act 2017.

7.0 Equality Implications

7.1. An Equality Impact Assessment has been undertaken, which noted some groups of people are more likely to be reliant on public transport and are more likely to face barriers to public transport. The Enhanced Partnership is likely to enhance the travel experience for everyone but will especially positively impact these groups. From a disability perspective measures such as audio-visual availability will help address some of the key information barriers.

7.2 The implementation of cashless ticketing options may exclude individuals who rely on cash as a means of purchase. This can have an adverse effect on individuals who do not have access to a bank account (only a small %) thus being unable to use debit/credit cards to make transactions. Similarly, some of the elderly population feel more comfortable using cash to purchase tickets. In addition, those from a low socio-economic background may not have enough cash within their bank accounts to reach the cap threshold via contactless/card and therefore will rely on cash purchasing being available. Cashless ticketing may restrict the accessibility for these groups. To ensure the measures do not have negative impact on a number of groups (disabled people, people from lower socio-economic backgrounds and different age groups) it is important to ensure a) ticketing options are broad and cash payments continue to be an option, and b) pricing remains at the same level for Enhanced Partnership area services as with other services. This assessment will be taken into account during the development of the EP Scheme.

8.0 Inclusive Growth Implications

8.1 Bus is a vital component to inclusive growth as it directly supports access to the labour market, and allows people to access education, employment and services. The flexibility of the bus network also makes bus the perfect means of providing

public transport options in areas of growth, changing travel demand and new housing; directly supporting our West Midlands Housing Deal and Local Industrial Strategy. This means that buses are central to supporting regeneration, inclusive growth and social integration. Where there may not be a case for investing in permanent rail and light rail infrastructure, new bus infrastructure can be planned to connect new communities and support housing and jobs growth.

9.0 Geographical Area of Report's Implications

- 9.1 This report covers the constituent area of the Combined Authority. Whilst the Enhanced Partnership Plan covers all of this area, the Enhanced Partnership Scheme only covers the A34, A45 and Lode Lane corridors.

Appendix A – Enhanced Partnership Plan and Scheme Engagement & Consultation Strategy

West Midlands Enhanced Partnership Plan and Scheme

Engagement and Consultation Strategy

Document No. | 1

12 October 2019

West Midlands Combined Authority

Draft

West Midlands Enhanced Partnership Plan and Scheme

Project No: Project Number
 Document Title: West Midlands Enhanced Partnership Plan & Scheme Engagement and Consultation Strategy
 Document No.: Document No.
 Revision: <revision>
 Document Status: <DocSuitability>
 Date: 12 October 2019
 Client Name: West Midlands Combined Authority
 Client No: Client Reference
 Project Manager: Stephanie Bywater
 Author: Helen Bidwell
 File Name: Document2

Please select a legal entity...

5 First Street
 Manchester M15 4GU
 United Kingdom
 T +44 (0)161 235 6000
 F +44 (0)161 235 6001
 www.jacobs.com

© Copyright 2019 Please select a legal entity from the Change Document Details option on the Jacobs ribbon. The concepts and information contained in this document are the property of Jacobs. Use or copying of this document in whole or in part without the written permission of Jacobs constitutes an infringement of copyright.

Limitation: This document has been prepared on behalf of, and for the exclusive use of Jacobs' client, and is subject to, and issued in accordance with, the provisions of the contract between Jacobs and the client. Jacobs accepts no liability or responsibility whatsoever for, or in respect of, any use of, or reliance upon, this document by any third party.

Document history and status

Revision	Date	Description	Author	Checked	Reviewed	Approved
01	07.10.19	Initial Draft	HB	RN		

Contents

1.	Introduction	3
2.	Engagement to date	6
3.	Stakeholder mapping	7
3.1	Equalities Impact Assessment	8
4.	Engagement principles and objectives	9
4.1	Engagement principles	9
4.2	Engagement objectives	10
5.	Engagement and consultation process	11
5.1	The methods	11
5.2	A three-stage approach	12
5.3	Key spokespeople	13
5.4	Check, review, approve	13
5.5	Measure effectiveness	13
5.6	Data information and management	13
6.	Key messages	14
6.1	The EP Partnership	14
6.2	What area does the Plan cover?	14
6.3	How was the EP was developed / who was involved?	14
6.4	EP Scheme?	14
6.5	Benefits of the EP Scheme	15
6.6	Why bus improvements? Who will benefit?	15
6.7	Scope of the consultation	16
6.8	How to respond	16
Appendix A	Enhanced Partnership Reference Group Participants	17
	EP Plan Reference Group:	17
	EP Scheme Reference Group:	17
Appendix B	Stakeholder Category by Relationship Manager	18
Appendix C	Engagement and Consultation Activity Action Plan	20
Appendix D	Summary GDPR Statement	22

1. Introduction

1.1 Project background

The West Midlands Combined Authority's (WMCA) vision is simple: *"Building a healthier, happier, better connected and more prosperous West Midlands."* TfWM's 'Strategic Vision for Bus' (Objective 2) supports 'Movement for Growth', highlighting the regional aspiration to deliver bus rapid transit as part of an integrated transport network and improve connectivity across the region. By providing exceptional service and reliability, along with comfort and accessibility for passengers, WMCA aims to encourage a modal shift towards more sustainable forms of transport and more people on to the bus.

Whilst significant progress in improving bus services is being achieved through the West Midlands Bus Alliance and the Advanced Quality Partnership Schemes already in place in central Birmingham, Wolverhampton and Solihull, an Enhanced Partnership (EP) is considered the best way to facilitate the delivery of improved bus travel and support the delivery of improved bus travel along the A34 (north) and A45 Corridors, in readiness of the 2022 Commonwealth Games.

In June 2019 WMCA gave approval for TfWM to proceed with the development of Enhanced Partnership, on behalf of its seven constituent authorities and WMCA. An EP is a formal agreement between a local transport authority and local bus operators to work together to improve local bus services. The Enhanced Partnership will provide a binding commitment on all parties to support its delivery, offer protection for their investment and set bus service standards that will improve bus services across the West Midlands.

The project is to develop an EP Plan and associated Scheme that will help improve the quality of bus travel on the A34 (north) and A45 corridors across the West Midlands. The EP Plan will outline the strategic vision for improving bus travel of the partners, (including local authorities, bus operators and WMCA). The EP Scheme will provide the actions by which the authorities, including TfWM will deliver the EP Plan vision on certain corridors. In this instance the scheme will set minimum bus service standards and infrastructure for the delivery of the first two Sprint Corridors.

The scheme focuses on the A34 (north) and A45 Corridors as priorities to help facilitate the transport element of the 2022 Commonwealth Games and will rely on significant investment both in vehicle standards (by operators) and infrastructure (by authorities). More specifically the corridors cover:

- Birmingham Airport and Solihull to Birmingham City Centre (A45) passing the games venues at the NEC, and
- Walsall to Birmingham City Centre (A34) passing the Athletes' Village at Perry Barr and Alexander Stadium.



As part of this process Jacobs has been commissioned to support TfWM with the formal consultation on the EP Plan and Scheme. This consultation is separate to that being carried out on the physical infrastructure required to implement the Sprint Projects.

1.2 EP Plan and Scheme objectives

The EP Plan and scheme will help meet the 9 objectives set out in the 'Strategic Vision for Bus', those being to provide:

- A UK leading low emission bus fleet with zero emission corridors serving the most affected areas of air quality.
- A fully integrated bus network, including local demand responsive and rapid transit services (i.e. Sprint Corridors) supporting rail, coach and Metro interchange as one network.
- Simple, convenient and easy to use payment options, including full capping, providing a network which is value for money and affordable for customers.
- Bus as the mode of choice, reducing the number of private car journeys and creating better access to jobs and facilitating long-term change.
- A safe, secure and accessible mode for all, tackling long-held barriers and perceptions.
- Accountable network performance management, tackling issues causing congestion and reliability problems.
- World-leading customer information, utilising 5G and all available technologies and platforms.
- All young people under 25 supported by discounted travel, as well as addressing barriers for excluded groups.
- Evolve a network to support the 24/7 thriving economy, connecting people to new and developing destinations and attractions.

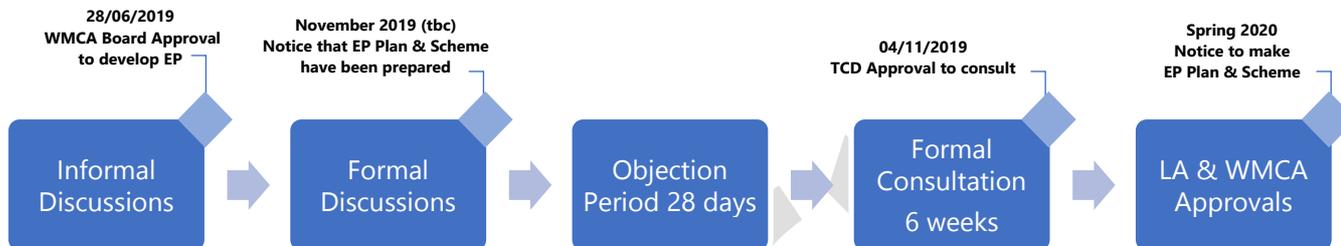
More specifically the EP Scheme aims to transform travel by offering a safe and enjoyable travel experience at a similar level of service and comfort to a tram. It will offer a limited stop service along dedicated bus lanes, greater accessibility, quicker more reliable journey times, audio visual next stop announcements and CCTV.

1.3 Strategy purpose

The aim of this strategy is to clearly define the scope, methods and objectives of all stakeholder engagement and communication during the informal engagement and formal consultation stages of the project. It also defines the principles of engagement, communication and evaluation criteria to ensure that our engagement and consultation processes have been effective.

1.4 Project timeline and key milestones

Stakeholder engagement and consultation forms a critical component of decision making in the development of an EP Plan and Scheme. An indicative timeline for development of the EP is shown below:



The formal discussion period has commenced during which the details of the EP are developed and supported. This is expected to conclude at the end of October 2019. TfWM anticipates publishing a draft EP Plan and Scheme to local bus operators in November 2019 with a statutory 28-day operator objection period beginning. Formal consultation would then follow, likely during December 2019 and January 2020 (with a pause during the Christmas period) for 6 weeks, with the Plan and Scheme to be made in the 1st quarter of 2020, subject to the successful outcome of the above phases.

Key submission dates for approval are currently as follows:

- Consultation Strategy reported on the 4 November 2019 Transport Delivery Committee (Draft Reports required by 14 October / Final Reports 24 October)
- Consultation Summary and Outcomes sent to 10 Feb 2020 Transport Delivery Committee (Draft Report required by 22 January / Final Reports 30 January)
- If delayed Consultation Summary and Outcomes sent to 16 March 2020 (Draft Reports required by 26 February / Final Reports 4 March).

The above dates are subject to change, if the formal discussions period is not complete by the end of October 2019.

2. Engagement to date

In July 2019 WMCA wrote to 24 Bus Operators, to inform them of their intent to prepare the EP Plan and Scheme, as required under Section 138F of the Bus Services Act 2017. As part of this process relevant Bus Operator companies were invited to participate by:

- joining one or both Reference Groups established by TfWM and chaired by Bus Users UK to oversee the development of the Plan and Scheme
- attending individual meeting(s) with TfWM to discuss the EP and the measures and facilities that might be included in Scheme
- making written submissions to TfWM with ideas and suggestions regarding the EP
- attending existing partnership meetings of the West Midlands Bus Alliance (i.e. Bus Operators Panel, Area Partnership meetings).

The Stakeholder Reference Groups have also been attended by Bus Users UK, Transport Focus, Confederation of Passenger Transport, Birmingham Airport, relevant Local Authorities and Local Enterprise Partnerships. A representative from the Department for Transport, and neighbouring and non-constituent authorities attend as observers. For a full list of organisations in the different Groups please see Appendix A

Initial discussions show that those engaged to date are in support of the EP. Questions raised, to be addressed through the development of the EP Plan and Scheme, relate to concerns around common liveries, retrofit requirements, the ability for operators to continue their own ticketing products, bus priority measures and bus stop infrastructure.

To inform development of the EP Plan and Scheme, WMCA are working closely with the Department for Transport, the Competition and Markets Authority and the constituent authorities (to take approvals through their own governance structures).

3. Stakeholder mapping

Stakeholder mapping is carried out at the outset of a project, to identify who needs to be involved in the project, any key stakeholders, existing relationships or information that the project team are aware of.

An initial stakeholder mapping workshop was held with members of the project team in September 2019. The team began with an initial list from TfWM and identified any new stakeholders. The list was then categorised into four groups based on how each stakeholder could potentially influence project decision making, their perceived level of interest, values and desires. The results of this initial stakeholder mapping is shown in the following table. The initial categorisations have been recorded in the EP Stakeholder Tracker.

Category 1 – Strategic Stakeholders and project drivers	Category 2 – technical experts & statutory Stakeholders
Secretary of State for Transport Bus Operators Local Authorities Local Enterprise Partnerships (LEP) Key businesses Bus Users UK Transport Focus Confederation of Passenger Transport Birmingham Airport	Department for Transport Traffic Commissioner for West Midlands Competition and Markets Authority Other organisations that represent local passengers, e.g. Transport Focus Neighbouring and non-constituent authority representatives Blue Light Services (police, ambulance, fire)
Category 3 - Impacted by the Plan and Scheme	Category 4 – not currently engaged
Local MPs / Ward Cllrs Parish and Town Councils Business Improvement Districts (BIDS) Hospital Trusts Freight Hauliers Association Freight Transport Association Campaign for Better Transport Greener Journeys Highways England Network Rail Virgin/First Trenitalia HS2 Age UK Residents along the route (<i>within the catchment area 100 metres</i>) Community Groups (<i>within the catchment area 100 metres</i>) PSED/EQIA groups? WCHAR	Neighbouring MPs and Ward Councillors Local Businesses e.g. Jaguar Land Rover Other residents outside the route (<i>outside 100 metre catchment area</i>) Landowners Community Group(s)

High interest

Low interest

Each stakeholder has been allocated to a relationship manager at WMCA/TfWM/Jacobs – see Appendix B for more detail. The stakeholder categories will be reviewed at regular intervals in the project in collaboration with the project team and amended where necessary.

3.1 Equalities Impact Assessment

An Equality Impact Assessment (EqIA) has been undertaken by TfWM to ensure that the informal engagement and formal consultation meet statutory requirements under the Public Sector Equality Duty (PSED), part of the Equality Act 2010. The Equality Act 2010 protects people who share a 'protected characteristic', along with other groups in society that may have differential needs. This document will be updated as part of the EP drafting process.

The main recommendation of relevance to the engagement and consultation strategy is to consult with key equality groups during the public consultation.

The EqIA is a key part of stakeholder analysis as it ensures that methods can be put in place to ensure all stakeholders are treated fairly and feel their diverse views and needs are considered not only during engagement and formal consultation on the EP Plan and Scheme, but also throughout project design. It should be noted that consultation on the project design and infrastructure will run separately to the consultation on the EP Plan and Scheme.

4. Engagement principles and objectives

This section sets the principles and objectives required to carry out meaningful engagement and our objectives for stakeholder engagement.

In this instance meaningful engagement refers to engagement that enables us to:

- learn more about stakeholders' interests and values in relation to the EP and the provision of high-quality bus services across the West Midlands network
- understand how these can be addressed
- gather useful information to help with developing the EP Plan and Scheme, and
- keep stakeholders appropriately informed on project developments.

4.1 Engagement principles

In line with TfWM's engagement and consultation guidelines, the following principles define our approach:

1	Develop trust and confidence among stakeholders and partners through joint working to promote advocacy.
2	Communicate effectively. Tell the story, make it clear, relevant, appropriate, consistent, simple and timely. Explain the decision process early.
3	Build awareness - not just with public transport users but also among users of the local roads and Key Route Network (KRN) - drivers, motorcyclists, cyclists, professional drivers – including freight and taxi/minicab drivers
4	Encourage behaviour change to increase uptake of sustainable journeys, free up the network and reduce congestion – making sure the message is consistent while reflecting the individual programme initiative
5	Promote TfWM's products and services intelligently and in line with key TfWM objectives
6	Communicate successes – with partners and our stakeholders <i>'you said, we did'</i> . Demonstrate how feedback has influenced the EP Plan and Scheme.

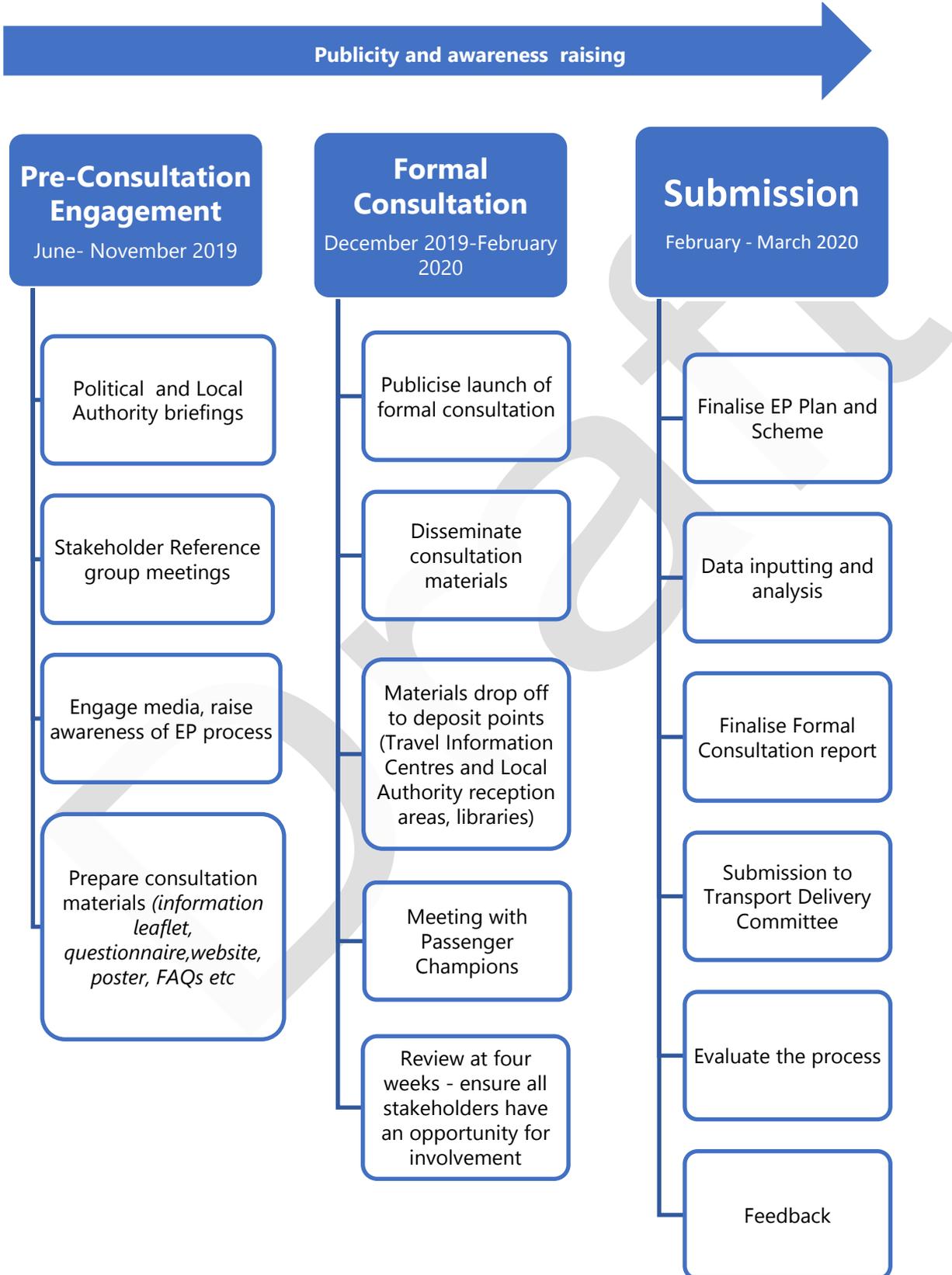
4.2 Engagement objectives

The engagement objectives for development of the EP Plan and Scheme are outlined below and have been developed with the project team:

Stakeholder Category	Participation Level	Objective
1, 2, 3, 4	General Applicable across all levels of participation.	To identify project advocates and obtain stakeholder buy-in for the EP Plan and Scheme
		To maintain existing and build new stakeholder relationships and have a two-way relationship with key stakeholders
1, 2, 3	Inform Provide stakeholders with information to assist in understanding the problems, timescales, and proposed options.	To build understanding of the context to the project, the issues that we aim to solve and the benefits the EP Plan and Scheme will provide, bringing stakeholders along on the journey to obtain the right solution
		To increase understanding of the EP Plan and Scheme process
		To use engagement and consultation to dispel misinformation and avoid undue concern
1, 2	Consult, Involve, collaborate Obtain high quality feedback from key stakeholders on proposals related to policy or decisions. A time limited process. Work directly with stakeholders to ensure that their concerns are consistently understood and considered. Partner with stakeholders in aspects of the decision, identifying proposed solutions/options. For example, through the Stakeholder Reference Groups.	To gather useful information to develop the EP Plan and Scheme, constraints, and ideas
		To develop appropriate mechanisms to collate the right information and feedback required to prepare an EP Plan and Scheme that will gain agreement from the Transport Delivery Committee and statutory stakeholders (as noted in Section 138F of the Bus Services Act 2017.)

5.2 A three-stage approach

The flow chart below outlines the three-stage engagement and consultation process:



5.3 Key spokespeople

Spokespeople to be involved in media opportunities include:

- Andy Street, Mayor
- Cllr Ian Ward, Birmingham City Council (Transport Portfolio Lead)
- Linda McCord, Chair, Bus Alliance.

5.4 Check, review, approve

In the design of consultation materials and associated publicity TfWM will employ a three-step 'check, review, approve' process to ensure quality control of all public facing documents. Each step will be allocated to a different person, one of which will have no knowledge of the project.

5.5 Measure effectiveness

TfWM will measure effectiveness of the engagement and consultation process against our objectives and engagement activities in the Consultation and Engagement process considering:

- What worked well?
- Whether the process met the expected legal requirements
- Number and quality of responses from stakeholders in categories 1,2, and 3
- Sentiment in press releases and number of social media posts
- If participants generally represent those interested in and affected by the EP plan and Scheme
- Key challenges and lessons learned

Feedback will be used to help shape future engagement and consultation.

5.6 Data information and management

TfWM have fully committed to adhere to the General Data Protection Regulations (GDPR) following implementation on the 25 May 2018. Appendix D contains a summary of WMCA's GDPR statement.

All external engagement and correspondence for the project will be saved securely.

Where stakeholder information is stored elsewhere, for example on internal Jacobs' systems, access is restricted to the stakeholder engagement team. This includes sensitive meeting minutes and the stakeholder database, containing contact details.

6. Key messages

Our key messages carry our tone of voice and are essential to the delivery of a consistent message that is understood by each of our audiences, opening the door to meaningful conversations. They form the core of all communications activities and should be used to develop all consultation materials and the basis of the frequently asked questions.

6.1 The EP Partnership

- An Enhanced Partnership (EP) is a formal agreement between a local transport authority (LTA) and local bus operators to work together to improve local bus travel. There are two parts to an EP, the EP Plan (or vision for improvement) and the EP Scheme (the actions required to deliver the Plan), of which over time there can be more than one. A Plan cannot exist without a Scheme, nor a Scheme without a Plan. A LTA can only proceed if the EP Plan and Scheme has support from the majority of local bus operators.
- Taking advantage of the new powers and opportunities provided by the Bus Services Act 2017, Transport for the West Midlands (TfWM) have brought together local authorities and bus operators in an EP to develop a coordinated approach to improving bus travel in the region.
- Building on the objectives set out in TfWM's Strategic Vision for Bus, the EP provides a formal agreement (with participating parties TfWM, Local Authorities and bus operators) that will ensure delivery of the high-level vision for better bus travel across the West Midlands.

6.2 What area does the Plan cover?

- The EP Plan sets the overall vision, it tells the story about bus services in the local area and provides a strategic context for the scheme, setting objectives to improve bus travel.
- The EP Plan covers the area of the WMCA, excluding the areas already covered by similar coordinated initiatives (known as Advanced Quality Partnership Schemes) that already exist in Birmingham City Centre, Solihull Town Centre and Wolverhampton City Centre.

6.3 How was the EP was developed / who was involved?

- The EP Plan has been developed with input from, and the support of participating parties (TfWM, local authorities and bus operators) and other key stakeholders e.g. Birmingham Airport, Transport Focus, Bus Users UK, the Greater Birmingham & Solihull Local Enterprise Partnership (GBSLEP), DfT, Confederation of Passenger Transport.
- The process of preparing the EP Plan was overseen by a Reference Group involving these key stakeholders.

6.4 EP Scheme

- The EP Scheme provides us with a framework to improve, develop and deliver better bus travel in defined areas through targeted schemes. As part of our long-term vision for more reliable public transport, the first scheme proposed as part of our EP will involve delivery of the necessary facilities and improved bus standards for the A34 (north) and the A45 Corridors and will form part of our integrated transport network.

- More specifically the corridor run from:
 - Birmingham Airport and Solihull to Birmingham City Centre (passing the Games venues at the NEC)
 - Walsall to Birmingham City Centre (passing the Athletes Village at Perry Barr and Alexander Stadium)
- The EP Scheme will involve improvements to 63 services, affecting almost 600 miles of route in total – this equates to 6.24% of routes across the West Midlands.
- Improvements will begin in March 2020 with the collaboration of 8 bus operators.
- 122km of new rapid bus transit network are planned by 2026, with the first, the A34 (north) and A45 corridors being operational in 2022

6.5 Benefits of the EP Scheme

- By improving the A34 (north) and A45 corridors we will ensure quicker and more reliable journey times for bus users through the introduction of new facilities. As well as investment in bus priority measures, many bus stops will be upgraded, offering pleasant waiting environments, along with real-time information that will provide reassurance to passengers.
- In order to provide a safer and more enjoyable travel experience for bus users, the EP Scheme will set minimum standards¹ for high-quality buses including Wi-Fi, audio visual next stop announcements, CCTV and integrated travel information, enabling bus users to link journeys with rail, tram and airport travel. This, together with the setting of vehicles specifications for emission standards we will help to improve air quality in the region.
- In addition to the benefits to users of public transport, improved and better integrated bus services will also help to support the shift towards more sustainable forms of transport in the area, reducing the need for private car trips.
- The proposed EP Scheme runs through some of the most deprived areas of the West Midlands and so will help to tackle transport inequalities in the region.
- The EP Scheme aims to improve customer satisfaction, journey times and reliability on local services, bringing these above the national average. (According to Bus Passenger Survey data from 2017 the West Midlands currently scores slightly lower than the national average on these areas):
 - Overall journey satisfaction scores 84% in the West Midlands, compared to 88% nationally. Whilst we are performing well, we want to be the best.
 - Interior cleanliness and condition of vehicles scores 74% compared to 80% nationally.
 - Journey time satisfaction is at 80% compared to 84% nationally, with punctuality of services rated at 69% compared to 73%. Average bus speed in West Midlands is currently below 13km/h – another indication that improvements to journey times are needed.

¹ To include more information once defined through the EP Scheme development

6.6 Why bus improvements? Who will benefit?

- Public transport improvements are essential to tackle transport inequalities, the unemployed and those on low incomes are much more reliant on bus transport.
- Bus transport improvements will help support inclusive growth in the region.
- The bus is central to the public transport offering with 4 out of 5 public transport journeys taken by bus.
- Data from April 2017 to end of March 2018 (financial year) shows that bus services were used by 261 million people across the region. The region has the largest commercially operated bus network in the UK, with 75 million vehicle miles (DfT).

6.7 Scope of the consultation

- We want to hear your views on the proposal for closer partnership working to improve bus travel set out in the EP Plan, as well as our proposals to improve standards along the A34 (north) and the A45 Corridor, as laid out in the EP Scheme. We want to hear your feedback on the quality standards proposed, and if you agree these standards will improve bus travel across the West Midlands network and importantly, the experience of the passenger.
- This consultation is not about the detailed design of infrastructure associated with the scheme. That detail of essentially 'what will go where' is part of a separate and ongoing consultation. For more information on this please go to *insertwebpage*.
- The consultation will run over a 6-week period from 9 December 2019 to 3 February 2020 (including a pause for the Christmas period).

6.8 How to respond

- You can download a copy of the EP Plan and Scheme by visiting XXX.
- You can respond to the consultation:
 - Online by visiting XXXX
 - By Email: XXXX
 - By post: XXXX
 -
- Further copies of the consultation leaflet and questionnaire can be collected from the following venues:
 - *List Transport Information Centres.*
 - *List libraries*
 - *List LA receptions...*
- Information is available in other formats on request.
- Freephone XXXX

Appendix A Enhanced Partnership Reference Group Participants

EP Plan Reference Group:

- Local Bus operators (maximum of 1 representative per operator)
- Jon Hayes, Head of Network Delivery (TfWM)
- Linda McCord, Senior Stakeholder Manager, Transport Focus (from the Bus Alliance Board)
- David Warrilow, Confederation of Passenger Transport (from the Bus Alliance Board)
- Dawn Badminton-Capp, Director of Bus Users England, Bus Users UK
- Constituent authorities (1 officer representing each) (7)
- Greater Birmingham & Solihull Local Enterprise Partnership
- Birmingham Airport
- Steve Blackmore, Department for Transport (Observer)
- Warwickshire, LA (Observers)
- Secretariat, TfWM

EP Scheme Reference Group:

- Bus operators running services in the Scheme area (maximum of 1 representative per operator)
- Jon Hayes, Head of Network Delivery TfWM
- Linda McCord, Transport Focus
- Dawn Badminton-Capp, Bus Users UK
- David Warrilow, Confederation of Passenger Transport
- Constituent authorities on the corridors - Birmingham, Sandwell, Walsall and Solihull (1 officer representing each)
- GBSLEP)
- Steve Blackmore, Department for Transport (Observer)
- Secretariat, TfWM

Appendix B Stakeholder Category by Relationship Manager

Category 1 – Strategic Stakeholders and project drivers	Relationship Manager
<ol style="list-style-type: none"> 1. Secretary of State for Transport 2. Bus Operators 3. Local Authorities 4. Local Enterprise Partnerships (LEP) Key businesses 5. Bus Users UK 6. Transport Focus 7. Confederation of Passenger Transport 8. Birmingham Airport 	<ol style="list-style-type: none"> 1. TfWM (Andrew Roberts) 2. TfWM (Andrew Roberts) 3. TfWM (Andrew Roberts) 4. TfWM (Andrew Roberts) 5. TfWM (Andrew Roberts) 6. TfWM (Andrew Roberts/Stephen Holloway) 7. TfWM (Andrew Roberts) 8. TfWM (Andrew Roberts)
Category 2 – technical experts & statutory Stakeholders	Relationship Manager
<ol style="list-style-type: none"> 9. Department for Transport 10. Traffic Commissioner for West Midlands 11. Competition and Markets Authority 12. Other local bus operators outside the scheme area but within the plan area 13. Other organisations that represent local passengers (Passenger champions) 14. Neighbouring and non-constituent authority representatives 15. Blue Light Services (police, ambulance, fire) 	<ol style="list-style-type: none"> 9. TfWM (Andrew Roberts) 10. TfWM (Andrew Roberts) 11. TfWM (Andrew Roberts) 12. TfWM (Andrew Roberts) 13. Jacobs/Stephen Holloway (TfWM) 14. Jacobs 15. Jacobs
Category 3 - Impacted by the Plan and Scheme	Relationship Manager
<ol style="list-style-type: none"> 16. Local MPs / Ward Cllrs 17. Parish and Town Councils 18. Business Improvement Districts (BIDS) 19. Hospital Trusts 20. Freight Hauliers Association 21. Freight Transport Association 22. Campaign for ... Transport 23. Greener Journeys 24. Highways England 25. Network Rail 26. Virgin/First Trenitalia 27. HS2 28. Age UK 29. Residents along the route (<i>within the catchment area 100 metres</i>) 30. Community Groups (<i>within the catchment area 100 metres</i>) 31. PSED/EQIA groups 32. WCHAR 	<ol style="list-style-type: none"> 16. TfWM (Andrew Roberts) 17. Jacobs 18. Jacobs 19. Jacobs 20. Jacobs 21. Jacobs 22. Jacobs 23. Jacobs 24. Jacobs 25. Jacobs 26. TfWM/Jacobs? TBC 27. TfWM/Jacobs? TBC 28. TfWM/Jacobs? TBC 29. Jacobs 30. Jacobs 31. WMCA (Anna Sirmoglou) 32. WMCA (Anna Sirmoglou)

Category 4 – not currently engaged	
33. Neighbouring MPs and Ward Councillors	33. Jacobs
34. Local Businesses e.g. Jaguar Land Rover	34. Jacobs
35. Other residents outside the route (<i>outside 100 metre catchment area</i>)	35. Jacobs
36. Landowners	36. Jacobs
37. Community Group(s)	37. Jacobs

Draft

Appendix C Engagement and Consultation Activity Action Plan

Activity	Description	Timeframe	Responsibility	Cost
Engagement & Consultation Strategy	Draft Engagement and Consultation Strategy on agreement of approach to formal engagement	Draft by 10 October Finalise by 23 October	Jacobs (Helen Bidwell) to draft with input from Andrew Purchase (TfWM), Edmund Salt (WMCA) and Peter Hardt (TfWM)	<i>Excludes people time</i>
Key messages and lines to take /FAQs	Draft key messages and public facing FAQs in conjunction with TfWM Corporate Communications Team Lines to take used by Project Team FAQs on website	Draft key messages by 23 October 2019 Draft Lines to take/FAQs by 21 November 2019	Jacobs (Helen Bidwell) to draft with technical input from WMCA/ TfWM Edmund Salt (WMCA) to approve	<i>Excludes people time</i>
Consultation leaflet	4-page leaflet with 2-page reply paid feedback form Outlines key project information, drivers and benefits	Draft text by 7 November 2019 Print by 21 November 2019 (4 week lead in time) Distribute by 2 December 2019 (1 week lead in time)	Jacobs to draft content from EP Plan and Scheme, manage design, print and distribution TfWM to design inhouse WMCA/TfWM to help provide content Edmund Salt (WMCA) to approve	<i>Excludes people time</i> Design - £ Print - £ Distribution - £
Website text	Draft website text in line with key messages and consultation leaflet	Draft text by 21 November 2019 Upload by 1 December 2019	Jacobs to draft content from EP Plan and Scheme, manage upload to TfWM website Edmund Salt (WMCA) to approve	<i>Excludes people time</i> Design - £
Consultation questionnaire	Draft consultation feedback form with 2-page reply paid	Draft text by 12 November 2019 Print by 21 November 2019 (4 week lead in time) Distribute by 2 December 2019 (1 week lead in time)	Jacobs to draft, manage design, print and distribution WMCA/TfWM to help provide content Edmund Salt (WMCA) to approve	<i>Excludes people time</i> Design - £ Print - £
Poster	Draft poster to be put up in local venues, on buses etc Use on buses, bus stops, and show in deposit points (Travel Information Centres, LA reception area and libraries)	Draft text by 7 November 2019 Print by 21 November 2019 (4 week lead in time) Distribute by 2 December 2019 (1 week lead in time)	Jacobs to draft, manage design, print and distribution WMCA/TfWM to help provide content Edmund Salt (WMCA) to approve	<i>Excludes people time</i> Design - £ Print - £

Press release	Draft press release – local and trade - raising awareness of consultation events and opportunity to get involved	Draft text by 20 November 2019 Plan dates to send out by 5 December 2019	TfWM to draft WMCA/TfWM to help provide content Edmund Salt (WMCA) to approve	<i>Excludes people time</i>
Social Media	Draft and plan social media raising awareness of consultation events and opportunity to get involved	Draft text by 20 November 2019 Plan dates to send out by 5 December 2019	TfWM to draft Project Design Team to help provide content Edmund Salt (WMCA) to approve	<i>Excludes people time</i>
Launch formal Consultation Period	Formal consultation goes 'live' for 8 weeks (excludes 'pause' for Christmas period)	9 December 2019 to 3 February 2020	WMCA spokesperson (TBC) to launch formal consultation, Jacobs to monitor progress and support with enquiries working with WMCA/TfWM Check deposit points half way to check if require more materials	<i>Excludes people time</i>
Data inputting and coding	Input paper questionnaires	Start inputting January 2020 – ongoing Code on receipt of 10 email/letter submissions	Jacobs to input and develop coding frame Jacobs CRAV to approve WMCA final sign off	<i>Excludes people time</i>
Data Analysis	Analysis of consultation responses and additional email/letter submissions	Start inputting January 2020 – ongoing Code on receipt of 10 letters	Jacobs to input and develop coding frame Jacobs CRAV to approve	<i>Excludes people time</i>
Reporting	Draft of consultation report	February/March 2020	Jacobs to draft Consultation report Jacobs CRAV to approve and include WMCA/TfWM	<i>Excludes people time</i>

Appendix D Summary GDPR Statement

The West Midlands Combined Authority (WMCA) is a data controller in terms of the Data Protection Act. We have a legal duty to protect any information we collect from you. When you submit information to us, it is treated in confidence and in accordance with data protection principles.

We will use your personal information for a number of purposes including the following:

- To record accurately and analyse any questions you raise during consultation or feedback you have provided in response to this consultation;
- To report on our consultations, setting out what issues have been raised and how we have responded to that feedback (individuals will not be identified in any such reports).

Information from which you can be identified will only be used by us, our agents and service providers, and will not be disclosed or shared unless we are obliged or permitted by law to do so. The lawful justifications for collecting and using your personal information are that it is necessary in the public interest and also for our legitimate interests, to ensure the consultation process, analysis and reporting are accurate, informative, and carried out fairly and lawfully.

For more information about what we do with personal information [please see our privacy notice.](#)

This page is intentionally left blank



Transport Delivery Committee

Date	4 November 2019
Report title	Sprint Progress update
Accountable Chief Executive	Laura Shoaf, Managing Director, TfWM 0121 214 7444 laura.shoaf@tfwm.org.uk
Accountable Employee	Angela Hosford, Head of Sprint, TfWM 0121 214 7168 angela.hosford@tfwm.org.uk
Report has been considered by	Sprint Member Reference Group

Recommendation(s) for action or decision:

Transport Delivery Committee is recommended to:

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

1. Purpose

- 1.1 To provide an update on the progress of the Sprint programme.

2. Background

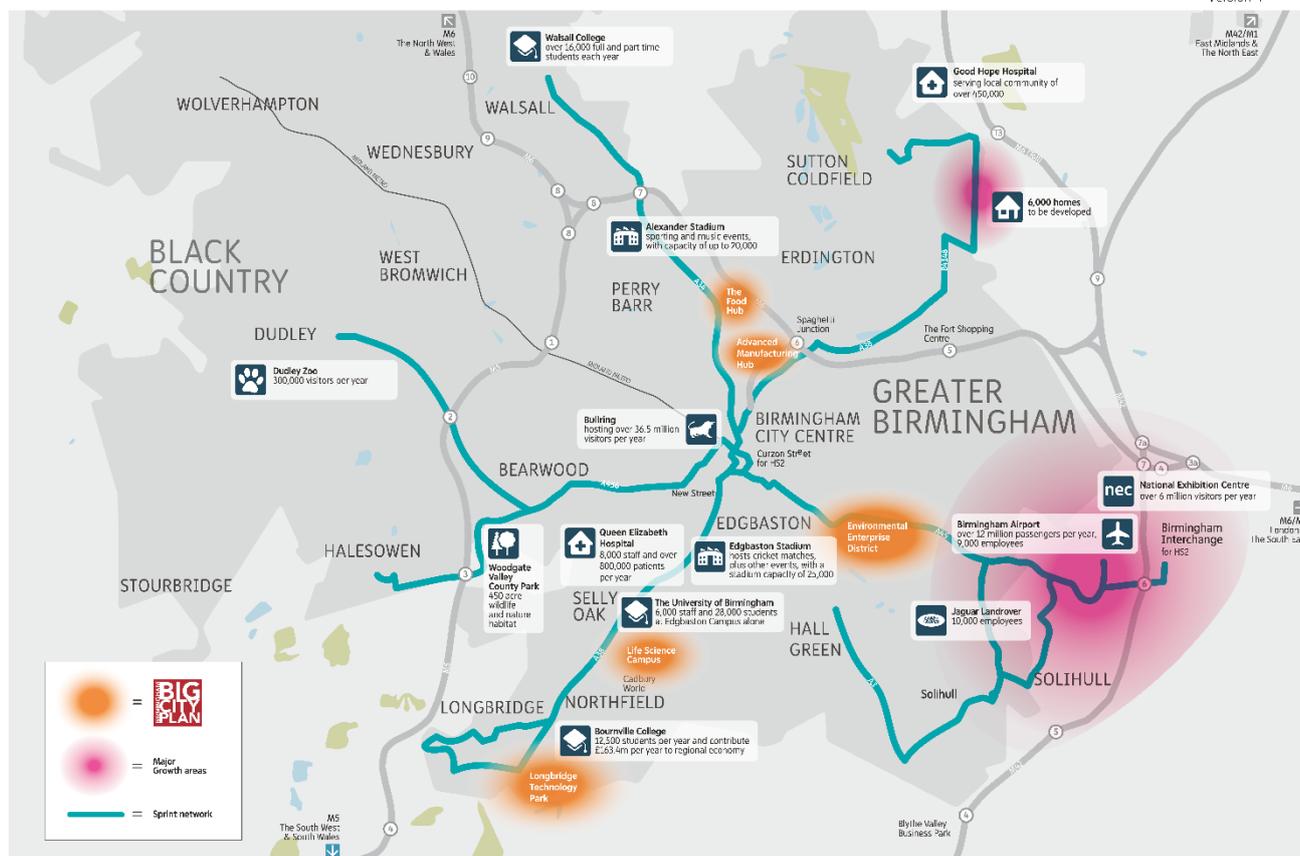
2.1 Subject to Business Cases and Local Authority Cabinet approvals, Sprint will form a network of 7 routes as agreed by the West Midlands Combined Authority Board in February 2017. In the main, these schemes will be funded through the West Midlands Combined Authority's (WMCA) Investment Programme. This devolved funding supports the High Speed 2 (HS2) Growth Strategy and in particular

the transport schemes established within the HS2 Connectivity Package. These schemes will enable the region to maximise benefit from the economic investment and growth that HS2 will bring to the region.

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

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

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



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

3. Scheme status

3.1 The Sprint schemes as set out in the HS2 Connectivity Package schemes have Strategic Outline Cases which have been through the WMCA’s Assurance Framework. The Full Business Cases

for the A34 and A45 schemes are now going through WMCA's approval process for FBC – please refer to Section 7, Critical path.

3.2 The following schemes are also noted in the Commonwealth Games (CWG) Transport delivery package (approved December 2017):

- A34 Walsall to Birmingham
- A45 Birmingham to Airport and Solihull
- Sutton Coldfield to Birmingham via Langley bus priority (SBL)

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

3.4 Construction of the A456 works will take place between December 2019 and May 2020, and will be delivered by Midland Metro Alliance (MMA) as part of the complementary highway works identified in support of the Metro Edgbaston extension scheme.

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

4.1 On the 15 July 2019 it was announced that the A34 and A45 Sprint routes will be delivered in two phases. This decision was announced in the Sprint March 2019 report for the SBL scheme.

4.2 The A34 Sprint route from Birmingham City Centre to a proposed Park & Ride site at Junction 7 of the M6 will be delivered by the end of 2021. This will provide more time to explore the detailed design options of the Walsall section and ensure the maximum benefits can be achieved on this popular corridor for bus travelers. The Walsall section of the route will be delivered by the end of 2022.

4.3 On the A45 Sprint route the section from Birmingham City Centre to Birmingham Airport will be completed by the end of 2021. Further assessment of the extension to Solihull Town Centre are being undertaken. The Solihull section of the route will be delivered by the end of 2022.

A34 Walsall to Birmingham

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

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

A45 Birmingham Airport and Solihull to Birmingham City Centre

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

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

Sutton Coldfield to Birmingham via Langley

4.5 The First Phase of the scheme will be complete by 2022, with the aim of providing more reliable services for existing bus users, as well as for the first occupants of the nearby Langley and Peddimore developments. These proposed sections of the route were met with a positive reaction during consultation.

The sections above include:

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

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

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

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

5. Park and Ride

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

6. Engagement

6.1 During consultation from August – October 2018, the schemes were largely well received and supported;

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

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

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

6.2 TfWM provided a further public update on progress of schemes in March 2019, which built upon the consultation outcomes and explained next steps.

6.3 In September 2019 Liquid, a Public Relations, design and marketing consultancy, were appointed to support with the delivery of communication and PR activities. This provides additional resource and enables a consistent, proactive and strategic approach across the routes.

6.4 Additional engagement events have been held where design changes have been made. An event for Lyndon and Elmdon residents took place in March and May, which discussed use of the service roads in the area. Further targeted engagement events for the A45 route are proposed before the end of 2019.

6.5 From 23-26 September drop-in sessions were held showcasing the design changes between Perry Barr and the Scott Arms of the A34 route. The new designs retain a significant amount of residential parking in this stretch, including through use of building parking into the verge. Further engagement will be arranged for the A34 route, including the Walsall and Sandwell sections.

7. Critical path (approvals)

7.1 Schemes will be assured through the WMCA. The Full Business Cases (FBC) for the A34 and A45 were taken to the Technical Appraisal Panel on the 2 October. Comments are being addressed before the FBCs are taken to the Investment Advisory Group on 4 November.

7.2 In addition Cabinet approvals will be required for the FBC's for each authority. For the CWG noted transport schemes, it is anticipated that the approval of the local Cabinet leads are required to progress to delivery. We are working with LA's on cabinet dates and anticipate that these will take place before the end of the year.

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

8. Early Contractor Involvement (ECI)

8.1 In February 2019, Sprint's Programme Board approved the approach of using Balfour Beatty for early ECI to assist in the detailed design of the three priority schemes. The ECI period was facilitated through the Midlands Highways Alliance (MHA), which TfWM signed up to in early 2019. Balfour Beatty who are the regional contractor for ECI on this framework were commissioned for a 10 week piece of work, which concluded in May 2019.

8.2 The programme ran a tender exercise using MHA PSP3 model project for full ECI through to construction delivery. Morgan Sindall were appointed and commenced second stage ECI on the 4th June. Due to issues with contractual terms, we have been unable to process a full construction contract award with Morgan Sindall at this time, and instead will be running a mini comp through the MHA framework using terms preferential to a contract of this nature. This will be undertaken in October, with a view to selection and award early 2020.

9. Enhanced Partnership update

9.1 To support implementation of Sprint, WMCA are developing an Enhanced Partnership Plan and Scheme in partnership with Operators and Local Authorities. This approach was agreed by the WMCA Board in June 2019 with approval of the Plan and Scheme delegated to TDC. There is a separate paper provided on the Enhanced Partnership to be discussed at 4th November TDC.

10. Focus of activities for end 2019/early 2020

- Scheme design – Complete detailed design, including early contractor involvement and tender documents for CWG schemes will likely be pursued through the Midlands Highways Alliance framework contract.
- Business case approval - Approval for FBC for A34 and A45 deliverables in winter 2019/2020
- Operator procurement – We expect formal commitment from at least one Operator at the same time as the Enhanced Partnership Plan and Scheme is entered into – expected March 2020.

- Vehicle procurement – Vehicle Procurement will be undertaken by the Operator and is expected to commence around 30 days following signature of the Enhanced Partnership Plan and Scheme and any associated agreements.
- Assurance – LHA Cabinet approvals, including support for design and delivery of CWG schemes. WMCA approvals as noted within Section 7, Critical path.
- Contractor procurement (construction works)
- Additional resourcing for programme to support construction delivery, including three Assistant Project Managers, and an additional support for pipeline schemes.
- Shelter call off orders for each route will follow confirmation of shelter configuration at each site expected by the end of 2019.

11. 2026 Sprint Schemes

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

11.2 Resource constraints, and a focus on the three priority Sprint routes, has delayed additional development for the Hall Green to Interchange via Solihull, and Longbridge to Birmingham Sprint routes. The initial feasibility studies for these schemes complete in 2017 and detailed feasibility studies are expected to be commissioned in 2020. These schemes are forecast to be delivered by 2026, in line with the HS2 Connectivity Package.

12. Sprint Member Reference Group

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

12.2 Invitees of the Sprint Member Reference Group are Cllr Tim Huxtable, Cllr Ted Richards, Cllr Richard Worrall, Cllr Keith Linnecor, Cllr Kath Hartley and Cllr Chaman Lal.

13. Site visits

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

- Installed shelter on A45 inbound prior to Heybarnes circus – Site visit in winter 2019. We would be happy to host a visit to the shelter prototype w/b 4th November.
- A456 advanced works – Site visit March 2020 to review progress of works onsite.

14. Legal Implications

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

15. Finance Implications

15.1 There are no financial implications as a result of this overall update report.

Approved funding to date for the priority routes is noted in the table below:

Sprint Scheme	Priority scheme funding approved to date £M		
	WMCA	Other 3 rd Party	TOTAL
A45 Airport and Solihull	8.10	1.37	9.47
A34 Walsall to Birmingham	8.20	3.10	11.30
Sutton Coldfield to Birmingham via Langley	1.23		1.23
Hagley Road Phase 1	2.40	5.45	7.85
TOTAL	19.93	9.92	29.85

15.2 All Sprint schemes within the HS2 Connectivity Package have at least Strategic Outline Case approval.

16. Media Implications

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

17. Equalities implications

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

18. Inclusive growth implications

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

19. Geographical area of report implications

19.1 Detail of geographical area covered by scheme included within this report.

20. Schedule of Background reports

20.1 Published reports, including;

- Consultation response reports (December 2018) – A45, A34, SBL
- progress update report (March 2019) – A45, A34, SBL
- newsletter updates (July) – A45, A34, SBL
- Perry Barr scheme update brochure (Autumn 2019)



Transport Delivery Committee

Date	4 th November 2019
Report Title	Save-A-Space – Proposed Booking Payment Trial
Accountable Director	Pete Bond, Director of Integrated Network Services
Accountable employee(s)	Richard Mayes, Head of Park & Ride (interim) Babs Spooner, Head of Park & Ride
Report has been reviewed by	Verbal update previously provided to Rail & Metro and Putting Passengers First Lead Members Groups

Recommendation(s) for action or decision:

The Transport Delivery Committee is recommended:

1. To endorse the implementation of the next stage of the Save-A-Space trial, in accordance with this report.
2. To note that, as part of this next stage of the trial, customers will be able to pay for the added convenience of booking a premium product, which is above and beyond the free to use spaces provided at the selected sites.
3. To note that a report detailing the results of the trial, including a review, will be submitted back to Transport Delivery Committee following completion of the trial which will detail the next steps.

1.0 Purpose

- 1.1 The report sets out progress to date with Save-A-Space and the proposed next steps regarding a booking payment service, which would mean self-selecting customers paying for the additional service of reserving a specific a space within the existing trial programme, rather than arriving in the car park and occupying a free to use space.
- 1.2 The report clarifies that this trial is not a change to policy regarding customer charging at Park & Ride sites, but that it is a trial around a discretionary booking payment service to reserve a premium space that can potentially improve the customer offering at our sites, through delivering benefit to them, in particular those who cannot park earlier in the day.

2.0 Background

- 2.1** Transport for West Midlands provides 8805 rail park and ride car parking spaces across 67 car parks at various West Midland rail stations. With the opening of new car parks at Longbridge and Bradley Lane in the coming months we will be adding a further net 719 spaces. Against this background demand for car parking still outstrips the numbers we have available. All of our current car parks are full by 0800 every weekday morning except for Bescot and Bromsgrove. Even these two car parks are seeing growth in customers so even these car parks are likely to be full in the next few years.
- 2.2** Against all of this demand customer satisfaction in rail car parking provision is only at 60% despite being free and being built to higher standards than is the industry norm for safety and security. (This figure is based on the latest national Transport Focus rail industry survey that was conducted in spring 2019). Our own surveys of rail car park customers always show the driver in customer dissatisfaction in our car provision is lack of availability of car parking at our rail station car parks.
- 2.3** TfWM has been trialling an app based parking bay reservation system called Save-A-Space since November 2017 and there are currently 35 spaces available through this system across the estate. These spaces are in premium locations in the car parks, close to the station entrance and/or car park exit. The trial is being conducted in partnership with technology company Accelogress following a successful Innovate UK funding bid.
- 2.4** As part of the trial, five standard bays have been made available for reservation at Four Oaks, Rowley Regis, Longbridge and Tile Hill. A small number of car share bays can also be reserved at Rowley Regis (5) and Longbridge (4).
- 2.5** With the temporary closure of Longbridge for rebuilding we moved these spaces to the adjacent Northfield station where we have increased the number of spaces to 15. This has proved to be an instant success with customers with all spaces booked out regularly on every weekday.
- 2.6** The scheme has been piloted with 200 customers and has been very successful. More than 4,700 successful bookings have been made since the start of the trial, and bays are regularly now fully booked on weekdays. 96% of customers have made repeat bookings, and we have received significant positive feedback.
- 2.7** Nearly 1,200 people are signed up for participation in the scheme. With 200 of these having been accepted into the trial, approximately 1,000 are on the waiting list. It is interesting to note that growth in sign up has continued strongly despite no marketing and no people being added to the trial since spring 2018.
- 2.8** Indications are that the Save-A-Space concept will work at other stations and, on 14th October we started to publicise that we are going to launch the scheme at Stourbridge Junction and Whitlocks End stations as a free service from November 2019. This will take the number of Save-A-Space bays across the estate to 79.
- 2.9** Within 24 hours of making this public we had had nearly 200 customers from these car parks signed up for the scheme. Experience from the other stations are that many of these are likely to turn into regular customers of the scheme.

2.10 The element that we now want to test is that whether customers are prepared to pay for the booking provision and thus demonstrate the value they put on the service.

3.0 Rationale for the trial development

3.1 The development of the existing trial does not equate to a change in policy, but rather provides a unique opportunity, on a controlled and manageable scale, to help inform the direction of future car park policies.

3.2 This will provide information regarding travel and demand patterns, across a small number of customers, with the opportunity to further question those signed up to trial based on their experiences.

3.3 Data gathered will be crucial in understanding how best to alleviate the issues experienced across the car park estate, where customers are unable to park after 0800 at most sites due to their reaching capacity.

3.4 The trial will provide customers with the choice of travelling in a more flexible manner, through a booking payment service, in a way that has not been seen thus far in the West Midlands, and will present the opportunity for spaces to be used in the way individuals want, rather than the way in which they are forced to behave due to capacity constraints.

3.5 A trial is also currently being considered for Bromsgrove, prior to any further discussions around wider car park customer charging. This trial would have the benefit of seeing how customers respond in a car park where charging is already present, and would give the ability to test the market in the charged environment for a premium service offering.

3.6 The service requires a degree of financial support to sustain its operation, and thus far this has been implemented utilising Innovate UK funding and internal budgets. This booking payment trial gives the opportunity for the scheme to be continued in its trial form in a potentially cost neutral position to TfWM and WMCA. This supports the approved policy to make Park & Ride as self-sustaining as possible and the WMCA endorsement to consider charging and booking to improve how Park & Ride is managed.

4.0 Proposed booking charges

4.1 The current free Save-A-Space 35 space service runs at a virtually 100% occupancy on weekdays with minimal usage on Saturdays, Sundays and Bank Holidays. Assuming no usage on the 8 bank holidays a year and 52 Saturdays and Sundays this gives us a current average occupancy of 70% a week over a 12 month period.

4.2 The trial gives the opportunity to test reactions to a charging scenario within the confines of a small group of registered customers.

4.3 Estimates on revenue generation have been based on a cautious assumption of an average of 30% of spaces being occupied across 365 days, although it is anticipated that this percentage will be much higher given the demand for the service thus far and the high occupancy of other rail operator owned car parks near the WMCA where customers pay to park. Our current free service is available 7 days a week

but there is very little usage of the service on weekends or bank holidays when overall demand for parking is much less across all of our car parks. This takes into consideration:

- Current occupancy levels on both weekdays and weekends / bank holidays with a reduction due to lower demand as a result of a charge being applied;
- Current subscription numbers;
- Time required for demand to grow from the start of the trial; and
- Feedback from customers.

- 4.4** A number of different options regarding numbers of spaces in the scheme, based on a £3.60 per day booking fee, have been considered. The rationale for setting a £3.60 booking fee initially is that the current recommended turn up and go parking fee for Longbridge is proposed to be set at £3.00, and this service guarantees a parking space. This figure will be reviewed and amended as required during the trial, in accordance with activity displayed and insight gained. We note that there is a risk around VAT being chargeable which would reduce the net income to the Authority to £3.00 from a £3.60 charge, in the initial stages.
- 4.5** Payment for the service would be via credit or debit card through the app / website. The provider would be asked to resolve all processing issues to enable the Authority to reconcile payments and assure a low cost, compliant procedure.
- 4.6** Taking the service any wider than an initial trial would look for the scheme to be integrated into the Swift payment systems, to enhance the customer experience and to integrate with other products available through Swift. Discussions on how this can be achieved have already started but would be only be considered further in the event that trial is successful.
- 4.7** It is proposed that the payment will be made up of a £1.80 booking charge and a £1.80 reservation fee. If a customer cancels their space within 24 hours of making a reservation AND prior to 24 hours of their booking they will receive a full refund. If a cancellation is made after 24 hours of the reservation being made OR within 24 hours of the booking commencing, then only the reservation fee will be refunded, potentially as a credit on the customer account. Finance will be fully involved in discussions around process to ensure that adequate reconciliations can be performed.
- 4.8** This will ensure that TfWM does not have to pay any administration or transaction costs for refunds and should deter speculative bookings to reserve a space. It should also incentivise cancellations if a customer no longer needs a bay so that it can be reallocated to another customer. If a customer is unable to honour their booking due to issues outside of their control e.g. rail disruption, it is proposed that they are refunded.
- 4.9** Experience has shown that to roll out further Save-A-Space locations there is a need to undertake a customer awareness campaign to not only to inform about the scheme but to get customers sign up. This takes the form of posters, banners, post card leaflets on cars and the use of social media, and will help us convey our message and the customer benefits on offer.

5.0 Review

5.1 Prior to commencement of trial, there will be agreement regarding success criteria and review points.

5.2 The success criteria will be around:

- Customer satisfaction and feedback;
- Level of booking and daily space occupancy;
- Positive impact on those currently unable to park due to the time they can reach the station e.g. shift workers/parents with child drop off requirements;
- Changes to journey times/patterns on people using the service (which could potentially assist with heavy demand for train and tram services during a currently condensed peak, impacted by the need for people to park by 07:30 at many sites);
- The trial being self-sustaining financially;
- The processes being developed to ensure they are as cost efficient as possible and resolve all financial risks; and
- The value people place on the ability to pay to reserve a premium space.

5.3 Data will be reviewed monthly during the trial in order that decisions can be made, where necessary, to react to customer demand.

5.4 A full report will be brought to TDC, with findings from the charged trial, prior to any decisions regarding the long term potential or otherwise of the scheme.

6.0 Next steps

6.1 It is proposed that the charged trial is introduced across the 79 Save-A-Space spaces in TfWM car parks from late 2019 / early 2020 and that communication and engagement with customers and stakeholders (including customer facing railway staff at the stations who may be likely to field queries in the first instance) will take place in the preceding month.

6.2 It is also proposed that a further 5 spaces are introduced to Bromsgrove, in order to establish the response to the booking system in a car park for which a parking charge is already levied.

6.3 A full understanding of data that needs to be gathered (as referenced in 5.3) before, during and after the trial will be gained.

7.0 Financial implications

7.1 The fixed costs associated with the trial are expected to be a maximum of £24,000 but are anticipated to be much lower. This is in addition to the costs identified at

section 4.9. Adequate budgets exist for both within existing TfWM resources to meet these costs.

- 7.2** At £3.60 per use, providing a £3.00 return after VAT, the trial would breakeven at 30% usage on 79 spaces. Any income in excess across this small selection of sites will be invested in further roll out of the scheme or serve to reduce the net cost of the park and ride estate; although for the duration of the trial net income is not expected to be material.
- 7.3** There are details which TfWM will need to develop before the booking payment pilot is rolled out to the selected sites including issues around VAT, refunds and the price point. Adequate consideration will be given to these issues and sufficient budget exists to allow appropriate professional advice to be given to the Finance Director to be assured of minimising risks in this area. These have been captured on the project risk register and will be monitored throughout the pilot and considered alongside other learning at the end of the project period.
- 7.4** One of the areas of clarification is whether the income would have to be ring-fenced. This will be covered off in the pilot period by ensuring any income in excess of cost is kept for improvements on the parking sites or reduction of the net cost of the park & ride estate. This needs to be given due consideration in the pilot period for any further rollout.

8.0 Legal Implications

In the event of the pilot scheme being extended then it will be necessary to seek legal support to formalise any ongoing contractual arrangements. Any contracts awarded must be in line with all procurements regulations and procedures.

TRANSPORT DELIVERY COMMITTEE

COMMITTEE MEETING		REPORT AND AUTHOR	AGENDA SETTING MEETING	
<i>Date of Meeting</i>	<i>Date Final Reports to be submitted to Governance Services</i>		<i>Date of Meeting</i>	<i>Date Reports to be submitted to Governance Services</i>
6 January 2020	19 December	<ul style="list-style-type: none"> • Financial Monitoring Report (Linda Horne) • Capital Programme Delivery Monitoring Report (Sandeep Shingadia) • Rail Business Update (Tom Painter) • Fares and Payment Strategy (Matt Lewis) • Cycling Charter Progress Update (Hannah Dayan) • Presentation : Ring and Ride – National Express (Pete Bond) • LMRG Annual Report- Safe and Sustainable Travel (Hannah Dayan) • LMRG Annual Report – Rail and Metro (Tom Painter/Sophie Allison) 	16 December	11 December

TRANSPORT DELIVERY COMMITTEE

COMMITTEE MEETING		REPORT AND AUTHOR	AGENDA SETTING MEETING	
<i>Date of Meeting</i>	<i>Date Final Reports to be submitted to Governance Services</i>		<i>Date of Meeting</i>	<i>Date Reports to be submitted to Governance Services</i>
10 February 2020	30 January	<ul style="list-style-type: none"> • Bus Alliance Update (Edmund Salt) • Enhanced Partnership for Sprint (Edmund Salt) • LMRG Air Quality, Congestion and Sustainability Annual Report (Jake Thrush) • LMRG Finance and Performance Annual Report (Louise Cowen) 	27 January	22 January
16 March 2020	4 March	<ul style="list-style-type: none"> • Financial Monitoring Report (Linda Horne) • Capital Programme Delivery Monitoring Report (Sandeep Shingadia) • Bus Business Update (Edmund Salt) 	2 March	26 February

TRANSPORT DELIVERY COMMITTEE

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

This page is intentionally left blank