

Transport Delivery Committee

Date: Monday 16 March 2020

Time: 1.00 pm **Public meeting** Yes

Venue: Room 116, 16 Summer Lane, Birmingham B19 3SD

Membership

Councillor Kath Hartley (Chair)	Birmingham City Council
Councillor Richard Worrall (Vice-Chair)	Walsall Metropolitan Borough Council
Councillor Timothy Huxtable (Vice-Chair)	Birmingham City Council
Councillor Pervez Akhtar	Coventry City Council
Councillor Shaheen Akhtar	Sandwell Metropolitan Borough Council
Councillor Samiya Akhter	Sandwell Metropolitan Borough Council
Councillor Robert Alden	Birmingham City Council
Councillor Adrian Andrew	Walsall Metropolitan Borough Council
Councillor Mohammed Fazal	Birmingham City Council
Councillor Mary Locke	Birmingham City Council
Councillor Celia Hibbert	City of Wolverhampton Council
Councillor Diana Holl-Allen	Solihull Metropolitan Borough Council
Councillor Les Jones	Dudley Metropolitan Borough Council
Councillor Chaman Lal	Birmingham City Council
Councillor Roger Lawrence	City of Wolverhampton Council
Councillor 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	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.	Enhanced Partnership Plan and Scheme - Update	Edmund Salt	9 - 106	
9.	Presentation : Coventry City of Culture 2021 - Transport Update	Jo Shore/Nick Wilcox, Coventry CC	None	
10.	Presentation : Birmingham Transport Plan	Mel Jones, Birmingham CC	None	
11.	Financial Monitoring Report	Linda Horne	107 - 118	
12.	Capital Programme Delivery Monitoring Report	Sandeep Shingadia	119 - 126	
13.	Bus Business Update	Richard Hardman/Richard Mayes	127 - 136	
14.	Notices of Motion To consider any notices of motion by the deadline of 12 noon on 12 March 2020.	Chair	None	
15.	Questions To consider any questions submitted by the deadline of 12 noon on 12 March 2020 for written questions and 12 noon on 13 March 2020 for oral questions.	Chair	None	

16.	Forward Plan	Chair	137 - 138	
17.	Date of Next Meeting - 8 June 2020		None	
18.	Exclusion of the Public and Press [To pass the following resolution: That in accordance with Section 100A4 of the Local Government Act 1972, the press and public be excluded from the meeting during the consideration of the following items of business as consideration of the following items of business as they involve the likely disclosure of exempt information relating to the business affairs of any particular person (including the authority holding that information)]	Chair	None	
19.	WMCA Board Transport Reports (for information only)	Laura Shoaf	To Follow	

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Transport Delivery Committee

Monday 10 February 2020 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 Adrian Andrew	Walsall Metropolitan Borough Council
Councillor Diana Holl-Allen	Solihull Metropolitan Borough Council
Councillor Chaman Lal	Birmingham City Council
Councillor Mary Locke	Birmingham City Council
Councillor Ted Richards	Solihull Metropolitan Borough Council
Councillor Alan Taylor	Dudley Metropolitan Borough Council

Item Title No.

74. Apologies for absence

Apologies for absence were received from Councillors Fazal, Jones, Lawrence, Linnecor and Welsh.

75. Chair's Remarks

UK Bus Summit – 6 February 2020

The Chair reported back from the UK Bus Summit that she and Councillor Taylor had attended the previous week. The Chair undertook to circulate copies of the presentations from the summit in due course.

76. Minutes of the last meeting

The minutes of the meeting held on 6 January 2020 were agreed as a correct record.

77. Action Tracker

The Chair reported that in relation to minute number 63, Rail Business Report, she was waiting for information to be provided on the funding position for Darlaston and Willenhall Stations. With regards to minute 65, the Chair asked to be provided with the names of the unsuccessful applicants to the Better Streets Community Fund.

Resolved: That the report be noted.

78. Matters Arising

Minute No.59 Correspondence/Petitions.

Further to consideration of a petition report at the last meeting regarding the A435 Alcester Road/Moseley Road and Highgate Middleway Bus Revitalisation Project, the Senior Development Manager, Danny Gouveia was in attendance to update the committee on the scheme; a copy of the report was circulated prior to the meeting.

The committee noted that the scheme consulted upon included the removal of six trees through Balsall Heath although it was hoped that three trees could be retained through mitigation measures.

The Senior Development Manager advised the committee that a change to the project design had been made following further development work which would necessitate the removal of further trees. Two options were presented ; one requiring the removal of two additional trees (compared to that presented to TDC in January) and another requiring removal of two additional trees. Depending on the option taken forward following further detailed design work, there would be a maximum loss of five mature trees. It was noted that the proposed re-planting of 16 semi-mature street trees and further soft landscaping would remain sufficient to mitigate the tree impact.

The Chair reported that the Lead Petitioner had been provided with a copy of the report to update them on the current position.

Resolved:

1. That the petition submitted by Birmingham Friends of the Earth and considered by the committee on 6 January be noted;
2. That a change to the project relating to tree removal and its associated interaction with the petition report be noted and
3. That a final decision to proceed with the project would be retained by Birmingham City Council as Local Highway Authority by the Cabinet Member for Transport and the Environment through a Cabinet report be noted.

79. Correspondence/ Petitions

None received.

80. Bus Alliance Update

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

The Chair and Lead Member for Putting Passengers First introduced the report and informed the committee of a disability awareness DVD developed by TfWM in conjunction with National Express, that has been used by several operators to help improve driver awareness and confidence in supporting passengers with a disability, both visible and non-visible.

The committee was shown a video on dementia awareness as part of the meeting would they found to be very useful and moving and considered the DVD could be used as a training tool for neighbourhood offices (see link below).

<https://www.networkwestmidlands.com/information-for/transport-accessibility/disability-awareness-dvd/>

In relation to the difficulty experienced by people with dementia in differentiating between the floor of a bus and the ground and whether the colour of the bus floor could be changed to help in this regard, the Network Development Manager reported that he would raise the matter with the Equalities and Human Rights Commission when they visit TfWM later this month.

The Network Development Manager, provided an update on paragraph 8 and 11 of the report, following the Bus Alliance Board meeting on the 5 February 2020. The Bolder Bus Alliance commitments would now be developed with partners for a public launch after May 2020, along with publishing the Achievements 2019.

In relation to the continued investment in new buses to tackle poor air quality in the region, Councillor Pervez Akhtar enquired whether the committee could receive a breakdown of the Euro VI emission standard buses and Platinum buses on the bus network on a district basis.

The Network Development Manager reported that he would provide the information on a route basis as many bus routes crossed district boundaries. He added that bus operators have made a commitment to get all buses to Euro VI standard by April 2021 through a combination of new buses and bus retrofit which would mean that the number of Euro VI buses on a particular route could be subject to change on a daily basis.

Resolved:

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

81. Air Quality, Congestion, and Sustainability Lead Member Reference Group Annual Report

The committee considered the Annual Report of the Air Quality, Congestion and Environmental Sustainability Lead Member Reference Group that provided an update on progress of the work of the group.

The Majority Vice-Chair and Lead Member for Air Quality, Congestion and

Environmental Sustainability, Councillor Worrall introduced the report that set out the terms of reference for the group, membership and the work plan for the year.

Councillor Worrall thanked Jake Thrush, Associate Policy Advisor for all his work in supporting the group and referred to their recent technical visit to Birmingham University (copies of the slide presentation were circulated to the committee prior to the meeting) which had been very informative.

Councillor Worrall also reported on a technical visit to Leicester on 25 March details of which had been circulated to the committee.

Resolved: That progress to date with the work of the Lead Member Reference Group for Air Quality, Congestion and Environmental Sustainability be noted.

82. Finance and Performance Lead Member Reference Group Annual Report

The committee considered the Annual Report of the Finance and Performance and Lead Member Reference Group.

The report set out the terms of reference for the Group, membership and provided an overview of the work programme of the Group during the 2019/20 municipal year.

The Chair and Lead Member for Finance and Performance, Councillor Pervez Akhtar conveyed his thanks to Linda Horne and Louise Cowen for their support to the Group.

The Chair commented on the key role played by this committee in scrutinising public money by regularly reviewing the Capital Programme Delivery Monitoring Report and Financial Monitoring Report.

Resolved: That the summary of the Finance and Performance Monitoring Portfolio activity in 2019/20 be noted.

83. Notices of Motion

None submitted.

84. Questions

None submitted.

85. Forward Plan

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

The following items were added to the agenda for the meeting on 8 June :

- Park and Ride Update and
- Commonwealth Games 2020 - TfWM Transport Schemes Update.

Resolved: That the report be noted.

86. Exclusion of the Public and Press

Resolved: That in accordance with Section 100A4 of the Local Government Act 1972, the press and public be excluded from the meeting during the consideration of the following items of business as they involve the likely disclosure of exempt information relating to the business affairs of any particular person (including the authority holding that information).

87. WMCA Board Transport Reports (for information only)

The committee considered four transport reports that would be considered by the WMCA Board on 14 February for approval.

The reports were submitted for information only.

Resolved: That the reports be noted.

The meeting ended at 3.35 pm.

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Transport Delivery Committee – Action Tracker

Meeting Date	Minute No.	Action	Officer	Completed
6 January 2020	63. Rail Business Report	TDC Chair asked for members to be updated on the funding position for Darlaston and Willenhall Stations.	Tom Painter	Briefing note on stations provided to TDC on 17 Jan – no additional info available on funding.
6 January 2020	65.Cycling Charter Progress Report	Chair to be provided with a list of all applicants (including unsuccessful applicants) to the Better Streets Community Fund.	Hannah Dayan	12 Feb- info provided by Hannah Dayan.
6 January 2020	65. Cycling Charter Progress Report	Hannah Dayan to investigate how e-bikes and batteries are secured at Yardley Wood Station and advise Cllr Huxtable.	Hannah Dayan	Investigations completed 13 Feb – no recommendations forthcoming from partners. To be considered for future parking developments.
10 February 2020	80. Bus Alliance Update	Edmund Salt to provide a list of Euro VI and Platinum bus on route basis to all TDC Members.	Edmund Salt	

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Transport Delivery Committee

Date	16 March 2020
Report Title	Enhanced Partnership Plan and Scheme – 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

Recommendation(s) for action or decision:

- To approve the Enhanced Partnership (EP) Plan and associated Enhanced Partnership Scheme (subject to the outcome of the Operator Objection Period) for public consultation.
- To note the outcome of the operator objection mechanism for the EP.
- To note the consultation strategy for the EP approved by TDC on 4th November 2019.

1.0 Purpose of Report

- 1.1 To provide an update on the development of the Enhanced Partnership Plan being developed for the West Midlands and associated Scheme covering the A34(north) and A45/Lode Lane corridors.
- 1.2 To seek approval from the Transport Delivery Committee to undertake formal (public) consultation on the Enhanced Partnership Plan and Scheme, following the successful outcome of the operator objection mechanism on the EP Plan and subject to a successful outcome for the EP Scheme.

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 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; and associated EP Schemes for the A34 (north) and A45/Lode Lane corridors. This was published on 17th July 2019 on the TfWM website. All local bus operators were also made aware of this notice and invited to participate in the formal discussions for the EP.
- 2.5 The formal discussions have been held, with the drafting of an EP Plan and an EP Scheme. The EP Plan is a high-level vision and objectives for bus services in the West Midlands. The strategic Vision for Bus provides a blueprint and starting point for the EP Plan to be discussed during the formal discussions. Through the formal discussions, it has been agreed by the partners to prepare one EP Scheme covering both the corridors of the A34 (north) and A45/Lode Lane.
- 2.6 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.
- 2.7 A notice was published on 20th December 2019 by TfWM (<https://www.tfwm.org.uk/operations/enhanced-partnership/>), giving operators until 24th January 2020 (at least 28 days as required by legislation), within which to make an objection to either the Plan and/or Scheme. TfWM must assess any objections using two criteria – if either is satisfied, it is a legal requirement that the consultation exercise on the Plan and Scheme cannot go ahead. TfWM did not receive any operator objections to the EP Plan or the EP Scheme.
- 2.8 Subsequently, a further review of the EP Scheme has been undertaken with partners. It has been agreed to undertake a further operator objection period on the EP Scheme. TfWM issued a further notice on 28th February 2020, giving the relevant local bus operators until 28th March 2020 to lodge a formal objection to the EP Scheme. Subject to the successful outcome of this EP Scheme operator

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

objection period, the EP Plan and associated EP Scheme can then proceed to formal (public) consultation.

3.0 Enhanced Partnership Plan and Scheme

- 3.1 Stakeholder engagement and consultation forms a critical component of decision making in the development of an EP Plan and Scheme. The Engagement and Consultation Strategy was approved by TDC on 4th November 2019.
- 3.2 Subject to being able to proceed, the formal (public) consultation will begin on 11th May 2020 and run for a 6-week period, ending on 21st June 2020. As part of the requirements set out in the Bus Services Act 2017, TfWM will carry out formal consultation on the EP Plan and Scheme, with at least the following statutory consultees:
- All local bus operators
 - Passenger organisations
 - Other local authorities affected by the proposals
 - Traffic Commissioners
 - Chief of Police for the West Midlands
 - Transport Focus
 - Competition and Markets Authority (CMA)
 - Any other such persons as WMCA sees fit.
- 3.3 The stakeholder mapping for any other such persons as WMCA see fit, is detailed in the consultation strategy for the EP, approved by the WMCA TDC on 4th November 2019. This includes, but is not limited to, blue light services, relevant businesses, transport groups, public sector equality duty and equality impact assessment groups.
- 3.4 Once the formal consultation has been completed, the next stage will be to inform all local bus operators of the intention to proceed, subject to the outcomes of the public consultation exercise.
- 3.5 The EP Plan and Scheme cannot be made if there are modifications made following the consultation exercise. If modifications are made, it will trigger another statutory 28-day operator objection mechanism. Once any further objection process has been completed and only if there are not sufficient objections to prevent the EP Plan and Scheme being made, or if there are no modifications required to the Plan or Scheme, WMCA can then make the Plan and Scheme, with relevant local highway authorities.
- 3.6 Transport Delivery Committee will be asked to approve the making of the final EP Plan and associated EP Scheme, post-public consultation. This will seek delegated authority to the WMCA Head of Governance, to legally seal the EP Plan and EP Scheme.
- 3.7 Once the EP Plan and Scheme have been made with the relevant local highway authorities (which includes the document signing); the local bus operators and other

relevant stakeholders including the Traffic Commissioner, will be informed within 14 days of the date the Plan and Scheme were made.

4.0 Local Highway Authority Approvals

- 4.1 During the development of the EP, the constituent authorities will be seeking to provide delegated authority from their own Cabinet to a Senior Officer in their authority for the signing to make the EP Plan and Scheme with WMCA, subject to a successful public consultation outcome.
- 4.2 Birmingham City Council provided approval for the EP Plan and associated EP Scheme at its Cabinet meeting on 17th December 2019.
- 4.3 City of Wolverhampton provided approval for the EP Plan at its Cabinet meeting on 19th February 2020.
- 4.4 Both Coventry City Council and Dudley Metropolitan Borough Council (MBC) will be seeking approval on the EP Plan. Sandwell MBC, Solihull MBC and Walsall MBC will be seeking approval of the EP Plan and associated EP Scheme during the public consultation exercise.

Action	Who	Dates
Issue Notice of Intention to Prepare an EP	TfWM	17 July 2019
Formal Discussions	TfWM, Constituent Authorities & Local Bus Operators	July to December 2019
Approval on Consultation Strategy	Transport Delivery Committee	4 November 2019
Issue a Notice that an EP Plan and EP Scheme have been prepared	TfWM	20 December 2019
Local Bus Operation Objection Mechanism Period (minimum 28 days)	Local Bus Operators	20 December 2019 to 23 January 2020
Sprint Approval	WMCA Board	14 February 2020
Issue a further Notice that an EP Scheme has been prepared	TfWM	28 February to 26 March 2020
Approval to Consult	Transport Delivery Committee	16 March 2020
Local Highway Authorities to seek approval to develop EP and delegate making the EP to responsible senior officer	Constituent Authorities	December 2019 to June 2020
Formal (Public) Consultation	TfWM	11 May to 21 June 2020

Consultation Outcomes and Approval to 'make' the EP Plan and EP Scheme	Transport Committee	Delivery	July 2020 (tbc)
Issue Notice to make the EP Plan and EP Scheme	TfWM		August 2020
EP Plan and EP Scheme Made (70 days after the Scheme has been made)	-		70 days after notice issued

5.0 Competition Test Part 1

5.1 A local transport authority can only make an EP if it satisfies the requirements of the Competition Test in Part 1 of Schedule 10 to the Transport Act 2000. The test is satisfied if:

- the scheme does not have or is not likely to have a significantly adverse effect on competition, or
- the effect it has on competition is proportionate to the achievement of one or more of the following purposes:
 - improving the quality of vehicles or facilities covered by the scheme;
 - securing other improvements to local services of benefit to their users;
 - reducing or limiting traffic congestion, noise or air pollution.

5.2 The EP is subject to the test in Part 1 of Schedule 10 to the Transport Act 2000. This test has three stages.

Part 1 Test – 3 Stages	West Midlands Combined Authority assessment
a) Is there or is there likely to be a significantly adverse effect on competition?	<p>We do not think that there is likely to be a significantly adverse impact on competition. We have reached this conclusion on the basis of our interpretation of Competition Law.</p> <p>In terms of fairness, we have fully completed the assessment to demonstrate why we think there is no significant adverse effect on competition.</p>
b) If Yes, is the LTA's involvement with a view to securing one or more of the three purposes specified (known as 'bus improvement objectives'), either: <ul style="list-style-type: none"> • to secure improvements in the quality of vehicles or facilities used to provide local services, 	<p>The implementation of an EP Plan for the West Midlands region (excluding the existing 3 AQPS) and an EP Scheme for the A34 (north) and A45/Lode Lane corridors is aimed at delivering improvements to bus services for passengers in a de-regulated bus market in readiness for the 2022 Commonwealth Games.</p>

<ul style="list-style-type: none"> to secure other improvements in local services, or to reduce or limit traffic congestion, noise or air pollution; 	<p>This is expected to secure improvements in local bus services and improved standards for Sprint bus-rapid transit services; improve the quality of vehicles used to provide local bus services; and improve vehicle emission standards (minimum Euro VI).</p>
<p>c) Is the effect on competition proportionate or likely to be proportionate to the achievement of that purpose?</p>	<p>We have reasonably concluded that the effect on competition is proportionate to the achievement of the purposes set out in the Second Stage and, therefore, the 'Part 1' test is met.</p>

5.3 All operators in the West Midlands will be part of the EP Plan, but only bus operators operating services in the EP Scheme area will be affected by the EP Scheme requirements. There are currently 6 bus operators in the EP Scheme Area operating local qualifying bus services. The EP Scheme requirements have been prepared in consultation with the affected local bus operators and local highway authorities.

5.4 All operators are likely to be affected by future vehicle standards that will apply to the EP Scheme, in the absence of improvements being made to their existing fleets. We have reasonably concluded this effect is proportionate to the achievement of bus improvement objectives through the following framework.

Framework	Assessment
<p>Will the EP Scheme's requirements on vehicle quality represent a barrier to competition in that not all operators will be able to meet these requirements?</p>	<p>All operators will be required to make improvements to their fleets, but this is concluded as proportionate for the achievement of the bus improvement objectives; as the West Midlands Combined Authority has declared a Climate Emergency² and the West Midlands Bus Alliance has committed to working towards all buses being at least Euro VI by April 2021 to reduce air pollution³.</p>
<p>Whether the EP Scheme's restriction on vehicle quality reduce the potential for competition on differentiated price/quality options to travellers?</p>	<p>The EP Scheme has considered smaller operators and set later dates for certain standards to be introduced (i.e. audio-visual).</p>
<p>Whether the restrictions of the EP Scheme will prevent new</p>	<p>The EP Scheme does not prevent new entries in direct competition with an existing EP operator, as</p>

² WMCA Board Meeting 28th June 2019: <https://governance.wmca.org.uk/documents/g221/Decisions%2028th-Jun-2019%2011.45%20WMCA%20Board.pdf?T=2>

³ WMCA Board Meeting 28th June 2019: <https://governance.wmca.org.uk/ieListDocuments.aspx?CId=137&MId=221&Ver=4>

entry in direct competition with the existing EP operations?	all the standards will apply to any operator (dependant on operator size) for the achievement of the bus improvements objectives.
Whether the restrictions of the scheme will prevent new entry by an operator planning to offer alternative services that partially overlap with the EP Scheme routes?	The EP Scheme has been designed to account for bus services only partially operating in the EP Scheme area and where operating a limited number of services, to ensure it does not restrict cheaper services for the public.
Whether the restrictions of the EP Scheme will prevent an existing operator from diversifying or innovating its services?	Exemptions for certain vehicle types are included so that the EP Scheme does not prevent an existing operator from diversifying or innovating its services.

5.5 It is deemed reasonable that the future standards that will be specified in the EP Scheme, to achieve the bus improvements objectives, are proportionate to achieving the aims and are acceptable.

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 Sprint and on-street bus infrastructure maintenance budgets and resources.

7.0 Legal Implications

7.1 It is noted that paragraph 2.8 (above) confirms that there have been no objections to EP Plan and or EP Scheme, although the EP Scheme is subject to another operator objection period; the requirements and timetabling of which are in line with provisions under the Bus Services Act 2017. Notwithstanding this, it should be noted that whilst most of the proposed infrastructure and WMCA/TfWM commitments relate to highway land or otherwise land over which appropriate property rights will be secured; the EP Scheme contains commitments on the part of WMCA/TfWM to deliver infrastructure on third party land. This relates to land in the control and or ownership of network rail ('NR') (at Birmingham International train station) and airport land (Birmingham International Airport) ('BHX').

7.2 Appropriate agreement(s) and rights will need to be agreed with NR and BHX as soon as reasonably possible, to allow delivery on WMCA/TfWM commitments given under the EP Scheme; in particular the delivery of such infrastructure by the 30th June 2022. Whilst it is anticipated that matters are being progressed and/or will be progressed both parties, there is a residual risk that there maybe delay in concluding discussions and any necessary agreements with both parties; which in turn could have a consequence on the commitments that WMCA/TfWM are providing. Legal will assist as necessary in order to facilitate such arrangements.

8.0 Equality Implications

- 8.1. 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.
- 8.2 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. Groups identified through the equality impact assessment will be consulted with as part of the consultation.

9.0 Inclusive Growth Implications

- 9.1 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.

10.0 Geographical Area of Report's Implications

- 10.1 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 proposed Scheme

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West Midlands Enhanced Partnership Plan

December 2019

Page 19



Transport for
West Midlands



West Midlands Combined Authority (WMCA) seeks to develop and promote a fully integrated transport system, where each public transport mode (rail, Metro, bus and demand responsive transport) contributes towards the overall objective of enabling all residents to have easy access to a range of services and facilities. Bus is central to this and an Enhanced Partnership offers a mechanism to help achieve the objective.

Drawing on Transport for West Midlands' Strategic Vision for Bus, this document fulfils the statutory requirements set out by the Bus Services Act 2017 of an Enhanced Partnership (EP) Plan for the West Midlands. Initially, this will facilitate the introduction of an EP Scheme for the first two Sprint corridors (A34 and A45) that have been prioritised to support the 2022 Commonwealth Games. However, over the Plan period, other potential EP Schemes may be put forward by Transport for West Midlands (TfWM), constituent authorities or bus operators and promoted through the West Midlands Bus Alliance.

Whilst significant progress in improving bus services is being achieved through the Bus Alliance and the Advanced Quality Partnership Schemes already in place in central Birmingham, Wolverhampton and Solihull, an Enhanced Partnership is considered the best way of ensuring that some of the more ambitious plans to transform bus travel are achieved. Amongst these are the Sprint bus rapid transit corridors, which will rely on investment both in vehicles (by operators) and infrastructure (by local authorities). The EP will place binding commitments on partner organisations to provide the necessary enhancements, as well as ensuring on-going provision of high-quality bus services.

In accordance with statutory requirements for an EP Plan, this document includes:

- Details of the area covered
- Factors affecting the local bus market
- A summary of passengers' experiences of using bus services and the priorities of users and non-users for improvements
- Trends in bus journey speeds and the impact of congestion on bus services
- Objectives that are sought for bus service provision
- Interventions needed to achieve the desired outcomes



Overview

The West Midlands has strong growth ambitions to improve productivity and the quality of life for everyone who lives and works in the region. The development of HS2, 2021 UK City of Culture in Coventry, and the 2022 Birmingham Commonwealth Games will help transform the region and drive investment, offering opportunities for the bus to play an important role in meeting existing and new travel demands.

Transport is key to economic growth, but traffic congestion can constrain this ambition. TfWM is supporting local authority partners and investing to develop a world-class integrated transport system that will allow seamless, convenient travel across the region, thereby reducing the need for journeys to be made by car.

In 2017/18, 71.9¹ million bus service miles were operated in the West Midlands by 26 bus operators. This represents the largest number of bus service miles for a metropolitan area in England (outside of London) and the largest commercially-provided bus network (66.5 million bus service miles). Some 5.4 million bus service miles operate with financial support from TfWM and local authority partners.

With its widespread coverage, bus plays a vital role across the region. The bus accounts for 4 out of 5 public transport journeys and remains the most important, adaptable and flexible mode, serving and supporting a better quality of life for West Midlands residents. The importance of the bus for access to employment is illustrated in Figure 1.

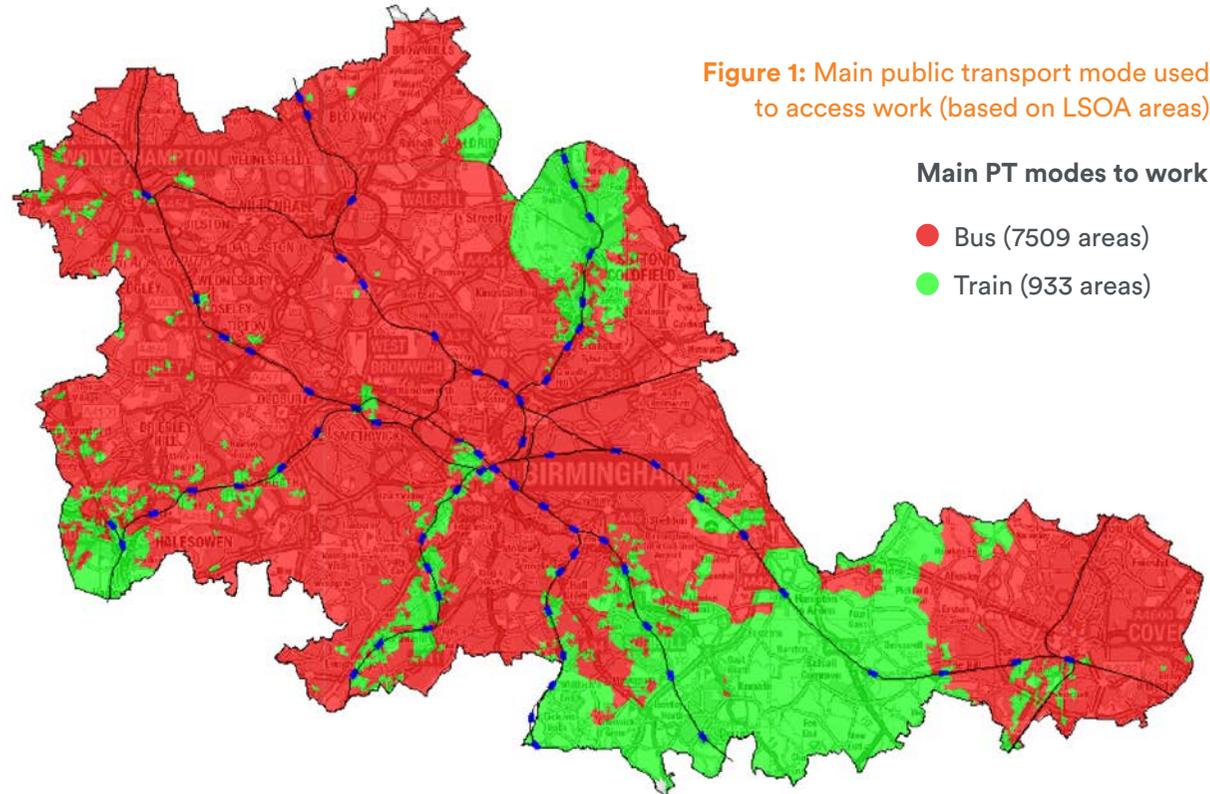


Figure 1: Main public transport mode used to access work (based on LSOA areas)

¹ DfT 2017/18, <https://www.gov.uk/government/statistical-data-sets/bus02-vehicle-distance-travelled>

Bus passengers' views

The 2018 Bus Passenger Survey, undertaken by Transport Focus, reported that overall satisfaction with bus travel in the West Midlands stood at 84%. While this demonstrates high levels of satisfaction, this was slightly below the levels in the equivalent metropolitan areas of West Yorkshire (85%) and Greater Manchester (87%) and somewhat lower than Merseyside and Tyne & Wear (both 91%).

66%
Bus driver
greeting/welcome



66%
Value for money
fare-payers only

82%
Journey time



84%
Overall journey



71%
Punctuality

84%
Availability of seating
or space to stand

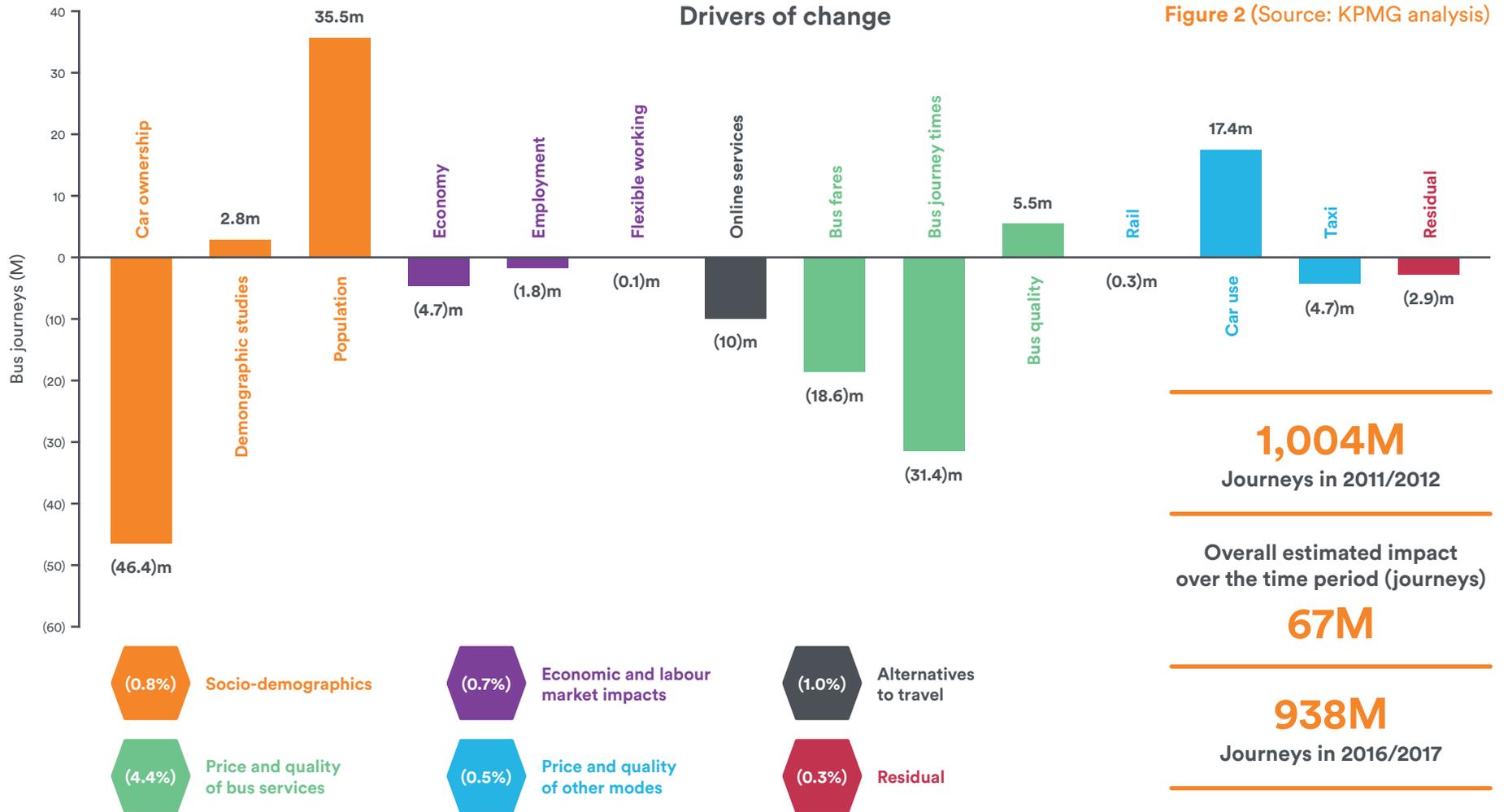


74%
Interior cleanliness
and condition

Influences on bus travel

Across the UK, bus use has been in general decline, mainly due to growing car ownership and use. However, in recent years, some areas or specific bus routes have seen growth.

Research into changing patterns of bus use (illustrated in Figure 2) suggests that about a half of the reduction in bus patronage can be explained by changing customer needs, particularly due to changes in car ownership and economic circumstances and the availability and acceptability of alternatives to travel, such as online services. Much of the remainder of the reduction in bus patronage is explained by increases in bus journey times (linked to increasing traffic levels) and rises in bus fares. In contrast, there are some factors that have helped to increase bus use, attributable to population growth and reduced car use.



Figures based on UTG member areas

Car ownership

In the West Midlands, over half of bus users have no access to a car and so rely on public transport for their travel needs. Where people have access to a car, their likelihood of using the bus reduces², from on average of 181 bus journeys per year to 55 (part access to a vehicle) and 14 (full access to a vehicle).

Figure 3: Car ownership in the West Midlands

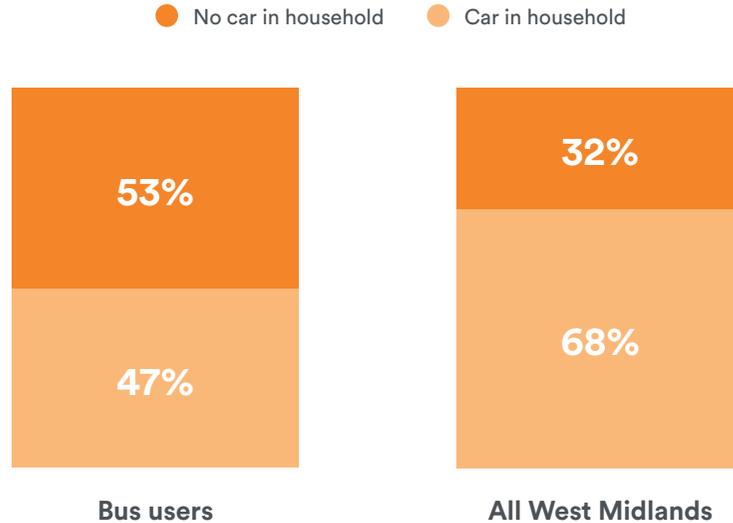


Figure 4: Car ownership usage and characteristics in the West Midlands



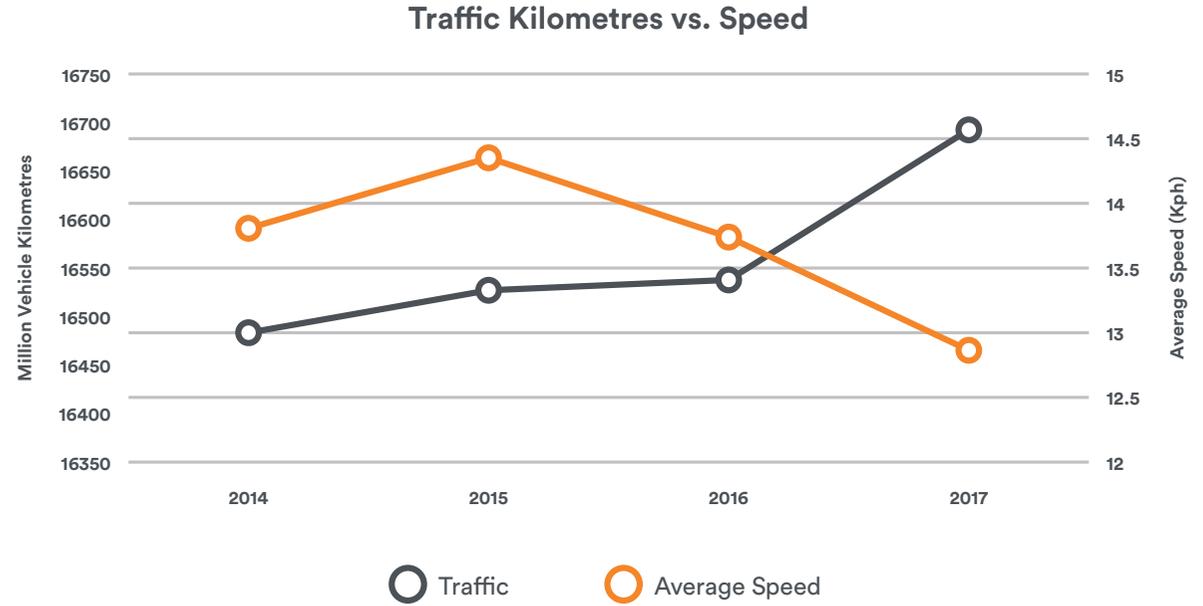
Car parking

In Birmingham city centre, the region's strategic economic centre, there are about 60,000 public and private non-residential car parking spaces available, both on-street and off-street. This is against an average weekday vehicle demand for parking spaces in the city centre of about 45,000 vehicles. This suggests an over-supply of parking, which undermines local and regional policies to see a shift towards reducing private car use and encouraging more sustainable forms of travel.

The high level of parking availability in Birmingham city centre also contributes to peak period traffic congestion and associated travel unreliability, together with problems of poor air quality.

Congestion

Traffic congestion is a significant challenge for buses, restricting their ability to reach their potential by increasing journey times and impacting negatively on service reliability. Since 2015, average traffic speeds have fallen as levels of traffic have increased. If congestion is unmanaged, it will continue to have detrimental impacts on people and businesses, increasing business costs, affecting productivity and reducing accessibility to labour markets, as well as being responsible for harmful emissions. Equally, if unchecked, congestion could worsen from increased travel demand resulting from development and population growth. Also, major infrastructure projects, such as HS2, might have impacts on bus services during their construction period.



Without addressing major sources of congestion, buses will continue to suffer delays, variability and increases in journey times and operating costs, leading to declining attractiveness of the service and thus fewer passengers. Bus operators are forced to respond to congestion in one of two ways – both with a similar outcome in terms of patronage decline. First, to maintain levels of service where congestion worsens, bus operators may need to run more buses, which adds to the costs of providing services. A second response is to operate services less frequently.

Congestion causes:

- **Journey time increases and variability** – whereby bus services become unreliable, with journey times varying from advertised timetables and overall journeys taking longer.

- **Decreasing accessibility** – slower average bus speeds lead to reduced accessibility, as fewer people can access places in a reasonable journey time.
- **Decreasing attractiveness of bus** – greater journey time variability and declining accessibility reduce the appeal of buses, meaning they are at risk of further patronage decline.
- **Higher bus operating costs** – a 10 per cent decrease in operating speeds leads to an 8 per cent increase in operating costs. If this is passed on to passengers through higher fares it results in a 5.6 per cent fall in patronage³.

Reduced use of the bus may lead to greater car use, creating further congestion.

One measure of the passenger experience is the real journey time incurred and the reliability of journey times. A tool to measure this has been devised and is shown in Appendix B, with some example journeys listed to highlight what it shows.

Accessibility analyses are another way of highlighting the relative ability of buses to provide services that people want. Such analysis shows that while 54.5% of residents could access at least three main centres within 45 minutes by public transport in October 2011, this had fallen to 44.8% in October 2017.

The impact of slower average traffic speeds on levels of accessibility is illustrated in Appendix A. For example, in the context of Birmingham between 2008 and 2018 increasing bus journey times resulted in 216,000 fewer people being within a 45-minute bus journey of the city centre.

³ The impact of congestion on bus passengers, Green Journeys, Professor David Begg

Air Quality

Air pollution in the West Midlands affects some 2.8 million people, reducing average life expectancy by up to 6 months, and is responsible for economic costs estimated at £860 million per year. It is estimated that road transport emissions account for around 1,460 premature deaths in the region each year, with 890 in Birmingham alone.

In all seven constituent authorities in the region, nitrogen dioxide (NO₂) and/or particulate matter concentration thresholds are currently exceeded (relative to EU limits). The authorities have been instructed by DEFRA to take local action. Birmingham City Council plans to implement a Class D Clean Air Zone, no earlier than July 2020.

Reducing bus emissions is an important vital part of the programme to improve people's health and quality of life by cleaning up the air in the West Midlands. The Mayor of the West Midlands and West Midlands Bus Alliance have committed to create the cleanest bus fleet in the UK, outside London. The aim is for the entire bus fleet in the West Midlands metropolitan area to meet at least Euro VI emissions standards by April 2021⁴, cutting harmful pollution from buses by up to 95 per cent.

Since 2015, over 350 new vehicles have entered service, older vehicles retrofitted to Euro VI standards, supported bus contracts specified as Euro VI standard, and orders placed for zero-emission buses (electric and hydrogen).

⁴ West Midlands Combined Authority Board
28 June 2019 <https://governance.wmca.org.uk/ieListDocuments.aspx?CId=137&MIId=221&Ver=4>

“Poor air quality is the largest environmental risk to public health in the UK” [DEFRA, 2017]



This section sets out the policy background to the EP Plan.

Strategic Economic Plan

The bus has a significant role to play in helping overcome the strategic challenges outlined in the SEP, with transport interventions that:



500,000
new jobs



20,000
more businesses



16,000
additional
hectares of
employment land



215,000
additional homes

- **Support an accessible network**
Addressing transport barriers (accessibility, availability and affordability) for excluded groups.
- **Deliver support that connects people to key employment and skills opportunities**
Ensuring growth is inclusive by helping the most vulnerable and isolated groups share in economic prosperity.
- **Ensure alignment with the Public Service Reform agenda and Local Industrial Strategy**
Targeting interventions which secure better for less from public services, improving the life changes and the health and wellbeing of local communities.

Movement for Growth

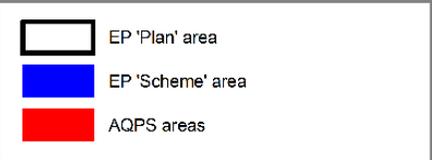
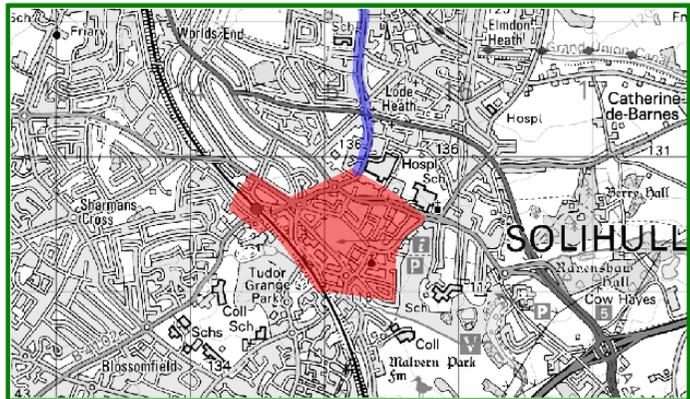
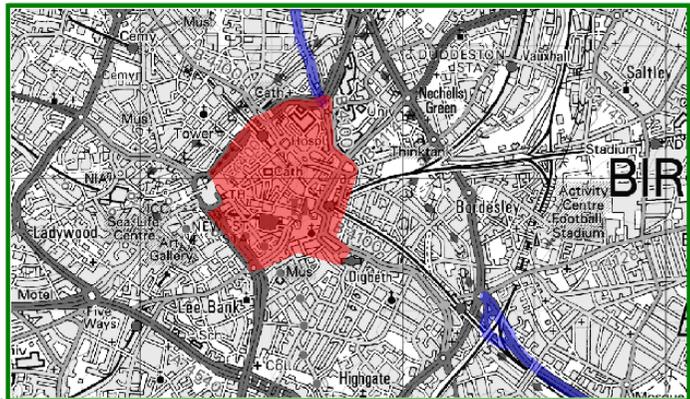
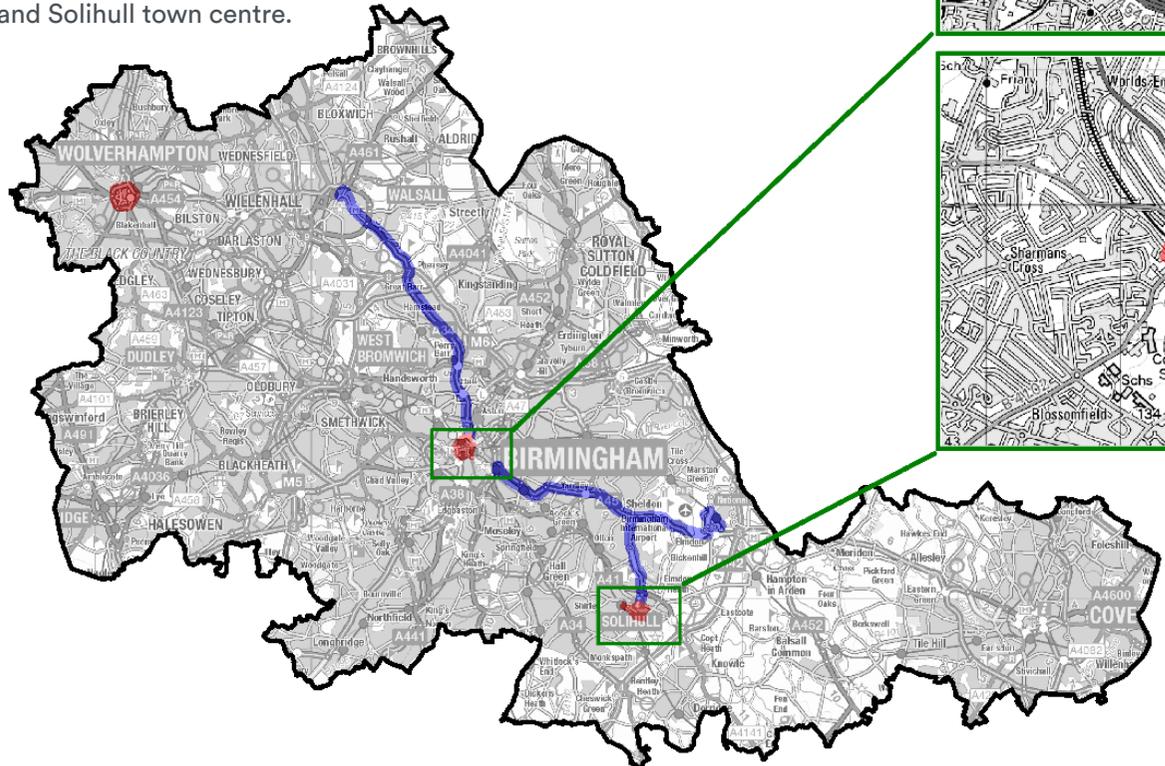
‘Movement for Growth’, the West Midlands Strategic Transport Plan, sets out improvements to the transport system to support the economic growth and regeneration of the region, support new developments and housing and improve air quality, the environment and social inclusion.



Map of Enhanced Partnership 'Plan' and 'Scheme' areas

Plan area

The EP Plan covers the entire area of the West Midlands Combined Authority (WMCA), excluding the areas within the existing Advanced Quality Partnership Schemes (AQPS) for Birmingham and Wolverhampton city centres and Solihull town centre.



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Objectives

The EP Plan provides the framework to contribute towards meeting the 9 objectives set out in the ‘Strategic Vision for Bus’:

- UK leading low emission bus fleet with zero emission corridors serving the most affected areas of air quality.
- Fully integrated bus network, including demand responsive and rapid transit services supporting interchange with rail, coach and Metro to form 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.
- Fewer private car journeys by making bus the mode of choice and creating better access to jobs and long-term change.
- Creating a safe, secure and accessible mode for all and 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 a 24/7 thriving economy, connecting people to new and developing destinations and attractions.

The Plan provides the backdrop for specific EP Schemes that will detail actions and developments to be taken jointly by partners to deliver a marked improvement in bus services on certain corridors or in defined areas that will help meet the above objectives, particularly by speeding up bus journeys times and improving journey time reliability. Such schemes may be suggested and promoted by TfWM, constituent local authorities or bus operators.

The first EP Scheme to be introduced will support the implementation of two Sprint corridors, including improved infrastructure and the operation of high-quality buses, as follows:

- Birmingham Airport and Solihull to Birmingham City Centre (A45)
- Walsall to Birmingham City Centre (A34)

Ultimately, a network of Sprint corridors will be established across the West Midlands, as shown in Figure 5.

The Plan supports the key principles underpinning the provision of Sprint corridors, in respect of:

- Providing confidence to operators to invest in high quality vehicles
- Ensuring reliable journey time performance
- Managing access at certain stops
- Enhanced vehicle standards
- Enhanced vehicle environmental standards
- Vehicle, driver and customer service standards are enhanced and maintained
- Infrastructure is maintained and enforced
- Continued availability of inter-operable ticketing

- Ensuring incident conditions are managed effectively on a collaborative basis
- Providing a mechanism for sharing data and reporting on corridor performance

Strategic Vision for Bus

Outlining the role of bus in supporting the overall transport aspirations, ‘Strategic Vision for Bus’ sets out the following vision:

“A world-class integrated, reliable, zero emission transport system providing inclusive travel for all across the West Midlands, with excellent customer service and simple payment and ticketing options. Customers will be able to make easy and safe door-to-door journeys, benefiting from new innovative transport solutions that meets the needs of a modern and diverse 21st Century economy, reducing the reliance on private single occupancy car journeys.”

Governance

A Reference Group, comprising the following, developed this Plan:

- TfWM
- Constituent local authorities
- Bus operators
- Confederation of Passenger Transport
- Local Enterprise Partnerships
- Bus Users UK
- Transport Focus
- Birmingham Airport
- Neighbouring authorities (as observers)

The Group will be reconvened in the future if variations to the Plan are necessary.

The Enhanced Partnership is overseen by the West Midlands Bus Alliance and WMCA, who will also monitor progress made towards achieving the EP Plan objectives.

An EP Plan can only exist if there is at least one associated EP Scheme in place. Therefore, for as long as an EP Scheme is in place, a Plan must also be in place.



Small and medium-sized operators

The needs of small and medium-sized operators (SMOs) have been considered in the development of the Enhanced Partnership, with opportunities for all bus operators to participate throughout, either through individual discussions or through attendance at the Reference Group meetings. The Plan seeks to support improvements in all aspects of bus provision, regardless of the size of operators providing services. With the Enhanced Partnership Scheme area, smaller operators have been given extended periods to comply with the improved standards.

Competition

The Enhanced Partnership has been subject to the Competition Test as set out in Part 1 of Schedule 10 of the Transport Act 2000. The assessment, undertaken by TfWM and shared with the Competition and Markets Authority, concluded that there will be no adverse impact on competition.

The implementation of an Enhanced Partnership Plan and associated Scheme is aimed at delivering improvements to bus services for passengers in a deregulated environment. In particular, this will include improved quality of vehicles and emission standards (minimum standard of Euro VI). All operators in the Enhanced Partnership Scheme area will be required to make improvements in their fleet, which are considered proportionate in respect of the Climate Emergency declared by the WMCA. The Enhanced Partnership will not impact on competition, as operators will be free to amend and introduce services in the area, provided that the standards that apply to all operators are met.



Variations to the Plan

Consideration will be given to potential EP Plan variations highlighted either by one of the organisations represented on the EP Reference Group or an operator of qualifying local bus services. The proposer of a variation should demonstrate how this might contribute to achieving the objectives set out in the EP Plan and current local transport policies. Such requests should be set out in writing and submitted to busalliance@tfwm.org.uk.

On receipt of a valid request for a variation, TfWM will reconvene the EP Plan Reference Group, giving at least 14 days' notice for the meeting, to consider the proposed variation. If the proposed variation is agreed by all bus operator and local highway authority and TfWM representatives present, TfWM will make the EP Plan variation with the relevant local highway authorities. Stakeholders not represented at the meeting will be deemed to be abstaining from the decision.



If there is not full agreement of all stakeholders present, then the proposed variation will be put to the operator objection mechanism, but with a reduced objection period of 14 days replacing Part 2 of the Transport Act 2000 section 138L (2) (c). The proposed variation will be advertised on the TfWM website and emailed to operators of qualifying local services in the EP Plan area. If the proposed variation passes the operator objection mechanism, TfWM will make the EP Plan variation, subject to the approval of the relevant local highway authorities and TfWM.

Review of the EP Plan

Once the EP Plan is made, it will be reviewed by the EP Plan Reference Group at least annually. TfWM will initiate each review and it will take no longer than 6 months to complete.

As part of the review process, at least every 2nd year consideration will be given to the appropriateness of the milestone dates for the implementation of non-diesel vehicles, which will take into account changes in national and regional guidance and policy.

Depending on the outcome of the Outline Business Case⁵ assessment to consider the best future delivery model for bus services in the West Midlands from the Bus Services Act 2017, due to be completed in 2021, it may be necessary to review the EP Plan.

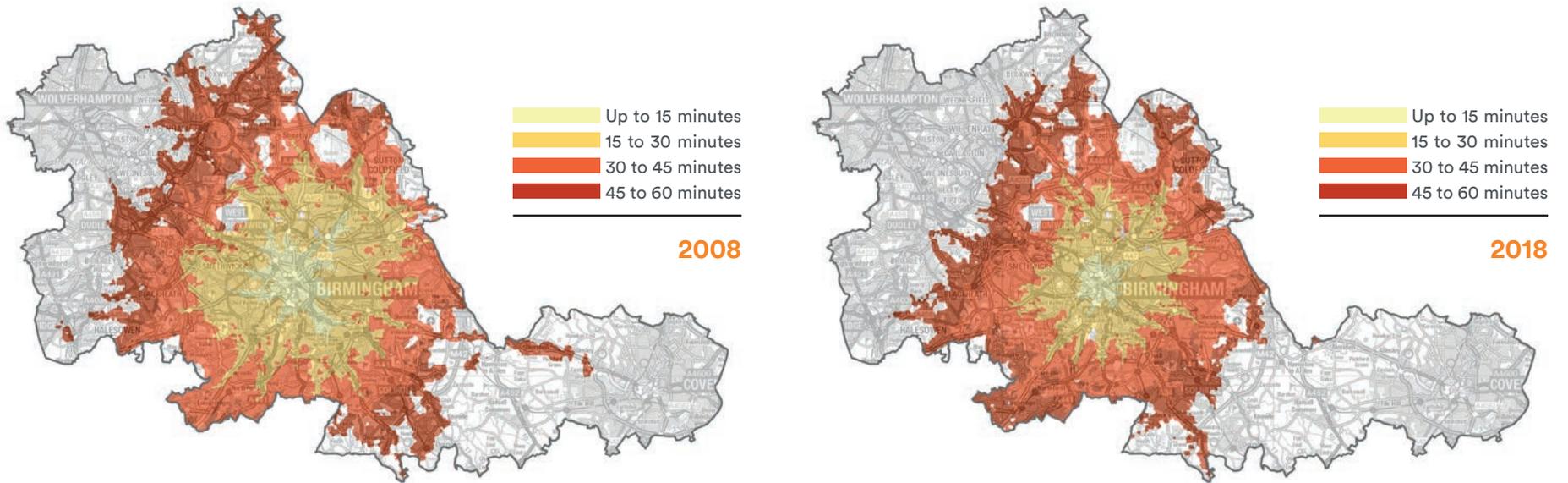
Revocation of the EP Plan

If, for some reason, it becomes necessary for the EP Plan to be revoked, the EP Plan Reference Group will be reconvened and follow the same process as outlined in the section 'Variations to the Scheme' (noting that the agreement will be for revocation and not variation).

If at any point in the future the EP Plan area is included in a Bus Franchising Area, the relevant requirements set out in this EP Plan document will cease to apply from the commencement date of the Franchising Scheme.

⁵ As approved by the WMCA Board at its meeting on the 28 June 2019: <https://governance.wmca.org.uk/ieListDocuments.aspx?CId=137&MIId=221&Ver=4>

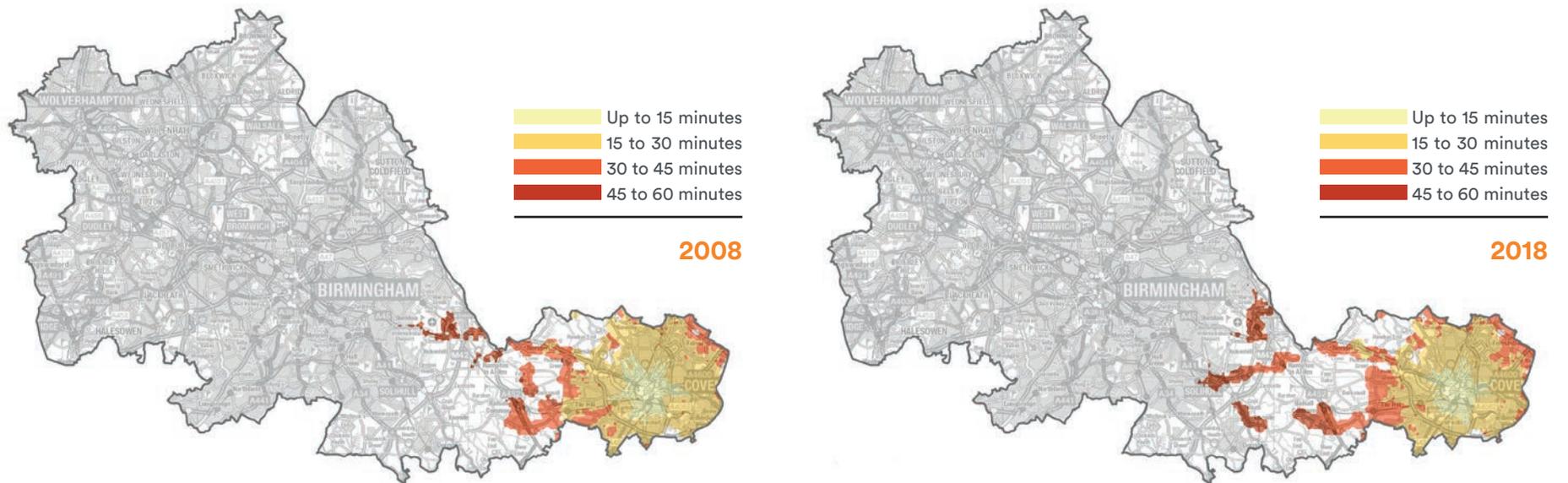
Figure A1: AM Peak Journey Times to Birmingham City Centre by Bus (2008 and 2018)



Population living within 60 minutes by bus from Birmingham: 1,511,350 in 2008, 1,287,810 in 2018.

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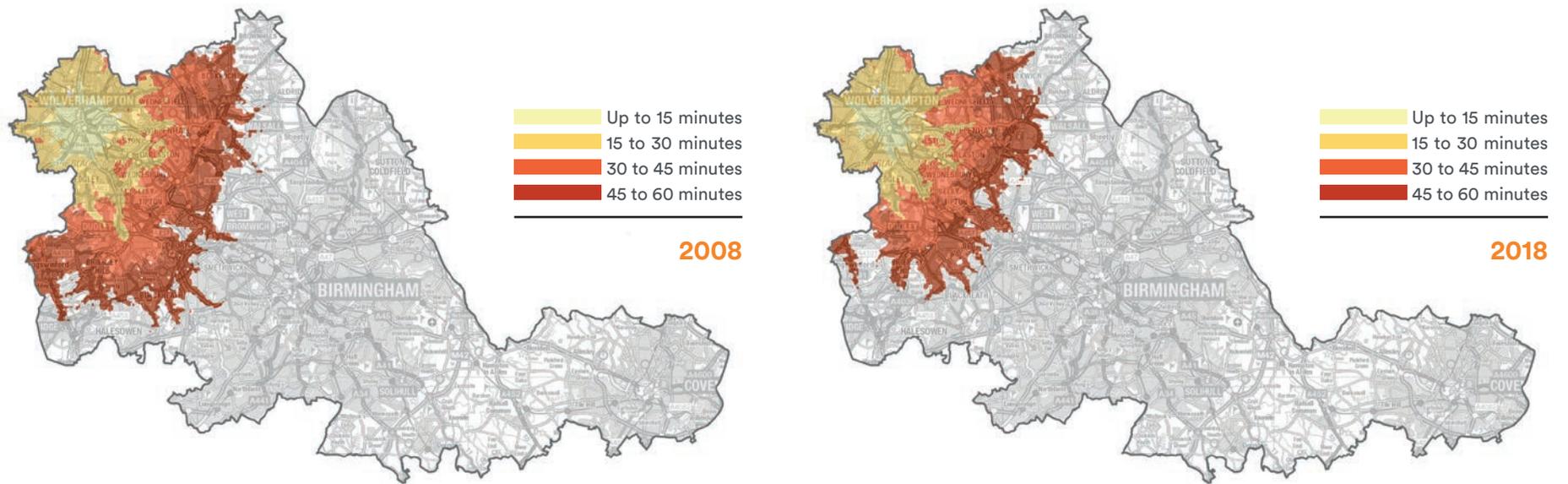
Figure A2: AM Peak Journey Times to Coventry City Centre by Bus (2008 and 2018)



Population living within 60 minutes by bus from Coventry: 288,603 in 2008, 295,594 in 2018. The increase is due to improved service provision to Solihull.

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Figure A3: AM Peak Journey Times to Wolverhampton City Centre by Bus (2008 and 2018)



Population living within 60 minutes by bus from Wolverhampton: 712,552 in 2008, 569,458 in 2018.

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Real Journey Time (RJT) is a measure of how long passengers allow for a bus journey. This is not just a slowly-extending timetabled journey time, but also the contingency they add for delay, as passengers seek to reduce the risk of significant lateness more than to minimising their total travel time. Research suggests the contingency typically added to make up the RJT is that needed to cover the 95th percentile journey time.

An online tool (www.realjourneytime.co.uk) can be used to measure RJT for many services in the West Midlands. The output of the RJT for a selection of routes (April 2019) highlights some of the poorest passenger experiences of RJT compared with timetabled journey speed (TJS).

Journey from >to	Service	AM Peak journey times (mins)			Performance measures	
		Timetable	Real journey time	Must add	Current (all day) % service punctual	Additional (AM peak) RJ Speed /TJ Speed
Bloxwich > Walsall	31/32	12	21	9	65%	57%
Cape Hill > Birmingham	82/87	21	25	4	76%	84%
Foleshill > Coventry	20	13	21	8	69%	62%
Great Bridge > Birmingham	74	59	68	9	63%	87%
Halesowen > Birmingham	9	63	73	10	74%	86%
Harborne > Birmingham	23/24	25	41	16	80%	61%
Keresley > Coventry	16/A	31	47	16	77%	66%
Maypole > Birmingham	50	31	46	15	58%	67%
Solihull > Birmingham	4	45	55	10	63%	82%
Walsall > Oldbury	4	41	50	9	76%	82%
Wednesfield > Wolverhampton	59	14	22	8	82%	64%
Willenhall > Walsall	529	19	27	8	61%	70%
Wolverhampton > Dudley	1	47	51	4	69%	92%

One approach to improving network performance is to reduce the amount of contingency that passengers need to allow for their journeys, particularly targeting the worst ones first.

THIS DEED IS DATED:

PARTY SEALS

(1) THE WEST MIDLANDS
COMBINED AUTHORITY
(WMCA) of 16 Summer Lane,
Birmingham, B19 3SD affixed
hereto in the presence of its
duly Authorised Officer

(2) BIRMINGHAM CITY
COUNCIL of The Council
House, Victoria Square,
Birmingham B1 1BB affixed
hereto in the presence of its
duly Authorised Officer

(3) COVENTRY CITY
COUNCIL of Council House,
Earl Street, Coventry, CV1 5RR
affixed hereto in the presence
of its duly Authorised Officer

(4) DUDLEY METROPOLITAIN
BOROUGH COUNCIL of
Council House,
Priory Road, Dudley, DY1 1HF
affixed hereto in the presence
of its duly Authorised Officer

Page 37

(5) SANDWELL
METROPOLITAN BOROUGH
COUNCIL of Sandwell Council
House, Freeth Street, Oldbury,
B69 3DE affixed hereto in
the presence of its duly
Authorised Officer

(6) SOLIHULL
METROPOLITAN BOROUGH
COUNCIL of Council House,
Manor Square, Solihull, West
Midlands, B91 3QB affixed
hereto in the presence of its
duly Authorised Officer

(7) WALSALL
METROPOLITAN BOROUGH
COUNCIL of Civic Centre,
Darwall Street, Walsall,
WS1 1TP affixed hereto in
the presence of its duly
Authorised Officer

(8) CITY OF
WOLVERHAMPTON
COUNCIL of Civic
Centre, St. Peter's Square,
Wolverhampton, WV1 1SH
affixed hereto in the presence
of its duly Authorised Officer



Transport for West Midlands

Building a healthier, happier, better connected and more prosperous West Midlands.

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West Midlands Enhanced Partnership Scheme for Buses

Supporting the development of bus services on two corridors:

A34(N) Walsall – Birmingham City Centre and

A45 Birmingham Airport / Solihull – Birmingham City Centre



Contents

Description	Page
Organisations making the Enhanced Partnership Scheme	4
Definitions used in the document	5
1. Introduction	9
2. Scope of the Scheme	10
3. Obligations on authorities	13
4. Requirements in respect of local services	19
5. Enhanced Partnership Scheme management	30
Schedule A – List of qualifying local services as of 05/01/2020	33
Schedule B – Facilities provided and maintained by Local Highway Authorities	35
Schedule C – Bus stops, shelters and information	50
Schedule D – Reporting Mechanisms to Local Highway Authorities and Transport for West Midlands	57
Schedule E – Maps of the EP Scheme Area	63
Signatory page	67

Table	Description	Page
1	Obligations for buses of 15m-18.75m length	19
2	Obligations for Double Deck vehicles not operating on designated feeder services	20
3	Obligations for Single Deck vehicles not operating on designated feeder services of operators with less than 21 local service buses	22
4	Obligations for Single Deck vehicles not operating on designated feeder services of operators with more than 20 local service buses	24
5	Obligations for vehicles of operators on Designated feeder services	26
6	Qualifying services on the A45 corridor as of 05/01/2020	33
7	Qualifying services on the A34 corridor as of 05/01/2020	34
8	Current bus lanes to be maintained	35
9.1	New bus lanes to be provided by 30/06/2022	37
9.2	New bus lanes to be provided by a future target date of 31/12/2024	40
10	Bus lane enforcement locations	42
11.1	Bus gates to be implemented by 30/06/2022	45
11.2	Bus gates to be implemented by a future target date of 31/12/2024	45
12.1	Traffic signal upgrades to be implemented by 30/06/2022	46
12.2	Traffic signal upgrades to be implemented by a future target date of 31/12/2024	47
13.1	Pedestrian crossings to be upgraded by 30/06/2022	48
13.2	Pedestrian crossings to be upgraded by a future target date of 31/12/2024	48
14.1	Enhanced bus stops on the A34 towards Birmingham City Centre	51

14.2	Enhanced bus stops on the A34 towards Walsall	52
14.3	Enhanced bus stops on the A45 towards Birmingham City Centre	53
14.4	Enhanced bus stops on the A45 towards Birmingham Airport/Solihull	54
15	Enhanced bus stands to be implemented by a future target date of 31/12/2024	55
16	Designated feeder service Bus Stands	56

Figure	Description	Page
1	Map of the EP Plan and Scheme	12

**THE WEST MIDLANDS ENHANCED PARTNERSHIP SCHEME FOR BUSES IS
MADE IN ACCORDANCE WITH SECTION 138R(1) OF THE TRANSPORT ACT
2000 BY:**

(1) THE WEST MIDLANDS COMBINED AUTHORITY (WMCA) of 16 Summer Lane, Birmingham, B19 3SD;

(2) BIRMINGHAM CITY COUNCIL of The Council House, Victoria Square, Birmingham B1 1BB;

(3) SANDWELL METROPOLITAN BOROUGH COUNCIL of Sandwell Council House, Freeth Street, Oldbury, B69 3DE;

(4) SOLIHULL METROPOLITAN BOROUGH COUNCIL of Council House, Manor Square, Solihull, West Midlands, B91 3QB;

(5) WALSALL METROPOLITAN BOROUGH COUNCIL of Civic Centre, Darwall Street, Walsall, WS1 1TP.

Definitions used in the document

AQPS – means an Advanced Quality Partnership Scheme made pursuant to section 114(1) of the Transport Act 2000 [as amended by the Local Transport Act 2008 and the Bus Services Act 2017].

Automatic Vehicle Location (AVL) – is a means for automatically determining and transmitting the geographic location of a vehicle, allowing it to be tracked in real time.

Bus Franchising Area – an area in which a statutory franchising scheme operates, as prescribed in the Transport Act 2000, as amended by the Bus Services Act 2017 (section 123). Bus services in the area are controlled and specified by the transport authority, with bus operators providing services under one or more contracts.

Bus Gate – is a short stretch of road carriageway that is restricted to use by buses and (where specified) taxis and other authorised vehicles as indicated on appropriate signage on the approach.

Bus Lane – is a signposted lane, designated for use by buses and (where specified) taxis and other authorised vehicles, at the times also indicated by signage.

Bus lane enforcement – means the action taken to ensure that bus lanes are used only by authorised vehicles. This is often carried out by using cameras to record unauthorised use, with the issue of civil penalties to offenders under section 144 of the Transport Act 2000.

Bus Stand – means a bus stop clearway as defined in accordance with paragraph 1(a) of Part 1 to Schedule 19 of The Traffic Signs Regulations and General Directions 2002 but which will permit a local bus to stand within the clearway for as long as maybe necessary up to a maximum period of 10 minutes.

CCTV – means closed circuit television system, whereby static or mobile cameras are used to record offences or for surveillance and security purposes.

CVRAS – means Clean Vehicle Retrofit Accreditation Scheme (CVRAS) and is a certification scheme for manufacturers of retrofit emissions reduction technology that will enable Clean Air Zone (CAZ) compliance of legacy fleet vehicles to address the air pollution emissions from buses.

Designated feeder service – means a bus service that is specifically designed by the operator and accepted by Transport for West Midlands as one that connects with another service allowing passengers to interchange at designated stops or stands

Enforcement camera – means a roadside camera that records and produces suitable evidence of unauthorised use of bus lanes or bus gates for the local highway authority to issue civil penalties under section 144 of the Transport Act 2000.

EP Scheme Area – means the area to which this EP Scheme document applies; namely the A34 (Birmingham to Walsall), A45 (Birmingham to Birmingham Airport) and Lode Lane (Yardley to Solihull) corridors.

Euro VI equivalent standards – Euro VI diesel bus or a bus with CVRAS approved technologies retrofitted to a diesel bus to reduce NOx and PM emissions and achieve Euro VI equivalent standards

Facilities – means the physical assets that are provided at specific locations along particular routes (or parts of routes) within the EP scheme area or new and improved bus priority measures. This is deemed for such purposes of section 138D(1) of the Transport Act 2000.

Measures – means the improvements with the aim of:

- Increasing the use of local bus service serving the routes to which the measures relate or ending or reducing a decline in their use; or
- Improving the quality of local bus service.

Slot Booking System – means the system and process set out to manage the number of buses using a particular bus stop and their headway.

Local Authorities – as prescribed under section 23 of the Local Government Act 2003.

Local Highway Authorities – this is a local authority with responsibility for the maintenance of highway infrastructure in its local authority area. In the case of this EP Scheme, this means either Birmingham City Council, Solihull Metropolitan Borough Council, Sandwell Metropolitan Borough Council or Walsall Metropolitan Borough Council.

Local transport authority – collectively means the West Midlands Combined Authority (WMCA) and Transport for West Midlands (TfWM).

Local Qualifying Bus Services – means those Registered Local Bus Services operating within the EP Scheme area that must meet the requirements and obligations set out in the EP Scheme document.

Multi-Operator Capping – means a common fares and ticketing system, applied across multiple bus operators, that will cap a user's travel cost according to the lowest price available for the journey or journeys made.

Multi-Operator Ticketing – means a common fares and ticketing system applied and accepted by multiple operators. In the West Midlands this currently means nBus and nNetwork products.

Network Stability Protocol – this covers the specified dates through the year, agreed between WMCA and bus operators, on which local bus service changes take place.

Real Time Information – using technology to track the location of buses in real time, information is transmitted to bus stops or devices to indicate to passengers the predicted arrival time at a particular point.

Registered Local Bus Service – has the meaning set out in Section 2 of the Transport Act 1985.

Strategic Vision for Bus – approved in November 2018 by the WMCA to provide a clear view of what the region requires from its bus network. The Vision supports the region's Strategic Economic Plan and supporting West Midlands Strategic Transport Plan "Movement for Growth" in defining a longer-term strategy for bus in the West Midlands.

Street Works Permit – is a permit issued by local highway authorities to any organisation that wishes to undertake street works, with the aim of managing works on the public highway. Local authorities have powers to operate permit schemes under Part 3 of the Traffic Management Act 2004 and The Traffic Management Permit Scheme (England) (Amendment) Regulations 2015.

Swift – is the brand name for smartcard ticketing products promoted and managed by Transport for West Midlands and that can be used on all public transport modes.

TRO – means a Traffic Regulation Order, made under the Road Traffic Regulation Act 1984 or any other enactment regulating the use of roads or other places.

Transport for West Midlands (TfWM) – means the organisation within the West Midlands Combined Authority with responsibility for transport.

West Midlands Bus Alliance – established in 2015, this is an alliance of bus operators, local councils, and other partners that have agreed to work together to deliver high levels of passenger satisfaction and drive forward investment in bus services.

28/02/2020

West Midlands Enhanced Partnership Plan – means the document made pursuant to section 138A of the Transport Act 2000 and which is required to be in place for an EP Scheme to be made.

Zero emission vehicle – means a vehicle that emits no pollutants at its tailpipe.

1. Introduction

1.1 This document fulfils the statutory requirements set out by the Bus Services Act 2017 for an Enhanced Partnership (EP) Scheme. In accordance with statutory requirements in section 138 of the Transport Act 2000, this EP Scheme document sets out:

- 1.1.1 Area covered (Section 2)
- 1.1.2 Commencement date (Section 2)
- 1.1.3 Overall interventions to be made by the authorities (Section 3)
- 1.1.4 Requirements imposed on local qualifying bus services (Section 4)
- 1.1.5 Details for reviewing the operation of the EP Scheme (Section 5)

1.2 The EP Scheme can only be put in place if an associated Enhanced Partnership Plan has been made. Therefore, this document should be considered alongside the West Midlands Enhanced Partnership Plan.

1.3 The EP Scheme has been jointly developed by Transport for West Midlands (TfWM), local highway authorities and those bus operators that provide local qualifying bus services in the EP Scheme area. The EP Scheme aims to support improvements to bus services on two corridors. It sets out obligations and requirements on both the local transport authority, local highway authorities and operators in order to achieve the intended improvements, with the aim of passengers benefitting from attractive and convenient bus services.

1.4 The EP Scheme aims to contribute towards meeting the 9 objectives set out in the '*Strategic Vision for Bus*¹':

- 1.4.1 UK leading low emission bus fleet with zero emission corridors serving the most affected areas of air quality.
- 1.4.2 Fully integrated bus network, including demand responsive and rapid transit services supporting interchange with rail, coach and Metro to form one network.
- 1.4.3 Simple, convenient and easy to use payment options, with fare capping, providing a network which is value for money and affordable for customers.
- 1.4.4 Fewer private car journeys by making bus the mode of choice and creating better access to jobs and long-term change.
- 1.4.5 Creating a safe, secure and accessible mode for all and tackling long-held barriers and perceptions.
- 1.4.6 Accountable network performance management, tackling issues causing congestion and reliability problems.
- 1.4.7 World-leading customer information, utilising 5G and all available technologies and platforms.
- 1.4.8 All young people under 25 years supported by discounted travel, as well as addressing barriers for excluded groups.

¹ <https://www.tfwm.org.uk/media/38969/final-strategic-vision-for-bus.pdf>

1.4.9 Evolve a network to support a 24/7 thriving economy, connecting people to new and developing destinations and attractions.

2. Scope of the EP Scheme

2.1 The EP Scheme will support the improvement of all local bus services operating in the following two corridor areas:

2.1.1 Walsall to Birmingham City Centre (A34(N))

2.1.2 Birmingham Airport and Solihull to Birmingham City Centre (A45)

2.2 The EP Scheme does not include the areas of the current Advanced Quality Partnership Scheme (AQPS) for Birmingham City Centre and Solihull Town Centre, as there can be no overlap between different types of AQPS and EP Schemes. A map of the EP Plan and EP Scheme is shown in Figure 1.

2.3 The EP Scheme start date will be 70 days after it has been made, with subsequent milestone dates by which certain facilities and measures (Section 3) and bus service operator obligations will be introduced (Section 4). The EP Scheme will have no specific end date but will be subject to a review by TfWM at least annually (Section 5).

2.4 Registered Local Bus Services with one or more stopping places within the EP Scheme area are classed as 'qualifying local services', except those with locally-agreed exemptions, as set out below:

2.4.1 Services run under sections 89 to 91 of the Transport Act 1985 where the authority retains all the revenue.

2.4.2 Registered local services that are excursions or tours.

2.4.3 Services operated under section 22 of the Transport Act 1985 (community bus services).

2.4.4 Services that have 10% or less of their overall distance registered as local bus services.

2.4.5 Services operated by vehicles that by law do not permit standing.

2.4.6 Services operating under contract to local transport authorities outside of the area of the West Midlands Combined Authority².

2.5 Bus services where all journeys operate under contract to WMCA through TfWM, will not need to comply with the vehicle requirements set out in this document for the duration of the current contract period, with the exception of the Euro VI equivalent standards engine standard or better by 28th April 2021. Any services procured after the making of the EP Scheme must comply with the Scheme requirements.

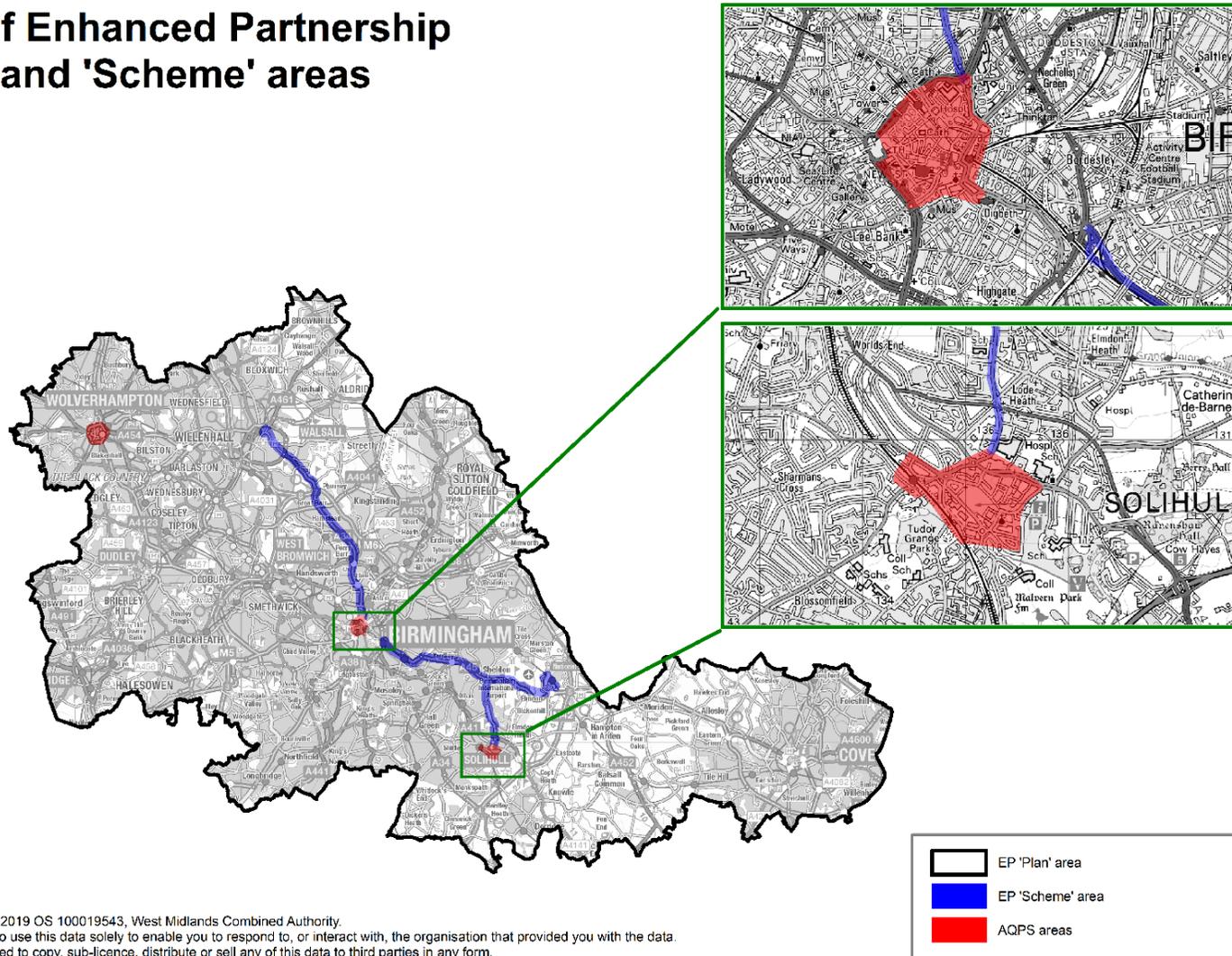
² As defined in the West Midlands Combined Authority Constitution

2.6 A list of qualifying local bus services (as of 5th January 2020) is given in Schedule A.

2.7 Before the expiry of the Birmingham City Centre AQPS (9th July 2022) and Solihull Town Centre AQPS (20th November 2027), TfWM will review these schemes to determine whether the boundaries between the AQPS and EP Scheme areas should be amended. Such reviews will commence by August 2020. Any proposed amendments to the EP Scheme will be determined through the EP Scheme variation process outlined in section 5.

Figure 1 Map of the EP Plan and EP Scheme

Map of Enhanced Partnership 'Plan' and 'Scheme' areas



3. Obligations on the Authorities

Facilities

3.1 TfWM will provide the Facilities detailed in Schedule B (B2 to B6). These include:

- 3.1.1 New and existing bus lanes
- 3.1.2 Bus gates
- 3.1.3 Pedestrian crossing upgrades
- 3.1.4 Traffic signal upgrades

3.2 Each local highway authority will maintain all existing (Schedule B1) and new facilities (Schedules B2 to B6) in good order for the use of qualifying local bus services.

3.3 TfWM will provide new bus stop infrastructure at locations listed in Schedule C (C1 to C3), prior to the introduction of the standards for buses of 15m-18.75m length.

3.4 The bus stops to be improved, as detailed in Schedule C (C1 to C3), will incorporate:

- 3.4.1 Real time information displays
- 3.4.2 Lighting
- 3.4.3 CCTV for security
- 3.4.4 Bench seating

3.5 TfWM will maintain bus stop infrastructure in accordance with the standards set out in Schedule D5.

3.6 Local highway authorities will ensure that these bus stops are protected by appropriate Clearway Orders, subject to them being made through the appropriate Traffic Regulation Order (TRO) process.

Provision of Measures – Local Highway Authorities

3.7 The following measures will be provided by the local highway authorities in the EP Scheme Area:

3.7.1 Methods for operators to report highway related issues

3.7.2 Methods for operators to report parking enforcement issues and dealing with vehicles that disregard parking and waiting restrictions or obstruct buses

3.7.3 Methods for informing operators of works on the highway

3.7.4 Bus lane enforcement

3.7.5 Junction enforcement

3.7.6 Management and co-ordination of roadworks

Local Highway Authority Mechanisms and Procedures

3.8 The reporting mechanisms for each local highway authority are shown in Schedule D (D1 to D4). Should the telephone numbers, email addresses or other aspects of the reporting procedures provided in Schedule D1 to D4 change, local highway authorities will inform TfWM and bus operators operating in the EP Scheme area at least 1 week in advance of the change via email to the bus operators and to busalliance@tfwm.org.uk. Each local highway authority will use its statutory powers and resources to enforce Traffic Regulation Orders and deter offenders.

3.9 Where bus operators report an occurrence to a local highway authority for investigation, they must also report the matter to TfWM using the busalliance@tfwm.org.uk email address.

Bus lane enforcement

3.10 Local highway authorities will use the discretionary powers granted in the Traffic Management Act 2004 to enforce bus lanes with CCTV equipment. The local highway authorities are approved local authorities under The Bus Lane Contraventions (Approved Local Authorities) (England) Order 2005 for the purposes of section 144 of the Transport Act 2000 (Civil Penalties for Bus Lane Contraventions).

3.11 The Enforcement cameras and recording systems will be approved in accordance with the requirements of The Bus Lanes (Approved Devices) (England) Order 2005.

3.12 Local highway authorities will implement an evidence-based assessment process to help determine the initial need and continued operational business case of any enforcement system used under this EP scheme, which must be provided and operated with due consideration to the whole enforcement process and the requirements of the Investigatory Powers Commissioner's Office.

3.13 Should a local highway authority deem it necessary to relocate an Enforcement camera then it will provide a response as to the reasons why to the EP Reference Group.

3.14 A list of potential sites for Enforcement cameras to be installed is provided in Schedule B3, Table 10.

Junction Enforcement

3.15 If additional powers are provided to local highway authorities or WMCA to deter vehicles from blocking junctions, these will be taken up and used in the EP Scheme area. Bus operators will be able to report problem areas for enforcement action through the same processes given by the local highway authorities in Schedule D, unless otherwise notified.

Managing road works in the EP scheme area

3.16 Each local highway authority will establish mechanisms by the EP Scheme commencement date to minimise disruption to qualifying local bus services from both planned and emergency roadworks. This will include setting out their processes and procedures for the provision and management of mandatory permits governing streetworks in the EP Scheme area by 1 April 2020.

3.17 For Birmingham City Council, the timescale for provision of mandatory Street Works Permits in the EP Scheme area will be subject to resolving the contractual issues with the City Council's current service provider. Birmingham City Council will still be able to achieve this management and coordination of works by using all other provisions within the New Roads and Street Works Act (1991) available under a noticing scheme.

3.18 Each local highway authority will commit to investigating implementation of Highway Lane Rental Schemes 12 months after the implementation of the relevant permitting scheme referenced in section 3.16.

3.19 For Birmingham City Council, the timescale for investigating implementation of Highway Lane Rental Schemes will be subject to resolving the contractual issues with the City Council's current service provider and introduction of mandatory Street Works Permits as described in section 3.17.

3.20 Through its monitoring of bus journey times, TfWM will influence the management and mitigation of roadworks by local highway authorities in order to minimise disruption to bus services and inconvenience to bus passengers in the EP Scheme Area.

3.21 Birmingham City Council (BCC) will work with TfWM, Sandwell Metropolitan Borough Council, Walsall Metropolitan Borough Council and relevant local bus operators to maximise the benefits to bus users of the changes to the transport

28/02/2020

network in the Perry Barr area. This will include BCC holding meetings with those partners, at least monthly, through the Perry Barr Cross Partner (Transport) Mitigations Group, to minimise bus disruption during construction by seeking to coordinate programmed activities, maximise available road space for bus and minimise traffic demand along the whole corridor, but particularly through the Perry Barr area, before and during the changes to the transport network in the Perry Barr area.

Provision of Measures – Transport for West Midlands

3.22 The following measures will be provided by TfWM in the EP Scheme Area:

- 3.22.1 Promoting and prioritising bus travel
- 3.22.2 Monitoring of bus journey times
- 3.22.3 Helping the delivery of transport during Birmingham Commonwealth Games 2022
- 3.22.4 Working closely with partners
- 3.22.5 Slot Booking System

Promoting and prioritising bus travel in the EP Scheme Area

3.23 TfWM will actively promote bus travel in the EP Scheme area through the actions within its Communication Strategy and those of the Bus Alliance Communications and Marketing Steering Group.

Monitoring of bus journey times

3.24 TfWM will monitor bus journey times in the EP Scheme area by collecting and analysing Automatic Vehicle Location (AVL) data and reporting these on a quarterly basis. The following measures will be made and compared with a first quarter baseline (after the EP Scheme is made) for each service that operates more than two journeys per day between defined stop points (as detailed in section 3.25):

- 3.24.1 RJT or Real Journey Time (95th percentile journey time)
- 3.24.2 TJT or Timetabled Journey Time
- 3.24.3 CT or Contingency Time passengers must allow = $RJT - TJT$
- 3.24.4 Performance against TJT of TJT with CT added = $\% (TJT / (TJT + CT)) = \%$
(TJT / RJT)

3.25 Measurements will be made on stop pairs (defined by TfWM) during the morning and afternoon peak periods (07:00-10:00 and 15:30-18:30) within the EP Scheme Area linking:

- 3.25.1 A local centre with its nearest district centre
- 3.25.2 A local centre with its nearest strategic centre
- 3.25.3 A district centre with its nearest strategic centre
- 3.25.4 Two strategic centres

3.26 This data will be published on TfWM's website and used to identify the need for further possible measures, facilities and influence on the management of roadworks in the EP Scheme area.

An EP scheme to help the delivery of transport during Birmingham Commonwealth Games 2022

3.27 The EP Scheme will be used as a tool in the 'Games Strategic Transport Plan', compiled by TfWM to ensure people in the EP Scheme area can continue to travel around the region during the Commonwealth Games. Certain key improvements and works will be completed by the start of the Games, helping to minimise disruption. This will include the development of an interchange at Perry Barr, offering a gateway for the games.

Working closely with partners

3.28 TfWM will work with partners at Birmingham Airport and Network Rail to promote the best possible interchange facilities and routing around Birmingham Airport and Birmingham International Station.

3.29 TfWM may enter into a Voluntary Partnership Agreement with any operator intending to operate vehicles of 15m-18.75m in length.

Slot booking system

3.30 TfWM may introduce a 'Slot Booking System' at a stop in the EP Scheme area in situations where TfWM or an operator highlight the inability of that stop to accommodate all scheduled departures. Stops in this position will be considered on a case by case basis. An operator wishing to request consideration of slot booking at a particular stop should do so by emailing busalliance@tfwm.org.uk.

3.31 TfWM will review the slot booking system, together with any stops to which such a system is applied, based on demand and quality, when requested or when the threshold of a full slot allocation is reached at a bus stop. This will be reviewed against a quality framework process agreed through the West Midlands Bus Alliance within a 28-day period.

3.32 Operators wishing to use a stop that is subject to slot booking must submit a request for slots to TfWM. Such requests should be emailed to busalliance@tfwm.org.uk at least 14 days prior to submitting the service registration or variation to TfWM (itself at least 70 days before the service takes effect).

4. Requirements in respect of local bus services

Vehicle standards

4.1 Vehicles used on qualifying local bus services will be required to meet specified standards, dependent on their type and age. These will apply differently according to the number of vehicles deployed on local bus services by each operator.

4.2 The implementation period for completing obligations for buses of 15m-18.75m length are detailed in Table 1:

Table 1 - Obligations for buses of 15m-18.75m length

Phase	Obligations for buses of 15m-18.75m length	Milestone date
1	<p>All vehicles will have:</p> <ul style="list-style-type: none"> • Multiple doors for boarding and alighting • Zero emission (at tailpipe), as deemed zero emission (at tailpipe) by TfWM. • Heating and cooling for customer comfort • Ability to pay for tickets by contactless payment • Audio visual announcements: <ul style="list-style-type: none"> ○ Next stop audio announcements, including through an induction hearing loop at every wheelchair space and priority seats. ○ Next stop visual announcements. ○ Take all reasonable steps to alert passengers to route diversions through audio announcements on the vehicle. ○ Take all reasonable steps to alert passengers to route diversions through visual displays on the vehicle. • A display showing onward connection details by bus (including Designated feeder services), train, Metro or air, where applicable, from open data sources. • CCTV installed. This will provide images inside the vehicle for the safety and security of passengers. A forward-facing camera will help identify issues with traffic and road conditions. • Automatic Vehicle Location equipment installed that will feed into TfWM's real time information system • USB charging available, including at every wheelchair spaces and priority seats • Free Wi-Fi • A specific livery agreed with TfWM 	<p>On completion of enhanced infrastructure listed in Table 9.1; 10; 11.1; 14.1; 14.2; 14.3 and 14.4.</p>

4.3 The implementation period for completing obligations for **Double Deck** vehicles not operating on Designated feeder services are detailed in Table 2:

Table 2 - Obligations for Double Deck vehicles not operating on designated feeder services

Phase	Obligations for Double Deck vehicles not operating on designated feeder services	Milestone date
1	<p>New vehicles registered on or after the EP scheme start date must meet the following requirements:</p> <ul style="list-style-type: none"> • Euro VI equivalent standards engine standard or better • CCTV installed for safety and security. This will provide images inside the vehicle for safety and security and also facing forwards from the vehicle to help identify traffic issues. • Free Wi-Fi • Automatic Vehicle Location equipment installed that will feed into TfWM's real time information system • Heating and cooling for customer comfort • USB charging available, including at every wheelchair space and priority seats • Audio visual announcements: <ul style="list-style-type: none"> ○ Next stop audio announcements on both decks, including through an induction hearing loop at every wheelchair space and priority seats. ○ Next stop visual announcements on both decks. ○ Take all reasonable steps to alert passengers on both decks to route diversions through audio announcements on the vehicle. ○ Take all reasonable steps to alert passengers on both decks to route diversions through visual displays on the vehicle. • A display showing onward connection details by bus, train, metro or air, where applicable, from open data sources. • Option to pay for tickets through contactless ticketing. 	Scheme start date
2	<p>All vehicles will have:</p> <ul style="list-style-type: none"> • Euro VI equivalent standards or better • CCTV installed for safety and security. This will provide images inside the vehicle for safety and security and also facing forwards from the vehicle to help identify traffic issues • Automatic Vehicle Location equipment installed that will feed into TfWM's real time information system • Heating and cooling for customer comfort • Option to pay for tickets through contactless ticketing. 	28/04/2021
3	<p>All vehicles will have:</p> <ul style="list-style-type: none"> • Audio visual announcements: <ul style="list-style-type: none"> ○ Next stop audio announcements on both decks, including through an induction hearing loop at every wheelchair space and priority seats. ○ Next stop visual announcements on both decks 	29/05/2022

	<ul style="list-style-type: none"> ○ Take all reasonable steps to alert passengers on both decks to route diversions through audio announcements on the vehicle. ○ Take all reasonable steps to alert passengers on both decks to route diversions through visual displays on the vehicle. • A display showing onward connection details by bus, train, metro or air, where applicable, from open data sources. • Free Wi-Fi 	
4	New Vehicles registered on or after 25/05/25 will have: <ul style="list-style-type: none"> • Vehicles must be non-diesel. 	25/05/2025
5	All vehicles will have: <ul style="list-style-type: none"> • Vehicles must be non-diesel. 	26/05/2030

4.4 The implementation period for completing obligations for standard **Single Deck** vehicles not operating on Designated feeder services of operators with less than 21 local service buses, are detailed in Table 3:

Table 3 - Obligations for Single Deck vehicles not operating on designated feeder services of operators with less than 21 local service buses

Phase	Obligations for Single Deck vehicles not operating on designated feeder services of operators with less than 21 local service buses	Milestone date
1	<p>New vehicles registered on or after the EP scheme start date must meet the following requirements:</p> <ul style="list-style-type: none"> • Euro VI equivalent standards engine standard or better • CCTV installed for safety and security. This will provide images inside the vehicle for safety and security and also facing forwards from the vehicle to help identify traffic issues. • Automatic Vehicle Location equipment installed that will feed into TfWM's real time information system • Heating and cooling for customer comfort • USB charging available, including at every wheelchair space and priority seats • Audio visual announcements: <ul style="list-style-type: none"> ○ Next stop audio announcements, including through an induction hearing loop at every wheelchair space and priority seats. ○ Next stop visual announcements. ○ Take all reasonable steps to alert passengers to route diversions through audio announcements on the vehicle. ○ Take all reasonable steps to alert passengers to route diversions through visual displays on the vehicle. • Option to pay for tickets through contactless ticketing. 	Scheme start date
2	<p>All vehicles will have:</p> <ul style="list-style-type: none"> • Euro VI equivalent standards or better • CCTV installed for safety and security. This will provide images inside the vehicle for safety and security and also facing forwards from the vehicle to help identify traffic issues • Automatic Vehicle Location equipment installed that will feed into TfWM's real time information system • Heating and cooling for customer comfort • Option to pay for tickets through contactless ticketing. 	28/04/2021
3	<p>All vehicles will have:</p> <ul style="list-style-type: none"> • Audio visual announcements: <ul style="list-style-type: none"> ○ Next stop audio announcements, including through an induction hearing loop at every wheelchair space and priority seats. ○ Next stop visual announcements. ○ Take all reasonable steps to alert passengers to route diversions through audio announcements on the vehicle. ○ Take all reasonable steps to alert passengers to route diversions through visual displays on the vehicle. 	25/05/2026

	<ul style="list-style-type: none">• A display showing onward connection details by bus, train, metro or air, where applicable from open data sources	
4	New Vehicles registered on or after 25/05/26 must meet the following requirements: <ul style="list-style-type: none">• Vehicles must be non-diesel.	25/05/2026
5	All vehicles will have: <ul style="list-style-type: none">• Vehicles must be non-diesel.	29/05/2033

4.5 The implementation period for completing obligations for standard **Single Deck** vehicles not operating on Designated feeder services of operators with more than 20 local service buses, are detailed in Table 4:

Table 4 - Obligations for Single Deck vehicles not operating on designated feeder services of operators with more than 20 local service buses

Phase	Obligations for Single Deck vehicles not operating on designated feeder services of operators with more than 20 local service buses	Milestone date
1	<p>New vehicles registered on or after the EP scheme start date must meet the following requirements:</p> <ul style="list-style-type: none"> • Euro VI equivalent standards engine or better • CCTV installed for safety and security. This will provide images inside the vehicle for safety and security and also facing forwards from the vehicle to help identify traffic issues. • Free Wi-Fi • Automatic Vehicle Location equipment installed that will feed into TfWM's real time information system • Heating and cooling for customer comfort • USB charging available, including at every wheelchair space and priority seats • Audio visual announcements: <ul style="list-style-type: none"> ○ Next stop audio announcements, including through an induction hearing loop at every wheelchair space and priority seats. ○ Next stop visual announcements. ○ Take all reasonable steps to alert passengers to route diversions through audio announcements on the vehicle. ○ Take all reasonable steps to alert passengers to route diversions through visual displays on the vehicle. • Option to pay for tickets through contactless ticketing. 	Scheme start date
2	<p>All vehicles will have:</p> <ul style="list-style-type: none"> • Euro VI equivalent standards or better • CCTV installed for safety and security. This will provide images inside the vehicle for safety and security and also facing forwards from the vehicle to help identify traffic issues • Automatic Vehicle Location equipment installed that will feed into TfWM's real time information system • Heating and cooling for customer comfort • Option to pay for tickets through contactless ticketing. 	28/04/2021
3	<p>All vehicles will have:</p> <ul style="list-style-type: none"> • Audio visual announcements: <ul style="list-style-type: none"> ○ Next stop audio announcements, including through an induction hearing loop at every wheelchair space and priority seats. ○ Next stop visual announcements. ○ Take all reasonable steps to alert passengers to route diversions through audio announcements on the vehicle. 	29/05/2022

	<ul style="list-style-type: none"> ○ Take all reasonable steps to alert passengers to route diversions through visual displays on the vehicle. • A display showing onward connection details by bus, train, metro or air, where applicable, from open data sources. 	
4	New Vehicles registered on or after 25/05/25 will have: <ul style="list-style-type: none"> • Vehicles must be non-diesel. 	25/05/2025
6	All vehicles will have: <ul style="list-style-type: none"> • Vehicles must be non-diesel. 	26/05/2030

4.6 If requested by an operator and in agreement with TfWM or designated by TfWM, a service that is specifically designed to connect with services at interchange points outlined in Schedule C (Section C3, Table 16), may be defined as a Designated feeder Service. Vehicles on such services will carry additional branding and have a co-ordinated timetable to facilitate connections.

4.7 The implementation period for completing obligations for vehicles used on Designated feeder services are detailed in Table 5:

Table 5 - Obligations for vehicles of operators on **Designated feeder services**

Phase	Obligations for vehicles of operators on Designated feeder services	Milestone date
1	<p>New vehicles registered on or after the EP scheme start date must meet the following requirements:</p> <ul style="list-style-type: none"> • Euro VI equivalent standards engine standard or better • CCTV installed for safety and security. This will provide images inside the vehicle for safety and security and also facing forwards from the vehicle to help identify traffic issues. • Free Wi-Fi • Automatic Vehicle Location equipment installed that will feed into TfWM's real time information system • Heating and cooling for customer comfort • USB charging available, including at every wheelchair spaces and priority seats • Audio visual announcements: <ul style="list-style-type: none"> ○ Next stop audio announcements, including through an induction hearing loop at every wheelchair space and priority seats. ○ Next stop visual announcements. ○ Take all reasonable steps to alert passengers to route diversions through audio announcements on the vehicle. ○ Take all reasonable steps to alert passengers to route diversions through visual displays on the vehicle. • A display showing onward connection details for bus services operating in the Scheme area. • Option to pay for tickets through contactless ticketing. • A specific livery agreed with TfWM 	Scheme start date
2	<p>All vehicles will have:</p> <ul style="list-style-type: none"> • Euro VI equivalent standards or better • CCTV installed for safety and security. This will provide images inside the vehicle for safety and security and also facing forwards from the vehicle to help identify traffic and road maintenance issues • Automatic Vehicle Location equipment installed that will feed into TfWM's real time information system • Heating and cooling for customer comfort • Option to pay for tickets through contactless ticketing. 	28/04/2021
3	<p>All vehicles will have:</p>	29/05/2022

	<ul style="list-style-type: none"> • Audio visual announcements: <ul style="list-style-type: none"> ○ Next stop audio announcements, including through an induction hearing loop at every wheelchair space and priority seats. ○ Next stop visual announcements. ○ Take all reasonable steps to alert passengers to route diversions through audio announcements on the vehicle. ○ Take all reasonable steps to alert passengers to route diversions through visual displays on the vehicle. • A display showing onward connection details by bus, train, metro or air, where applicable, from open data sources. • A specific livery agreed with TfWM 	
4	New Vehicles registered on or after 25/05/25 will have: <ul style="list-style-type: none"> • Vehicles must be non-diesel. 	25/05/2025
5	All vehicles will have: <ul style="list-style-type: none"> • Vehicles must be non-diesel. 	26/05/2030

Timetable changes

4.8 Qualifying local bus services within the EP Scheme Area may only be changed on the dates agreed with TfWM and in line with the Network Stability Protocol. In exceptional circumstances, and in agreement with TfWM, services may be changed on other dates.

4.9 Copies of registration applications and variations must be submitted to TfWM with at least 70 days' notice before the service takes effect.

Ticketing schemes.

4.10 The following ticket types must be offered and accepted by relevant services in the EP Scheme Area, subject to their validity in the given ticket types area. Services offering no more than 2 journeys in each direction per day (as highlighted in the Tables of qualifying services in Schedule A), will not be required to participate in the multi-operator ticketing scheme. The overall schemes for these tickets will be managed by TfWM. The following ticket types must be offered:

4.10.1 nBus (full suite)

4.10.2 nNetwork (full suite)

4.11 Ticket vending machines may be provided by TfWM at some selected bus stops. These will be capable of selling operators' own tickets, as well as network tickets. Operators wishing to use this facility will need to agree an arrangement and fee with TfWM.

4.12 Subject to TfWM progressing multi-operator capping schemes, the following ticket types must be offered and accepted by all services in the EP scheme (excluding those services offering no more than 2 journeys in each direction per day):

4.12.1 Multi-operator capping on TfWM's Swift smartcard

4.12.2 Multi-operator capping contactless

4.13 Advertisements carried on ticket rears on qualifying services (including campaigns on behalf of TfWM) should not conflict with the required standards outlined below, which supplement the requirements of the Advertising Codes. The regulation of advertising in the UK is the responsibility of the Advertising Standards Authority (ASA). The ASA applies the Advertising Codes which are written by the Committees of Advertising Practice (CAP). Advertising will not be acceptable if:

4.13.1 It is likely to cause widespread or serious offence to reasonable members of the public on account of the product or service being advertised, the content or design of the advertisement, or by way of implication;

4.13.2 It relates to lap-dancing, 'gentlemen's clubs', escort agencies, massage parlours, or unproven health and weight loss products;

4.13.3 It promotes (directly or indirectly) food or non-alcoholic drink which is high in fat, salt and/or sugar ('HFSS' products), according to the Nutrient Profiling Model managed by Public Health England. It is for the advertiser to demonstrate (in case of any doubt) that any product is not HFSS, and/or that an advertisement is not promoting HFSS products, and/or that there are exceptional grounds.

4.13.4 It is unacceptable for some other substantial reason (which TfWM will identify and explain as reasonably required).

Providing information to the public

4.14 Operators providing multi-operator tickets will display a range of nBus and nNetwork day ticket prices at the point of entry to buses on qualifying local bus services using information posters provided by TfWM.

4.15 nBus and nNetwork information will be provided and maintained by TfWM on displays at bus stops.

4.16 Operators will display details of relevant planned route changes and timetable changes on vehicles at least 2 weeks prior and 1 week following the change.

4.17 Operators will publish the bus journey times data collected and processed by TfWM (referred to in section 3.24) on their website and on buses as a minimum for the public.

The West Midlands Bus Alliance Customer Charter

4.18 Operators of qualifying local bus services will display the principles of the West Midlands Customer Charter on all their buses in the EP Scheme Area. This must include a means of contacting the local bus service operator with comments or complaints and an escalation option if the passenger is not satisfied with the response they receive. This escalation option should be a registered Alternative Dispute Resolution body. Copies of the Customer Charter can be provided by TfWM if requested to busalliance@tfwm.org.uk.

5. EP Scheme management .

Governance

5.1 The EP Scheme has been developed by an EP Scheme Reference Group of directly impacted and interested stakeholders, comprising:

- 5.1.1 Transport for West Midlands (part of the West Midlands Combined Authority)
- 5.1.2 Birmingham City Council
- 5.1.3 Sandwell Metropolitan Borough Council
- 5.1.4 Solihull Metropolitan Borough Council
- 5.1.5 Walsall Metropolitan Borough Council
- 5.1.6 Bus operators providing qualifying local bus services
- 5.1.7 Birmingham Airport
- 5.1.8 Bus Users UK
- 5.1.9 Confederation of Passenger Transport (CPT)
- 5.1.10 Greater Birmingham & Solihull Local Enterprise Partnership
- 5.1.11 Transport Focus

5.2 The Group will be responsible for considering future variations, in accordance with the processes detailed in sections 5.3 to 5.5.

Variations to the EP Scheme

5.3 Consideration will be given to potential EP Scheme variations highlighted either by one of the organisations represented on the EP Reference Group or an operator of qualifying local bus services. The proposer of a variation should demonstrate how this might contribute to achieving the objectives set out in the EP Plan and current local transport policies. Such requests should be set out in writing and submitted to busalliance@tfwm.org.uk.

5.4 On receipt of a valid request for a variation, TfWM will reconvene the EP Scheme Reference Group, giving at least 14 days' notice for the meeting, to consider the proposed variation. If the proposed variation is agreed by all bus operator and local highway authority and TfWM representatives present, TfWM will make the EP Scheme variation with the relevant local highway authorities. Stakeholders not represented at the meeting will be deemed to be abstaining from the decision.

5.5 If there is not full agreement of all stakeholders present, then the proposed variation will be put to the operator objection mechanism, but with a reduced objection period of 14 days replacing Part 2 of the Transport Act 2000 section 138L (2) (c). The proposed variation will be advertised on the TfWM website and emailed to operators of qualifying local services in the EP Scheme area. If the proposed variation passes the operator objection mechanism, TfWM will make the EP Scheme variation, subject to the approval of the relevant local highway authorities and TfWM.

Review of the EP Scheme

5.6 Once the EP Scheme is made, it will be reviewed by the EP Scheme Reference Group at least annually. TfWM will initiate each review and it will take no longer than 6 months to complete.

5.7 As part of the review process, at least every 2nd year consideration will be given to the appropriateness of the milestone dates for the implementation of non-diesel vehicles, which will take into account changes in national and regional guidance and policy.

5.8 Depending on the outcome of the Outline Business Case³ assessment to consider the best future delivery model for bus services in the West Midlands from the Bus Services Act 2017, due to be completed in 2021, it may be necessary to review the EP Scheme.

5.9 Should Traffic Regulation Orders (TRO) required for the facilities listed in Schedule B2, Table 9.1, not be made, TfWM will recognise the need to vary the EP Scheme for section 4.2 (Table 1) through the variation process set out in sections 5.3 to 5.5. Any such necessary changes will be considered as part of the first annual review.

5.10 Any changes to the future target dates within Tables 11.2, 12.2, 13.2 or 15 will be agreed, as required, between TfWM and the relevant local highway authority responsible for maintaining the infrastructure, and automatically varied in the EP Scheme, without the need to follow the variation process set out in sections 5.3 to 5.5.

5.11 The audio visual announcement requirements, set out in Tables 1 to 5 inclusive, will be automatically amended, as necessary, to align with national legislation, when adopted, without the need for a variation to the EP Scheme. This will not change the milestone dates in the EP Scheme or the requirements specified for every wheelchair space.

5.12 Any changes to the contact information contained in Schedule D, will be automatically updated, without the need to follow the variation process set out in sections 5.3 to 5.5. This only applies to amendments to existing contact information or additional information with regard to the mechanism for reporting issues. Any proposal to remove a mechanism for reporting issues will be subject to the variation process set out in sections 5.3 to 5.5.

³ As approved by the WMCA Board at its meeting on the 28 June 2019:
<https://governance.wmca.org.uk/ieListDocuments.aspx?CId=137&MId=221&Ver=4>

Revocation of the EP Scheme

5.13 An EP Scheme can only exist if an EP Plan is in place. If, for any reason, the EP Plan is revoked, it would automatically mean that the EP Scheme would cease. Equally, if all EP Schemes ceased, the EP Plan would be revoked.

5.14 If, for some reason, it becomes necessary for the EP Scheme to be revoked, the EP Scheme Reference Group will be reconvened and follow the same process as outlined in sections 5.3 to 5.5 (noting that the agreement will be for revocation and not variation).

5.15 If at any point in the future the EP Scheme area is included in a Bus Franchising Area, the relevant requirements set out in this EP Scheme document will cease to apply from the commencement date of the franchising scheme.

Schedule A: List of qualifying local services as of 05/01/2020**A1 – A45 Corridor**

Table 6 – Qualifying services on the A45 corridor as of 05/01/2020

Service	Description	Operator
4	Birmingham – Solihull (- JLR Main Entrance)	West Midlands Travel Ltd.
49	Northfield – Solihull (- JLR Main Entrance)	West Midlands Travel Ltd.
58	Kingshurst – Solihull	West Midlands Travel Ltd.
60	Birmingham – Cranes Park	West Midlands Travel Ltd.
72	Chelmsley Wood – Solihull	West Midlands Travel Ltd.
72A	Chelmsley Wood – Solihull	West Midlands Travel Ltd.
73	Heartlands Hospital – Solihull	West Midlands Travel Ltd.
75	Birmingham International – Birmingham Business Park	Diamond Bus Ltd.
89	Coventry – Solihull	Diamond Bus Ltd.
844*	King Edward VI School – Sheldon*	The Green Bus Company Ltd.
871*	King Edward VI School – Sheldon*	The Green Bus Company Ltd.
876*	Blossomfield – South Yardley*	West Midlands Travel Ltd.
877*	Bordesley – St Peters School*	West Midlands Travel Ltd.
891*	Bordesley – Cosehill School*	West Midlands Travel Ltd.
897*	Sheldon – Lode Heath School*	West Midlands Travel Ltd.
898*	Sheldon – St Peters RC School*	West Midlands Travel Ltd.
A1	Solihull – Damsonwood circular Tendered until 24/04/2021	Diamond Bus Ltd.
A2	Solihull circular Tendered until 24/04/2021	Diamond Bus Ltd.
A10	Cranes Park – Solihull	Silverline Landflight Ltd.
S16	Yardley – Solihull	Claribel Coaches Ltd.
X1	Birmingham – Airport – Coventry	West Midlands Travel Ltd.
X2	Birmingham – Solihull	West Midlands Travel Ltd.
X12	Birmingham – Solihull	West Midlands Travel Ltd.

* - These services are exempt from the multi-operator ticketing scheme requirements.

A2 – A34 Corridor

Table 7 – Qualifying services on the A34 corridor as of 05/01/2020

Service	Description	Operator
7	Birmingham – Perry Common	West Midlands Travel Ltd.
28	Heartlands – Great Barr	West Midlands Travel Ltd.
33	Birmingham – Pheasey	West Midlands Travel Ltd.
46	West Bromwich – Great Barr	West Midlands Travel Ltd.
51	Birmingham – Walsall	West Midlands Travel Ltd.
52	Birmingham – Perry Beeches	West Midlands Travel Ltd.
54	Perry Barr – Hamstead	West Midlands Travel Ltd.
54A	Perry Barr – Hamstead	West Midlands Travel Ltd.
61	Perry Barr – Handsworth Tendered until 25/04/2020	Diamond Bus Ltd.
68A	Perry Barr and Aston circular Tendered until 25/04/2020	Diamond Bus Ltd.
68C	Perry Barr and Aston circular Tendered until 25/04/2020	Diamond Bus Ltd.
74	Walsall – Gillity Village Tendered until 28/10/2023	Diamond Bus Ltd.
77	Sutton Coldfield – Walsall	West Midlands Travel Ltd.
424	Birmingham – Queslett Tendered until 25/04/2020	Claribel Coaches Ltd.
705*	Gillity Village – Barr Beacon School*	West Midlands Travel Ltd.
788*	Walsall – Barr Beacon School*	West Midlands Travel Ltd.
848*	Great Barr – King Edward VI Aston*	The Green Bus Company Ltd.
851*	Edgbaston – Queen Mary’s School*	The Green Bus Company Ltd.
881*	Palfrey – Barr Beacon School*	West Midlands Travel Ltd.
888*	Birmingham – Perry Beeches School*	West Midlands Travel Ltd.
907	Birmingham – Sutton Coldfield	West Midlands Travel Ltd.
907A	Birmingham – Sutton Coldfield	West Midlands Travel Ltd.
934	Birmingham – Walsall	West Midlands Travel Ltd.
935	Birmingham – Walsall	West Midlands Travel Ltd.
936	Birmingham – Brownhills West	West Midlands Travel Ltd.
937	Birmingham – Brownhills	West Midlands Travel Ltd.
937A	Birmingham – Brownhills West	West Midlands Travel Ltd.
997	Birmingham – Walsall	West Midlands Travel Ltd.
X51	Birmingham – Cannock	West Midlands Travel Ltd.

* - These services are exempt from the multi-operator ticketing scheme requirements.

Schedule B: Facilities provided and maintained by local highway authorities

B1 – Current bus lanes

The current bus lanes detailed in Table 8 will be maintained by the relevant local highway's authority as part of the EP Scheme. Maps of the proposed bus lanes on the two corridors are shown in Schedule E:

Table 8 – Current bus lanes to be maintained

Intervention number	Bus lane description	Hours of operation	Category of vehicle permitted	Responsibility for Maintaining
1	Bus lane from the junction of Birchfield Rd/Heathfield Rd to Perry Barr Island (northbound)	7 am to 7pm	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council
2	Bus lane from Aston Six Ways to junction of New Town Row/New Town Middleway junction (southbound)	7 am to 7pm	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council
3	Bus lane from the junction of Lode Lane/Lighthorne Rd to the junction of Lode Lane/Hermitage Rd (southbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Solihull MBC
4	Bus lane from o/s 42 Lode Lane to EP scheme boundary north of Solihull (southbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Solihull MBC
5	Bus lane from Walsall Rd bridge over River Tame to Cliveden Avenue bus stop (northbound)	7 am to 7pm	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council
6	Bus lane from after Livingstone Road bus stop to the junction of Walsall Rd/Trinity Rd (southbound)	7 am to 7pm	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council

7	Bus lane on the A34 flyover of Junction 7 of the M6 (southbound)	24hrs	Bus services, bicycles, hackney carriage vehicles	Sandwell MBC
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B2 - New bus lanes

The new bus lanes detailed in Table 9.1 will be implemented by TfWM by 30th June 2022, and then maintained by the local highway authority as part of the EP Scheme.

Table 9.1 - New bus lanes to be provided by 30/06/2022

Intervention number	Bus lane description	Hours of operation	Category of vehicle permitted	Responsibility for maintaining
8	Bus lane from junction of Coventry Rd/Glencroft Rd to the junction of Coventry Rd/Hobs Moat Rd (westbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council
9	Bus lane from Clay Ln/Coventry Rd to the junction of Coventry Rd/Charles Edward Rd (westbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council
10	Bus lane from junction of Coventry Rd/Forest Rd to the junction of Coventry Rd/Redhill Rd (westbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council
11	Bus lane from junction of Small Heath Highway/Energy Rd to the proposed Poets Corner bus stop (westbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council
12	Bus lane on Small Heath Highway from approx. 40959, 285240 OSGR co-ordinates to approx. 408851, 285709 OSGR co-ordinates (westbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council
13	Bus lane from junction of Lawden Rd/Small Heath Highway to Small Heath Highway before Bordesley Circus (westbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council
14	Bus lane from approx. 408873, 285722 OSGR co-ordinates to Small Heath Highway before Poets Corner (eastbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council

15	Bus lane from after Poets Corner to proposed Poets Corner bus stop (eastbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council
16	Offside bus lane from approx.. 410210, 284767 OSGR co-ordinates to after Heybarnes Circus (eastbound)	24hrs	Local bus services	Birmingham City Council
17	Bus lane from junction of Coventry Rd/Deakins Rd to junction of Coventry Rd/Howard Rd (eastbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council
18	Bus lane from junction Coventry Rd/Horse Shoes Ln to the junction of Coventry Rd/Sheaf Ln (eastbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council
19	Bus lane from junc. of Birmingham Rd/Skip Lane to junction of Birmingham Rd/Chapel Ln (southbound)	7 am to 7pm	Bus services, bicycles, hackney carriage vehicles, Motorcycles	Sandwell MBC and Walsall MBC
20	Bus lane from Scott Rd stop to the junction of Walsall Rd/Sundial Ln (southbound)	7am to 7pm	Bus services, bicycles, hackney carriage vehicles, Motorcycles	Sandwell MBC
21	Bus lane from junction of Walsall Rd/Stanford Av to the Beeches Rd bus stop (southbound)	7am to 7pm	Bus services, bicycles, hackney carriage vehicles, Motorcycles	Birmingham City Council
22	Bus lane from Walsall Canal Bridge on Walsall Rd to the junction of Walsall Rd/Church Road (southbound)	7am to 10am	Bus services, bicycles, hackney carriage vehicles, Motorcycles	Birmingham City Council
23	Bus lane from junction of Walsall Rd/Church Rd to the junction of Walsall Rd/Cliveden Av (southbound)	7am to 10am	Bus services, bicycles, hackney carriage vehicles, Motorcycles	Birmingham City Council
24	Bus lane from junction of Birchfield Rd/Trinity Rd to Aston Six Ways (southbound)	7am to 7pm	Bus services, bicycles, hackney carriage vehicles, Motorcycles	Birmingham City Council

25	A bi-directional underpass between Lancaster Circus and James Watt Queensway	24hrs	Bus services	Birmingham City Council
26	Bus lane from New Town Row canal bridge to the junction of Birchfield Rd/Heathfield Rd (northbound)	7 am to 7pm	Bus services, bicycles, hackney carriage vehicles	Birmingham City Council
27	Bus lane from Tennis Court bus stop to o/s 392 Walsall Rd (northbound)	7am to 7pm	Bus services, bicycles, hackney carriage vehicles	Birmingham City Council
28	Bus lane from o/s 514 Walsall Rd to o/s 616 Walsall Rd (northbound)	4pm to 7pm	Bus services, bicycles, hackney carriage vehicles	Birmingham City Council
29	Bus lane from junction of Walsall Rd/Dyas Avenue to o/s The Towers Inn PH (northbound)	4pm to 7pm	Bus services, bicycles, hackney carriage vehicles, Motorcycles	Birmingham City Council
30	Bus lane from after the junction of Walsall Rd/Booths Farm Rd to Scott Arms junction (northbound)	7am to 7pm	Bus services, bicycles, hackney carriage vehicles, Motorcycles	Birmingham City Council and Sandwell MBC
31	Bus lane from the junction of New Town Row/Manchester Street to New Town Row canal bridge (southbound)	7am to 7pm	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council
32	Bus lane from Chapel Lane bus stop to o/s The Bell Inn PH (northbound)	24hrs	Bus services, bicycles, hackney carriage vehicles, Motorcycles	Sandwell MBC and Walsall MBC
33	Contraflow bus lane on Ablewell Street, Walsall	24hrs	Bus services, bicycles, hackney carriage vehicles. Motorcycles	Walsall MBC

TfWM will look to implement the new bus lanes detailed in Table 9.2 by a future target date, which will then be maintained by the local highway authorities under the terms of the EP Scheme.

Table 9.2 - New bus lanes to be provided by a future target date of 31/12/2024

Intervention number	Bus lane description	Hours of operation	Category of vehicle permitted	Responsibility for Maintaining
34	Bus lane from junction of Coventry Rd/Arden Oak Rd to the junction of Coventry Rd/Terminal Rd (eastbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council and Solihull MBC
35	Bus lane from junction of Hobs Moat Rd/Jillcot Rd to the junction of Coventry Rd/Hobs Moat Rd (northbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council and Solihull MBC
36	Bus lane on Darwall Street, Walsall	24hrs	Local bus services	Walsall MBC
37	Bus lane from junction of Birmingham Rd/Queens Rd to the junction of Birmingham Rd/Broadway (northbound)	7am to 7pm	Bus services, bicycles, hackney carriage vehicles. Motorcycles	Walsall MBC
38	Offside bus lane from junction of Springhill Rd/Hill St to the junction of Ablewell St/Town Hill	24hrs	Bus services, bicycles, hackney carriage vehicles. Motorcycles	Walsall MBC
39	Bus lane from Jaguar-Landrover works Lode Lane North Gate to Jaguar-Landrover main gate (southbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Solihull MBC

40	Offside bus lane from junction of Birmingham Rd/Chapel Lan to the southern end of M6 Motorway J7 flyover (southbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Sandwell MBC
41	Bus lane from junction of Coventry Rd/Damson Parkway to junction of Coventry Rd/Glencroft Rd (westbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council
42	Bus lane from before the junction of Coventry Rd/Lyndon Rd to the junction of Coventry Rd/Clay Lane	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council
43	After Dyas Avenue (658 Walsall Rd) to Opp Booths Farm Rd (northbound)	7am to 7pm	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council

B3 - Bus lane enforcement

Bus lane Enforcement cameras will be provided in at least 10 locations across the EP Scheme Area and will be implemented or retained as agreed by TfWM from 30/06/2022. These will be maintained and operated by the local highway authorities as part of the EP Scheme. These are listed in Table 10:

Table 10 - Bus lane enforcement locations

Intervention number	Description	Responsibility for Maintaining
44-53	Install bus lane enforcement from Ada Road to Redhill Rd (westbound)	Birmingham City Council
	Install bus lane enforcement from Holder Rd to Howard Rd (eastbound)	Birmingham City Council
	Install bus lane enforcement from Horseshoes Lane to Sheaf Lane (eastbound)	Birmingham City Council
	Install bus lane enforcement from Lawden Rd to Bordesley Circus (westbound)	Birmingham City Council
	Install bus lane enforcement from Poets Corner to Camp Hill Line Rail Bridge (westbound)	Birmingham City Council
	Install bus lane enforcement from Small Heath Bridge to Poets Corner (eastbound)	Birmingham City Council
	Install bus lane enforcement from Ackers to Poets Corner (westbound)	Birmingham City Council
	Install bus lane enforcement in the central reserve before Heybarnes Circus	Birmingham City Council
	Install bus lane enforcement before Old Walsall Rd (northbound)	Birmingham City Council

Install bus lane enforcement before Dyas Avenue (southbound)	Birmingham City Council
Install bus lane enforcement before Cliveden Avenue (southbound). In operation at peak hours only.	Birmingham City Council
Install bus lane enforcement before Trinity Rd (southbound)	Birmingham City Council
Install bus lane enforcement from Mansfield Rd to Aston Six Ways (southbound)	Birmingham City Council
Install bus lane enforcement before Aston Six Ways (northbound)	Birmingham City Council
Install bus lane enforcement from Milton Street to Newton Road (northbound)	Birmingham City Council
Install bus lane enforcement from Moorsom Street to Newtown Middleway (southbound)	Birmingham City Council
Install bus lane enforcement from Price Street to Princip St (northbound)	Birmingham City Council
Install bus lane enforcement at the Lancaster Circus Underpass (southbound)	Birmingham City Council
Install bus lane enforcement from Birmingham/Solihull boundary to Wells Rd (westbound)	Birmingham City Council
Install bus lane enforcement from Damson Parkway to Birmingham/Solihull boundary (westbound)	Solihull MBC
Birmingham/Solihull boundary to Damson Parkway (eastbound)	Solihull MBC

To retain bus lane enforcement from JLR South Entrance to Henley Crescent (southbound)	Solihull MBC
Install bus lane enforcement on the approach to the junction of Walstead Road (northbound)	Walsall MBC
Install bus lane enforcement on the approach to the junction of Broadway (northbound)	Walsall MBC
Install bus lane on the approach to the junction of Botts Lane (northbound)	Walsall MBC
Install bus lane enforcement for the Ablewell Street/Town Hill bus gate (northbound)	Walsall MBC

B4 - Bus gates

The bus gates detailed in Table 11.1 will be implemented by TfWM by 30th June 2022 and then maintained by the relevant local highway authority as part of the EP Scheme.

Table 11.1 - Bus gates to be implemented by 30/06/2022

no.	Description	Implementation	Responsibility for Maintaining	Hours of Operation
54	Bus gate at Haybarns Circus (eastbound)	TfWM	Birmingham City Council	24hrs
55	Bus gate at the southern end of M6 motorway J7 flyover (southbound)	TfWM	Sandwell MBC	24hrs
56	Bus gate at junction of Birmingham Road/Chapel Lane (southbound)	TfWM	Walsall MBC	24hrs
57	Bus gate at the entry to bi-directional underpass as Lancaster Circus	TfWM	Birmingham City Council	24hrs

TfWM will look to implement the new bus gates detailed in Table 11.2 by a future date, which will then be maintained by the local highway authority as part of the EP Scheme.

Table 11.2 - Bus gates to be implemented by a future target date of 31/12/2024

no.	Description	Implementation	Responsibility for Maintaining	Hours of Operation
58	Bus gate at junction of New Town Row/Princip St (northbound)	TfWM	Birmingham City Council	24hrs

B5 - Traffic Signal upgrades to include priority for local bus services including Sprint

The traffic signal upgrades detailed in table 12.1 will be implemented by TfWM by 30th June 2022 the dates given and the maintained by the relevant local highway authority as part of the EP Scheme.

Table 12.1 - Traffic signal upgrades to be implemented by 30/06/2022

Intervention number	Description	Implementation	Responsibility for Maintaining
59	Coventry Rd/Kings Rd	TfWM	Birmingham City Council
60	Coventry Rd/Berkeley Rd	TfWM	Birmingham City Council
61	Coventry Rd/Holder Rd	TfWM	Birmingham City Council
62	Lode Ln/Moat Ln	TfWM	Solihull MBC
63	New Town Row/New John St West	TfWM	Birmingham City Council
64	New Town Row/St. Stephens St	TfWM	Birmingham City Council
65	High St/Newbury Rd/Park Ln	TfWM	Birmingham City Council
66	Birchfield Rd/Trinity Rd	TfWM	Birmingham City Council
67	Walsall Rd/Cliveden Ave	TfWM	Birmingham City Council
68	Walsall Rd/Church Rd	TfWM	Birmingham City Council
69	Walsall Rd/Rocky Ln	TfWM	Birmingham City Council
70	Walsall Rd/Beeches Rd	TfWM	Birmingham City Council
71	Walsall Rd/Old Walsall Rd	TfWM	Birmingham City Council
72	A34/Walstead Rd	TfWM	Walsall MBC

TfWM will look to implement traffic signal upgrades detailed in Table 12.2 by a future target date, which will then be maintained by the local highway authorities under the terms of the EP Scheme.

Table 12.2 - Traffic signal upgrades to be implemented by a future target date of 31/12/2024

Intervention number	Description	Implementation	Responsibility for Maintaining
73	Coventry Rd/Gilberstone Ave	TfWM	Birmingham City Council
74	Coventry Rd/Wagon Ln	TfWM	Birmingham City Council
75	Coventry Rd/Lyndon Rd	TfWM	Birmingham City Council
76	Coventry Rd/Sheaf Ln/Hobs Moat Rd	TfWM	Birmingham City Council
77	Coventry Rd, Morrisons access	TfWM	Birmingham City Council
78	Coventry Rd/Hatchford Brook	TfWM	Birmingham City Council
79	Jaguar Landrover north access	TfWM	Solihull MBC
80	Lode Ln/Dovehouse House	TfWM	Solihull MBC

B6 - Pedestrian Crossing upgrades

The pedestrian crossing upgrades detailed in Table 13.1 will be implemented by TfWM by the dates given and maintained by the local highway authority as part of the EP Scheme:

Table 13.1 - Pedestrian crossings to be upgraded by 30/06/2022

Intervention number	Description	Implementation	Responsibility for Maintaining
81	E2000/1 Coventry Rd nr Wells Green Crossing	TfWM	Birmingham City Council
82	E2113 Coventry Rd nr Wells Rd Crossing	TfWM	Birmingham City Council
83	E2916/7 – Walsall Rd nr Tuckers Fasteners Crossing	TfWM	Birmingham City Council
84	E2911/3 – Walsall Rd nr Tennis Court Crossing	TfWM	Birmingham City Council
85	E2918/9 – Walsall Rd nr Perry Park Cres	TfWM	Birmingham City Council
86	E2906 – Walsall Rd nr Booths Farm Rd	TfWM	Birmingham City Council
87	C0711 – Sundial Lane Dual Crossings	TfWM	Sandwell MBC
88	Beacon Rd Dual Crossings	TfWM	Walsall MBC
89	Ablewell St / Town Hill dual crossings (bus gate)	TfWM	Walsall MBC

TfWM will look to implement pedestrian crossing upgrades detailed in Table 13.2 by a future date, which will then be maintained by the local highway authorities as part of the EP Scheme.

Table 13.2 - Pedestrian crossings to be upgraded by a future target date of 31/12/2024

Intervention number	Description	Implementation	Responsibility for Maintaining
90	E2124/5 Coventry Rd nr Clay Ln Crossing	TfWM	Birmingham City Council
91	E2004/5 Coventry Rd nr Steyning Rd Crossing	TfWM	Birmingham City Council
92	E2106/7 Coventry Rd Nr Brays Rd Crossing	TfWM	Birmingham City Council

93	E2002 Coventry Rd nr Arden Oak	TfWM	Birmingham City Council
94	New pedestrian crossing nr Old Lode In	TfWM	Solihull MBC
95	B0966 – Nr Queen's Rd Crossing	TfWM	Walsall MBC
96	Nr Metro Inns Crossing	TfWM	Walsall MBC
97	New crossings nr Hill Street	TfWM	Walsall MBC

Schedule C: Bus stops, shelters and information

C1 - Enhanced Bus Stops

The enhanced bus stops detailed in Tables 14.1, 14.2, 14.3 and 14.4 will be equipped to accommodate vehicles of 15m-18.75m length by TfWM, with multi-door boarding and alighting, by 30th June 2022 and maintained by TfWM as part of the EP Scheme.

These bus stops will also include:

- Real time information displays
- Lighting
- CCTV for security
- Bench seating

Local highway authorities will be responsible for maintaining bus stop clearway orders associated with the enhanced bus stops.

Although all stops will allow multi-door boarding, some stops will be unable to accommodate three door operation. Enhanced bus stops will be available to all local bus services to use.

Table 14.1 – Enhanced bus stops on the A34 towards Birmingham City Centre

Intervention number	Location
98	Walsall Town Centre (location to be confirmed)
99	Watering Trough, Ablewell Street
100	Walsall Six Ways, Birmingham Road
101	Jesson Road, Birmingham Road
102	Travelodge, Birmingham Road
103	Queens Road, Birmingham Road
104	Bell Inn, Birmingham Road
105	Chapel Lane, Birmingham Road
106	Scott Road, Birmingham Road
107	Scott Arms, Walsall Road
108	Booths Farm Road, Walsall Road
109	Beeches Road, Walsall Road
110	Perry Avenue, Walsall Road
111	Tucker Fasteners, Walsall Road
112	Perry Barr One Stop Birchfield Rd
113	Livingstone Road
114	Trinity Road, Birchfield Road
115	Six Ways Aston, Birchfield Road
116	Swimming Baths, Newtown Row
117	St Stephens Street, Newtown Row
118	Lower Tower Street

Table 14.2 – Enhanced bus stops on the A34 towards Walsall

Intervention number	Location
119	Lower Tower Street, Newtown Row
120	Milton Street, Newtown Row
121	Rodway Close, High Street
122	Six Ways Aston, Birchfield Road
123	Heathfield Road, Birchfield Road
124	Perry Barr Interchange
125	Tucker Fasteners, Walsall Road
126	Rocky Lane, Walsall Road
127	Beeches Road, Walsall Road
128	Booths Farm Road, Walsall Road
129	Scott Arms, Walsall Road
130	Cross Lane, Birmingham Road
131	Chapel Lane, Birmingham Road
132	Bell Inn, Birmingham Road
133	Queens Road, Birmingham Road
134	Travelodge, Birmingham Road
135	Jesson Road, Birmingham Road
136	Walsall Six Ways, Springhill Road
137	Upper Bridge Street

Table 14.3 – Enhanced bus stops on the A45 towards Birmingham City Centre

Intervention number	Location
138	Keresley Close, Lode Lane OR Solihull Hospital (this stop lies OUTSIDE the EP Scheme area)
139	Lode Heath School, Lode Lane
140	Henley Crescent, Lode Lane
141	Lode Lane (opp Olton Tavern)
142	Solihull Ice Rink, Lode Lane
143	Old Lode Lane, Lode Lane
144	Birmingham Air Bus Terminal
145	Birmingham International Station
146	Elmdon, Cargo Terminal
147	Hatchford Way, Coventry Road
148	Glencroft Road, Coventry Road
149	Coalway Avenue, Coventry Road
150	The Wheatsheaf, Coventry Road
151	Lyndon Road, Coventry Road
152	Brays Road, Coventry Road
153	Steyning Road, Coventry Road
154	Swan Island, Coventry Road
155	Kathleen Road, Coventry Road
156	Kings Road, Coventry Road
157	Small Heath Highway, Poets Corner

Table 14.4 – Enhanced bus stops on the A45 towards Birmingham Airport/Solihull

Intervention number	Location
158	Small Heath Highway, Poets Corner
159	Kings Road, Coventry Road
160	Kathleen Road, Coventry Road
161	Swan Island, Coventry Road
162	Sunnymead Road, Coventry Road
163	Brays Road, Coventry Road
164	Lyndon Road, Coventry Road
165	The Wheatsheaf, Coventry Road
166	Coalway Avenue, Coventry Road
167	The Arden Oak, Coventry Road
168	Hatchford Way, Coventry Road
169	Cargo Term, Cargo Terminal Road
170	Old Lode Lane, Lode Lane
171	Ulleries Road, Lode Lane
172	Lode Lane, (opp Olton Tavern)
173	Dovehouse Lane, Lode Lane
174	Henley Crescent, Lode Lane
175	Rowood Drive, Lode Lane

C2 - Enhanced Bus Stands

TfWM will look to implement the new bus stands detailed in Table 15 by a future target date. These will be designated as bus stands capable of accommodating vehicles of 15-18.75m length, with buses able to stand for up to 10 minutes depending on the location.

Table 15 - Enhanced bus stands to be implemented by a future target date of 31/12/2024

Intervention number	Stand location
176	Swan Island, Coventry Road
177	Sandwell/Walsall boundary
178	Walsall Town Centre (position to be confirmed)
179	Perry Barr One Stop, Birchfield Road

C3 - Designated feeder bus Stands

TfWM will look to implement Designated feeder service Bus Stands listed in Table 16 at a future date. These stands will be specifically for 'feeder bus services' that are advertised to connect with other key bus services in the corridor, with buses able to stand for up to 10 minutes depending on the location. TfWM will define when these locations will be designated as feeder bus stands, as and when required. Standing buses will not be permitted to idle. These stops may be used by other qualifying local bus services but may be subject to a slot booking system.

Table 16 - Designated feeder service Bus Stands

Intervention number	Stop location
180	Birmingham International Stn, Station Way (NEC Grounds)
181	Perry Barr One Stop, Birchfield Road
182	Swan Island, Coventry Road
183	Sandwell/Walsall boundary
184	Walsall Town Centre (position to be confirmed)

Schedule D – Reporting Mechanisms to Local Highway Authorities and Transport for West Midlands

D1 - Birmingham City Council reporting mechanisms

Highway Issues

All highway defects reported to Birmingham City Council will be dealt with in accordance with the City Council's current highway maintenance and management service contract requirements. Highway defects should be reported through: https://www.birmingham.gov.uk/info/20110/report_road_and_pavement_issues

This includes:

- a. Potholes (or other road and pavement problems);
- b. Faulty or broken street lights;
- c. Faulty traffic lights, signs or signals;
- d. Flooding or drainage issues; and
- e. Defects with or damage to other council street furniture.

Response times to defects will be prioritised according to their assessed urgency and the council's current service provisions.

Parking Issues

For specific parking issues, operators can report these by using the online form at: https://www.birmingham.gov.uk/info/20109/parking/1983/report_an_illegally_parked_vehicle

The parking team can be contacted at: Parking@birmingham.gov.uk

Roadwork notifications

Information on roadworks, including Urgent, Emergency and notified roadworks, can be requested from BHMStreetworks@amey.co.uk

Any operators wanting to join the list should contact BHMStreetworks@amey.co.uk

D2 – Sandwell Metropolitan Borough Council reporting mechanisms

Highway Issues

In the first instance all highway related defects related to carriageways, footways, potholes, manhole covers, road markings, road signs, streetlights, traffic lights, bridges and structures and blocked drains should be reported through the 'Report a Problem' page on Sandwell Council's website:

<http://www.sandwell.gov.uk/reportit>

Alternatively, defects can be reported through Sandwell Council's call centre (currently 0121 368 1177). In the event of an emergency response being required, this is the route we would encourage.

Defects will be automatically allocated to the correct team. Highway Safety Inspections will typically be assigned and undertaken the following working day. Defects will be prioritised and rectified in line with Sandwell Council's Asset Management Plan

Parking Issues

For the reporting of specific parking issues, operators can notify the council through the MySandwell Web Portal or contact centre by calling (currently) 0121 368 1177.

Roadwork notifications

Sandwell use one.network to make roadwork information available to operators on a self-help basis through a link on the council's website:

<https://one.network/custom/sandwell/>.

Operators can also follow on twitter on @sandwellroads.

Upcoming traffic management information is emailed on a weekly basis, normally a Wednesday. If any bus operators wish to be added to the weekly email distribution, they should request this via TfWM using busalliance@tfwm.org.uk.

D3 – Solihull Metropolitan Borough Council reporting mechanisms

Highway Issues

Solihull has a dedicated web page for reporting highway related issues, including potholes, street lights and flooding: <https://www.solihull.gov.uk/Resident/Parking-travel-roads/road-issues>

In using this website it is possible to create an account on which a response to an enquiry will be posted. There is a daytime Contact Centre telephone (currently) 0121 704 8001 and an out of hours telephone (currently) 0121 704 8000.

Response to any reported defect will be assessed by highway inspectors within 5 working days, any repairs required will be prioritised using a risk-based approach with a standard defect response within 28 days.

Parking Issues

For specific parking issues, bus operators can notify the council by calling (currently) 0121 704 611 or e-mail parkingservices@solihull.gov.uk

Roadwork notifications

There is no process to notify operators on roadworks notices.

D4 – Walsall Metropolitan Borough Council reporting mechanisms

Highway Issues

Walsall Council specifies that all defects relating to roads and pavements, potholes, manhole covers, road markings, road signs and blocked drains be reported through its 'Report a street problem within Walsall' webpage: <https://go.walsall.gov.uk/forms/Report-A-Street-Problem-Within-Walsall>

All Street lighting defects should be reported via:

www.walsallstreetlighting.amey.co.uk

All Traffic Signal Defects should be reported to Walsall and Wolverhampton shared urban traffic control service by:

Calling (currently) 01902 555795 or through:

utc.controlroom@wolverhampton.gov.uk

Defects will be rectified in line with Walsall Council's procedures (shown on page https://go.walsall.gov.uk/highway_maintenance), giving priority to those sites which are most urgent.

Parking Issues

For specific parking issues operators can notify the Civil Parking Enforcement Team by calling (currently) 01922 652433 or e-mail carparks@walsall.gov.uk.

Roadwork notifications

Roadworks Notices will be e-mailed to operators and other stakeholders on a mailing list managed by the Traffic Management Team. They are also available on Walsall Council's website: -

<https://go.walsall.gov.uk/roadworks>

Any operators wanting to join the list should contact: -

trafficmanagement@walsall.gov.uk.

D5 – Transport for West Midlands Bus stop infrastructure maintenance

We know that sometimes things can get damaged, dirty or show the wrong information and we want you to tell us as soon as you see anything wrong so we can Fix It. This should be done via the following link:

<https://www.networkwestmidlands.com/get-in-touch/report-a-problem/>

TfWM will maintain bus stop infrastructure in accordance with the following standards.

Response within 4 hours of being reported, where a defect is identified, which requires an immediate response to ensure infrastructure is safe for use, with **repairs carried out within 48 hours**:

- Bus shelter

Response within 4 hours of being reported, where a defect is identified, which requires an immediate response to ensure infrastructure is safe for use, with **repairs carried out within 5 working days** to ensure all elements are fully functional

- Advertisement panel
- Lighting panel
- Digital screen
- Stop flag
- CCTV
- Real time information

Response within 4 hours of being reported, where a defect is identified, which requires an immediate response to ensure infrastructure is safe for use, with **repairs carried out within 10 working days**:

- Feeder pillar

Response and removal within 24 hours of being reported

- Bus shelter offensive graffiti

Response within 4 hours of being reported, where a defect is identified, which requires an immediate response to ensure infrastructure is safe for use:

- Ticket machine

Planned maintenance of bus stop infrastructure:

28/02/2020

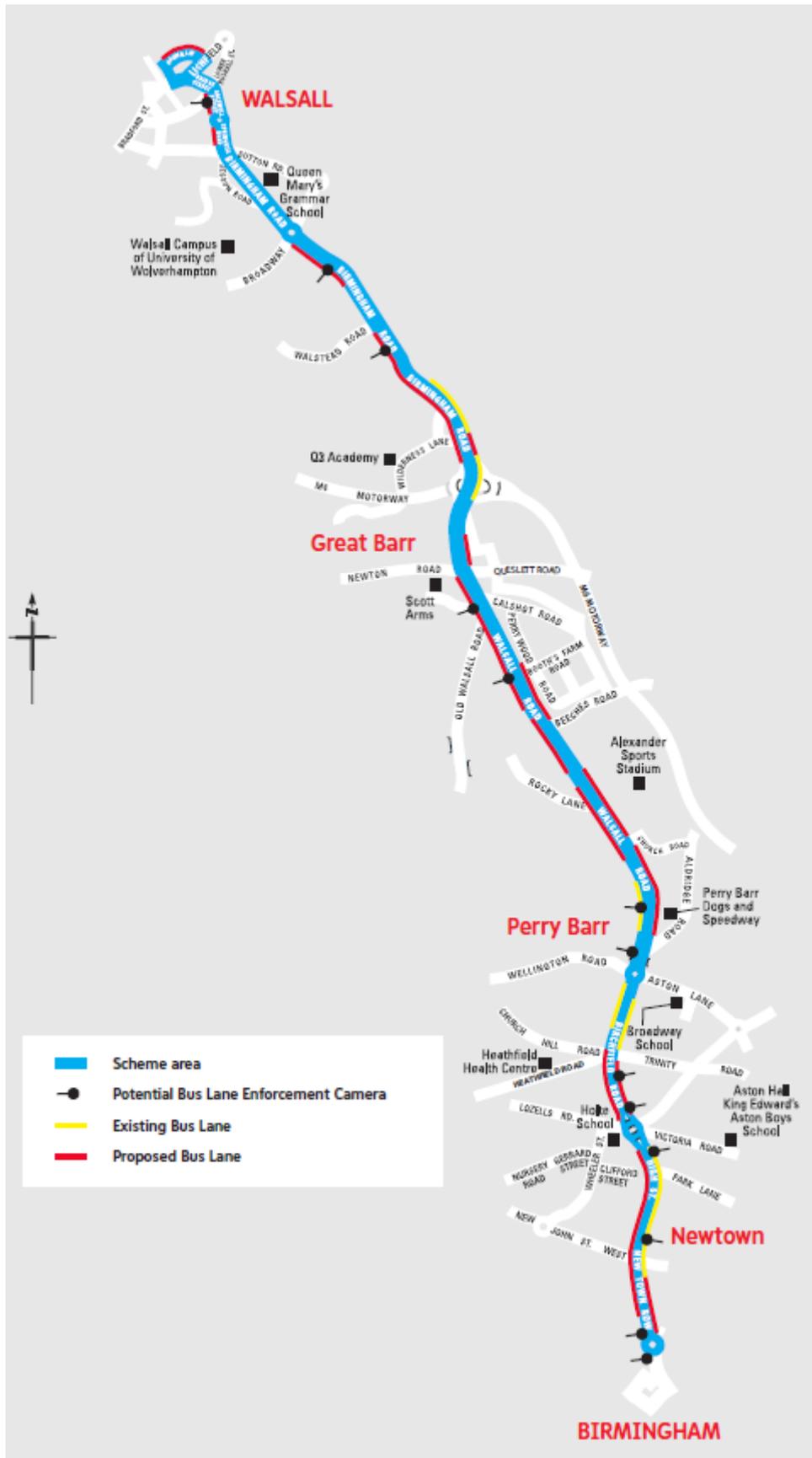
- Weekly shelter and floor cleaning within the shelter footprint, including litter removal
- Annual shelter roof clean
- Every 5 years full electrical tests and inspections

Schedule E – Maps of the EP Scheme area

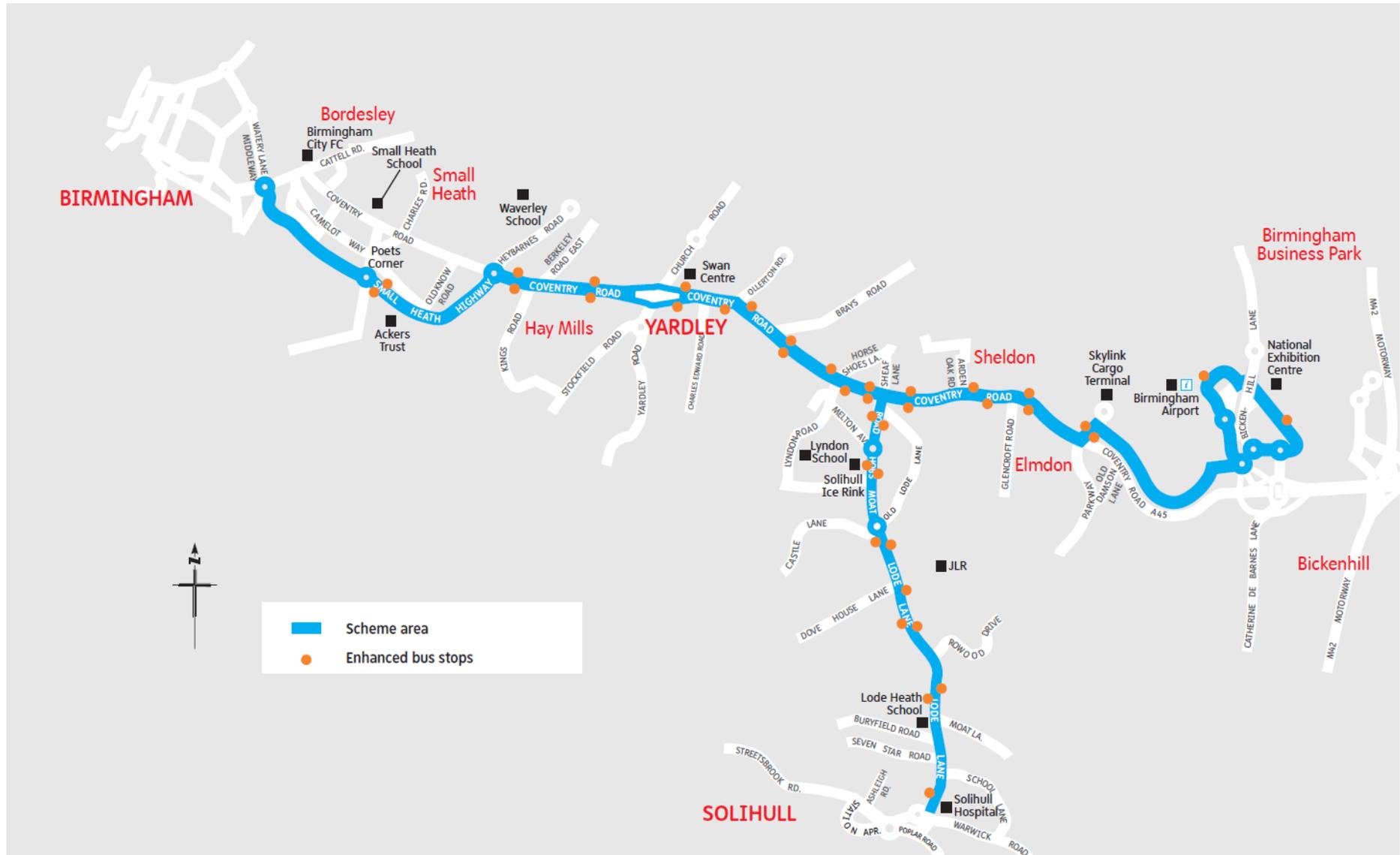
Indicative map of enhanced bus stops to be provided on the A34 corridor



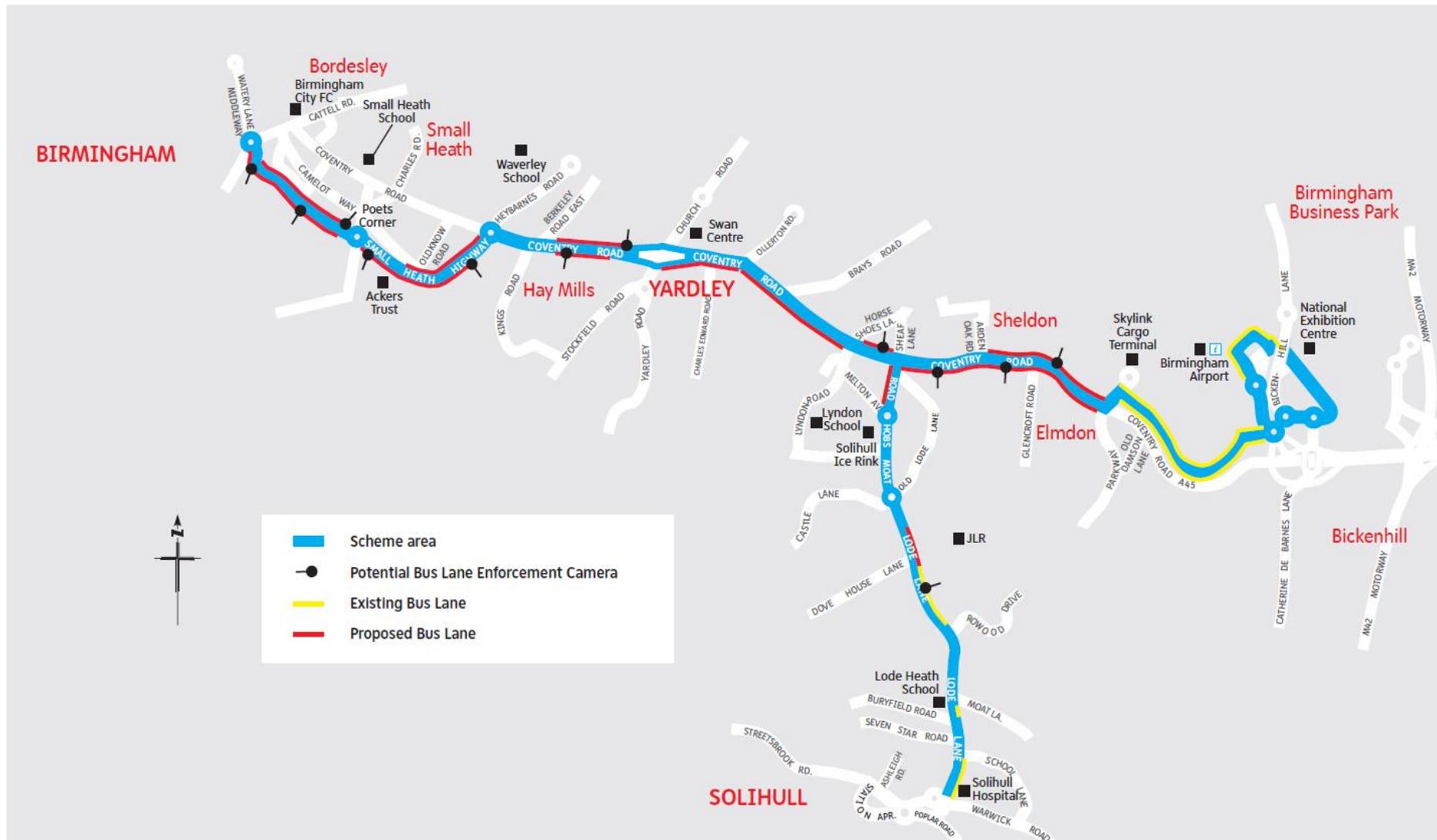
Indicative map of bus lanes to be provided on the A34 corridor



Indicative map of enhanced bus stops to be provided on the A45 and Lode Lane corridor



Indicative map of bus lanes to be provided on the A45 and Lode Lane corridor



28/02/2020

Signatory page

THIS DEED is dated _____

PARTY SEALS

(1) THE WEST MIDLANDS COMBINED AUTHORITY (WMCA) of 16 Summer Lane, Birmingham, B19 3SD affixed hereto in the presence of its duly Authorised Officer

(2) BIRMINGHAM CITY COUNCIL of The Council House, Victoria Square, Birmingham B1 1BB affixed hereto in the presence of its duly Authorised Officer

(3) SANDWELL METROPOLITAN BOROUGH COUNCIL of Sandwell Council House, Freeth Street, Oldbury, B69 3DE affixed hereto in the presence of its duly Authorised Officer

(4) SOLIHULL METROPOLITAN BOROUGH COUNCIL of Council House, Manor Square, Solihull, West Midlands, B91 3QB affixed hereto in the presence of its duly Authorised Officer

(5) WALSALL METROPOLITAN BOROUGH COUNCIL of Civic Centre, Darwall Street, Walsall, WS1 1TP affixed hereto in the presence of its duly Authorised Officer

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West Midlands
Combined Authority

Transport Delivery Committee

Date	16 March 2020
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 January 2020 shows a favourable variance of £2.407m compared to budget. The forecast position shows a favourable movement of £2.565m from budget.
2. Note that total capital expenditure to the end of January 2020 for the overall transport programme was £104.5 million, which was £42.4m below the year to date budget of £146.9m. The annual forecast position shows a favourable movement of £66.8m from budget.

1.0 Purpose

- 1.1 This report sets out the financial position as at 31 January 2020. The final position for the financial year ending 31 March 2020 will be reported at the next meeting of the Committee on 8 June 2020.
- 1.2 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 £2.407m as at the end of January 2020.

2.2 This is primarily driven by lower ENCTS patronage volumes, lower child concessions costs, alongside changes to the timing of recruitment, lower infrastructure costs, and capital financing costs.

2.3 These savings are partly offset by higher costs incurred within Subsidised Bus Services as a result of increased costs pressures on contracts following the closure of Accessible Transport Group (ATG).

2.4 The forecast position shows a favourable movement of £2.565m (2%) from budget. This is primarily driven by a reduction in ENCTS patronage volumes and changes to the timetable of capital projects, alongside the realisation of some indirect efficiency savings in order to create the savings to support the 2020/21 budget.

2.5 Below are the key favourable forecast movements compared to budget:

- Travel concessions has a favourable forecast movement of £1.536m due to lower ENCTS patronage volumes and lower child concessions costs.
- A favourable forecast movement of £0.529m reflects the latest forecast of capital financing costs.
- Network Resilience has a favourable forecast movement of £0.352m. This is due to staffing variations and lower external advice requirements.
- Tendering / Monitoring has a favourable forecast movement of £0.229m. This is due to lower monitoring costs and lower market research activity.
- Bus Stations / Infrastructure has a £0.141m favourable movement mainly due to higher advertising income and lower cleaning costs compared to budget.

2.6 Below are the key adverse forecast movements compared to budget:

- The Subsidised Bus Network has an adverse forecast movement of £0.433m. 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.
- Strategic Development has an adverse forecast movement of £0.249m mainly due to staffing variations and additional external advice requests.

2.7 Further details are set out in the table overleaf.

Transport for West Midlands year to date revenue position – January 2020

	JANUARY 2020 YEAR TO DATE			FULL YEAR 2019/20			VARIANCE EXPLANATION(S)
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000	
TRANSPORT FOR WEST MIDLANDS							
INCOME							
Specific resources:							
Transport Levy	95,600	95,600	() 0%	114,720	114,720	() 0%	
TOTAL INCOME	95,600	95,600	() 0%	114,720	114,720	() 0%	
EXPENDITURE							
Concessions							
National Bus Concession	42,114	42,648	534 1%	50,531	51,184	653 1%	Lower ENCTs patronage than budgeted, partially offset by lower Concessionary Replacement Pass income and higher supporting costs.
Metro / Rail	3,777	3,816	39 1%	4,542	4,578	36 1%	
Child Concession	5,571	6,369	798 13%	6,796	7,643	847 11%	Lower Child concessions than budgeted.
	51,462	52,833	1,371	61,868	63,404	1,536	
Bus Services							
Bus Stations / Infrastructure	2,834	2,978	144 5%	3,853	3,994	141 4%	Additional costs funded from earmarked reserves
Subsidised Network	8,182	7,828	(354) 5%	9,813	9,379	(433) 5%	Additional cost pressures on contracts following the collapse of the Accessible Transport Group.
Tendering / Monitoring	436	659	223 34%	552	788	236 30%	Lower than expected monitoring costs and market research activity.
Accessible Transport	6,008	6,048	40 1%	7,209	7,259	50 1%	
	17,460	17,513	53	21,427	21,419	(7)	
Rail and Metro Services							
Metro Services	1,139	1,315	175 13%	1,580	1,609	29 2%	YTD variance due to lower infrastructure costs
Rail Services	1,700	1,823	123 7%	2,154	2,267	113 5%	
	2,839	3,137	298	3,734	3,875	141	
Integration							
Safety and Security	657	690	33 5%	917	1,031	113 11%	Spend on policing resources is running behind the expected profile due to a delay in appointments. Equipment purchases are still being planned to ensure best value is achieved.
Passenger Information	4,235	4,199	(37) 1%	5,082	5,062	(20) 0%	External advice and monitoring costs higher than budgeted.
Sustainable Travel	292	309	17 6%	347	378	32 8%	
	5,185	5,198	13	6,346	6,471	125	
Network Resilience							
	1,002	1,332	330 25%	1,437	1,788	352 20%	Staffing variations
Business and Democratic Support							
	3,019	3,043	24 1%	3,657	3,789	132 3%	ICT costs due to lower than budgeted for specialist ICT provision and lower legal fees.
Strategic Development							
	2,102	1,973	(128) 7%	2,661	2,412	(249) 10%	
Transport Governance							
	108	114	6 5%	130	136	6 5%	
Capital Finance Charges							
	9,412	9,852	440 4%	10,896	11,425	529 5%	Reflects the latest forecast of capital financing costs.
TOTAL EXPENDITURE	92,589	94,996	2,407 3%	112,155	114,720	2,565 2%	
NET	3,011	604	2,407 385%	2,565	()	2,565	

SECTION B

3.0 Summary Position TfWM Capital Budget

- 3.1 Overall, TfWM Capital Programme expenditure totalled £104.5m at the end of January 2020, which was £42.4m (29%) below the budget of £146.9m, with the variance primarily contained within the Investment Programme portfolio (£27.7m). The Annual Forecast has been reduced by £14.0m (9%) from November 2019, with the variance primarily contained within the Investment Programme (£41.5m) specific to the Metro Extension projects explained in more detail below.

TRANSPORT PROGRAMME	JANUARY 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Investment Programme	78,378	106,070	27,692	98,060	139,616	41,556
CWG Programme	10,111	15,488	5,377	13,494	25,963	12,469
Other Major Programmes	11,300	16,678	5,378	16,915	22,833	5,918
Minor Work Programme	4,740	7,114	2,374	7,271	10,644	3,373
Grants to Local Authorities	15	1,596	1,581	15	3,546	3,531
TOTAL	104,544	146,946	42,402 29%	135,755	202,602	66,847 33%

- 3.2 This is the latest in year expenditure forecast, however the capital programme spans multiple years in terms of project delivery. This latest in year forecast reflects the latest programme phasing and does not compromise project delivery timescales or future access to funding.
- 3.3 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.
- 3.4 The Transport Programme has been categorised into five sub programmes. The largest of these is the Investment Programme with a Budget of £139.6m, including all of the Rail / Sprint & Metro Extension Schemes. At the end of January, actual costs total £78.4m, which was £27.7m below the budget of £106.1m. The main variances at the end of January are contained within the Metro Programme totalling £21.6m. The Metro Scheme for Wednesbury to Brierley Hill favourable variance of £11.9m is reflective of the latest programme for design and advance construction. 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, and was a major milestone in the delivery of the Metro network project.
- 3.5 The Birmingham Eastside extension variance of £9.5m reflects the Transport and Works Act Order approval pending with DfT. Shorter term funding has been approved allowing some work to progress to agree a revised profile to Q1 20/21, when the final business case is anticipated to be approved. The SPRINT-Hagley Road scheme is £4.3m below budget 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 East Birmingham to Solihull extension £1.7m works have been paused, pending security of further funding for the works There is a favourable variation within MML Life Cycle Projects (£1.4m) primarily owing to a re-profiling of track stress assessments. Offsetting the favourable variances, the Metro Westside extension

£1.1m adverse variance is due to additional works requested by BCC which were not budgeted for at the start of the year.

- 3.6 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 January 2020, actual costs total £10.1m, which is £5.4m below the budget of £15.5m. The main variance of note relates to the Sprint A45 Birmingham Airport and Solihull which was £3.7m below budget due to a re-profiling of utility diversion works. The Sprint A34 Walsall to Birmingham is also below budget (£2.4m), due to the re-profiling of utility diversion works. In addition, the RTCC-Design & Layout (£1.1m), for the new control centre has a favourable variance due to minor rescheduling of IT system work and workstation hardware and software. Offsetting the favourable variances, the University Station is ahead of budget by £1.2m mainly due to the acceleration of some detailed design activities that were anticipated later in the programme. An adverse variation on the Perry Barr Rail Station scheme (£0.7m) reflects works to produce the design brief and feasibility studies.
- 3.7 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 January 2020, actual costs total £11.3m, which was £5.4m below the budget of £16.7m. The main variance is contained within the Rail Schemes, primarily relating to Snow Hill 3rd Access (£1.3m) where the emergence of a wider redevelopment and regeneration opportunity, led by Birmingham City Council and the WMCA Housing Directorate, in the vicinity has led to the pausing of the project. Work to GRIP 5 (single option solution) is nearing completion, and a review of final costings is under way. The Key Route Network safety programme £1.2m relating to congestion and road safety measures has been rescheduled into 20/21. Solution development work to progress conceptual/preliminary design options on the network started in September, and will progress towards the end of March 2020. The Connected and Autonomous Vehicles TestBed (CAV) project £0.9m (£0.5m in December) has been re-profiled to July 2020 due to the supplier selection process which has now been completed.
- 3.8 The Minor Works Programme includes a large number of small schemes. At the end of January 2020, actual costs total £4.7m, which is £2.4m below the budget of £7.1m. The main variances are attributable to the ADEPT Live Lab project (£1.0m) where early start pilots to analyse congestion patterns on the regions busiest roads has been revised in line with a new programme.
- 3.9 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. At the end of January 2020, actual costs total £15k, which was £1.6m below the budget of £1.6m. The main variances have arisen owing to the finalisation of funding agreements with respect to two Coventry schemes, and as a consequence, the scheme expenditure has been rescheduled to commence in Q1 20.
- 3.10 At the end of January 2020, the annual forecast totals £135.8m, which is £66.8m below the budget of £202.6m (33%). The Metro Wednesbury to Brierley Hill Extension (£18.2m) has been reduced, following a reschedule of the programme. Work is ongoing to accommodate delivery by 2023. The Metro Birmingham Eastside extension (£13.5m) and Metro East Birmingham to Solihull Extension (£1.9m) are underspent due to funding uncertainty, the current year forecasts have been reduced until further funding has been secured. With

respect to Metro Birmingham Eastside, a £10m tranche of funding from DfT was received in September and is expected to carry the project until the Final Business Case approval in Q1 20/21. The Metro Westside extension (£2.9m) has been reduced owing to residual urban realm works being completed as part of the Centenary Square (Westside Phase 1) extension. These works are forecast to be completed during Q1 20/21. The overall Westside extension to Edgbaston remains on target to be delivered for December 2021.

TfWM Delivered Investment Programme Schemes

INVESTMENT PROGRAMME	JANUARY 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Rail						
Rail - Camp Hill Line Local Enhancements (Package 2)	1,574	2,456	882	1,906	3,503	1,597
Rail - Walsall to Wolverhampton Local Enhancements (Package 1)	1,416	1,944	528	1,885	2,267	382
Rail - Sutton Coldfield Gateway	121	165	44	188	250	62
Coventry South Package - Tile Hill Station Improvements	7	139	132	6	194	188
Metro						
Metro Birmingham Eastside Extension	6,833	16,370	9,537	8,629	22,098	13,469
Metro Wolverhampton City Centre Extension	3,371	2,145	(1,226)	4,247	3,551	(696)
Metro Wednesbury to Brierley Hill Extension	19,275	31,191	11,916	25,030	43,207	18,177
Metro Centenary Square/Edgbaston Extension	33,396	32,286	(1,110)	38,102	40,962	2,860
Metro Catenary Free	0	0	0	0	0	0
Metro East Birmingham to Solihull Extension	158	1,839	1,681	158	2,017	1,859
Bilston Road Track Replacement Phase 2	29	283	254	275	283	8
Metro Network Enhancements - Traction Power and OLE Upgrades with Power Modelling	127	35	(92)	145	42	(103)
WIP Station and Car Park works	8,385	8,134	(251)	10,026	10,531	505
Metro Network Enhancements - Depot and Stabling	241	244	3	238	253	15
Metro Network Enhancements - Wednesbury Depot Upgrades	345	25	(320)	502	30	(472)
Metro Network Enhancements - Comms and Control	200	60	(140)	963	72	(891)
Buy Before Boarding	71	88	17	96	103	7
Wolverhampton WIP Public Realm	0	0	0	51	0	(51)
MMA Innovation	26	0	(26)	26	0	(26)
MML Life Cycle Projects	894	2,255	1,361	1,534	3,082	1,548
Sprint						
Sprint - Longbridge to Birmingham	39	17	(22)	38	21	(17)
Sprint - Hall Green to Interchange via Solihull	39	17	(22)	38	21	(17)
Sprint - Hagley Road Phase 2 (with Halesowen and Dudley to Birmingham)	69	97	28	108	120	12
Sprint - Sutton Coldfield to Birmingham (via Langley)	852	1,072	220	1,312	1,311	(1)
Sprint - Hagley Road Phase 1	909	5,207	4,298	2,556	5,699	3,143
SPRINT Programme Management	0	0	0	0	0	0
TOTAL	78,377	106,069	27,692 26%	98,059	139,617	41,558 30%

3.11 Expenditure against the TfWM delivered Investment Programme schemes totalled £78.377m at the end of January 2020 which was £27.692m below the budget of £106.069m. The main contributors to the favourable variance were as follows:

- Metro Wednesbury to Brierley Hill Metro Extension (£11.916m) reflective of the latest programme for design and advance construction. The contract for the third generation trams was signed in October.
- Metro Birmingham Eastside (£9.537m) 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 Full Business Case which is expected in Q1 20/21.
- SPRINT-Hagley Road (£4.298m) 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.
- MML Life Cycle Projects (£1.361m) favourable variance owing to current resource constraints, the programme to complete activities such as Track Stress assessments have been re-profiled into Q4 19/20 and Q1 20/21.

Offsetting this

- Metro Wolverhampton City Centre Extension (£1.226m) adverse variance is due to the acceleration of resurfacing works originally planned for Q1 20/21.
- Metro Westside Extension (£1.110m) adverse variance is due to additional works requested by Birmingham City Council not budgeted for.

3.12 The Annual Forecast totals £98.059m, which is £41.558m below the budget. The main contributors to this favourable variance are as follows:

- Metro Wednesbury to Brierley Hill Metro Extension (£18.177m) following the later than expected approval of MMA target cost. Work is ongoing to accommodate the delay in start to maintain delivery by December 2023.
- Metro Birmingham Eastside extension (£13.469m) had been reduced pending resolution of the funding discussions with DfT which have now concluded in September. A further £10m tranche of funding from DfT was received in September. Work is now under way to agree future spending approval in advance of Final which will be sufficient to take the project through to Full Business Case approval in Q1 20/21.
- SPRINT-Hagley Road (£3.143m) 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 Westside Extension (£2.860m) owing to residual urban realm works being completed as part of the Centenary Square (Westside Phase 1) extension. The overall Westside extension to Edgbaston remains on target to be delivered for December 2021.
- Metro East Birmingham to Solihull Extension (£1.859m) below budget. Activity has been paused against expected levels of budgeting, pending the securing of further funding.
- Rail – Camp Hill Line Local Enhancements (Package 2) (£1.597m) largely due to land acquisitions being deferred to 20/21 amid continuing negotiations with landowners.
- MML Life Cycle Projects (£1.548m) favourable variance as a consequence of the current resource constraints, pushing workloads into Q1 20/21.

Offset by the following ahead of budget

- Metro Network Enhancements-Comms and Control. (£0.891m) Signalling and Control of Trams for Passenger Information Displays originally planned in 20/21, has been brought forward into this year.
- Metro Wolverhampton City Centre Extension (£0.696m) due to the acceleration of phase 4 resurfacing work originally planned to take place upon the return to site in 2020.

3.13 There are no schemes, where the likelihood of meeting the scheme delivery timescales is in doubt.

Commonwealth Games Programme

COMMONWEALTH GAMES PROGRAMME	JANUARY 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Sprint - A34 Walsall to Birmingham	2,034	4,383	2,349	2,665	7,951	5,286
Perry Barr Interchange Development	0	12	12	0	12	12
University Station Improvement Project	2,578	1,364	(1,214)	2,989	1,504	(1,485)
DfT- Regional Integrated Control Centre (RICC)	45	98	53	45	98	53
Perry Barr Rail Station	1,702	951	(751)	1,798	1,105	(693)
Commonwealth Games (Transport Modelling/Strategy)	498	128	(370)	586	663	77
Regional Transport Coordination Centre (RTCC) development	0	350	350	0	370	370
RTCC-Highway Interventions	13	60	47	13	125	112
RTCC-Customer Information	0	58	58	9	110	101
RTCC-Design & Layout/Commercialisation	854	1,927	1,073	2,349	2,527	178
RTCC-Operations	237	289	52	287	430	143
RTCC-Data (Tactical & Operational Intelligence)	94	153	59	257	620	363
RTCC-ICT	23	66	43	25	82	57
RTCC NWM Customer Interface Tool (Journey planner/Website)	95	0	(95)	98	1,042	944
Sprint - A45 Birmingham to Airport and Solihull	1,939	5,649	3,710	2,373	9,324	6,951
TOTAL	10,112	15,488	5,376	13,494	25,963	12,469

3.14 Expenditure against the Commonwealth Games Programme totalled £10.112m at the end of January 2020 which was £5.376m below the budget of £15.488m. The main contributors to this adverse variance are as follows:

- SPRINT – A45 Birmingham to Airport and Solihull (£3.710m) due to the re-profiling of utility diversion costs, owing to lower contractor activity.
- SPRINT – A34 Walsall to Birmingham (£2.349m) due to the re-profiling of utility diversion costs, owing to lower contractor activity.
- RTCC-Design & Layout / Commercialisation (£1.073m) Fit out costs for the new Control Centre are being finalised with the Contractor.

Offset by

- University Station (£1.214.m) mainly due to the acceleration of some detailed design activities that were anticipated later in the programme.
- Perry Barr Rail Station (£0.751m) above budget due to higher than anticipated design costs.

3.15 The Annual Forecast totals £13.494m, which is £12.469m below the budget of £25.963m. The main contributors to this adverse variance are as follows:

- SPRINT – A45 Birmingham to Airport and Solihull (£6.951m) which includes the full year impact of the current variance identified.
- SPRINT – A34 Walsall to Birmingham (5.286m) which includes the full year impact of the current variance identified.

Offset by

- University Station Improvement (£1.485m) due to a more complex design brief, and Detailed Design works (GRIP 5) being brought forward to aid Programme timescales. There are also overspends relating to Management support costs.
- Perry Barr Rail Station (£0.693m) due to re-estimations of feasibility, design and land advisory costs.

The increases identified above are expected to be contained within the overall budget, and have no impact on the overall delivery of the scheme.

Other Major Works Programme

OTHER MAJOR WORKS PROGRAMME	JANUARY 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Dudley Bus Station Development	54	82	28	82	82	0
Longbridge Connectivity Package	3,470	3,998	528	4,308	5,202	894
Snow Hill 3rd Access	702	2,016	1,314	855	2,043	1,188
Snow Hill Public Realm	0	150	150	0	150	150
Connected and Autonomous Vehicles TestBed (CAV)	1,800	2,696	896	3,378	3,777	399
Clean Bus Technology Fund 2017-2019	3,266	3,840	574	4,217	5,428	1,211
NPIF 2 Birmingham Growth Point	28	247	219	68	624	556
Key Route Network Safety	364	1,548	1,184	624	1,794	1,170
ConVEx-Connected Vehicle data Exchange	162	98	(64)	412	300	(112)
Highway Investment Programme	0	0	0	0	250	250
Dudley Interchange	312	259	(53)	564	259	(305)
Autonomous Highway, Rural & Parking Test Facilities (Meridian 3)	138	545	407	196	689	493
Future Mobility Zone - Human Centered Data	65	202	137	155	235	80
Future Mobility Zone - Enhanced Ticket Platform	394	350	(44)	994	600	(394)
Future mobility Zone - Transport Network Data	122	350	228	178	550	372
Future Mobility Zone - Enabling Data Exploitation	29	2	(27)	31	5	(26)
Future Mobility Zone - Innovation Showcases	128	33	(95)	188	150	(38)
Future Mobility Zone - Programme Mgmt & Monitoring Evaluation	37	88	51	49	115	66
A435 Alcester Rd Bus Priority Revitalisation	213	173	(40)	618	578	(40)
5G	17	0	(17)	0	0	0
TOTAL	11,301	16,677	5,376 0%	16,917	22,831	5,914 26%

3.16 Expenditure against the Other Major Works Programme totals £11.301m at the end of January 2020 which was £5.376m below the budget of £16.677m. The main contributor to this favourable variance is as follows:

- Snow Hill 3rd Access (£1.108m) where the emergence of a wider redevelopment and regeneration opportunity, led by Birmingham City Council and WMCA Housing Directorate in the vicinity has led to the pausing of the project. Work to GRIP 5 (single option solution) is nearing completion, and a review of final costings is under way.

3.17 The Annual Forecast has been reduced to £16.917m, which is £5.914m below the budget of £22.831m. The main variances are as follows

- Snow Hill 3rd Access (£1.314m) due to the extended procurement and estimations regarding completion of the design phases. A proposal to pause the Project on completion of GRIP 5 (Detailed Design) was agreed in January 2020, due to the emergence of a wider development opportunity led by Birmingham City Council and WMCA Housing Directorate.
- Key Route Network Safety (£1.170m), where the Congestion and Road Safety measures earmarked to be spent this year have slipped. Solution development work to progress conceptual/preliminary design options on the network started in September, and will progress towards end March 2020.
- Longbridge Connectivity (£0.894m) due to a revised completion date in Q1 20/21. Work on of the 5 decked car park is progressing well towards the target date for completion.

Minor Works Programme

MINOR WORKS PROGRAMME	JANUARY 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL	BUDGET	VARIANCE	FORECAST	BUDGET	VARIANCE
	£000	£000	£000	£000	£000	£000
Bus						
Shelter Appeals	9	10	1	10	10	0
Network Wide Swift Procurement	0	0	0	0	0	0
TBT Birmingham City Centre Shelter Design Optimisation	1	10	9	1	10	9
TBT Platinum Route RTI Equipment Upgrades	272	315	43	366	366	0
TBT Highway Scheme Development (Bus reliability and punctuality)	(1)	0	1	(1)	0	1
DfT Tackling Nitrogen Dioxide - Dudley MBC	98	95	(3)	191	190	(1)
DfT Tackling Nitrogen Dioxide (Wolverhampton MBC)	1,820	1,557	(263)	2,547	2,730	183
Rail						
Tipton Park and Ride	0	24	24	0	24	24
Aldridge Rail Station Study	1	37	36	37	37	0
Metro						
Bradley Lane Park and Ride	1,744	2,051	307	1,855	2,051	196
Cycling						
SNSC(1.0) - Cycling	0	24	24	24	24	0
Network Wide Cycling Programme (NWCP)	11	120	109	22	120	98
Bike Life Report	15	15	0	15	15	0
LSTF Northfield STPs	(4)	0	4	(4)	0	4
LSTF Rowley Regis STPs	(8)	0	8	(8)	0	8
Better Streets Community Fund	20	195	175	89	420	331
Highway						
ADEPT Live Lab	74	1,104	1,030	736	1,763	1,027
Asset Replacement						
Network Wide Bus Station Refurbishment Phase 1	146	577	431	368	767	399
Network Wide P and R Lighting Enhancement	10	30	20	14	30	16
Network Wide Park and Ride Upgrades	20	119	99	164	164	0
Network Wide CCTV Refresh and Installation (inc APNR)	0	0	0	0	0	0
Network Wide Park and Ride Expansion Developments -Phase 2	73	86	13	84	116	32
Digital Advertising Panel rollout	0	0	0	0	0	0
IDOX - Asset Management System	16	69	53	32	70	38
Asset Management- Shelter Replacement	172	197	25	197	197	0
Network Infrastructure Measures	0	0	0	0	0	0
Bridges (Asset Management)	0	30	30	30	30	0
Real Time Information Upgrades	33	60	27	55	990	935
Other						
Project Development Costs	3	0	(3)	6	0	(6)
Road Safety Grant	0	2	2	0	2	2
LTP Technical Development Nims Mattisse	0	0	0	19	19	0
Top Slice	1	0	(1)	1	71	70
Asset Management- RTI Upgrades	174	285	111	285	285	0
Expansion of West Midlands GLOSA Trial	1	7	6	1	7	6
Transport Data Unification (traffic data)	20	66	46	100	100	0
AutopleX	18	27	9	34	33	(1)
TOTAL	4,739	7,112	2,373	7,270	10,641	3,371
			33%			32%

3.18 Expenditure against the Minor Works Programme totalled £4.739m at the end of January 2020 which was £2.373m below the budget of £7.112m. The main variances are as follows:

- ADEPT (Voluntary organisation) Live Lab project (£1.030m) where resources have been deployed slower than expected, and as a consequence progress is well behind schedule.
- Network Wide Bus Station Refurbishment Phase 1 (£0.431m) due to the reprofiling of auto door replacements at West Bromwich and Wednesbury Bus stations.

Offsetting this was the following:

- DfT Tackling Nitrogen Dioxide (Wolverhampton MBC (£0.263m) due to an advance payment to West Midlands Travel ahead of the planned profile.

3.19 The Annual Forecast totals £7.270m, which is £3.371m below the budget of £10.641m. The main variances are as follows

- ADEPT Live Lab project (£1.027m) a continuation of the current variance
- Real Time Information Upgrades project (£0.935m), where initial solution design development work only commenced in November, however further work streams are unlikely to make significant headway until Q1 20/21.

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	JANUARY 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
MST (DU01) Highway works - NCN Route 54 to Pensnett Trading Estate and associated links	12	12	0	12	12	0
MST (SAN09) Walsall Canal South to Patent Drive	2	80	78	2	80	78
B4106 Spon End (Coventry CC)	0	1,092	1,092	0	2,292	2,292
New St/High St/Victoria Sq Public Realm (Birmingham CC)	0	175	175	0	925	925
Low Emission Bus Scheme (Coventry CC)	0	237	237	0	237	237
TOTAL	14	1,596	1,582 99%	14	3,546	3,532 100%

3.21 Expenditure against the Grants to Local Authorities Programme totalled £0.01m at the end of January 2020 which was £1.582m below the Budget. The main variances relate to B4106 Spon End, and Low Emission Bus Scheme, being delivered by Coventry City Council. Neither project has commenced yet, due to the finalisation of the funding agreements, which are nearing completion. The Annual Forecast has been reduced by £3.5m to reflect current costs.

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West Midlands
Combined Authority

Transport Delivery Committee

Date	16 March 2020
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 6th January 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 2020/21 Capital Programme have been completed during January and February 2020;
 - Bradley Lane Park & Ride - Car park opened on 6th Feb 2020, providing 196 new spaces for Metro passengers.
 - IDOX Asset Management System – Installation complete and fully operational

4.0 Variations to Baseline Programme

- 4.1 Network Wide Cycling Programme 3A (NWCP) – Contractor delay to completing installation at New Street Station. Completion in March is now anticipated and a launch date is still to be agreed.
- 4.2 Bradley Lane – Works were substantially completed in December 2019, however due to issues relating to the discharge of planning conditions, relating to the reinstatement of the football pitches formal opening was delayed until February.

5.0 Financial Implications

- 5.1 The detailed financial aspects of the TfWM 2020/2021 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 2020/2021.

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 set 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

2020/21 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 of the authority's first multi decked park and ride car park is well underway. Main core and frame is complete with all decks installed. The asphalt surfacing to the top deck is near completion. First fix installation of the services is well under way. The lifts are installed and nearing commissioning phase. Permanent power supply and BT connections are procured and due for installation. Stair core and headlight screen cladding is due to commence shortly. Final sign and decoration layouts are currently being agreed. Works are all on track for Spring 2020 opening.
2	Dudley Interchange	Detailed Design	May 2022	May 2022	Amber	Same	Atkins appointed as RIBA Stage 3 Consultants and currently developing outline plans and documents to support a Design & Build Contract. Procurement and Contracting Strategy has been developed. Ongoing dialogue with Dudley MBC and Midland Metro on project interfaces. Funding application to BCLEP has been lodged awaiting decision. CPO process has commenced by DMBC with S16 notices issued to affected landowners. Ground Investigation works due to commence early March.
3	Making the KRN Safer	Contribution	Mar 2019	Mar 2020	Green	Same	There has been a delay in the procurement of the weather stations across the region, but this is being addressed by LA partners and we are aiming to have the new stations to be introduced by end of this financial year. Each local authority has identified a lead to sit on the Strategic Group for Road Safety, a monitoring framework is currently being agreed with LAs and a session to develop next year's action plan is scheduled for February.
4	Perry Barr Rail Station and Bus Interchange	Development	Dec 2021	Feb 2022	Amber	Same	GRIP 4 Contract and Design is now underway and survey work is being undertaken to inform the detail design. Public engagement "wrap up" session is scheduled for 4th March to review the feedback, together with the key project partners and understand the way to incorporate comments into the project deliverables. Bus Interchange work is ongoing with continued project interface with Birmingham City Council highways team and key stakeholders.
5	Snow Hill 3 rd Access	On Hold					Awaiting GRIP 4 Close Out.
6	University Station	GRIP 4 – Outline Design	May 2022	May 2022	Green	Same	Comments on planning permission received and responses issued. Committee date is TBC but expected imminently. GRIP 5-8 design and build contract ITT issued December 2019 with responses due back March 2020. Design work continues to progress with formal submissions due in March. Appointment of contractor and progression to GRIP 5 on track to meet programme date in May 2020.
Minor Works Programme							
7	TBT Platinum Route shelter upgrades	Rolling programme	Mar 2019	Mar 2020	Green	Same	28 new shelters have been installed to date another 21 shelters will be installed by the end of March 20. 7 other shelters have been upgraded from stock and re-orientated. 40 new advertising panels have been ordered to replace life expired ones, but delivery has been delayed due to Coronavirus as these are coming from China.
8	Bradley Lane Metro Park and Ride	Complete			Green	Complete	Bradley Lane opened on Thursday 6 February providing 196 spaces for Metro users following the completion of the final snagging issues. We will be going back to site in the Spring to commence the reinstatement of the football pitches.
9	Network Wide Bus Station Refurbishment Phase 1	Design & Delivery	Mar 2020	Mar 2020	Green	Same	Midlife refurbishment works are completed and are making a significant positive impact on the customer experience. Works to Stourbridge Interchange carriageway complete. Work continues with Coventry City Council to establish budget and scope to enhance Pool Meadow Bus Station ahead of City of Culture 2021- these works will take place between April and December 2020.
10	Network Wide P&R Lighting Enhancements	Delivery and Handover	May 2019	May 2020	Amber	Same	All certification from Audit's provided to WMT for close out. WMT confirmed 24/02 that these have now been closed. We are therefore able to look to deliver the final 5 sites. We have asked our contractor to provide updated quotes for the works, as the last

	Project Name	Status	Baseline Comp Date	Forecast Date	DCA	DCA Trend	Exec Summary
							quotes obtained were in 2015. Planning permission has been granted where applicable (Shirley & Sutton Coldfield) & we will be liaising with WMT/Network Rail to submit LandLords Consent's and programme the works. The remaining budget for this project has been moved to FY 2020/21, with delivery of the remaining sites to be in Q1/2.
11	Network wide Park & Ride Expansion Developments – Phase 2	Development / Feasibility	Mar 2019	Mar 2020	Green	Same	The Park & Ride strategy has been finalised and a development plan is being created to direct focussed Park & Ride expansion based on the policies and principles agreed within the strategy. We are continuing to develop Park & Ride expansion opportunities for sites already approved, including at Tile Hill, Whitlocks End, key locations in Sandwell, Darlaston, Willenhall, for SPRINT and for the Commonwealth Games.
12	IDOX – Asset Management System	Complete			Green	Complete	The system is now fully installed and operational. Following a period of testing, CaFM Explore is now 'live' to Bus Stations, Park & Ride and Summer Lane fault reporting, This includes raising, completing and closing down orders. Contractors are also now fully utilising the system.
13	Asset Management – RTI Upgrades	Rolling programme	Mar 2019	Mar 2020	Green	Same	Funds have been allocated for upgrade of RTI screens on Birmingham City Centre totems. Those upgrades are currently in progress and expect to be completed by mid-March (approx. 30 of 58 units have been completed to date). The supplier carrying out the work are 21 st Century Passenger Systems.
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	Mar 2020	G/A	Worse	Coventry and Wolverhampton Bus cycle parking complete, as well as Solihull Rail Station. Revisited design for New Street Station agreed with Network Rail – currently working with contractor Broxap to complete install and agree a launch date for new facility.
16	West Midlands Bike Share Scheme	Procurement	March 2022	March 2022	Green	Same	Three suppliers have made submissions as part of the Invitation to Submit Outline Proposals (ISOP) stage. WMCA currently finalising Invitation to Submit Detailed Submissions documentation in order to issue to three suppliers as part of the next stage of procurement.
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. 35 new shelters with digital advertising have been installed to date. (Including 3 outside New Street on St. Martins Queensway). The remaining 15 shelters will be installed by the end of March 20.

N.B Report data correct as of 3rd March 2020

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

Programmes

TRANSPORT PROGRAMME	JANUARY 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
CWG Programme	0	12	(12)	0	12	12
Other Major Programmes	4,590	7,794	3,204	5,869	9,271	3,402
Minor Work Programme	2,653	3,818	1,165	3,441	4,225	784
TOTAL	7,243	11,624	4,357	9,310	13,508	4,198

COMMONWEALTH GAMES PROGRAMME	JANUARY 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Perry Barr Interchange Development	0	12	12	0	12	12
TOTAL	0	12	12	0	12	12

OTHER MAJOR MORKS PROGRAMME	JANUARY 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Dudley Bus Station Development	54	82	28	82	82	0
Longbridge Connectivity Package	3,470	3,998	528	4,308	5,202	894
Snow Hill 3rd Access	702	2,016	1,314	855	2,043	1,188
Snow Hill Public Realm	0	150	150	0	150	150
Key Route Network Safety	364	1,548	1,184	624	1,794	1,170
TOTAL	4,590	7,794	3,204	5,869	9,271	3,402

MINOR WORKS PROGRAMME	JANUARY 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Bus						
Shelter Appeals	9	10	1	10	10	0
TBT Birmingham City Centre Shelter Design Optimisation	1	10	9	1	10	9
TBT Platinum Route RTI Equipment Upgrades	272	315	43	366	366	0
Rail						
Tipton Park and Ride	0	24	24	0	24	24
Metro						
Bradley Lane Park and Ride	1,744	2,051	307	1,855	2,051	196
Sprint						
Cycling						
Bike Life Report	15	15	0	15	15	0
Asset Replacement						
Network Wide Bus Station Refurbishment Phase 1	146	577	431	368	767	399
Network Wide P and R Lighting Enhancement	10	30	20	14	30	16
Network Wide Park and Ride Upgrades	20	119	99	164	164	0
Network Wide Park and Ride Expansion Developments -Phase 2	73	86	13	84	116	32
IDOX - Asset Management System	16	69	53	32	70	38
Asset Management- Shelter Replacement	172	197	25	197	197	0
Network Infrastructure Measures	0	0	0	0	0	0
Bridges (Assest Management)	0	30	30	30	30	0
Other						
LTP Technical Development Nims Mattisse	0	0	0	19	19	0
Top Slice	1	0	(1)	1	71	70
Asset Management- RTI Upgrades	174	285	111	285	285	0
TOTAL	2,653	3,818	1,165	3,441	4,225	784

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Transport Delivery Committee

Date	16 March 2020
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	Richard Hardman, Area Manager (Black Country) Email: richard.hardman@tfwm.org.uk Tel: 0121 214 7986 Richard Mayes, Area Manager (B'ham, Solihull & Coventry) Email: richard.mayes@tfwm.org.uk Tel: 0121 214 7332
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:

Section A	Bus Services Performance Summary Punctuality and reliability – January 2020
Section B	Tendered Bus Services Contracts – April 2020
Section C	Bus Operational Matters and Passenger Impacts <ul style="list-style-type: none"> • UK Bus Summit <ul style="list-style-type: none"> - Funding for Supported Services - Superbus Fund - All Electric Bus Town Fund • Bus Service Registrations • Bus Network <ul style="list-style-type: none"> - National Express West Dudley Area Review - Partnership Route - Service 40 - Paradise Circus and Birmingham Westside Extension - Birmingham City Centre • Bus Stop Infrastructure • Departure Charge and Roadside Information Holiday • Coventry Station Masterplan

2.0 Section A – Bus Services Performance Summary

2.1 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.

3.0 Section B – Tendered Bus Services Contracts – April 2020

3.1 A review of the contracts which are due to expire in April 2020 has been carried out. It was identified there was a possibility that some contracts may fall outside the cost per passenger threshold when tendered. In addition a review of the existing consultation process to support passengers and stakeholders where significant changes or a complete withdrawal to a subsidised service is proposed.

3.2 Taking the above into consideration Network Delivery have worked with the existing operators of the April 2020 expiries to agree a renewal of most expiring contracts for a period of six months, which resulted in the majority of contracts having a revised expiry date of October 2020. There were five contracts that were issued for general tender and are due to commence in April 2020.

3.3 The award of these five contracts will introduce a further six Euro VI vehicles into the subsidised bus network with effect from April 2020. This will further contribute to the enhancement of the West Midlands bus fleet and contribute to the target that all vehicles will be operated by vehicles with at least Euro VI emission standards by April 2021.

3.4 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 including an average of 3.8 bids during this round. It is recognised that due to the limited number of tenders issued in this round a slightly higher average would have been expected;

1. April 2018 – bids 1.56
2. October 2018 – bids 2.47
3. April 2019 – bids 2.31
4. October 2019 – bids 2.64
5. April 2020 – bids 3.80

4.0 Section C – Bus Operational Matters and Passenger Impacts

UK Bus Summit – 6th February 2020

- 4.1 Lead Members from the Putting Passengers First Group Councillor Hartley and Councillor Taylor, along with TfWM Officers Jon Hayes, Richard Hardman and Andrew Roberts attended the UK Bus Summit held in London on Thursday 6th February. In addition Linda McCord from Transport Focus and the Chair of The West Midlands Bus Alliance spoke and hosted a question and answer session on buses, business and retail.
- 4.2 Baroness Vere, Minister with Responsibility for Buses, (DfT) opened the conference with the keynote address by informing the attendees that the government wants this to be a golden age for buses that will attract new users and will bring an end to the disconnection of some communities. The government are committed to create a new National Bus Strategy which will bring long-term improvements for bus services with passengers at its heart. DfT will be proactive in meeting stakeholders around the country and will commit to £220million of investment including;
- £20million for DRT pilots to assess the viability of this transport.
 - £30million improving current and reinstating lost services.
 - £70million for Superbus pilots the first of which has been confirmed for Cornwall, one of the poorest regions of the UK.
 - £2million for further installation of more audio-visual equipment on buses.
 - £50million for the first UK all electric bus town/city.
- 4.3 Following the keynote address there were speeches and debates involving key bus industry figures from Transport Authorities, Councillors with bus portfolio's, commercial bus operators and industry bodies. Informative, and at times lively, debate over items including National Bus Strategy, utilising the Bus Services Act and the role of bus in achieving clean growth and net zero targets were discussed during the conference. Attendees from the West Midlands agreed it was a very useful day and which highlighted the many opportunities, and also challenges, that the bus industry will face in 2020.

Funding for Supported Services

- 4.4 The DfT has made £30 million available to local authorities in 2020-21 as a one-off funding stream to enable them to improve current supported bus services and to restore lost bus services where most needed.
- 4.5 The WMCA has been allocated £879k from this fund and have been asked to complete a statement of intent prior to receiving this allocation.
- 4.6 This funding is being provided as revenue support and TfWM officers have prepared the statement for the DfT's submission deadline of 13th March 2020.
- 4.7 Local MP's have been made aware of the funding opportunity, the correspondence provides MP's with the opportunity to discuss the use of this funding with TfWM. Additionally TfWM will invite feedback from TDC Members, Local Councillors and

Local Authorities to ensure they will have the opportunity to review and input into the proposals as they are developed over the coming months.

4.8 The initial work has identified that the funding could be used for;

- **Improving current supported bus services**
Assisting in the upgrading of the vehicles that operate on the supported bus network to at least a Euro VI emission standard working towards The West Midlands Bus Alliance's vehicle emissions target.
- **Restoring Lost services**
The funding will provide new opportunities to retain appropriate services or journeys that have been withdrawn or will be withdrawn in the future
- **Supporting new bus services or extensions to current bus services**
It has been identified that there are opportunities to improve the accessibility of off-peak supported services, most notably during the evenings and on Sunday daytimes. The improvements could take the form of increased frequencies, or additional journeys, that provide improved travel opportunities.

Superbus Fund

4.9 Up to £70 million is available to support Superbus pilots that work to increase bus patronage in a defined built-up area (BUA). The pilots will focus funding on up to three areas that have the potential to transform how people use and perceive bus services.

- Comprehensive network of bus priority measures;
- Fares caps; and/or
- Increased service frequencies.

4.10 New bus priority measures will form the main element of all Superbus pilots. That aim to improve bus reliability and journey time by prioritising buses over other types of traffic.

4.11 TfWM are eligible to bid for the West Midlands, and may only submit one bid, to ensure a focus on the one they believe can be most effective. TfWM are leading the bid development with local bus operators and relevant local highway authorities. Bus operators have already been asked their priority of routes for interventions. An assessment of the routes and interventions to include in the bid will be made against the selection criteria. A condition of funding is that the relevant outcomes are included in a statutory Enhanced Partnership (EP) under the Bus Services Act 2017, with a duration of at least five years. The deadline for expression of interest is 5pm, 30 April 2020. The Department of Transport expect to notify shortlisted places by the end of May 2020, to allow a second phase of more detailed co-development of proposals.

All Electric Bus Town Fund

4.12 Up to £50 million has been made available to develop an all-electric bus town or city that would see an entire place's bus fleet changed over to vehicles that are fully electric, or capable of operating in electric, zero-emission mode. TfWM are eligible to bid, with the bid to be developed in close partnership with all local bus operators

in the area. All bus companies operating routes in the designated place must sign up to the proposal and the levels of investment that they are likely to need to contribute.

- 4.13 TfWM will assess 19 cities and towns in the West Midlands; with a first stage sift against the bid criteria. This will include confirming the support of local bus companies. Any places that pass the first stage sift, will be developed and subject to a second stage prioritisation, based on costs, benefits, operator ability to deliver and scope. TfWM can submit more than one location in a bid, but will need to rank them. The deadline for expression of interest is 5pm on 30th April 2020. The Department of Transport expect to notify shortlisted places by the end of May 2020, to allow a second phase of more detailed co-development of proposals.

Bus Service Registrations

- 4.14 TfWM continue to publish bus service changes confirmed by the Traffic Commissioner on the Network West Midlands website ('Upcoming bus changes') every Wednesday. Details of these bus service changes are distributed electronically to the TDC members.
- 4.15 For the period from 1st November 2019 to the end of January 2020. The team has processed 126 bus registrations received from operators, with 62 published service changes. This has included service changes as a result of major events, and festive 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 Network

National Express West Dudley Area Review

- 4.16 National Express launched a consultation on proposed local bus service changes predominately affecting services in their network to the west of Dudley. The consultation document, which was launched on the National Express website on Monday 22nd July 2019 detailed the proposed service changes and invited customers to give their views on the proposals.
- 4.17 Following this consultation period National Express registered service changes which become effective from Sunday 26th January.

The changes affected 14 services which has resulted in;

- The Introduction of a more simplified network with some service frequencies enhanced to every 20 minutes
- Changes to times of journeys to allow services to operate more reliably
- The bus network coverage is largely maintained with the main revisions to service frequencies (both increases and reductions) and the destinations of some services.

4.18 National Express have communicated the changes directly to local Dudley Councillors and WMCA Transport Delivery Committee Members. This was supported by Councillor drop in sessions that were arranged at Dudley Council House and communications with local stakeholders including Russell's Hall Hospital, Dudley College and Intu Merry Hill Centre.

TfWM Officers liaised with National Express during the consultation period and beyond to contribute to the consultation process, understand how the proposals have been received by passengers and challenge the rationale and impact of the changes.

Partnership Route – Service 40

4.19 Diamond Bus, National Express and TfWM have worked in partnership to introduce Partnership operation on local bus service 40, running between Wednesbury and West Bromwich, and operates entirely within the Sandwell district.

4.20 The service is currently operated by both Diamond Bus and National Express independently. The operating model of this Partnership route will replicate that of the existing partnership routes, service 31/32 and service 42/43, which also operate within the Black Country.

4.21 Some of the main passengers benefits include;

- Both operators will operate a co-ordinated timetable.
- Fares and tickets will be valid on both operators services enabling passengers to catch the first bus that turns up.
- Buses will be branded in the red West Midlands Bus livery, replacing operator own liveries. Service 40 will bring in environmental benefits as operators have guaranteed that all journeys on the service will be operated by Euro VI vehicles.

4.22 The partnership route will be introduced on Sunday 15th March 2020. Comprehensive and co-ordinated marketing is being prepared to inform existing passengers of the forthcoming changes and to attract new users and encourage modal shift.

Paradise Circus and Birmingham Westside Extension

4.23 From 26th January 2020, the National Express services 82 and 87 have resumed their anti-clockwise loop around the city. This means that these services now head south along Paradise Circus to Suffolk Street, and this route operates closer to the Markets in Birmingham once again.

4.24 Phase two of the Birmingham Westside extension is ongoing, as the metro is extended from Centenary Square along Broad Street to Hagley Road on Edgbaston (just west of Five Ways).

4.25 As reported previously, in order to facilitate the delivery of the project the construction is now focussed on the section of Broad Street between Sheepcote Street and the Five Ways roundabout. This has required significant bus mitigation measures to be implemented, in order to facilitate and maintain bus services in the area, and provide suitable passenger facilities. These mitigation measures, prior to

commencement of this phase of work, have included traffic regulation orders, parking restrictions, traffic management and physical highway works.

- 4.26 These temporary measures were introduced from September 2019 and are due to be in place for the duration of the construction works, which will be for up to 14 months, depending on the progress of the work:
- 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.
 - Enforcement of the bus gate on Sheepcote Street
- 4.27 Services that were using Broad Street are operating via the following temporary stops:
- Inbound:
 - Broad Street entry slip-road as normal, new stop on Ryland Street, new stop of Grosvenor Street West, then back onto Sheepcote Street.
 - Outbound:
 - New stop on Sheepcote Street, outside the Crescent Theatre, then new stops on Grosvenor Street West and Friston Avenue, before calling at an existing stop on Ladywood Middleway.

Birmingham City Centre

- 4.28 Birmingham City Council is currently consulting on a scheme that will see the introduction of a bus gate on Moor Street Queensway, by Moor Street Station and Primark.
- 4.29 This work is proposed as part of a mitigation measure for HS2's closure of Park Street in July 2020, which is necessary as part of the work to build Curzon Street Station.
- 4.30 The bus gate will help ensure that sustainable transport modes are prioritised within the city core, and prevent dispersed car traffic from routing along Moor Street Queensway, as this would have a detrimental effect on the bus network.
- 4.31 The introduction of the bus gate will also help with the introduction of the Clean Air Zone in Birmingham during 2020.

Bus Stop Infrastructure

- 4.32 TfWM continues to invest in improving the safety, security and appearance of our bus stop infrastructure estate, in line with a key Bus Alliance deliverable. There is a committed programme that seeks to introduce digital advertising, further capital upgrades, and re-branding as part of the West Midlands Bus brand.

- 4.33 Since December 2019, a further 47 new shelters have been installed across the network. This brings the total number of new shelters to 123.
- 4.34 TfWM has completed upgrades to 1020 bus shelters, rebranded with the new West Midlands Bus colours as part of the re-branding programme. This is an additional 415 shelters since the last update.

Departure Charge and Roadside Information Holiday

- 4.35 On 16th July 2018, Transport Delivery Committee approved the proposal to commit to £2.9m funding, to provide bus operators with a bus station departure charge and roadside information charge holiday for a period of 12 months commencing 1st October 2018 up to and including the 30th September 2019.
- 4.36 The outcomes of this proposal saw £2.3 million of funding to provide 11 bus operators with a bus station departure charge and roadside information charge holiday for the stated period.
- 4.37 In return, operators invested in additional commitments to the West Midlands Bus Alliance, including new buses and more bus retrofits, the Customer Charter, ticket machine investment, bus service registrations and consultation, as well as 2 operators running a fully Euro VI bus fleet.

Coventry Station Masterplan

- 4.38 As part of the Coventry Station Masterplan (CSMP) project, the bus interchange at Coventry station closed on 5th January 2020. From this date bus services have moved to temporary stops that are by the canopy of the station building.
- 4.39 The interchange has been replaced by the taxi and private vehicle pick-up and set down area, that has been moved from the area adjacent to the station to allow for construction work of the new building.

5.0 Financial Implications

- 5.1 Finance will support the funding opportunities outlined in notes 4.1 to 4.13 that TfWM is eligible for, such as Superbus Fund, All Electronic Bus Town Fund and the installation of audio-visual equipment on buses. Any new funding such as the £879k to support subsidised bus will be noted and built into the forecast (note 4.5).
- 5.2 Other 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. For example, any timetabling activity and promotional work associated with the partnership route can be delivered through existing staffing and marketing resources (note 4.19). Also the renewal of the tendered bus service contracts in April 2020 have been budgeted and the forecast will be updated to reflect any variations (Section B).

6.0 Legal Implications

- 6.1 This report is for information only and there are no new direct legal implications arising. The position will need to be revisited once funding decisions are communicated and appropriate legal / procurement advice and support will be provided as necessary.

7.0 Equality Implications

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

8.0 Inclusive Growth Implications

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

9.0 Geographical Area of Report's Implications

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

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TRANSPORT DELIVERY COMMITTEE

COMMITTEE MEETING		REPORT AND AUTHOR	AGENDA SETTING MEETING	
<i>Date of Meeting</i>	<i>Date Final Reports to be submitted to Governance Services</i>		<i>Date of Meeting</i>	<i>Date Reports to be submitted to Governance Services</i>
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) • Park and Ride Update (Babs Spooner) • Commonwealth Games 2022 TfWM Transport Schemes Update (Anne Shaw) 	21 May	18 May

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