



Transport Delivery Committee

Date: Monday 8 June 2020

Time: 1.00 pm **Public meeting** Yes

Venue: This meeting is being held entirely by video conference facilities

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
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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.	To note the schedule of meetings for 2020/21 <ul style="list-style-type: none"> ➤ 20 July 2020 ➤ 14 September 2020 ➤ 9 November 2020 ➤ 11 January 2021 ➤ 8 February 2021 ➤ 15 March 2021 <p style="text-align: center;">All meetings scheduled from 1.00-3.00pm</p>	Chair	None	
5.	Minutes of the last meeting	Chair	1 - 6	
6.	Action Tracker	Chair	7 - 8	
7.	Matters Arising	Chair	None	
8.	Correspondence/ Petitions	Chair	None	
9.	Financial Monitoring Report	Linda Horne	9 - 20	
10.	Capital Programme Delivery Monitoring Report	Sandeep Shingadia	21 - 28	
11.	2022 Commonwealth Games Transport Delivery Update	Anne Shaw	29 - 32	
12.	Transport Network and Covid-19	Laura Shoaf	33 - 120	
13.	Bus Recovery Plan	Jon Hayes	None	
14.	Safer Travel Update	Mark Babington	121 - 128	

15.	Rail Business Report	Tom Painter	129 - 140	
16.	Park and Ride Update	Babs Spooner	141 - 158	
17.	Air Quality , Congestion and Environmental Sustainability Lead Member Reference Group - Impacts of Covid-19	Jake Thrush	159 - 168	
18.	Update on Active Travel and E-Scooters	Laura Shoaf	None	
19.	Notices of Motion To consider any notices of motion by the deadline of 12 noon on 4 June 2020.	Chair	169 - 178	
20.	Questions To consider any questions submitted by the deadline of 12 noon on 4 June 2020 for written questions and 12 noon on 5 June 2020 for oral questions.	Chair	179 - 180	
21.	Date of Next Meeting -20 July 2020		None	

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**West Midlands
Combined Authority**

Transport Delivery Committee

Monday 16 March 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 Shaheen Akhtar	Sandwell Metropolitan Borough Council
Councillor Samiya Akhter	Sandwell Metropolitan Borough Council
Councillor Robert Alden	Birmingham City Council
Councillor Mary Locke	Birmingham City Council
Councillor Diana Holl-Allen	Solihull Metropolitan Borough Council
Councillor Chaman Lal	Birmingham City Council
Councillor Roger Lawrence	City of Wolverhampton Council
Councillor Ted Richards	Solihull Metropolitan Borough Council

In Attendance

Jo Shore	Coventry City Council
Nick Wilcox	Coventry City Council

Item Title No.

88. Apologies for absence

Apologies for absence were received from Councillors Pervez Akhtar, Adrian Andrew, Mohammed Fazal, Celia Hibbert, Les Jones, Alan Taylor and David Welsh.

89. Chair's Remarks

(i) Councillor Keith Linnecor.

The committee observed one minute's silence in memory of the late Councillor Keith Linnecor, a serving member of the Transport Delivery Committee who died on 14 February following a short illness. The Chair expressed her deep sadness at the death of a dear friend and colleague who had served on the committee in its many guises from 2002 and continuously from 2004. The Chair paid tribute to the work undertaken by the former councillor with regards to his passion for championing the needs of passengers and the environment and above all, his support for the people of Oscott Ward. Councillor Alden and Pete Bond (on behalf of Transport for the West Midlands) also expressed their appreciation to Councillor Linnecor and conveyed their condolences ; these sentiments were echoed by the committee.

(ii) Councillor Peter Bilson

Councillor Roger Lawrence led the tributes to the serving Deputy Leader of the City of Wolverhampton Council, Councillor Peter Bilson who died recently following illness. Councillor Lawrence expressed his sadness at losing a good friend and colleague who had served as a councillor for 38 years and as his Deputy (whilst Leader) for 18 years.

(iii) Covid-19 (Coronavirus) TfWM Response

Mark Babington, Head of Safety, Security and Emergency Planning was in attendance to outline the WMCA/TfWM's response to dealing with the Coronavirus. This included operational resilience, network resilience and communications. The Head of Safety, Security and Emergency Planning reported on the establishment of a Tactical Coordination Group (TCG) a multi-modal and multi-organisational group, including transport operators, to focus on the tactical and operational plans based on daily advice from Public Health England. A briefing note setting out the approach had been circulated to the committee in advance of the meeting.

(iv) Future Events/Updates

The Chair provided an update on various transport matters and reported on the following upcoming events.

- Take up of the WASPI concessionary pass and usage
- Air Quality, Congestion and Sustainability Lead Member Reference Group Visit to Leicester on 25 March.
- Passenger Focus Survey Results on 26 March
- Route 40 Partnership launch on 15 March
- National Express Master Driver Awards on 16 April

90. Minutes of the last meeting

The minutes of the meeting held on 10 February 2020 were agreed as a true record.

91. Action Tracker

The Committee considered the Action Tracker relating to outstanding actions from the last meeting and previous meetings.

Resolved : The report was noted.

92. Matters Arising

There were no matters arising from the last meeting.

93. Correspondence/ Petitions

None received.

94. Enhanced Partnership Plan and Scheme - Update

The committee considered a report of the Network Development Manager that provided an update on the development of the Enhanced Partnership Plan being developed for the West Midlands and the associated scheme covering the A34 (north) and A45/ Lode Lane corridors.

The Network Development Manager, Edmund Salt reported that the Plan has the full support of operators, and the Scheme has passed once with full support and is currently subject to a second period following a minor addition to an appendix. He outlined the timescales for the consultation that would begin on 11 May for a 6-week period, ending on 21 June 2020.

In relation to an enquiry as to whether the consultation period would change or be extended given the current Coronavirus crisis, the Network Development Manager explained that the current strategy was based upon sign posting consultees to the Plan and Scheme but would review this if it was appropriate to do so, following any Government changes regarding Coronavirus.

Resolved:

1. That the Enhanced Partnership Plan and associated Enhanced Partnership Scheme (subject to the outcome of the Operator Objection Period) be approved ;
2. That the outcome of the operator objection mechanism for the Enhanced Partnership be noted and
3. That the consultation strategy for the Enhanced Partnership was approved by Transport Delivery Committee on 4 November 2019 be noted.

95. Presentation : Coventry City of Culture 2021 - Transport Update

The committee received a presentation from Jo Shore and Nick Wilcox, Coventry City Council that provided an update on Coventry City of Culture 2021 with regards to transport.

The presentation provided an overview of travel planning, travel demand management, including event planning travel assistant 'Legible Coventry' - wayfinding and concept designs, cycling and improvements for Pool Meadow Bus Station.

The Chair reported that she looked forward to the committee receiving an artist's impression of the agreed design for the improved Pool Meadow Bus Station along with a report in the near future.

The Chair thanked Jo Shore and Nick Wilcox for their informative presentation.

Resolved: That the presentation be noted.

96. Presentation : Birmingham Transport Plan

This item was withdrawn from the agenda due to the inability of Birmingham City Council to field an officer owing to staffing issues related to the Coronavirus.

It was agreed therefore, that members of the committee could submit their individual responses directly to Birmingham City Council as per the consultation document.

Resolved : That members submit their own individual responses on the Birmingham Transport Plan consultation directly to Birmingham City Council.

97. Financial Monitoring Report

The committee considered a report of the Finance Director that set out the financial position as at 31 January 2020.

Councillor Lawrence introduced the report in the absence of the Lead Member for Finance and Performance, Councillor Pervez Akhtar who was unable to attend the meeting .

The Finance Director, Linda Horne, outlined the report and advised the committee that the final position for the financial year ending 31 March 2020 would be reported to the next meeting of the committee on 8 June 2020.

In relation to concerns expressed by Councillor Huxtable regarding the slippage on some schemes and the impact on costs and delivery, notably with regards to rail enhancements on the Camp Hill Line, the Finance Director explained that she had not been informed of any delays and the re-phasing of spending should not impact on delivery. She added that the report's focus was for one year only and the report therefore did not provide a complete picture of a scheme that was profiled over a number of years. The Finance Director reported that contingency planning was undertaken and would provide further information for committee members.

Councillor Alden asked that the briefing note identify those schemes that are fixed price and those schemes that have a variable cost.

In relation to concerns expressed by Councillor Worrall on the continuing decline in the English National Concessionary Travel Scheme patronage volumes and the need for a marketing campaign to promote the scheme, the Director of Integrated Network Services, Pete Bond reported that the matter has been discussed with bus operators through the Bus Alliance and consideration was being given to launching a big campaign at the appropriate time.

Resolved:

1. That the year to date net revenue expenditure to the end of January 2020 shows a favourable variance of £2.407m compared to budget and the forecast position shows a favourable movement of £2.565m from budget be noted and
2. That the total capital expenditure to the end of January 2020 for the overall transport programme was £104.5m which was £42.4m below the year to date budget of £146.9m and the annual forecast position shows a favourable movement of £66.8m from budget be noted.

98. Capital Programme Delivery Monitoring Report

The committee considered a report of the Director of Development and Delivery that provided the committee with a progress monitoring update on the approved TfWM led 2019/20 Capital Programme and projects.

In relation to concerns expressed by Councillor Huxtable regarding the completion date for University and Perry Barr rail stations and whether the schemes would be ready in time for the Commonwealth Games given that Perry Barr was rated amber on the dashboard, the Director of Development and Delivery, Sandeep Shingadia, reported that the reason for the amber rating was that the scheme had a complex interface with a number of other schemes and undertook for a more detailed note to be circulated to members.

Councillor Alden enquired whether the start dates for partial or re-opening of the stations could be included on the dashboard for future reports or be stated in the briefing note referred to above.

Resolved :

1. That the achievements since the 6 January meeting of the Transport Delivery Committee as outlined in the report be noted;
2. That progress on the deliverables and the outturn of 2019/20 Capital Programme be noted and
3. That the variations to the baseline programme as outlined in the report be noted.

99. Bus Business Update

The committee considered a report of the Area Manager for the Black Country and for Birmingham, Solihull and Coventry that reported on matters relating to the performance, operation and delivery of bus services in the West Midlands.

The Chair and Lead Member for Putting Passengers First, Councillor Hartley introduced the report.

Richard Hardman, Area Manager for the Black Country and Richard Mayes, Area Manager for Birmingham, Solihull and Coventry, were in attendance to present the report and outline key highlights. This included bus performance, operational matters, new funding, the partnership route on service 40 and an update on the bus network.

In relation to a request for information to be provided on the Cross City bus route, the Head of Network Development, Jon Hayes reported that discussions on the route were still on-going but information with regards what is planned could be provided at a future meeting.

Resolved : That the report be noted.

100. Notices of Motion

None submitted.

101. Questions

None submitted.

102. Forward Plan

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

In relation to the park and ride update report scheduled for the meeting on 8 June 2020, Councillor Huxtable asked if the report could include information with regards to park and ride for HS2 and Birmingham International.

Resolved : That the report be noted.

103. 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).

104. WMCA Board Transport Reports (for information only)

The committee considered a report entitled 'University Station Full Business Case Submission' that would be considered by the WMCA Board on 20 March for approval.

The report was submitted for information only.

Resolved: That the report be noted.

The meeting ended at 3.15 pm.

Transport Delivery Committee – Action Tracker

Meeting Date	Minute No.	Action	Officer	Completed
16 March 2020	97.Financial Monitoring Report	Linda Horne to provide an update on accelerated spending of projects	Linda Horne	

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Transport Delivery Committee

Date	8 June 2020
Report title	Financial Outturn Report 2019/20
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 net revenue expenditure final outturn position for the 2019/20 financial year after contributions to earmarked reserves shows a minor adverse variance of £0.020m compared to budget. The final outturn position before contributions to earmarked reserves was a £1.274m favourable variance against forecast and a £3.839m favourable variance against budget.
2. Note that total capital expenditure to the end of March 2020 for the overall transport programme was £130.6 million, which was £72.0m below the budget of £202.6m. Actual costs were marginally below (£4m) the annual forecast of £134.6m.

1. Purpose

- 1.1 This report sets out the financial outturn position for 2019/20 subject to external audit.
- 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. Summary Revenue Position

- 2.1 The full year outturn position on the Transport revenue budget as at the end of March 2020 shows an overall minor adverse variance of £0.020m against budget.
- 2.2 Excluding transfers to reserves, the full year Transport outturn represented a £3.839m favourable position against budget: an improvement of £1.274m on the £2.565m forecast favourable position reported in January 2020, which supports the 2020/21 budget position.
- 2.3 The overall favourable variance to budget is primarily as a result of savings on concessionary travel as a result of lower patronage, the timing of recruitment activity and lower infrastructure and capital financing costs offset by the need to prudently provide for and recognise income drops as a result of the COVID-19 pandemic.
- 2.4 The £1.274m variance from the £2.565m forecast movement to budget reported in January 2020 was due to final concessionary travel patronage and passenger information offset by the impact of COVID-19.
- 2.5 The key favourable variances compared with the January 2020 forecast comprise:
- A favourable £1.519m variance on travel concessions compared with forecast was due to further reductions in patronage in the latter part of the year. This extended the overall favourable variance to budget to £3.055m resulting from overall reductions in passenger volumes during the year as previously reported.
 - Passenger Information delivered a £0.572m favourable variance to forecast after changes to cleaning contracts were implemented. This led to an overall favourable variance to budget of £0.166m.
 - As further opportunities were taken in the latter part of the year to review marketing and communications activities, a further £0.149m favourable variance to forecast was delivered in Network Resilience. This contributed to the overall £0.501m variance to budget as a result of staffing variations and lower external advice requirements.
 - The cost of Strategic Development delivered a £0.143m favourable variance to forecast as opportunities arose to use grants received to fund development activity. The overall position was an adverse variance of £0.106m to budget.
 - Accessible Transport contract management delivered a £0.141m favourable variance to forecast owing to savings arising from revised contractual arrangements; a total favourable variance of £0.190m when compared with budget.
- 2.6 The key adverse variances compared to the January 2020 forecast are as follows:
- Capital financing charges were £0.575m adverse to forecast due to prudent debt provision being set aside as a result of Covid-19. This was offset by further favourable variances in the cost of borrowing as new borrowing was minimised in the year. Overall the position on capital financing was £0.046m adverse to budget.
 - Bus Stations / Infrastructure had an adverse variance to forecast of £0.360m partly as a result of the impact of Covid-19 on bus station departure charges and digital

advertising revenue in the latter part of the year. Overall the position was an adverse variance of £0.260m when compared with budget.

- Costs in relation to the Subsidised Bus Network saw an adverse position to forecast of £0.104m due to a number of significant cost pressures including revised costs for accessible transport contracts following the closure of Accessible Transport Group (ATG), clean air quality pressures and inflationary pressures. Overall the variance was £0.537m adverse to budget.
- Safety and Security delivered an adverse variance to forecast of £0.041m although the outturn position delivered a favourable variance to budget of £0.446m as a result of additional activity in CCTV monitoring.
- Tendering and Monitoring costs were slightly lower than forecast by £0.029m although a favourable variance to budget of £0.206m was delivered due to lower monitoring costs and lower market research activity.

2.7 The 2019/20 annual accounts have now been prepared. The external audit of the accounts commenced on 18 May 2020 and final approval will be sought from Audit, Risk and Assurance Committee in July 2020.

2.8 Further details of net spending are set out in the table overleaf.

3. COVID-19 impact

3.1 COVID-19 and the resulting lockdown has had a significant financial impact on TfWM although the financial impact in 2019/20 was quite limited, as people began to work from home or were furloughed, only towards the end of the financial year.

3.2 The implications for Transport can be broadly categorised into three elements; immediate costs and loss of revenue resulting from the rapid and wholesale change to the transport environment, the opportunity cost of providing support to operators despite disruption to normal service provision and the longer term implications for transport provision.

3.3 The immediate financial impact has been largely felt in lost revenue where the enforced shutdown of businesses and working from home arrangements have removed income-generating opportunities such as ticketing commission, digital advertising income and the ability to recharge infrastructure costs to operators. In addition, Bus Station Departure Charges have been suspended from March to June at a cost to TfWM of approximately £174k per month.

3.4 The income shortfall will need to be accommodated within existing TfWM resources if further funding is not available from Government to cover it. Given the current environment and the need to ease restrictions in a cautious and planned manner, it is anticipated that income will continue to be impacted for some months, albeit at a gradually lower level. The reintroduction of Bus Station Departure Charges and the gradual resumption of social and business activities will start to generate income although the scale will depend on how quickly normal activity resumes.

3.5 The DfT has now confirmed short-term funding for Metro in the form of Light Rail Restart Grant, intended to provide financial support to enable services to continue whilst needing to implement social distancing measures. The grant which is based on estimated service levels and ramp up profiles is currently subject to further confirmation but is estimated to provide £3.7 million worth of support for Metro for the period up to 3 August 2020.

- 3.6 TfWM will also need to support the easing of restrictions, including communication of service changes and reinforcement of the social-distancing message as well as potential work to infrastructure to enable social-distancing. Where possible, existing budgets will be redirected to these activities but the cost, which could be in the region of £0.100m, will depend upon the nature and scale of work required and will be a further pressure on TfWM's budget if existing funds cannot be redirected. Additional costs as well as lost revenue are being monitored and will form part of any funding bid to Government.
- 3.7 As well as temporarily suspending Departure Charges, the WMCA, following guidance from Central Government, has supported bus operators by basing Concessionary, tendered service and Ring and Ride payments on comparable pre-Covid-19 patronage rather than actual journeys which have been as low as 5-10% of normal levels. This arrangement is in place until 9th June. These payments are within budget so do not represent an additional financial pressure. However, they have been made for services which have not been received in full and have prevented TfWM from diverting any savings to other activities required to meet new demands.
- 3.8 The longer-term financial impacts are difficult to quantify as a number of factors, such as emerging Government guidance, public behaviour and availability of funding sources, will impact them significantly. Because there has been such a seismic impact on everyday life, the way in which people work and socialise, and thus the way in which they travel, may change considerably over time resulting in significant changes in the way in which resources are allocated going forward.

Transport for West Midlands revenue outturn position – 2019/2020

	FULL YEAR 2019/20						VARIANCE EXPLANATION(S) ACTUAL TO BUDGET
	ACTUAL £000	BUDGET £000	VARIANCE £000		ACTUAL £000	FORECAST £000	
INCOME							
Specific resources:							
Transport Levy	114,720	114,720	()	0%	114,720	114,720	()
Use of Reserves	1,000	1,000		0%	1,000	1,000	
TOTAL INCOME	115,720	115,720	()	0%	115,720	115,720	()
EXPENDITURE							
Concessions							
National Bus Concession	49,498	51,184	1,686	3%	49,498	50,531	1,033
Metro / Rail	4,532	4,578	46	1%	4,532	4,542	10
Child Concession	6,320	7,643	1,323	17%	6,320	6,796	476
Bus Services	60,349	63,404	3,055		60,349	61,868	1,519
Bus Stations / Infrastructure	4,200	3,994	(206)	5%	4,200	3,840	(360)
Subsidised Network	9,917	9,379	(537)	6%	9,917	9,813	(104)
Tendering / Monitoring	582	788	206	28%	582	552	(29)
Accessible Transport	7,068	7,259	190	3%	7,068	7,209	141
Rail and Metro Services	21,766	21,419	(347)		21,766	21,414	(353)
Metro Services	1,591	1,609	18	1%	1,591	1,580	(11)
Rail Services	2,269	2,267	(3)	0%	2,269	2,154	(115)
Integration	3,860	3,875	15		3,860	3,734	(126)
Safety and Security	585	1,031	446	43%	585	544	(41)
Passenger Information	4,896	5,062	166	3%	4,896	5,468	572
Sustainable Travel	346	378	33	9%	346	347	1
Network Resilience	5,827	6,471	645		5,827	6,359	532
	1,288	1,788	501	28%	1,288	1,437	149
Business and Democratic Support	3,673	3,789	116	3%	3,673	3,657	(16)
Strategic Development	2,518	2,412	(106)	4%	2,518	2,661	143
Transport Governance	130	136	6	5%	130	130	()
Capital Finance Charges	12,470	12,425	(46)	0%	12,470	11,896	(575)
TOTAL EXPENDITURE	111,881	115,720	3,839	3%	111,881	113,155	1,274
NET (before transfer to reserves)	3,839	()	3,839		3,839	2,565	1,274
Transfer to Efficiency Reserves	2,633		(2,633)	0%	2,633		(2,633)
Transfer to Covid-19 Reserves	1,226		(1,226)	0%	1,226		(1,226)
NET contribution to / (from) General Fund	(20)	()	(20)		(20)	2,565	(2,585)

Lower bus patronage volumes than anticipated

Lower child patronage than anticipated

Departure charges and digital advertising revenue less than anticipated, partly as a result of Covid-19

Increased costs coupled with the impact of Covid-19 on the network

Lower costs resulting from the new contractual arrangements

Higher maintenance and enforcement costs than anticipated as well as lower car parking income at park and ride sites

Largely due to reductions in fixed costs being achieved through effective contract management of cleaning contracts

Lower than expected spend on external advice

Lower than expected spend on external advice

Reflects prudent provision in respect of the potential impact of Covid-19 offset by lower than expected charges reflecting no new borrowing undertaken in year

Reflects planned transfer to reserves to support the 2020/21 budget

Reflects transfer to reserves to mitigate the impact of Covid-19 in 2020/21

SECTION B

4.0 Summary Position TfWM Capital Budget

- 4.1 The Authority approves the Capital Programme for the financial year as part of the budget setting process and the amount that can be spent is limited by the amount of capital resources available.
- 4.2 Many of the schemes within the Capital Programme take some time to develop and implement over a period of some years and therefore considerable variations can arise.
- 4.3 Overall, TfWM Capital Programme expenditure totalled £130.6m at the end of March 2020, which was £72.0m (36%) below the budget of £202.6m, with the variance primarily contained within the Investment Programme portfolio (£45.1m). Actual expenditure was closely aligned to the forecast, being £4.0m below the Annual Forecast of £134.6m.

TRANSPORT PROGRAMME	BUDGET VARIANCE			FORECAST VARIANCE		
	ACTUAL £000	BUDGET £000	VARIANCE £000	ACTUAL £000	FORECAST £000	VARIANCE £000
Investment Programme	94,533	139,617	45,084	94,533	98,533	4,000
CWG Programme	13,537	25,963	12,426	13,537	12,520	(1,017)
Other Major Programmes	15,942	22,831	6,889	15,942	16,516	574
Minor Work Programme	6,562	10,641	4,079	6,562	7,012	450
Grants to Local Authorities	14	3,546	3,532	14	15	1
TOTAL	130,588	202,598	72,010 36%	130,588	134,596	4,008 3%

- 4.4 The main variances at the end of March were contained within the Metro Programme totalling £38.2m. Although delivery schedules are not currently anticipated to be impacted by rephasing of expenditure plans, it's likely that the COVID-19 pandemic will lead to further rescheduling and prioritisation of capital expenditure plans.
- 4.5 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.
- 4.6 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 March, actual costs totalled £94.5m, which was £45.1m below the budget of £139.6m. The main variances at the end of March were contained within the Metro Programme totalling £38.2m. The variance against the Metro Wednesday to Brierley Hill of £20.2m was reflective of the latest programme for design and advance construction costs informed by the Midland Metro Alliance. The target cost originally envisaged in April 2019 was approved in October 2019, which pushed back design and advance utility diversion works which are now progressing, as well as work to acquire the railway corridor with completion imminent. Despite the in-year variance, works are still on track to achieve the delivery date of December 2023.
- 4.7 The Birmingham Eastside extension variance of £14.5m reflects the timing of a pending Transport and Works Act Order approval from DfT. Successful discussions with DfT to secure shorter-term funding recently allowed works to progress to a revised profile. DfT approved the final business case in March 2020, allowing the release of funding, which will enable the pace of the scheme pick up significantly in Q1 20/21. The Sprint Hagley Road scheme was £4.1m favourable to budget owing to utility works that have not been able to

commence due to the ongoing finalisation of land agreements which are now largely resolved. It is not anticipated this will have any impact on the delivery timescales for the scheme. The MML life cycle project was £2.2m below budget owing to a re-profiling of track stress assessments, overhead line maintenance and gas tension replacements and re-phasing of works, due to resource availability. The Metro East Birmingham to Solihull extension was £1.9m favourable to budget, as it is currently on hold pending the identification of a suitable budget to progress the scheme to the next stage. Discussions are ongoing with DfT in this regard. The Rail–Camp Hill Line Local Enhancements (Package 2) was £1.5m favourable to budget largely due to land acquisition budgeted in first half of 19/20. Negotiations with landowners and concurrent Compulsory Purchase Offer process are still ongoing.

- 4.8 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 March 2020, actual costs totalled £13.5m, which was £12.4m below the budget of £26.0m. The main variance of note related to the Sprint A45 Birmingham Airport and Solihull which was £6.6m below budget due to a re-profiling of utility diversion works. The Sprint A34 Walsall to Birmingham was also below budget (£5.3m), owing to the re-profiling of utility diversion works. Both projects have received approval to commence phase one works, and WMCA Board approval to submission of Final Business Case to DfT in March 2020. In addition, the RTCC-Design & Layout (£1.6m), where scheduled work on the new control centre at Summer Lane has been paused pending approval of the revised solution, which may require a rescheduling of IT system work and workstation hardware and software into 20/21. Offsetting the favourable variances, the University Station is ahead of budget by £1.9m mainly due to the acceleration of GRIP 4 (single option solution) design activities that were anticipated later in the programme. A detailed review has helped to establish a higher degree of accuracy. Perry Barr Rail Station was £1.5m ahead of budget due to additional feasibility and design costs. These increases are expected to be contained within the overall budget for the respective schemes at this stage.
- 4.9 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 March 2020, actual costs totalled £15.9m, which was £6.9m below the budget of £22.8m. The main variance relates to Clean Bus Technology Fund 2017-2019 (£1.8m), where the programme allocated to bus operators has fallen behind schedule in 19/20. In the main, the majority of the shortfall will be recovered in 20/21, subject to relaxation of Coronavirus measures implemented in March. In addition the Key Route Network Safety programme (£1.4m) relating to congestion and road safety measures have been rescheduled into 20/21. The Snow Hill 3rd Access (£1.1m) was paused in February 2020, following the emergence of a wider redevelopment and regeneration opportunity, led by Birmingham City Council and the WMCA Housing Directorate in the vicinity. Work to GRIP 5 (single option solution) has almost concluded in March 2020, and a review of final costings is under. The Connected and Autonomous Vehicles TestBed (CAV) project was £0.7m favourable, pending construction supplier selection for the remaining works, which will now be completed in 2021
- 4.10 The Minor Works Programme includes a large number of small schemes. At the end of March 2020, actual costs totalled £6.5m, which was £4.1m below the budget of £10.6m. The main variance was attributable to the ADEPT Live Lab project (£0.9m) where early start pilots to analyse congestion patterns on the regions busiest roads have been revised in line with a new programme in 20/21. In addition, the Real Time Information Upgrades programme (£0.9m) was under spent due to a re-profiling of a new back office system selection review, expected to be concluded in 20/21. The DfT Tackling Nitrogen Dioxide

allocated to Wolverhampton MBC (£0.8m) was also underspent owing to bus operator supplier installation delays, expected to be recovered in 20/21, subject to the relaxation of Coronavirus measures put into place in March.

- 4.11 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 March 2020, actual costs totalled £15k, which was £3.5m below the budget of £3.5m. The main variances have arisen owing to the finalisation of funding agreements with respect to two Coventry schemes, and as a consequence, the schemes expenditure have been rescheduled to commence in Q1 20/21.
- 4.12 Overall the actual costs to the end of March 2020 of £130.6m were closely aligned to the forecast of £134.6m, resulting in only a minor favourable variance of £4.0m. The main reductions are contained within the WMCA Investment Programme (£4.0m), offset by the Commonwealth Games Programme (£1.0m), with only minor variations on the other Programmes, explained in detail below.

TfWM Delivered Investment Programme Schemes

INVESTMENT PROGRAMME	BUDGET VARIANCE			FORECAST VARIANCE		
	ACTUAL £000	BUDGET £000	VARIANCE £000	ACTUAL £000	FORECAST £000	VARIANCE £000
Rail						
Rail - Camp Hill Line Local Enhancements (Package 2)	1,989	3,503	1,514	1,989	1,906	(83)
Rail - Walsall to Wolverhampton Local Enhancements (Package 1)	1,809	2,267	458	1,809	1,885	76
Rail - Sutton Coldfield Gateway	123	250	127	123	188	65
Coventry South Package - Tile Hill Station Improvements	8	194	186	8	6	(2)
Metro						
Metro Birmingham Eastside Extension	7,553	22,098	14,545	7,553	8,629	1,076
Metro Wolverhampton City Centre Extension	3,754	3,551	(203)	3,754	4,247	493
Metro Wednesbury to Brierley Hill Extension	23,056	43,207	20,151	23,056	25,011	1,955
Metro Centenary Square/Edgbaston Extension	40,280	40,962	682	40,280	38,102	(2,178)
Metro East Birmingham to Solihull Extension	158	2,017	1,859	158	158	0
Bilston Road Track Replacement Phase 2	33	283	250	33	275	242
Metro Network Enhancements - Traction Power and OLE Upgrades with Power Modelling	173	42	(131)	173	145	(28)
WIP Station and Car Park works	10,504	10,531	27	10,504	10,026	(478)
Metro Network Enhancements - Wednesbury Depot Upgrades	687	283	(404)	687	740	53
Metro Network Enhancements – Comms and Control	787	72	(715)	787	963	176
Buy Before Boarding	65	103	38	65	96	31
Wolverhampton WIP Public Realm	0	0	0	0	51	51
MMA Innovation	31	0	(31)	31	26	(5)
MML Life Cycle Projects	929	3,082	2,153	929	1,534	605
Sprint						
Sprint - Longbridge to Birmingham	41	21	(20)	41	38	(3)
Sprint - Hall Green to Interchange via Solihull	41	21	(20)	41	38	(3)
Sprint - Hagley Road Phase 2 (with Halesowen and Dudley to Birmingham)	100	120	20	100	108	8
Sprint - Sutton Coldfield to Birmingham (via Langley)	776	1,311	535	776	1,312	536
Sprint - Hagley Road Phase 1	1,636	5,699	4,063	1,636	3,049	1,413
TOTAL	94,533	139,617	45,084 32%	94,533	98,533	4,000 4%

- 4.13 Expenditure against the TfWM delivered Investment Programme schemes totalled £94.533m at the end of March 2020 which was £45.084m below the budget of £139.617m. The main contributors to the favourable variance were as follows:

- Metro Wednesbury to Brierley Hill Metro Extension (£20.151m) 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 (£14.545m). Successful discussions with DfT to secure shorter-term funding recently allowed works to progress to a revised profile. DfT approved the final business case in March 2020, allowing the release of funding, which should see the pace of the scheme pick up significantly in Q1 20/21
- SPRINT-Hagley Road (£4.063m) 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 (£1.548m) favourable variance as a consequence of the current resource constraints, pushing workloads into 20/21.
- 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) (£1.514m) largely due to land acquisitions being deferred to 20/21 amid continuing negotiations with landowners.

Offset by the following ahead of budget

- Metro Network Enhancements-Comms and Control. (£0.715m) Signalling and Control of Trams for Passenger Information Displays originally planned in 20/21, has been brought forward into this year.

4.14 Actual costs of £94.533m were £4.0m below the Forecast of £98.533m. The main contributors to this favourable variance were as follows

- Metro Wednesbury to Brierley Hill Metro Extension (£1.955m) reflective of minor reprofiling.
- SPRINT-Hagley Road (£1.413m) owing to the Utility works have not been able to commence due to the ongoing finalisation of land agreements.
- Metro Birmingham Eastside (£1.076m) reflective of minor reprofiling.

Offset by

- Metro Centenary Square / Edgbaston (£2.178m) where some additional works requested by BCC combined with the accelerated construction works on Phase 2 of the Westside extension due to advantageous weather conditions allowing acceleration of works during Q4 2019-20. The overall Westside extension to Edgbaston remains on target to be delivered in December 2021.

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

Commonwealth Games Programme

COMMONWEALTH GAMES PROGRAMME	BUDGET VARIANCE			FORECAST VARIANCE		
	ACTUAL £000	BUDGET £000	VARIANCE £000	ACTUAL £000	FORECAST £000	VARIANCE £000
Sprint - A34 Walsall to Birmingham	2,628	7,951	5,323	2,628	2,665	37
Perry Barr Interchange Development	0	12	12	0	0	0
University Station Improvement Project	3,364	1,504	(1,860)	3,364	2,989	(375)
DfT- Regional Integrated Control Centre (RICC)	45	98	53	45	45	0
Perry Barr Rail Station	2,649	1,105	(1,544)	2,649	1,798	(851)
Commonwealth Games (Transport Modelling/Strategy)	573	663	90	573	586	13
Regional Transport Coordination Centre (RTCC) development	(4)	370	374	(4)	0	4
RTCC-Highway Interventions	18	125	107	18	13	(5)
RTCC-Customer Information	4	110	106	4	9	5
RTCC-Design & Layout/Commercialisation	887	2,527	1,640	887	1,437	550
RTCC-Operations	310	430	120	310	287	(23)
RTCC-Data (Tactical & Operational Intelligence)	206	620	414	206	195	(11)
RTCC-ICT	24	82	58	24	25	1
RTCC NWM Customer Interface Tool (Journey planner/Website)	155	1,042	887	155	98	(57)
Sprint - A45 Birmingham to Airport and Solihull	2,678	9,324	6,646	2,678	2,373	(305)
TOTAL	13,537	25,963	12,426 48%	13,537	12,520	(1,017) 8%

4.15 Expenditure against the Commonwealth Games Programme totalled £13.537m at the end of March 2020 which was £12.426m below the budget of £25.963m. The main contributors to this adverse variance were as follows:

- SPRINT – A34 Walsall to Birmingham (£6.646m) due to the re-profiling of utility diversion costs, owing to lower contractor activity.
- SPRINT – A45 Birmingham to Airport and Solihull (£5.323m) due to the re-profiling of utility diversion costs, owing to lower contractor activity.
- RTCC-Design & Layout / Commercialisation (£1.640m) Fit out costs for the new Control Centre are being finalised with the Contractor.

Offset by

- University Station (£1.860m) mainly due to the acceleration of some detailed design activities that were anticipated later in the programme.
- Perry Barr Rail Station (£1.544m) above budget due to higher than anticipated design costs.

4.16 Actual costs of £13.537m were £1.017m above the Forecast of £12.520m. The main contributors to this favourable variance were as follows:

- Perry Barr Rail Station (£0.851m) due to re-estimations of feasibility, design and land advisory costs
- University Station Improvement (£0.375m) 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.

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	MARCH 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	ACTUAL £000	FORECAST £000	VARIANCE £000
Dudley Bus Station Development	65	82	17	65	82	17
Longbridge Connectivity Package	4,517	5,202	685	4,517	4,295	(222)
Snow Hill 3rd Access	974	2,043	1,069	974	855	(119)
Snow Hill Public Realm	0	150	150	0	0	0
Connected and Autonomous Vehicles TestBed (CAV)	3,052	3,777	725	3,052	3,052	0
Clean Bus Technology Fund 2017-2019	3,664	5,428	1,764	3,664	4,217	553
NPIF 2 Birmingham Growth Point	80	624	544	80	68	(12)
Key Route Network Safety	381	1,794	1,413	381	624	243
ConVEx-Connected Vehicle data Exchange	331	300	(31)	331	333	2
Highway Investment Programme	0	250	250	0	0	0
Dudley Interchange	463	259	(204)	463	564	101
Autonomous Highway,Rural & Parking Test Facilities (Meridian 3)	339	689	350	339	339	0
Future Transport Zone WP1- Human Centred Data	126	235	109	126	126	0
Future Transport Zone WP2 - Enhanced Ticket Platform	1,018	600	(418)	1,018	1,116	98
Future Transport Zone WP 3Transport Network Data	149	550	401	149	149	0
Future Transport Zone WP4 Enabling Data Exploitation	90	5	(85)	90	90	0
Future Transport Zone WP5 -Innovation Showcases	138	150	12	138	173	35
Future Transport Zone WP6 -Programme Management	94	115	21	94	94	0
A435 Alcester Rd Bus Priority Revitalisation	340	578	238	340	339	(1)
5G	121	0	(121)	121	0	(121)
TOTAL	15,942	22,831	6,889 30%	15,942	16,516	574 3%

4.17 Expenditure against the Other Major Works Programme totals £15.942m at the end of March 2020 which was £6.889m below the budget of £22.831m. The main contributor to this favourable variance were as follows:

- Clean Bus Technology Fund 2017-2019 (£1.764m), where the programme allocated to bus operators has fallen behind schedule in 19/20. In the main, the majority of the shortfall will be recovered in 20/21, subject to relaxation of Coronavirus measures implemented in March.

- Key Route Network Safety (£1.413m), where the Congestion and Road Safety measures earmarked to be spent this year have been reprofiled into 20/21. Solution development work to progress conceptual/preliminary design options on the network started in September and will progress towards end March 2020.
- Snow Hill 3rd Access (£1.069m) 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.

4.18 Actual costs of £15.942m were £0.574m below the Forecast of £16.516m, with only minor variations arising.

Minor Works Programme

MINOR WORKS PROGRAMME	BUDGET VARIANCE			FORECAST VARIANCE		
	ACTUAL £000	BUDGET £000	VARIANCE £000	ACTUAL £000	FORECAST £000	VARIANCE £000
Bus						
Shelter Appeals	9	10	1	9	10	1
TBT Birmingham City Centre Shelter Design Optimisation	1	10	9	1	1	0
TBT Platinum Route RTI Equipment Upgrades	352	366	14	352	366	14
TBT Highway Scheme Development (Bus reliability and punctuality)	(1)	0	1	(1)	(1)	0
DfT Tackling Nitrogen Dioxide - Dudley MBC	95	190	95	95	191	96
DfT Tackling Nitrogen Dioxide (Wolverhampton MBC)	1,938	2,730	792	1,938	2,547	609
Rail						
Tipton Park and Ride	0	24	24	0	0	0
Aldridge Rail Station Study	5	37	32	5	37	32
Metro						
Bradley Lane Park and Ride	1,812	2,051	239	1,812	1,855	43
Cycling						
SNSC(1.0) - Cycling	0	24	24	0	24	24
Network Wide Cycling Programme (NWCP)	65	120	55	65	22	(43)
Bike Life Report	15	15	0	15	15	0
LSTF Northfield STPs	(4)	0	4	(4)	(4)	0
LSTF Rowley Regis STPs	(8)	0	8	(8)	(8)	0
Better Streets Community Fund	64	420	356	64	89	25
Highway						
ADEPT Live Lab	852	1,763	911	852	806	(46)
Asset Replacement						
Network Wide Bus Station Refurbishment Phase 1	217	767	550	217	168	(49)
Network Wide P and R Lighting Enhancement	14	30	16	14	14	0
Network Wide Park and Ride Upgrades	154	164	10	154	164	10
Network Wide Park and Ride Expansion Developments -Phase 2	62	116	54	62	84	22
Digital Advertising Panel rollout	228	0	(228)	228	0	(228)
IDOX - Asset Management System	36	70	34	36	32	(4)
Asset Management- Shelter Replacement	195	197	2	195	197	2
Bridges (Asset Management)	0	30	30	0	30	30
Real Time Information Upgrades	82	990	908	82	82	0
Other						
Project Development Costs	5	0	(5)	5	6	1
Road Safety Grant	0	2	2	0	0	0
LTP Technical Development Nims Mattisse	19	19	0	19	19	0
Top Slice	1	71	70	1	1	0
Asset Management- RTI Upgrades	285	285	0	285	181	(104)
Expansion of West Midlands GLOSA Trial	1	7	6	1	1	0
Transport Data Unification (traffic data)	39	100	61	39	49	10
AutopleX	29	33	4	29	34	5
TOTAL	6,562	10,641	4,079 38%	6,562	7,012	450 6%

4.19 Expenditure against the Minor Works Programme totalled £6.562m at the end of March 2020 which was £4.079m below the budget of £10.641m. The main variances were as follows:

- ADEPT (Voluntary organisation) Live Lab project (£0.911m) where resources have been deployed slower than expected, and as a consequence progress is well behind schedule.
- Real Time Information Upgrades programme (£0.908m) was under spent due to a re-profiling of a new back office system selection review, expected to be concluded in 20/21.
- DfT Tackling Nitrogen Dioxide (Wolverhampton MBC (£0.792m) owing to bus operator supplier installation delays, expected to be recovered in 20/21, subject to the relaxation of Coronavirus measures put into place in March.
- Network Wide Bus Station Refurbishment Phase 1 (£0.550m) due to the reprofiling of auto door replacements at West Bromwich and Wednesbury Bus stations.

4.20 Actual costs of £6.562m were £0.450m below the Forecast of £7.012m, with only minor variations arising.

4.21 The Network Wide Park and Ride Lighting Enhancement project delivery date has slipped to early in 20/21.

Grants to local Authorities

GRANTS TO LOCAL AUTHORITIES	BUDGET VARIANCE			FORECAST VARIANCE		
	ACTUAL £000	BUDGET £000	VARIANCE £000	ACTUAL £000	FORECAST £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	2	0
B4106 Spon End (Coventry CC)	0	2,292	2,292	0	0	0
New St/High St/Victoria Sq Public Realm (Birmingham CC)	0	925	925	0	0	0
Low Emission Bus Scheme (Coventry CC)	0	237	237	0	0	0
TOTAL	14	3,546	3,532 100%	14	14	0 0%

4.22 Expenditure against the Grants to Local Authorities Programme totalled £0.01m at the end of March 2020 which was £3.532m 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 was reduced accordingly.



West Midlands
Combined Authority

Transport Delivery Committee

Date	8 June 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 March meeting of the Transport Delivery Committee.
2. To note the progress of deliverables and outturn of the 2020/21 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 2020/2021 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 2020/21 Capital Programme was approved by WMCA Board as part of the wider Transport Plan in February 2020.
- 2.2 The ITB allocation for 2020/2021 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 March and April:
 - Longbridge P&R – TfWM has now taken ownership of the new Longbridge Park & Ride.
 - Asset Management – RTI Upgrades – Birmingham City Centre totems completed in March 2020.
 - Network Wide Cycling Programme – Installation at New St substantially complete.
 - TBT Platinum Shelter Upgrades – All shelter for the 2019/20 programme were installed by the end of March 2020.

4.0 Variations to Baseline Programme

- 4.1 Making the KRN Safer – unfortunately due to the COVID-19 pandemic the Strategic Road Safety Group have not yet convened, however a meeting has been set up for June and a Chairperson will then be appointed. In relation to the weather stations, partners are still working together to complete installations by the end of the financial year.
- 4.2 Network Wide P&R Lighting Enhancements – there are five sites outstanding awaiting installation. Due to budget constraints the sponsor is currently seeking additional funding in order to complete these installations.

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 2020/2021 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 2020/21 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 car park is now substantially complete, being handed over to TfWM on Thursday 14 th May. A new main power supply has been ordered which has been delayed due to the COVID-19 restrictions. We are awaiting notification that these works can resume. Other works to be completed outside the main contract include signage, parking management and Electric Vehicle Charging points. A formal opening date has not been announced – this is being considered with reference to COVID-19 travel policy.
2	Dudley Interchange	Detailed Design	May 2022	May 2022	Amber	Same	The RIBA3 design stage is nearing completion and inform the tender documents. Due to Covid-19 disruption they have slipped by a few weeks with documents now due early June however this will not affect adversely our ability to go to market for competitive tenders. Funding is still being finalised and TfWM is working with Dudley to understand the programme and scope of the highway's element. Ongoing dialogue with Dudley MBC and Midland Metro on project interfaces. Key next steps: secure funding to progress land acquisition; complete RIBA 3 and prepare tender documents; issue tenders.
3	Making the KRN Safer	Contribution	Mar 2019	Mar 2021	Amber	Worse	The Road Safety Strategic group has been moved to the end of June due to COVID19 Pandemic. The organisations involved have all been identified and a chair will be nominated at the first meeting. No further update on the new weather stations but installation is still anticipated by end of this financial year.
4	Perry Barr Rail Station and Bus Interchange	Development	Dec 2021	Feb 2022	Amber	Same	The Project Team is continuing to review the delivery programme with the Principal Contractor. Planning surveys are on track with the Planning Application submission anticipated for the end of May 2020. Railway Station floor plan is effectively 'frozen'. Design co-ordination meetings occur fortnightly for further development. FBC for Rail Station and Bus Interchange is currently being drafted with submission through the WMCA assurance process anticipated to commence at for the end of June 2020. Birmingham City Council have taken ownership of all properties within the station complex. Discussions with funding partners and senior TfWM colleagues are ongoing for the Bus Interchange, with all scope options being explored with major 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	Amber	Same	University Station - Three GRIP 5-8 tenders were received 20th March 2020, negotiations are ongoing. Value Engineering exercises are underway to identify opportunities and final submissions are expected 12th June 2020. Formal design submissions have been made to Network Rail, University of Birmingham and Birmingham City Council with comments expected to conclude in June 2020. Scope for early archaeological works has been defined and Written Scheme of Investigation agreed in principal. The Final Business Case is currently going through the WMCA assurance framework and approval will be sought at the WMCA Board meeting in July 2020. Meanwhile, the close out of GRIP 4 is almost complete and agreements are being finalised with the University Hospitals Birmingham NHS Trust in relation to the provision of a Diagnostic Hub at the station. Work continues on progressing funding agreements with project partners.
Minor Works Programme							
7	TBT Platinum Route shelter upgrades	Complete				Complete	The outstanding 21 shelters for the 19/20 period were all installed by the end of March 20. 40 new advertising panels have been delivered and are in storage awaiting future programme.

	Project Name	Status	Baseline Comp Date	Forecast Date	DCA	DCA Trend	Exec Summary
8	Bradley Lane Metro Park and Ride	Complete				Complete	Park & Ride construction works completed 5 th Feb 2020 and car park officially opened on 6 th February 2020. Landscaping works to the adjacent playing fields will commence post COVID19 lock-down, completion is required by 1 st April 2021 in accordance with the associated planning condition.
9	Network Wide Bus Station Refurbishment Phase 1	Design & Delivery	Mar 2020	Mar 2021	Green	Same	Programme for 2020/21 has been scheduled to start from the middle of this financial year due to COVID19 restrictions. Main parts of the programme are: Resurfacing works at various car parks, city centre shelter enhancements in Coventry, West Bromwich bus station automatic door renewals, cycling schemes at Wolverhampton & Moor Street as well as CCTV upgrades. Work continues with Coventry City Council and City of Culture to establish any associated budget and work streams that they are able to pursue to further improve Pool Meadow Bus Station ahead of 2021.
10	Network Wide P&R Lighting Enhancements	Delivery and Handover	May 2019	May 2020	Amber	Worse	There are 5 outstanding sites to deliver this financial year. Due to limited available budget the Sponsor is now in the process of sourcing additional funding. Awaiting confirmation from Network Rail regarding closure of Land Lords Consent applications for 7 previously delivered sites
11	Network wide Park & Ride Expansion Developments – Phase 2	Development / Feasibility	Mar 2020	Mar 2021	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				Complete	The new Asset Management System is now implemented and operational. Key assets including Summer Lane, Bus Stations and Park and Ride work orders have now been raised and actioned on the new system. Discussions are taking place around a Phase 2 to utilise the new system to incorporate Land owned to enable effect management.
13	Asset Management – RTI Upgrades	Complete				Complete	RTI upgrade capex allocated to replacement of Birmingham City Centre totem screens (colour LED). Project completed in March 2020.
14	Walsall Town Centre Interchange Feasibility Study	On Hold					On Hold following 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	Aug 2020	G/A	Same	Coventry and Wolverhampton Bus station cycle parking complete, as well as Solihull rail station. Installation of cycle parking at Birmingham New Street completed, with minor works remaining to complete opening of facility. Legal agreement to be drafted by Network Rail, capturing ownership and asset management considerations.
16	West Midlands Bike Share Scheme	Procurement	March 2022	March 2022	Green	Same	WMCA working through the procurement exercise with three suppliers. Review underway of the latest tender returns, the Invitation to Submit Detailed Submissions (ISDS), prior to progressing with formal award and commencement of project delivery.
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. 43 new shelters with digital advertising have been installed to date. The remaining 7 shelters were delayed by the Covid 19 lockdown and will be installed when possible.

N.B Report data correct as of 15th May 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

Summary

TRANSPORT PROGRAMME	MARCH 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
CWG Programme	0	12	(12)	0	0	0
Other Major Programmes	5,937	9,121	3,184	5,937	5,856	(81)
Minor Work Programme	3,172	4,225	1,053	3,172	3,107	(65)
	0	0	0	0	0	0
TOTAL	9,109	13,358	4,225	9,109	8,963	(146)

Detail

Commonwealth Games

COMMONWEALTH GAMES PROGRAMME	MARCH 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	0	0
TOTAL	0	12	12	0	0	0

Other Major Programmes

OTHER MAJOR WORKS PROGRAMME	MARCH 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	ACTUAL £000	FORECAST £000	VARIANCE £000
Dudley Bus Station Development	65	82	17	65	82	17
Longbridge Connectivity Package	4,517	5,202	685	4,517	4,295	(222)
Snow Hill 3rd Access	974	2,043	1,069	974	855	(119)
Key Route Network Safety	381	1,794	1,413	381	624	243
TOTAL	5,937	9,121	3,184	5,937	5,856	(81)

Minor Works

MINOR WORKS PROGRAMME	MARCH 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	ACTUAL £000	FORECAST £000	VARIANCE £000
Bus						
Shelter Appeals	9	10	1	9	10	1
TBT Birmingham City Centre Shelter Design Optimisation	1	10	9	1	1	0
TBT Platinum Route RTI Equipment Upgrades	352	366	14	352	366	14
Rail						
Tipton Park and Ride	0	24	24	0	0	0
Metro						
Bradley Lane Park and Ride	1,812	2,051	239	1,812	1,855	43
Cycling						
Bike Life Report	15	15	0	15	15	0
Asset Replacement						
Network Wide Bus Station Refurbishment Phase 1	217	767	550	217	168	(49)
Network Wide P and R Lighting Enhancement	14	30	16	14	14	0
Network Wide Park and Ride Upgrades	154	164	10	154	164	10
Network Wide Park and Ride Expansion Developments -Phase 2	62	116	54	62	84	22
IDOX - Asset Management System	36	70	34	36	32	(4)
Asset Management- Shelter Replacement	195	197	2	195	197	2
Network Infrastructure Measures	0	0	0	0	0	0
Bridges (Asset Management)	0	30	30	0	0	0
Other						
LTP Technical Development Nims Mattisse	19	19	0	19	19	0
Top Slice	1	71	70	1	1	0
Asset Management- RTI Upgrades	285	285	0	285	181	(104)
TOTAL	3,172	4,225	1,053	3,172	3,107	(65)

Transport Delivery Committee

Date	8 June 2020
Report title	2022 Commonwealth Games Transport Delivery Update
Accountable Chief Executive/TfWM Director	Laura Shoaf – Managing Director (TfWM)
Accountable Employee	Anne Shaw - Director Network Resilience (TfWM)
Report has been considered by	TDC Lead Members

Recommendation(s) for action or decision:

The report is noted.

1. Purpose

- 1.1. This paper is intended to update the members of Transport Delivery Committee (TDC) on the progress of delivery of the Integrated Transport Programme (ITP) for B2022 Commonwealth Games. As we head towards the middle of 2020, we will reach a new milestone in planning for the Birmingham 2022 Commonwealth Games ('the Games'), the 'two years to go' mark.
- 1.2. As we approach this new milestone, Transport colleagues are moving from the strategic planning phase; release of the Games Strategic Transport Plan, establishing budget, governance and high level planning and resource to the detailed planning phase; development of detailed Transport Operations plans for Games time, integration of capital project delivery with those Games time operations plans and the integration and strengthening of the BAU Public Transport network to support the Games period.
- 1.3. This phase of planning will bring several developments and complete key deliverables across the programme which will increase its visibility, both in the transport community (working across the local authorities, transport partners and operators involved in delivering the Games) and to the region's public, including residents and businesses.
- 1.4. This paper will also give a brief overview of the immediate and potential future COVID-19 impacts that are being considered through the lens of transport planning for the Games.

2. Background

- 2.1. The Birmingham 2022 Commonwealth Games requires successful delivery of a multi modal, cross-partner transport operation. The complexity of this operation has necessitated the establishment of the Integrated Transport Programme (ITP). The ITP is comprised of three distinct work streams and is managed by Transport for the West Midlands.
- 2.2. 'Games Family Transport' delivered by the B2022 Organising Committee (OC); the delivery operations to support the client groups that attend the Games, arriving from all 72 Commonwealth countries (Athletes, Technical Officials, Media, Broadcast and other special guests and dignitaries);
- 2.3. 'Transport Infrastructure Projects' represented by Birmingham City Council for ITP purposes and working closely with Transport For West Midlands colleagues as the accountable delivery organisations, this Workstream supports the progress and integration of transport infrastructure projects (Sprint, Highways, Rail, Metro) being delivered in time for the Games as part of the B2022 Host City Contract and which must be both completed in time for the Games and coordinated alongside pre-Games and Games time transport operations.
- 2.4. Regional and Spectator Transport Operations (RaSTO); delivered by Transport for the West Midlands, this work stream delivers transport operations to support the movement of visitors to the region (Spectators, both ticketed and non-ticketed) and B2022 workforce and supporting the BAU Public Transport network so that residents and businesses in the West Midlands can keep moving during the Games.

3. Financial Implications

- 3.1. At this early stage of assessment, there are no financial implications arising against the TfWM Budget, as a direct result of the COVID-19 impacts. The capital projects being delivered in time for the Games are, however, already coming under pressure due to the COVID-19 impact on working practices, which are being managed by close collaboration with key stakeholders. The ITP is being kept up to date with progress on these risks and others as they are identified and mitigations are being worked through with accountable delivery organisations (TfWM, BCC).

4. Legal Implications

- 4.1. None at this time, the potential 'Games Bill' is progressing through its parliamentary processes via Department for Culture, Media and Sport, Department for Transport and is being supported through ITP colleagues.
- 4.2. Potential for the Games Transport Plan to become a statutory plan if the 'Games Bill' is passed.

5. Update on Progress of ITP

5.1. Operations Workstream Overview (OC, TfWM)

- 5.1.1. Both delivery organisations (OC and TfWM) have established budget, resource, and way of developing delivery that support the Games operations whilst integrating the major interdependencies of the event, the BAU transport network across the region and the delivery of capital projects.
- 5.1.2. Alongside the established structure for delivery, the first phase of recruitment to the operations delivery team has been completed; subsequently several projects have been initiated; Games Family Bus, Venue Transport, Modelling & Forecasting, Public Transport Strengthening, Additional Temporary Transport Operations (Park and Ride, Bus Shuttles) and Traffic Management Operations (Games Routes, Local Area Traffic Management and Parking)
- 5.1.3. For these work streams the next 12 months of the planning cycle will see the delivery of more detailed operations plans, an increase in operations delivery team members and the defining of preliminary service levels for all core transport operations.

5.2. Games Family (OC)

- 5.2.1. Games Family progress has been increasing for planning of Games Transport elements in support of the core competition venues, establishing Venue Transport Working Groups to engage and coordinate the development of the plans with key transport stakeholders (OC, TfWM, Local Authorities and key Transport Operators).
- 5.2.2. Focus for Games Family in the next 6-12 months will revolve around the development of these key plans, recruiting into the operations team and the initiation of the remaining projects for OC; Fleet (Car operations), Client Service agreements and Arrivals and Departures in line with progress of the event plans.

5.3. Regional and Spectator Transport Operation (TfWM)

- 5.3.1. Recent progress has seen the delivery of a Games Strategic Transport Plan and subsequent engagement, support for the progression of the potential 'Games Bill' and establishing the high-level planning initiation of wider projects for delivery (noted above).
- 5.3.2. Progress in the next 6-12 months will centre on delivering the preliminary plans for Traffic Management Operations, Bus Operations and developing Public Transport Strengthening solutions in support of the Games time operations period.
- 5.3.3. Subsequently Active Travel, Accessibility and Travel Demand Management for Games will also be initiated later in this budget year.
- 5.3.4. Progress on the iteration of the Games Transport Plan will progress from Sept 2020 and engagement with Local Authorities and Transport partners whose boundaries will host and who will be involved in delivery will be a key part of the production of both this plan and the development of delivery of plans.

5.4. Transport Infrastructure Projects (BCC, TfWM)

- 5.4.1. BCC and TfWM are the main accountable organisations for the delivery of the transport infrastructure projects in time for Games (Sprint, Highways, Metro and Rail).
- 5.4.2. The delivery of transport infrastructure for the Games is being managed by the accountable organisations and integrated into the Games planning via the 'Perry Barr Infrastructure Coordination Group' as a sub group of the CWG ITP governance.
- 5.4.3. The delivery of these projects carries the highest risks for integration and delivery and the role of PBICG is to mitigate this risk in relation to the delivery of the totality of the projects in Perry Barr and to ensure integration on two levels; between the transport and CWG venue capital infrastructure projects and; the integration of pre-Games delivery of transport infrastructure and readiness for Games time operations.
- 5.4.4. This group is also considering the coordination of transport operations that require to be delivered during the construction phases, through a number of sub groups focussed on coordinating and mitigating the impact of this major delivery period through the delivery of several operational activities; traffic management, communications and engagement, logistics and access planning and travel demand management.

6. COVID-19 and Transport Delivery for the Games

- 6.1. The impacts of COVID-19 are being assessed and monitored across the ITP.
- 6.2. The transport infrastructure projects have and are continuing to assess the impacts of COVID-19 and are sharing them with the ITP through several governance groups and COVID-19 specific meetings at local and regional level.
- 6.3. Current impacts are being shared and mitigated in real time with these projects and assessments have been made related to any medium and/or long-term impacts that may come to fruition.
- 6.4. The Games and ITP are also assessing the impacts of COVID-19 against a backdrop of sporting calendar changes and potential risks related to delivery of Games capital projects.
- 6.5. In addition, the ITP is considering the impacts of COVID-19 through several key themes; Business continuity and partnership working; Capital Project Delivery; Games Planning and Operations; Economic Impacts; and Business as Usual Recovery for Transport.
- 6.6. The ITP is engaging with accountable organisations and partners for delivery of the Games Transport Operations in order to mitigate the impacts of COVID-19 as far as possible and ensure transparency as we progress forward with planning for the delivery of a successful transport operation for Games time.

Transport network response to the Covid pandemic

Government advice has been clear: **“Do not travel on public transport unless it is essential”**

- As a result, at the end of April 2020, public transport trips in the region declined by circa 90% across all modes, based on Swift data.
- The response to the pandemic has had a significant impact on transport operators and travel behaviours.
- This presents a number of challenges for us as we move into the next phases of recovery.

Summary messages: Moving to resilience; and into recovery

- TfWM will work closely with all regional partners to aid economic resilience and recovery.
- TfWM, will work closely to support local highway authority colleagues, in order to **keep a safe, clean and functioning transport available for those that need it.**
- We won't be able to turn the transport system back on overnight – it needs planning and preparation, not least of which as a result of transport staff being furloughed.
- Capacity to service demand will be constrained – social distancing impacts, construction acceleration as stimulus creating highway disruption, potential for increased levels of car use could adversely affect PT reliability. Reduced capacity will also have a significant impact on the financial viability of the transport system.
- Unequal impacts on our citizens likely worsened – our most vulnerable and deprived are likely to be less able to respond and adapt to a new normal.
- The potential to pull levers in the transport system to support economic recovery and manage impacts needs to be thought about carefully now and in sync with other economic policies – e.g. free parking could drive unwarranted travel to locations where social distancing continues to be a challenge and ongoing unsustainable car demand - choking the network for the most economically vulnerable freight and logistics operations, free public transport for targeted groups could

be helpful and off-set inclusion impacts and support transport operators etc.

- Need to ensure that government understands, and that regionally, we have a clear view about the steps needed to ensure a well-managed process out of the current situation.
- We will need to ensure that our messaging to the public are well timed, consistent and clear

West Midlands Regional recovery approach

- It is understood that Government are exploring options for relaxing current lockdown as well as developing thinking on an economic recovery.
- In anticipation of this WMCA, working with partners, have developed a Regional Recover Strategy.

Transport's role in supporting the recovery

Transport's role within the regional recovery will be critical to help securing a fairer, greener and healthier West Midlands; post pandemic.

In particular this means the safe and well-coordinated remobilising of the transport system in the short term and accelerating our infrastructure delivery programmes to support recovery in the longer term.

TfWM have developed four principles to aid the regional recovery strategy and more detail on this will be presented to WMCA Board in June. A summary is provided in Appendix A.

Immediate recovery challenges – moving from Response into Resilience

Recovering the transport system.

TfWM, working with local authorities and operators, will work to ensure that the appropriate level of transport is available in a timely and co-ordinated way and messaging around the need to travel is clear. This will need to be in line with guidance on lifting of restrictions and carefully managed and considered alongside the wider economic recovery planning. Key issues to be considered include:

Ensuring an essential and safe network - Social distancing and capacity

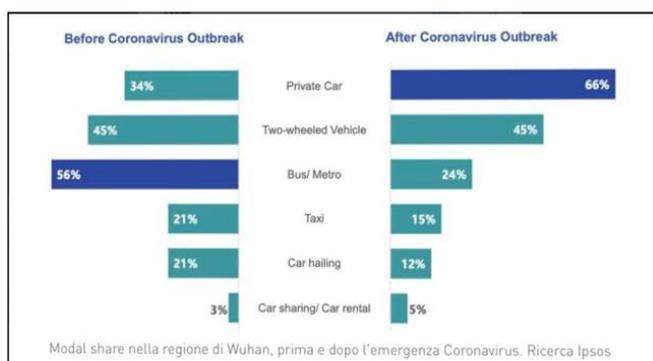
With social distancing measures in place it could result in capacity issues in response to levels demand. The reduction in capacity will also have an impact on financial viability of the transport system and operator's ability to make these services commercially viable. Ongoing funding for a core public transport will be a key issue, and TfWM will have to work with government to secure a financial package to support the transport system, to ensure the remobilisation of services can be coordinated across different modes.

TfWM are working with operators and the Local Resilience Forum (*Strategic and Tactical Groups*) to understand how infrastructure may be changed to support social distancing e.g. *additional highway space to accommodate queuing and marshalled passengers*.

Managing public perception, restoring trust

If the remobilisation of services and advice on social distancing/PPE are not carefully managed and coordinated, there could be a negative view of returning to public transport *i.e. perceived as a way of increasing the risk of infection*.

Concerns about returning to public transport may lead to increased car usage. For example, Wuhan, China, has seen a significant increase in car trips, as shown below.



Maintaining positive behaviour change

A joint approach to travel demand measures across partners, may need to be developed and adopted. This would include coordinated promotion of ongoing home working and engaging with residents and businesses to help us to flatten the demand for travel especially in the peaks - *for example the staggering of working hours, rotations and the phasing of the release of lockdown for different journey purposes and demographics*.

Travel demand could then be managed in a way which is consistent with protecting the safety of staff and passengers. Some cities such as Wellington, New Zealand, have made bold moves to reallocate roadspace away from private cars, in order to support healthy travel.

Local authorities may also need time to look at any traffic and parking management measures that will also need to be restarted.

Longer Term Challenges for Transport

Evidence emerging from elsewhere suggests that there could be significant long-term risks for our recovery and strategic outcomes if we are not

- A high carbon recovery - due to the current cost of fuel.
- Long-term increase in congestion, poorer air quality and impacts to road safety.
- Increases the cost and undermine the long-term financial viability of the public transport system
- Undermine/set back the infrastructure investment to the transport system, which will support inclusive economic growth and a fairer, greener and healthier West Midlands.
- Lose momentum on some of the progress we have already been making to improve public transport and walking and cycling use.
- Lose the real opportunity to support change in people's lifestyles and wellbeing i.e. continued working from home, further building on digital innovation such as WM5G, securing an active travel/positive public health legacy etc.

Summary and Next Steps

- TfWM, will work closely to support local highway authority colleagues, in order to keep a safe, clean and functioning transport available for those that need it.
- Need to ensure that government understands, and that regionally, we have a clear view about the steps needed and a clear and consistent message on our path out of the current situation.
- TfWM will work closely with all regional partners to aid economic resilience and recovery.
- TfWM will report to WMCA Board in June on '**Recovering the Transport network – towards a new normal**' which will set out how we see the transport system will need to change to reflect the impacts of the Pandemic and achieve our longer-term ambitions.



Appendix A

Response → Resilience	Travel that is safe and secure	<ul style="list-style-type: none"> • Make available a safe, clean and functioning transport system for those that need it i.e. NHS workers, key workers. • Managing the transport network effectively with operators and local authorities to ensure social distancing measures can be respected.
Response → Resilience	Getting workers and businesses back up and running (where safe)	<ul style="list-style-type: none"> • Continue to promote home/agile working for those that still can. • Continue to support the free flow of freight and goods to support critical services. • Slowly increase transport capacity, where appropriate and safe. • Develop and secure a financially viable and trusted public transport system, working with operators, community transport sector and government.
Resilience → Recovery	Keeping the clean air and physical exercise that came out of the crisis	<ul style="list-style-type: none"> • Sustain increased active travel – working with local authorities to explore road space reallocation opportunities. • Secure a public health legacy from the pandemic.
Resilience → Recovery	Boost green growth	<ul style="list-style-type: none"> • Acting upon existing regional and local strategies, such as the WMCA's #WM2041, to exploit growth in new markets, such as EV's and battery.

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Background

Following the introduction of restrictions on the general public due to the COVID-19 pandemic in March the past two months have seen changes introduced to the local bus network. This was put in place to reflect the joint needs of key workers accessing their place of work, the general public traveling to shops to access vital amenities and a significant drop in the numbers of passengers using the network.

Lockdown Response

TfWM, the West Midlands Bus Operators and the West Midlands Bus Alliance Partners jointly worked together to ensure the revised bus network formed part of a minimum level of service that met and continued to meet the needs of key workers and those who have to travel in the region and have also worked together on a number of joint initiatives to improve access and safety to the bus network.

The minimum level of service

The bus network that was introduced with effect from Wednesday 25th March and forms part of the minimum level of service that TfWM have identified to meet the needs of key workers and essential travel needs in the region. This bus network ensures the majority of bus services are still operating and still operating to their usual span of operation, so have the same or similar first and last trips. The frequencies, on those services that usually operate at frequent intervals, have been reduced to reflect the significantly lower number of passengers travelling on the network. This approach has ensured accessibility across the region is maintained and key workers, who often start work early and finish late, can still get to their places of employment.

Service frequencies were designed to ensure sufficient capacity is provided to allow social distancing to protect out passengers and drivers. On routes where operators operate in commercial competition we have been working with our partners in the West Midlands Bus Alliance to coordinate this and ensure equitable delivery to

best meet the needs of those still travelling at this time.

The West Midlands Bus Operators are working in partnership with TfWM to agree any future changes to this bus network to ensure the principles of the minimum level of service are maintained. This has resulted in further changes from today, Monday 11th May, to some services where some journeys had demand in excess of capacity when taking into account the requirements for social distancing.

For up to date details of the bus network and forthcoming service changes please visit <https://www.networkwestmidlands.com/plan-your-journey/network-overview/bus-updates-during-the-coronavirus-outbreak/>

Supporting Key Workers

Free public transport use on bus and tram for NHS workers in the West Midlands by showing their ID card, this has been in place since Friday 3rd April.

Claribels, who operate subsidised bus services in east and north Birmingham, are additionally allowing care workers/carers to travel free as well.

TfWM have been working with National Express Accessible Transport (NEAT) to support NHS Trusts, their staff and partner organisations, by repurposing the use of the Ring & Ride service to support the wider public transport network. Since 1st April, and using up to 40 vehicles a day initially, we have been transporting NHS colleagues, free of charge, from TfWM Park & Ride facilities and other key transport hubs to some of the larger hospitals and other smaller NHS locations, as a combination of shuttle services and demand responsive transport. These have been successful in carrying thousands of passenger journeys.

These services have carried over 4000 passengers since first being introduced and 26 May, with shuttle services between Wolverhampton St Georges Metro stop, Wolverhampton Bus Station and New Cross Hospital, and between Sutton Coldfield Station

and Good Hope Hospital each carrying over 1000 passengers each.

For more information about this and free travel for the children of other key workers visit <https://www.wmnetwork.co.uk/nhstravel>

Community Support

Community Transport operators are providing vital support in their communities, including;

- Walsall Community Transport are now shopping for 97 pensioners weekly and also delivering emergency packs for another local community centre when needed. To carry out these services some vehicles and drivers which usual operate subsidised services have been redeployed.
- Community Transport Passenger services, in partnership with TfWM have repurposed subsidised service 41/47 in Coventry.
- Shencare Community Transport, based in South Birmingham continues to support Birmingham City Council Home to School transport taking young people with special educational needs to school as well as children of key workers.

Supporting Bus Operators

Bus patronage across the West Midlands has fallen by 90% in comparison to pre COVID-19 pandemic levels, but is now starting to see some slight recovery. This has had a significant adverse affect on the revenue levels and the associated cash flow of the bus operators businesses. To support bus operators through this difficult time and to ensure the bus network continued running in the short term TfWM have worked with the Department for Transport to develop and administer a number of measures.

TfWM have developed a package of emergency measures for West Midlands bus operators totalling approximately £25m to include support for subsidised bus payments, English National Concessionary Travel Schemes, Child Concessionary Travel, and Bus Station Departure

Charges. The period of payments is for a period of three months start from the beginning of March and lasting for the period up to the end of June. This was as set out by Government in their notifications to local authorities at the end of March 2020.

In addition commercial bus operators and TFWM will receive some funding from the DfT's COVID-19 Bus Services Support Grant (CBSSG) which is designed to ensure bus services can continue to run during the pandemic. The grant is initially for 3 months and is designed to cover some of the loss of operating costs which are not picked up through the TfWM or Government support already in place.

If you do require any further information please do not hesitate to contact the TfWM Bus Delivery Team, Jon Hayes (jon.hayes@tfwm.org.uk)
Richard Hardman (richard.hardman@tfwm.org.uk)

Below some of the key bus network changes at a district level are detailed;

Birmingham

- Additional peak time journeys were introduced on service X12 to support access the Nightingale Hospital via Birmingham International station, which has not been required to date
- Co-ordination of timetables on service 16 and 50 jointly operated by Diamond Bus and National Express to support social distancing
- Some Claribel services are temporarily suspended or a operating to a revised Saturday timetable
- RK Travel and Discount Travel Solutions who both operate services on the service 11 circular route have temporarily suspended their services.

Coventry

- Reduced service on Travel de-Courcey service 60 / 61 / 703 / 585 / X6

Dudley

- Co-ordination of timetables on service 4, 4H, 4M and 16 jointly operated by Diamond Bus and National Express to support social distancing

Sandwell

- Co-ordination of timetables on service 4, 4H, 4M and 16 jointly operated by Diamond Bus and National Express to support social distancing

Solihull

- Additional peak time journeys introduced on service X12 to support access to the new Nightingale Hospital via Birmingham International station

Walsall

- Co-ordination of timetables on service 4, 4H, 4M jointly operated by Diamond Bus and National Express to support social distancing

Wolverhampton

- Travel Express who both operate a number of services in Wolverhampton have temporarily suspended their services with the exception of service 303. The suspended services are also operated by National Express and the National Express services continue to operate

Restart

In all areas we are now planning and preparing with bus operators to restart services following discussions with the Department for Transport on week commencing 4th May where they have requested all local transport authorities to prepare for a level of service return. This service return will see TfWM work with operators of commercial and tendered bus services to return service levels to some 75 – 80-% of pre-Covid 19 levels from Monday 25th May, and around 90% plus from Monday 1st June. It should be noted that with social distancing requirements this can only provide for around 35% of pre-Covid 19 capacity across the network, so monitoring and responding will be really important.

Monitoring is being undertaken by operators and reported to TfWM, who are coordinating through the Bus Alliance Restart Group, who are reporting into the regional Transport Cell with TfWM, Local Authority partners, and stakeholders including operators.

TfWM infrastructure is also being monitored, across bus stations, stops and shelters. We have both CCTV and physical checks across the network since Monday 11th May, and are working at speed with local authority colleagues as we identify locations where social distancing measures are made difficult or impossible by our street layout or infrastructure. We are working collaboratively on key areas for monitoring, and on mitigations in areas that have already been identified. All shelter locations now have a reminder regarding social distancing, with further guidance measure being planned. The Bus Infrastructure team have been mobilised to use contractor support for temporary stops. Social distancing measures are also being reviewed across bus stations and interchanges.

We also know that bus journey times and reliability will be critical to managing the limited capacity across the bus network. Over the weekend on 9th May the Government also announced a series of measures with regards to active travel which includes funding for temporary bus lanes, as well as walking and cycling. TfWM Bus team and Resilience team reviewed existing scheme proposals on Monday 11th to share with local authorities on Tuesday 12th for review and comment in an effort to expediate some quick thinking and response on this matter and ascertain what level of ability we have regionally to seek funding from this source to assist with managing recovery. The Bus team had a call to support this urgent piece of work with all authorities.

The Government announcement also made reference to the potential return to schools from as soon as Monday 1st June. The TfWM bus team are planning a call over the next few days will all LEA reps on transport to ascertain the level of thinking and risk as the data for what may happen

emerges. It will also enable TfWM to share with LEA transport colleagues the information we have from the bus operator base through this pandemic and the risks to school bus recovery operations.

As we write funding for measures for restart are not confirmed and we continue dialogue with Government, bus operators and others on this matter. As capacity is limited on the network we continue to promote the Prime Minister's advice to avoid public transport and leave it for those who need it as key workers and for essential travel at this time.

Further Information

Lead Officer	PETE BOND DIRECTOR – INTEGRATED TRANSPORT SERVICES pete.bond@tfwm.org.uk 0121 214 7388
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To help us to understand the impact of Covid-19 on the transport network, the TfWM Human Intelligence Team was tasked with conducting a survey and subsequent analysis regarding Covid-19 travel implications in the West Midlands.

An online survey was promoted via WMCA social media channels and emailed directly to members of WMCA/TfWM data bases.

6188 responses were received in total, of which:

- 2940 (48%) would like to receive further updates
- 2859 (46%) would like to take part in future research

The results for the survey are as follows.

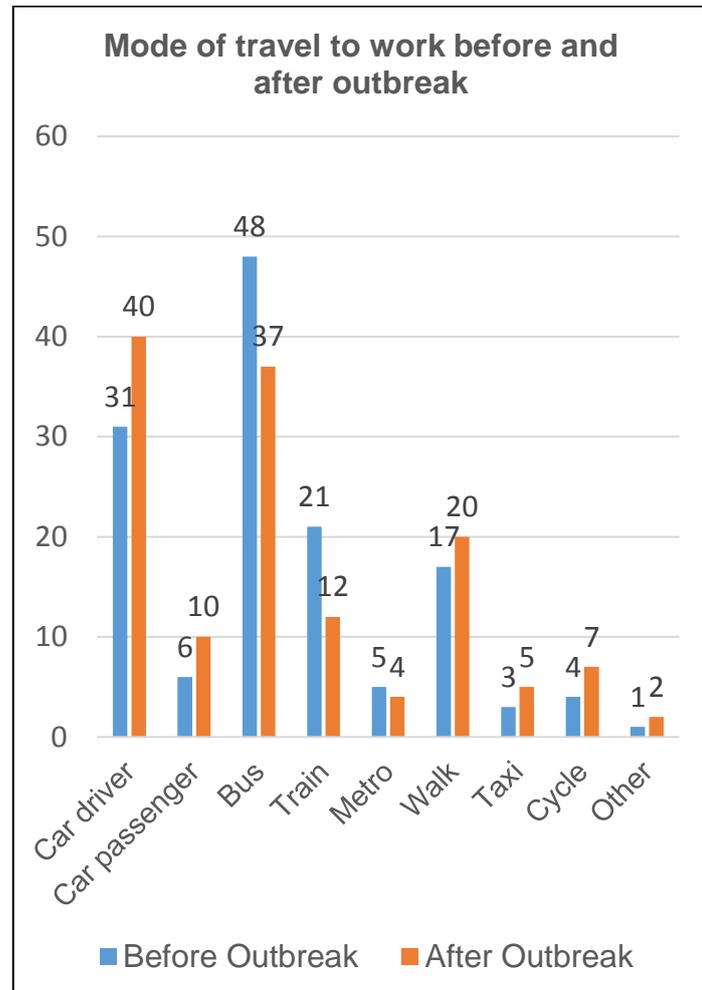
Work Journeys

- 39% of those surveyed stated they were working from home during the pandemic
- 28% of all workers had made a work related journey during the outbreak. This rose to 58% amongst just key workers.
- Car drivers were the least likely to have changed the way they travelled to work during the pandemic (97% no change). 39% of rail users who changed mode had transferred to car.
- 29% of Metro users had transferred to bus and a 24% of bus users are now walking. It is therefore important to ensure that there is enough space for people walk in a safe way and observe social distancing.
- There was also a slight increase (3%) in those cycling to work

Some statements around why people were travelling differently to work included:

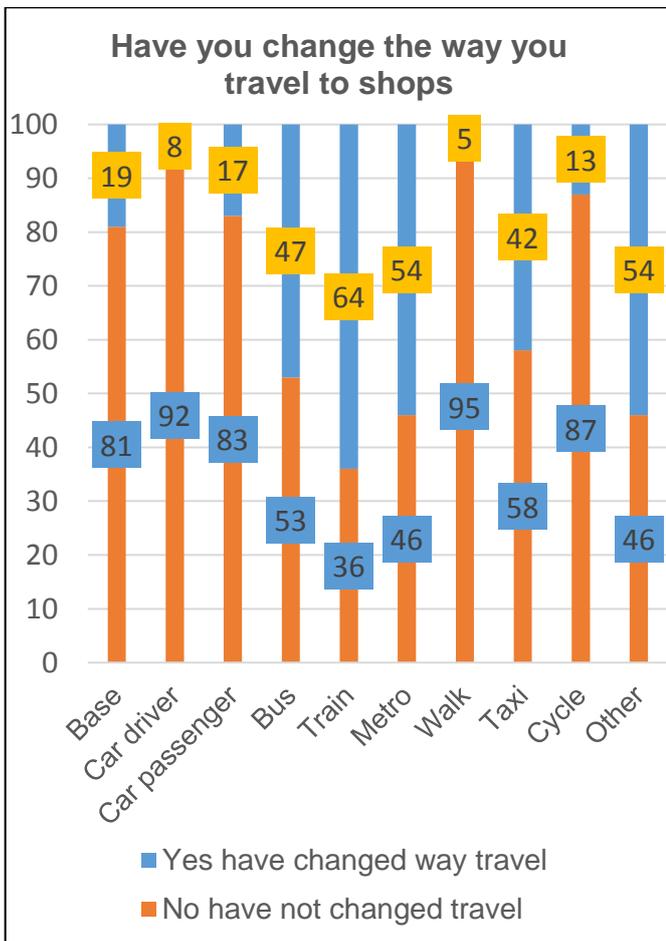
- ‘Less cars on the road makes it feel safer to cycle. I would cycle more if the roads were like this’

- ‘I was asked by work to try and avoid public transport. Workplace has removed their parking restrictions’



Shopping Journeys

- Out of the respondents, 71% made a shopping trip during the pandemic.
- Car drivers were the least likely to have changed the way they travel (92%).
- There was a 13% increase in walk-based shopping trips. This highlights need to support walking/cycling infrastructure
- 26% of respondents shopped online for groceries more/for 1st time, and 15% did so less.



Public Transport Sentiments

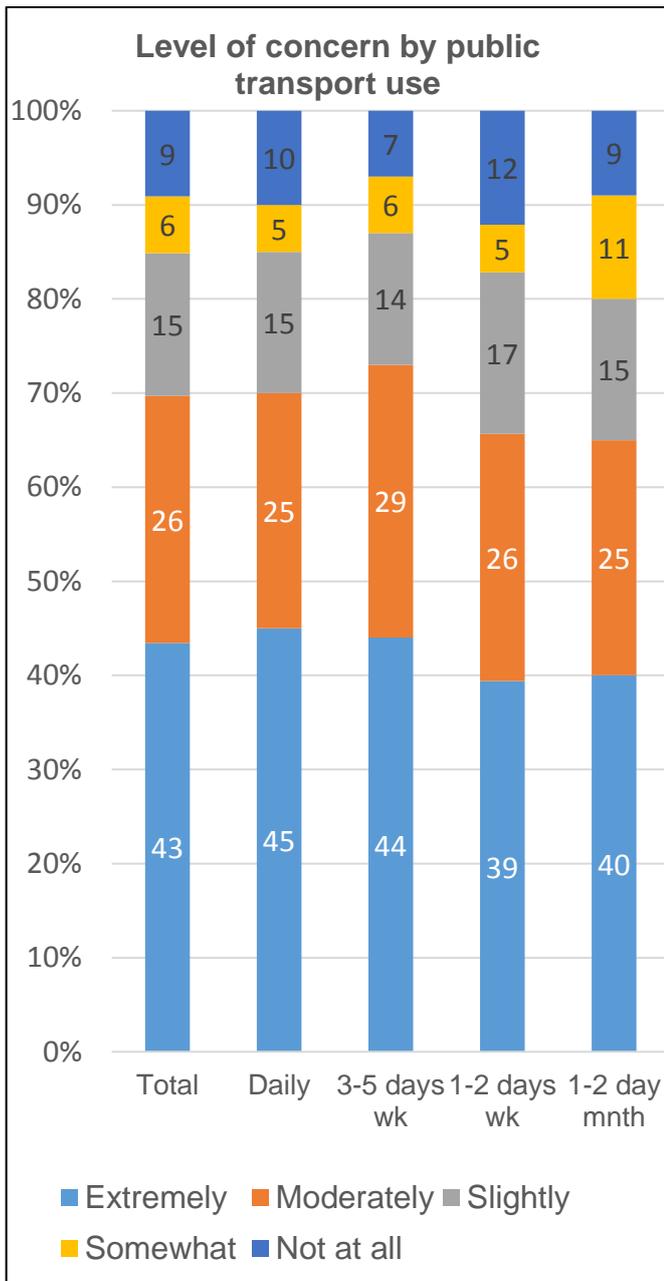
- Prior to the outbreak, 34% used public transport daily, this rose to 55% amongst the youngest group of respondents
- Of those expressing an opinion, 65% felt that the bus operators’ response had been excellent/good. 61% held a similar opinion in respect of rail operators and 59% in respect of Metro.
- 43% of public transport users are extremely concerned about using public transport post-lockdown.
- Increased cleaning patrols (88%), social distancing when queuing (82%) and when travelling (72%) are essential in renewing passenger confidence.
- Half (51%) thought the encouraging of face covering was essential

Looking to the Future

- The top-3 things respondents wanted to see change/ learn lessons from were cleaner air (81%) and reduced traffic on roads/ reduced car use (75%), followed by a better work/life balance (67%).
- The two things people are most likely to do when lockdown restrictions are lifted are **walk more (47%)** and **working from home more (39%)**. **The thing they are most like to do less of is use public transport (36%)**. **17% thought they would cycle more.**

Exercise

- Overall 37% of respondents thought they were exercising less since the outbreak, outweighing the 32% who stated they were exercising more.
- This proved to be the case across all age groups, particularly those aged 16-24 (a quarter hadn’t exercised since outbreak) and those aged 65+ (a fifth hadn’t exercised since).
- The main barriers to exercise was fear of catching the virus (23%), followed by poor health in general (19%).
- There were increases in jogging (14%), and cycling (12% on road). It is therefore important that we put measures in place to allow people to be active in a safe way.



safe for users as Covid-19 restrictions are lifted. In addition to this we must ensure that the public is not deterred from using public transport in the longer term, if we are to meet our wider regional objectives around congestion, climate change and clean air.

Furthermore, the survey shows some increases in cycling and walking during the pandemic. **Active travel is being encouraged by government to help ensure social distancing, and for the benefit of people’s mental and physical wellbeing as well as being a green way of travelling.** In February government announced a £2 billion package to create new era for cycling and walking, which includes emergency funds relating to pop-up bike lanes with protected space for cycling, wider pavements, safer junctions to help support safe travel during the pandemic.

This survey will help to inform how TfWM can continue to encourage walking and cycling as we enter into the ‘new normal’, post Covid-19.

Further Information	
Lead Officer	Sarah Bayliss Human Intelligence Manager Sarah.bayliss@tfwm.org.uk

Conclusion

This research is being used to inform our response to the pandemic in partnership with key stakeholders including local authorities and operators. The research will also inform our plans for further research on the ongoing impacts of covid-19 on travel behaviour.

As a transport authority we have a critical role in helping to ensure that transport is

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Covid-19 Travel change survey

Wave 1

Methodology

An online survey was promoted via WMCA social media channels and emailed directly to members of WMCA/TfWM data bases.

6188 responses were received in total:-

2940 (48%) would like to receive further updates

2859 (46%) would like to take part in future research

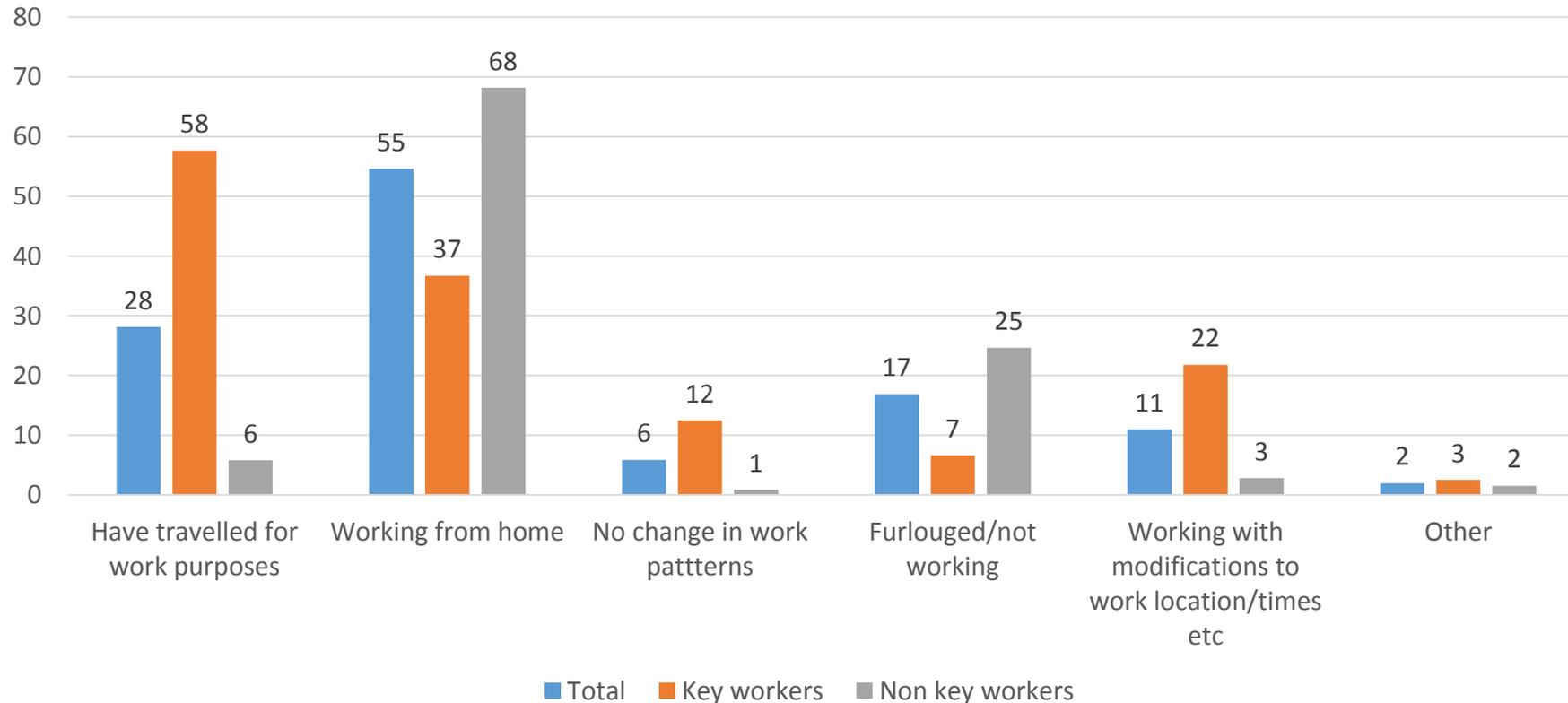
Work Related Travel

Wave 1

Work patterns during outbreak

Work patterns during pandemic by key worker status

Page 48

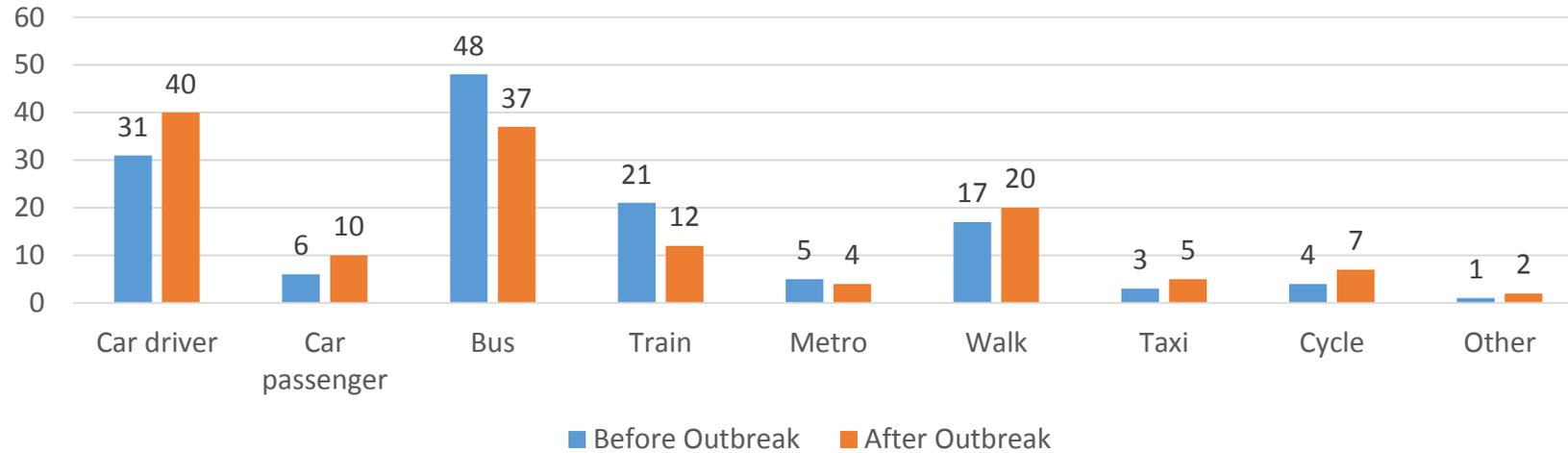


28% of workers had made a work related journey during the outbreak. This rose to 58% amongst key workers.

Q: I have travelled for work purposes during pandemic? Q: Which of the following best describes your working situation during the Coronavirus (COVID-19) outbreak? Base 4456 respondents in full/part time work. % exceed 100 due to multiple responses

Changes to work travel

Mode of travel to work before and after outbreak



There was an increase in car driving, walking cycling and a decline in public transport use

Car drivers were least likely to have changed the way they travelled to work during the pandemic (97% no change). Rail users were most likely to have changed (47% changed).

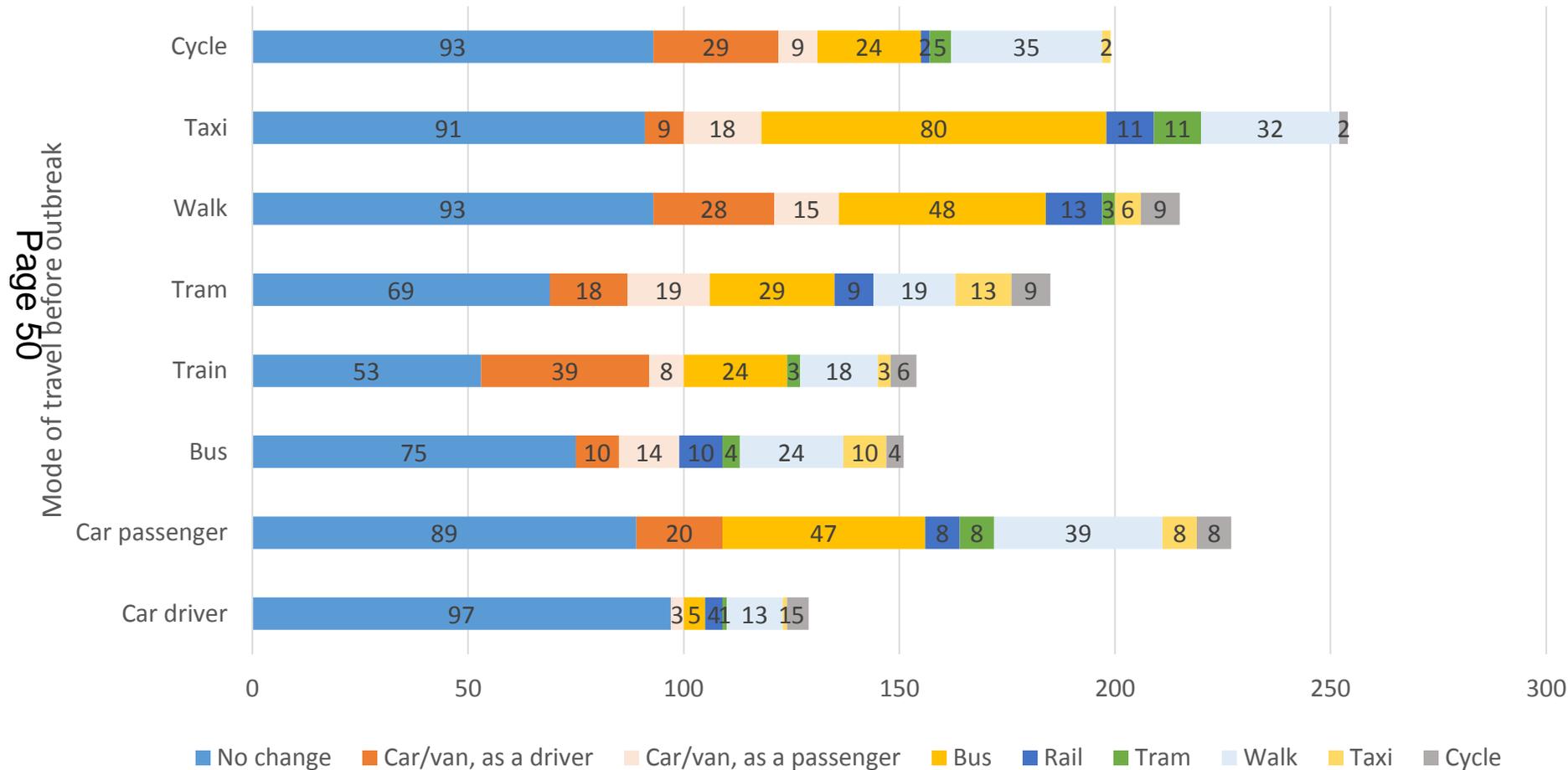
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Mode of travel to work before and after outbreak



Modal shift

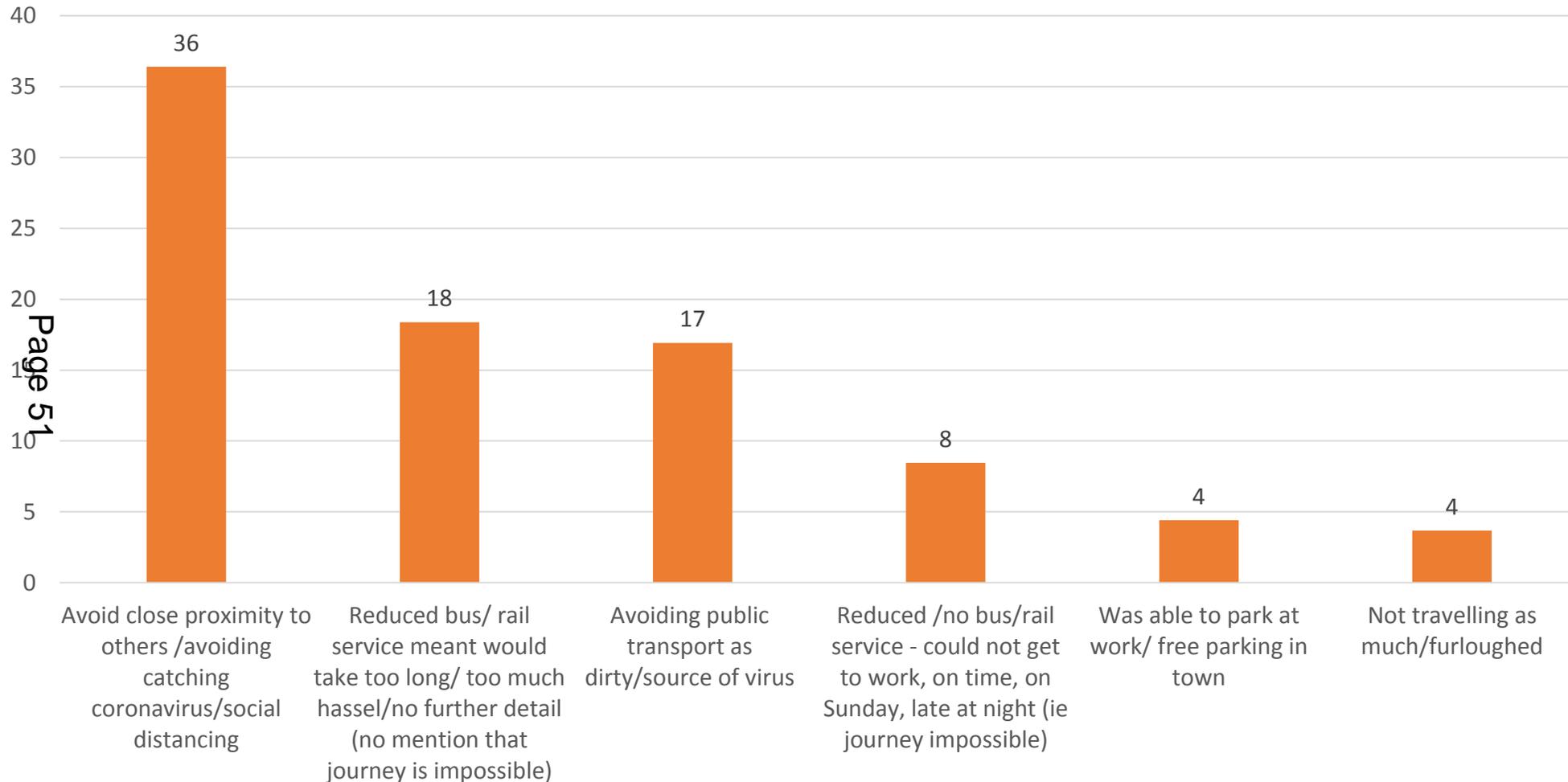
Mode before compared to any change during outbreak



Rail users who changed mode, were most likely to have transferred to car (39%). 29% of Metro users had transferred to bus. A quarter of bus users were walking.

Q: How have you mainly travelled when making journeys to work since the Coronavirus(COVID-19) outbreak? Q: Is this the same method of transport you would have used before the Coronavirus (COVID-19) outbreak? Q: How did you mainly travel when making these journeys to work before Coronavirus (COVID-19) Outbreak? Base 1252 workers who travelled during outbreak % exceed 100 due to multiple mode specified

Main reasons for changes to work travel

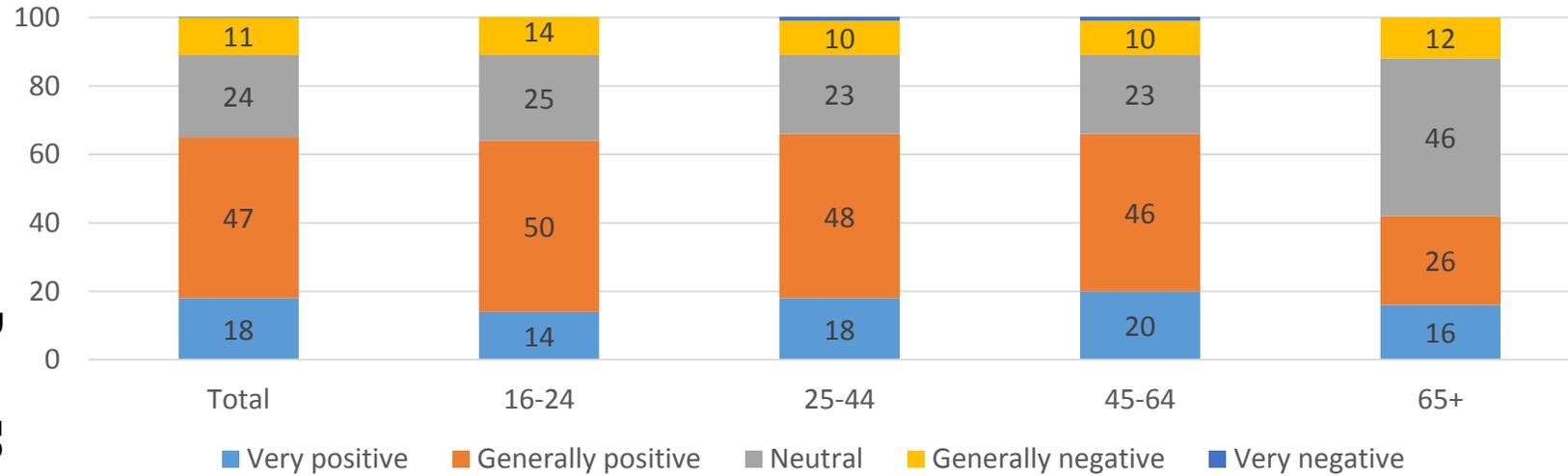


The main reasons for travelling to work in a different way was to ensure social distancing (36%). Reduced service levels and fear of contracting Coronavirus from public transport were other factors.

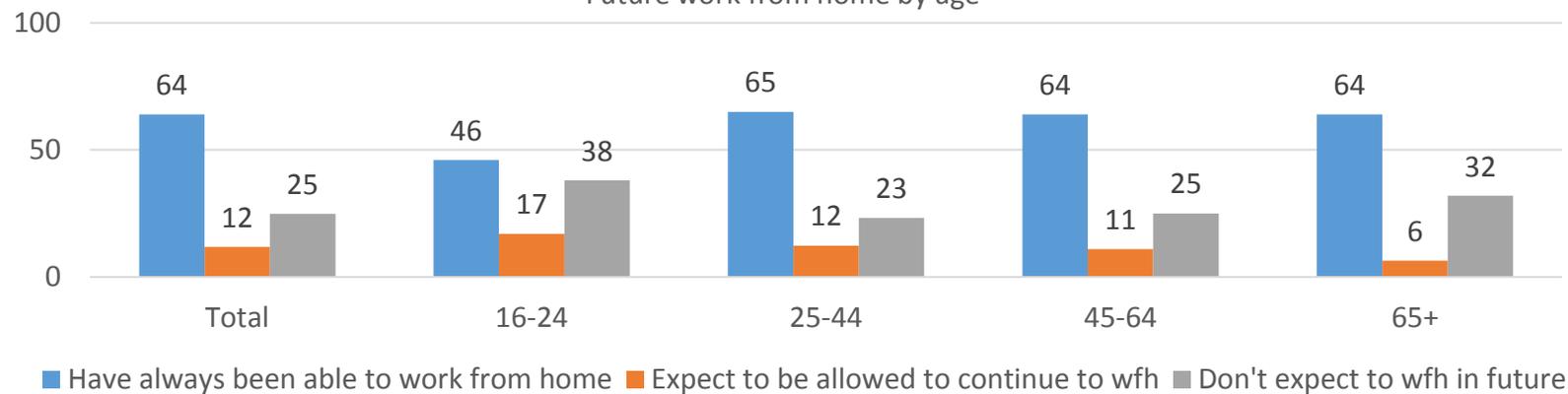
Q: What was the main reason for you using a different method of transport when travelling to work since the Coronavirus (COVID-19) outbreak compared to beforehand? Base 272 respondents who had changed way they travelled

Home working

Experience of homeworking by age



Future work from home by age

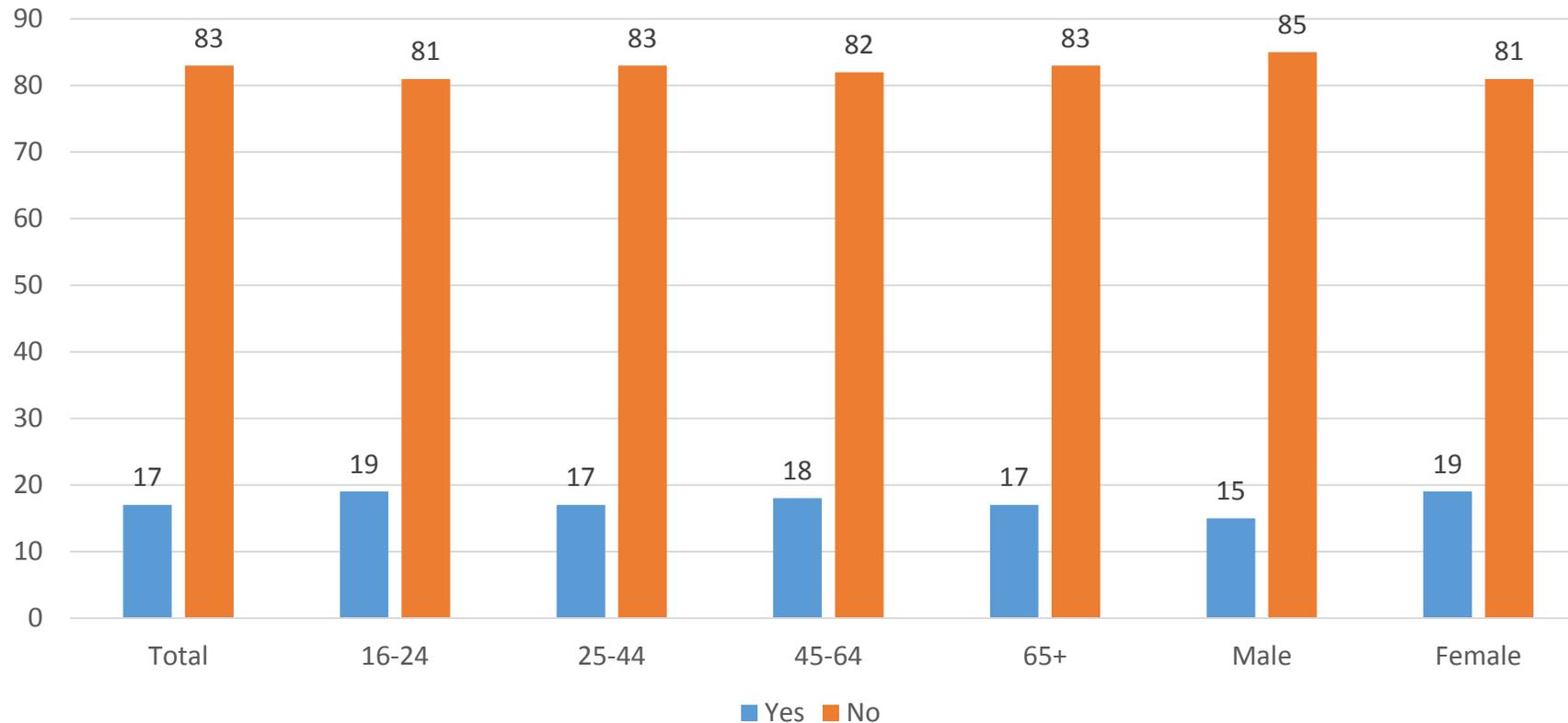


55% of workers worked from home during the pandemic, this rose to 68% amongst non key workers.

Home working was largely viewed positively (65%) with many (75%) feeling they would be allowed to work in this agile way in the future.

Change to work role

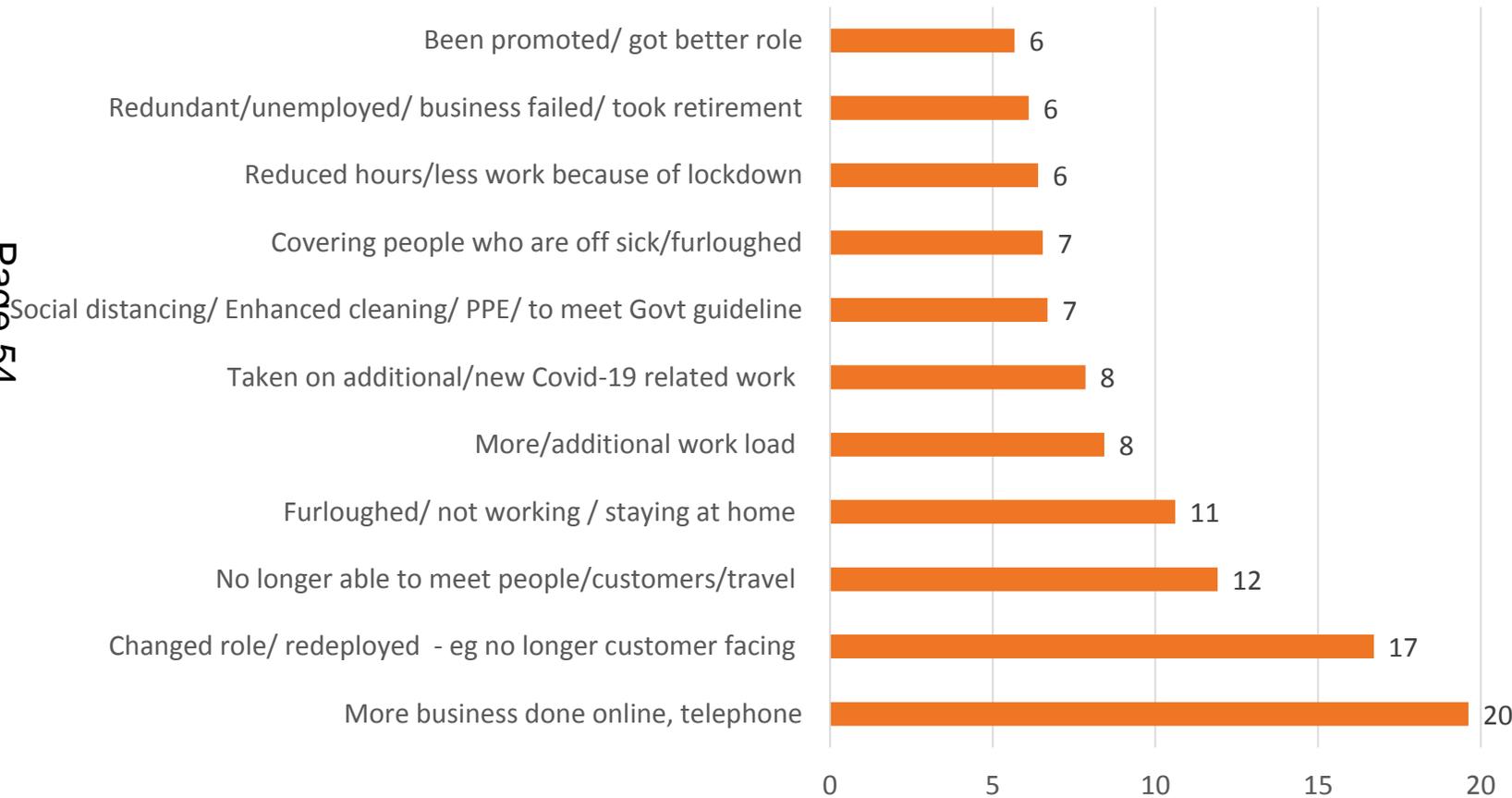
Page 53



17% had noted a change in their work role since the pandemic. This rose to 19% amongst those aged 16-24 and females.

Q: Has your role changed since the Coronavirus (COVID-19) outbreak? Base: 4285 respondents in work

How has your working role changed



Of those whose role had changed it was mainly due to a move to online/telephone (20%), redeployment (17%) and an inability to conduct business face to face (12%).

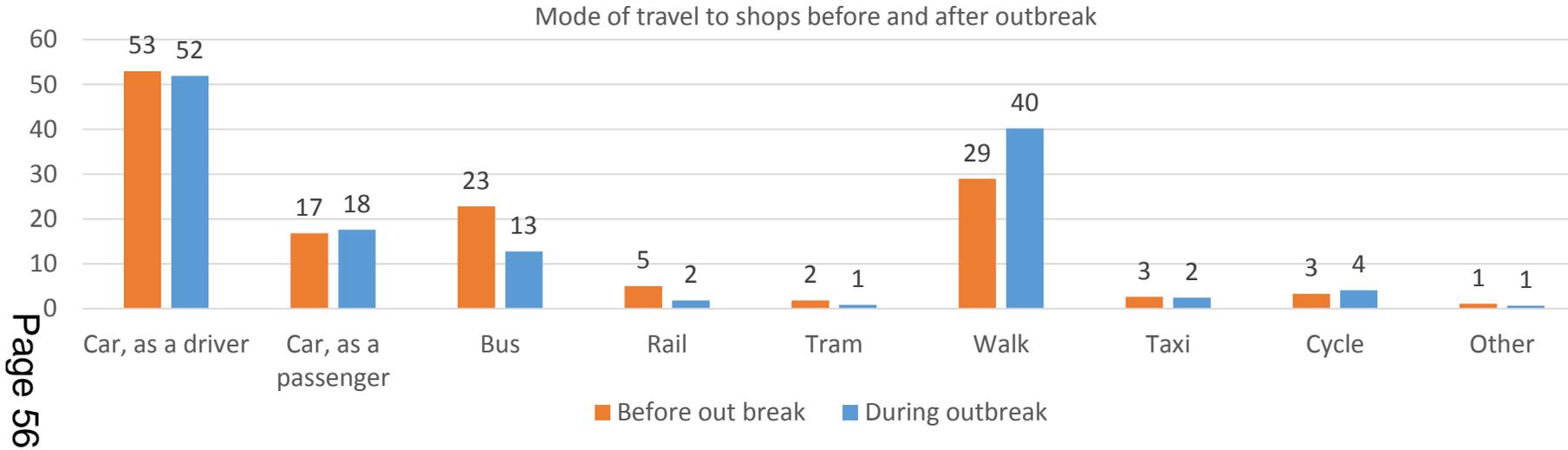
Some had been furloughed (11%), suffered reduced hours (6%) or redundancy (6%).

For some, the crisis had increased their workload (16% collectively) or offered promotion (6%).

Shopping Trips

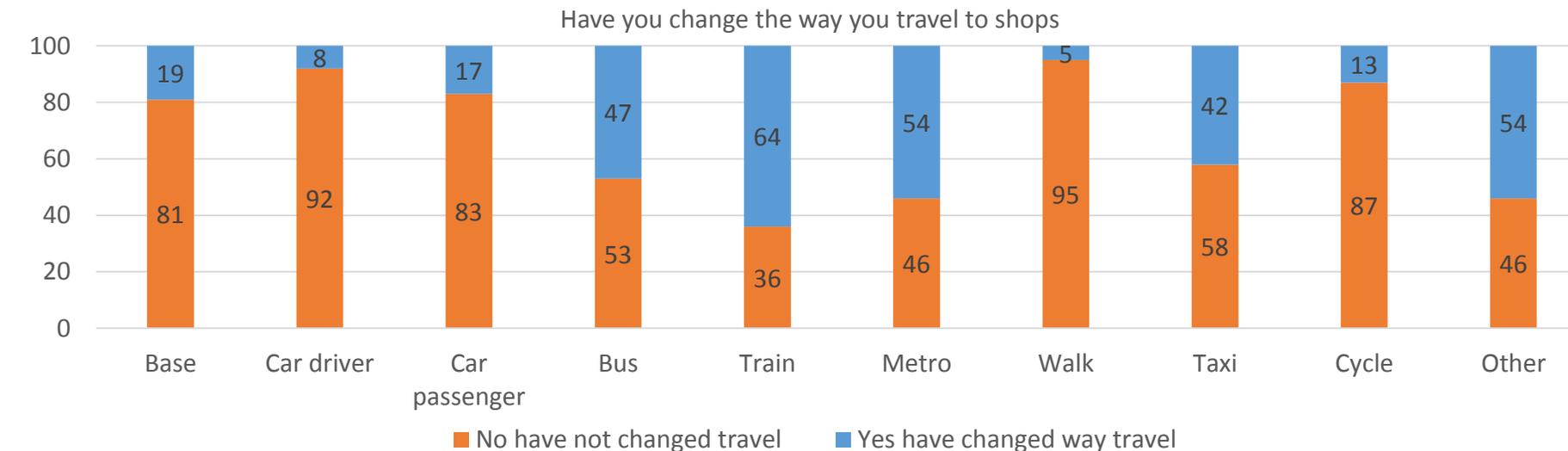
Wave 1

Changes to shopping trips



71% made a shopping trip during the pandemic.

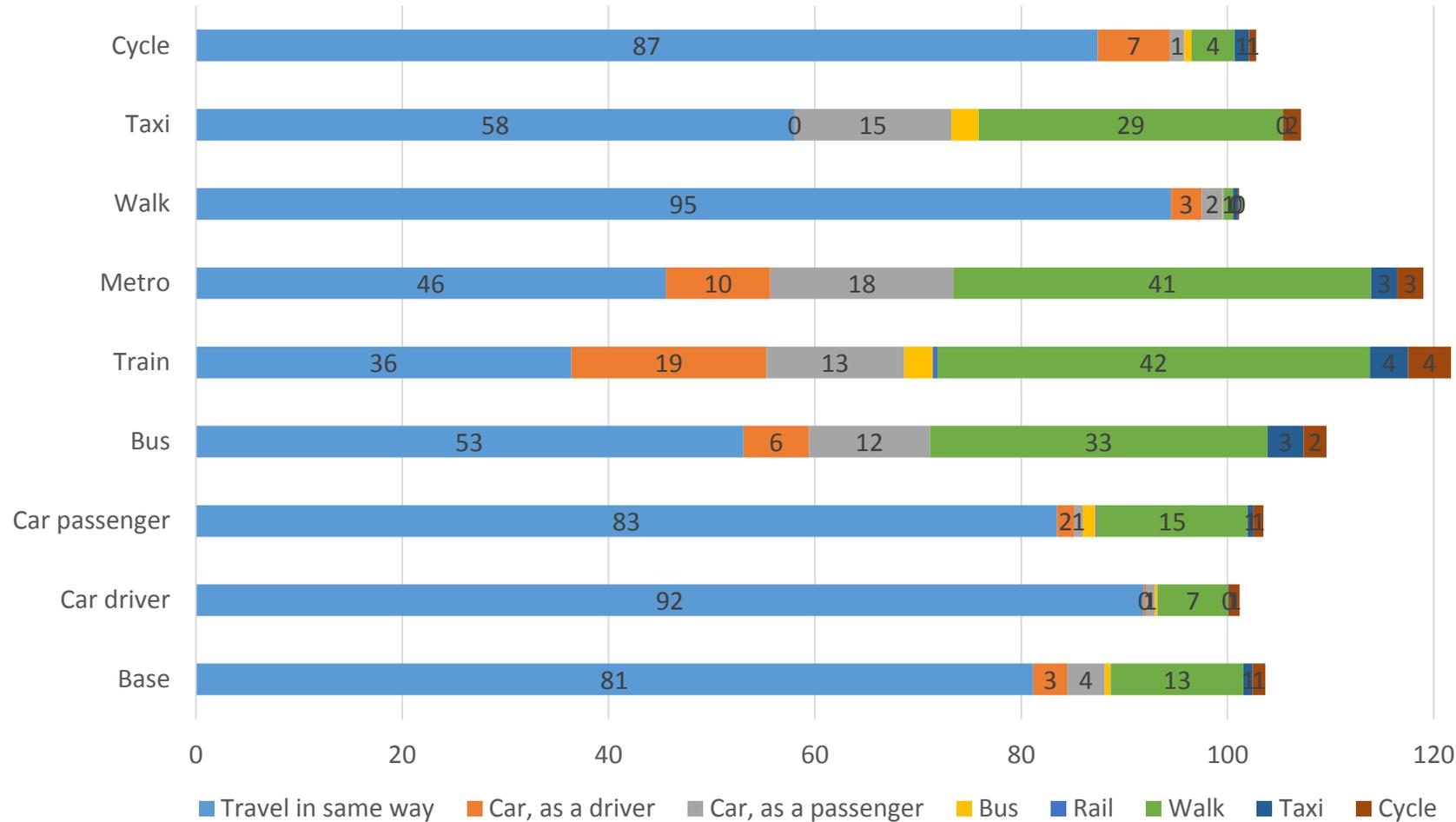
Car drivers were least likely to have changed the way they travel (92%).



Rail (64% changed) and Metro users (54%) were most likely to have changed mode.

Modal shift for shopping trips

Page 57
Travel before



There was a big increase in walking trips (13% overall) – ranging from +7% amongst car drivers to +42% amongst Rail and Metro users, respectively.

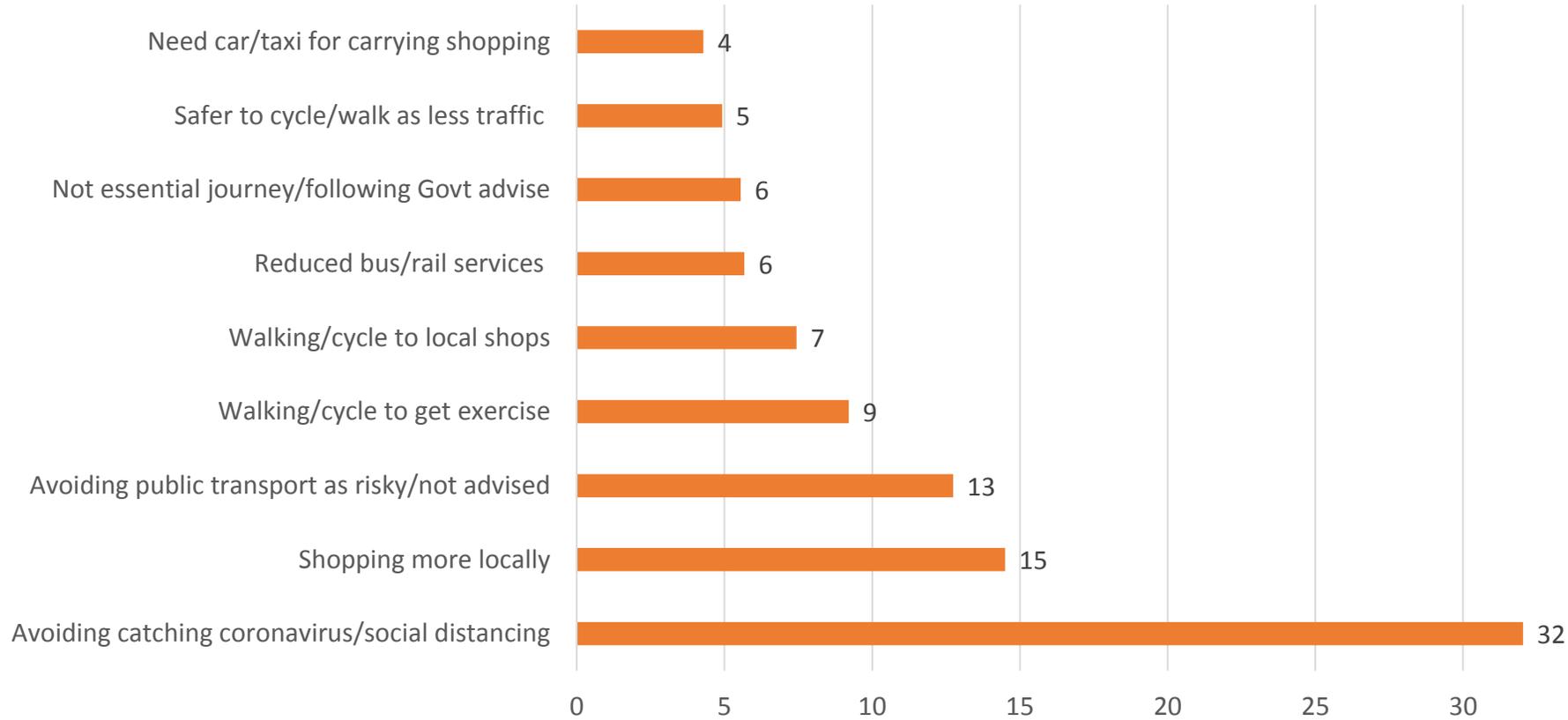
How did you mainly travel when making these shopping trips? Is this the same method of transport you would have used before the Coronavirus (COVID-19) outbreak? Base : 4338 shoppers

Main reasons for changing travel for shopping



Transport for
West Midlands

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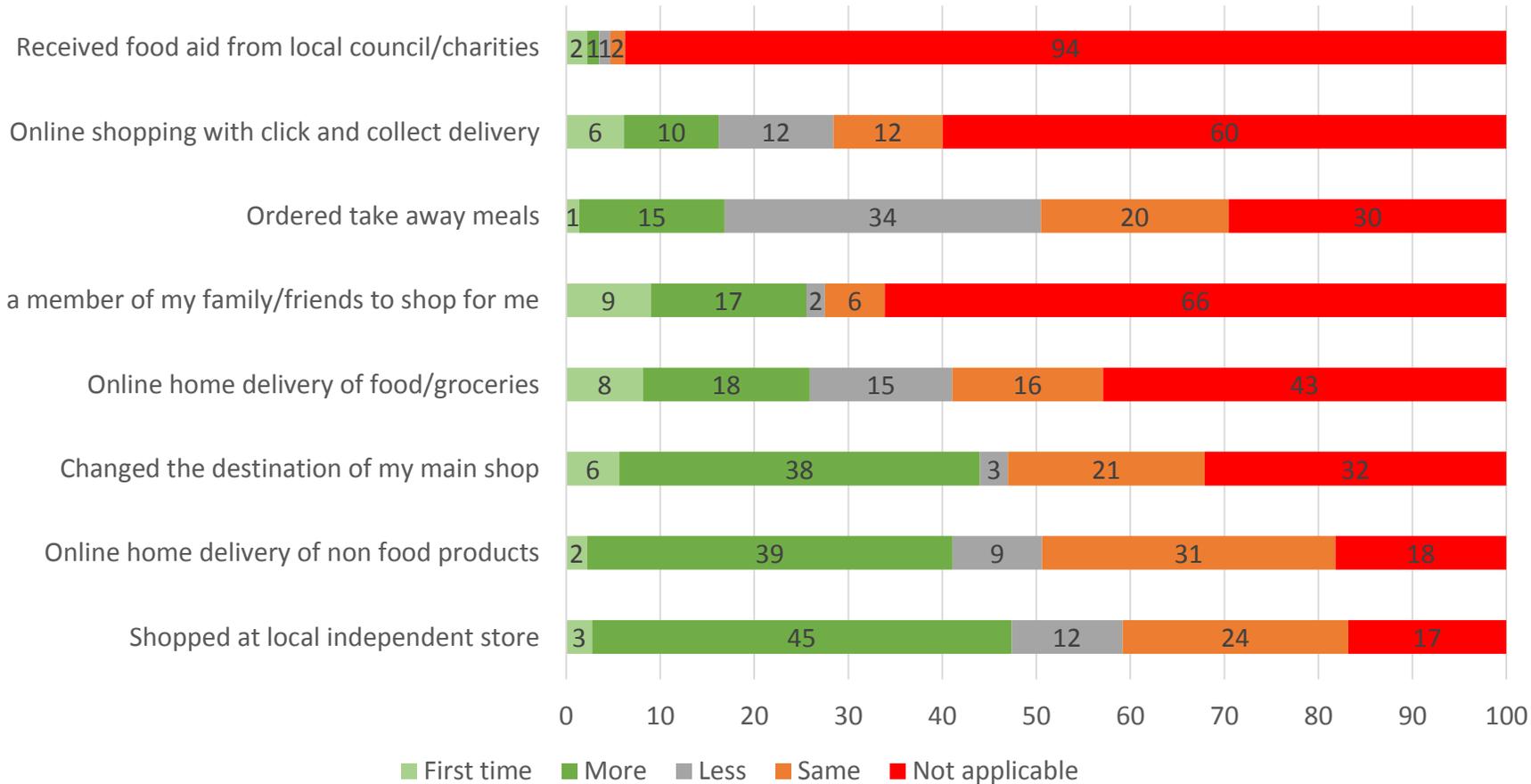
The main reason for changing the mode of travel for shopping trips was to ensure social distancing (32%). Other factors were shopping more locally (15%), walk/cycling to local shops (7%), specifically for exercise (9%) or to avoid the risk of catching the virus on public transport (13%).

Q: What was the main reason for you using a different method of transport when shopping since the Coronavirus (COVID-19) outbreak compared to beforehand? Base 793 respondents who had changed mode of travel for shopping trips

Changes in shopping patterns

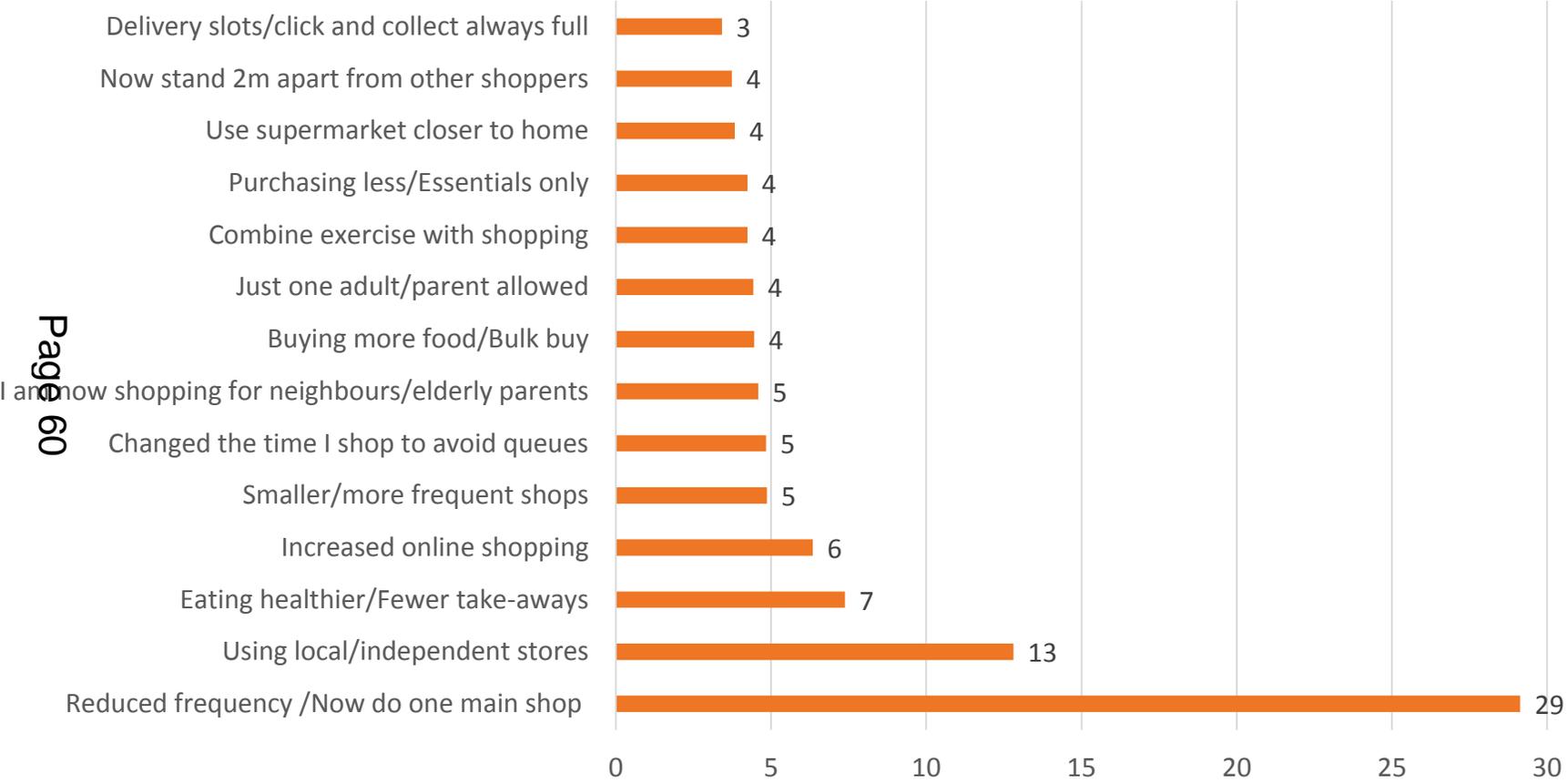
Changes in shopping habits during outbreak

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Shopping for the 1st time/more at local independent shops (48%), online for non food (41%) and changing the destination of the main shop (44%) were the most common shopping changes. 26% shopped online for groceries more/for 1st time, 15% did so less. The biggest decline was in the use of takeaways (34% less).

Further information about changing to shopping



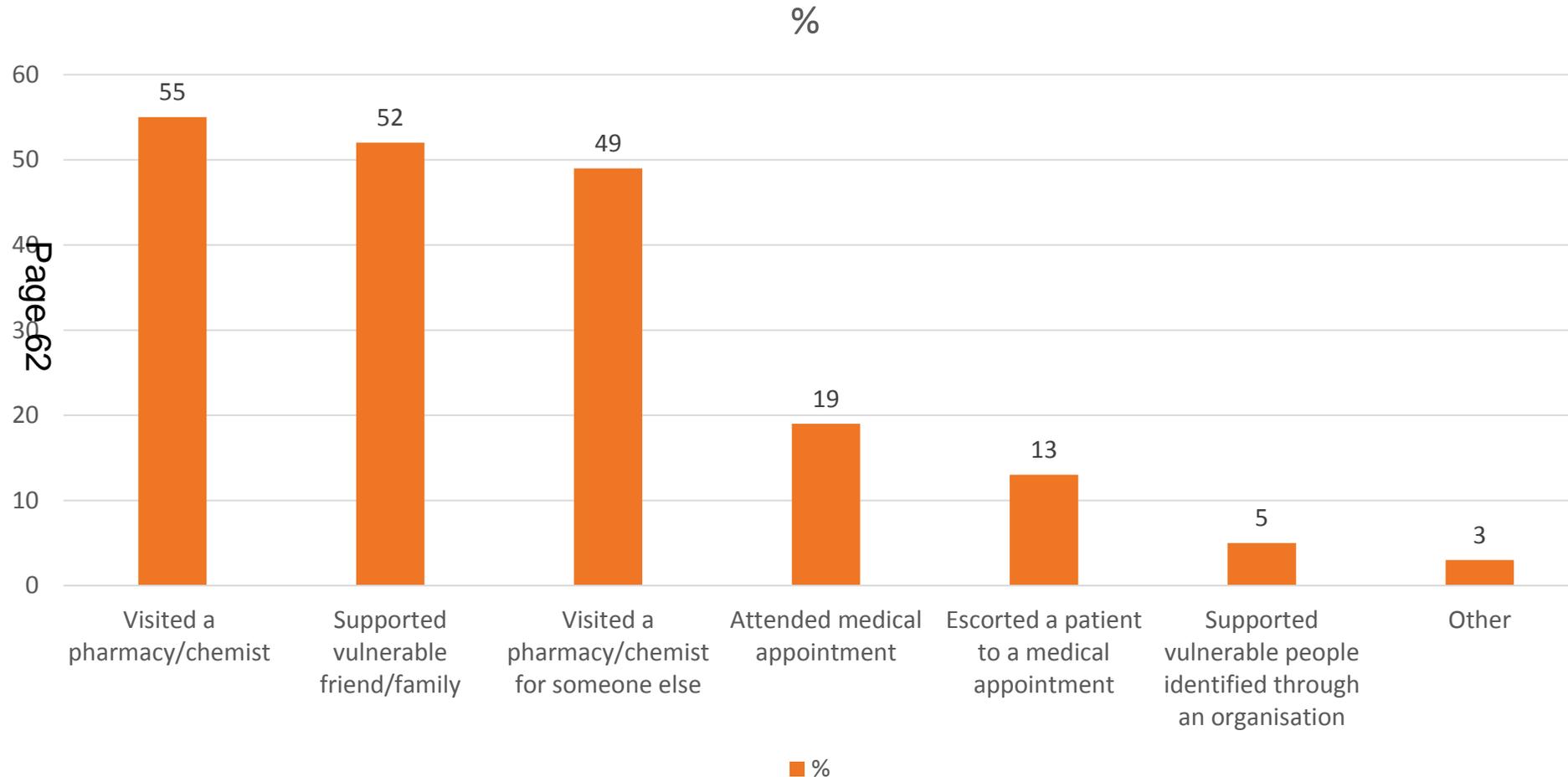
When asked to give further information about changing to shopping habits, the main change was to do a main shop, (29%), followed by increased use of local shops (13%) and reduced use of takeaways/healthier eating (7%).

Q: Please provide any further information about any changes you have made to the way you shop since the Coronavirus (COVID-19) outbreak? Base 3185 respondents who had changed the way they shopped

Trips for Medical Need

Wave 1

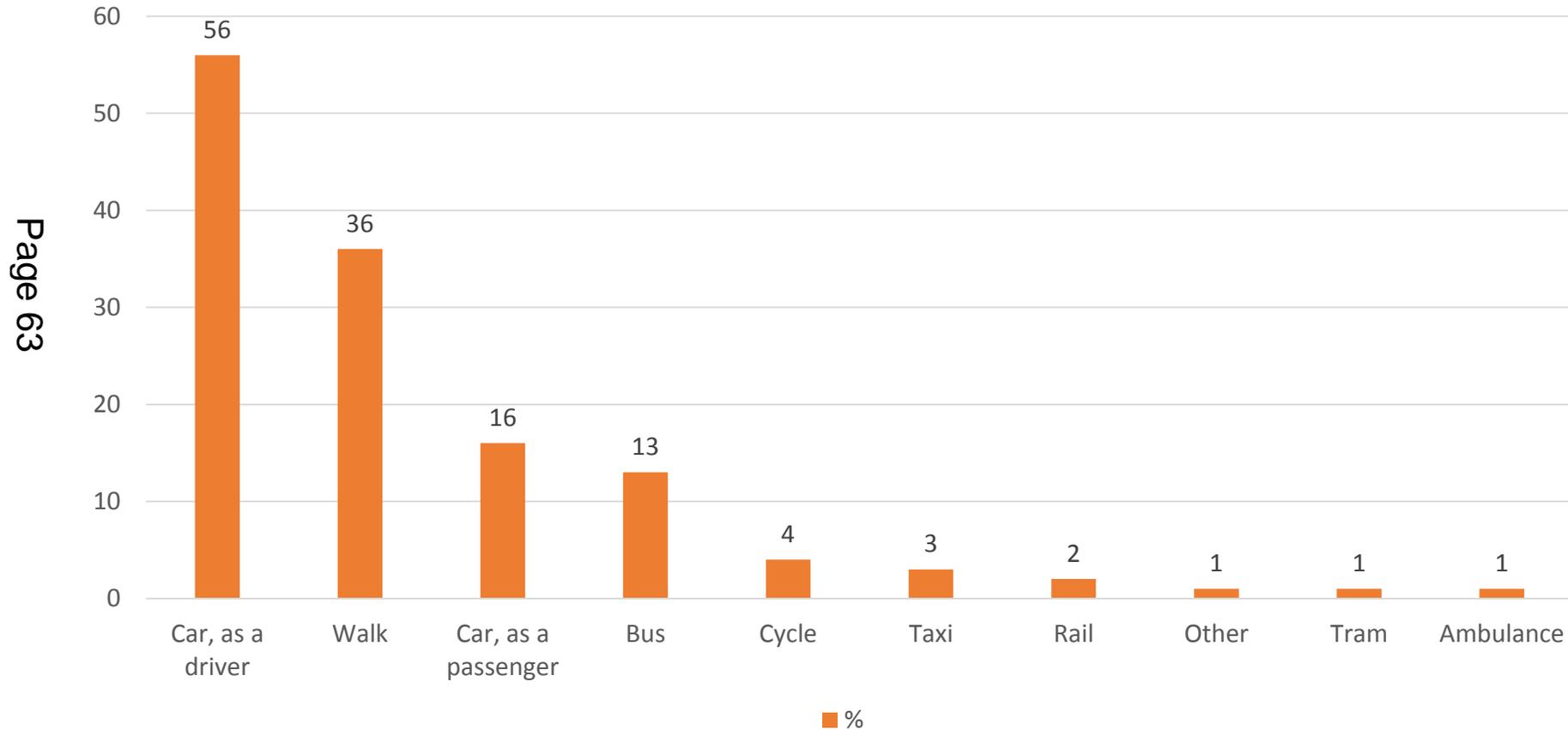
Travel for medical reasons



24% had made a journey for medical reasons, mainly to visit a chemists or to support vulnerable family /friends.

Mode of travel for medical reasons

Mode of travel for medical reasons



The majority of medical trips were made by car as a driver (56%) or on foot (36%)

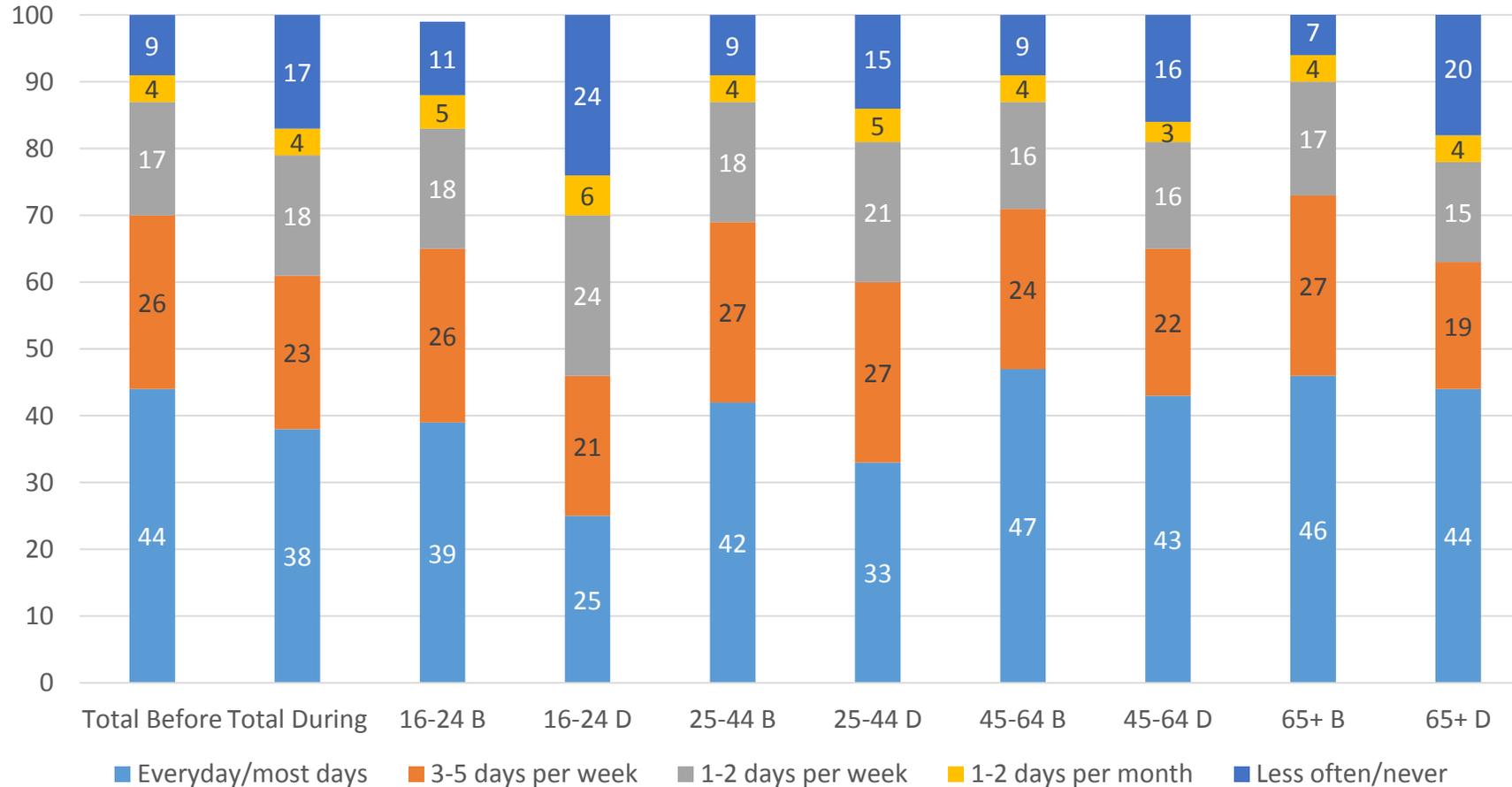
Changes to Exercise

Wave 1

Changes in exercise frequency

Exercise levels before and during outbreak

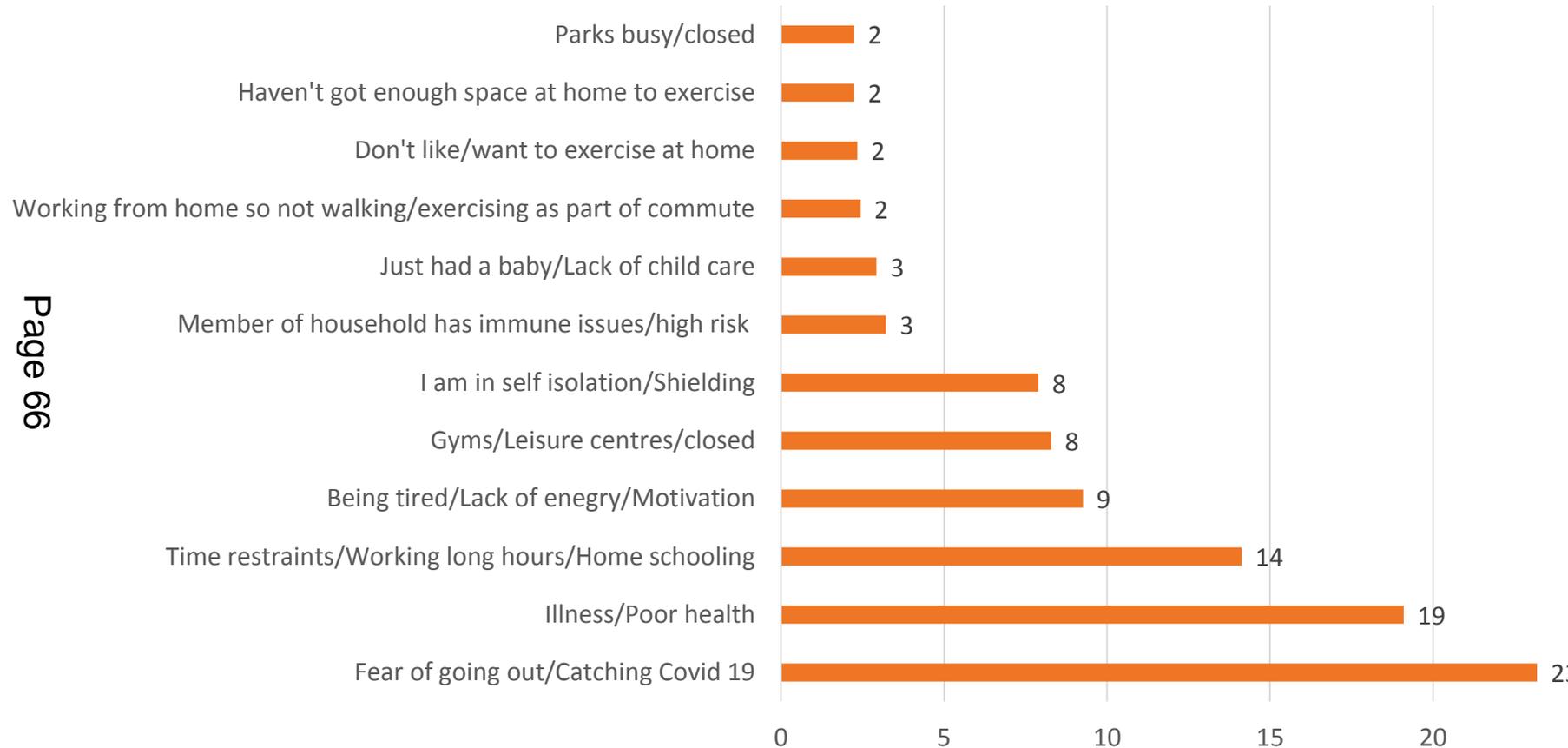
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People were exercising less often (61% weekly) since the pandemic (70% weekly).

This pattern was noted across all age groups, particularly those aged 16-24 (a quarter hadn't exercised since outbreak) and those aged 65+ (a fifth hadn't exercised since).

Main barriers to exercise

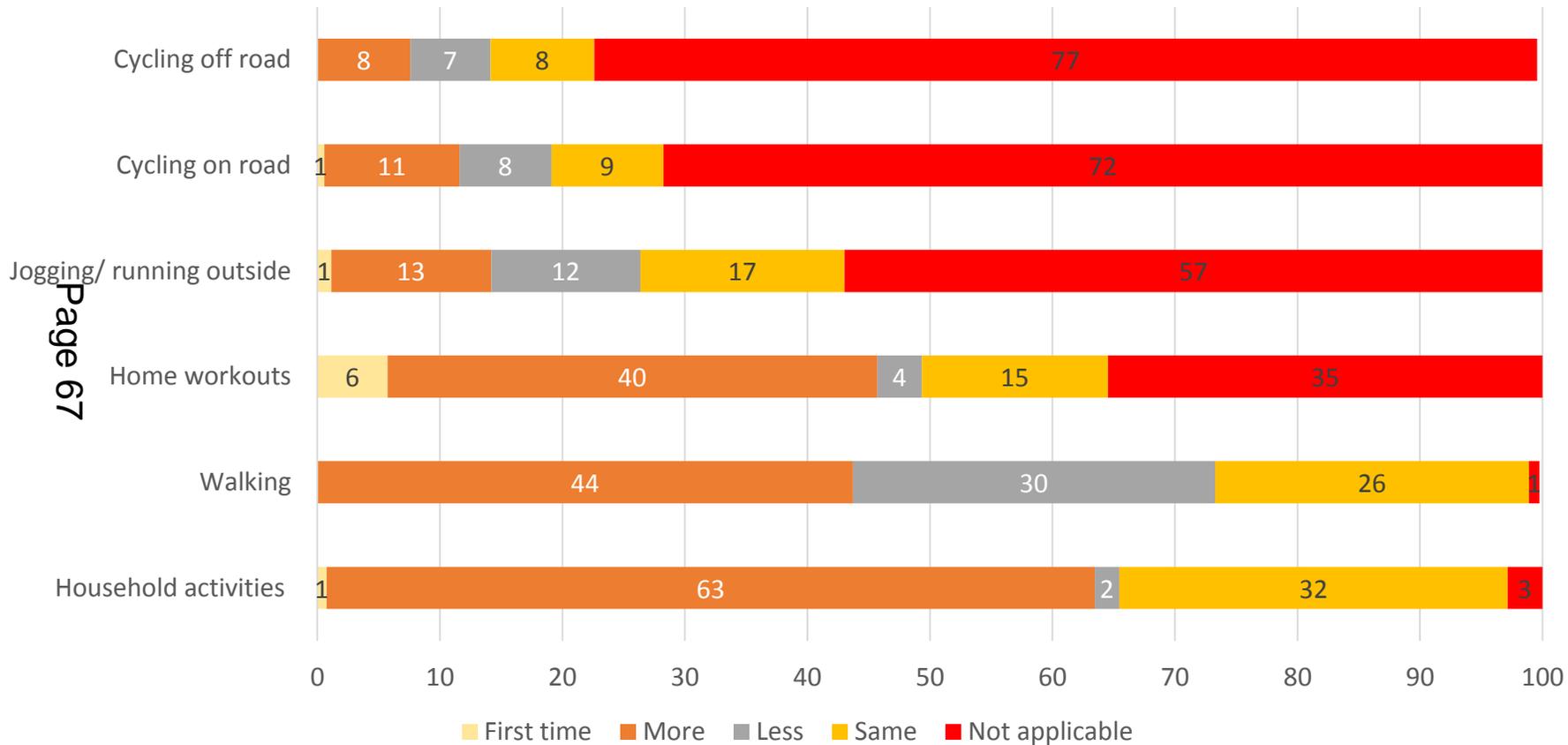


The main barriers to exercise was fear of catching the virus (23%), followed by poor health in general (19%).

Time restraints such as increased workloads (14%), feeling tired (9%) were other reasons, along with the closure of facilities (8%) and self isolation (8%).

Changes in type of exercise

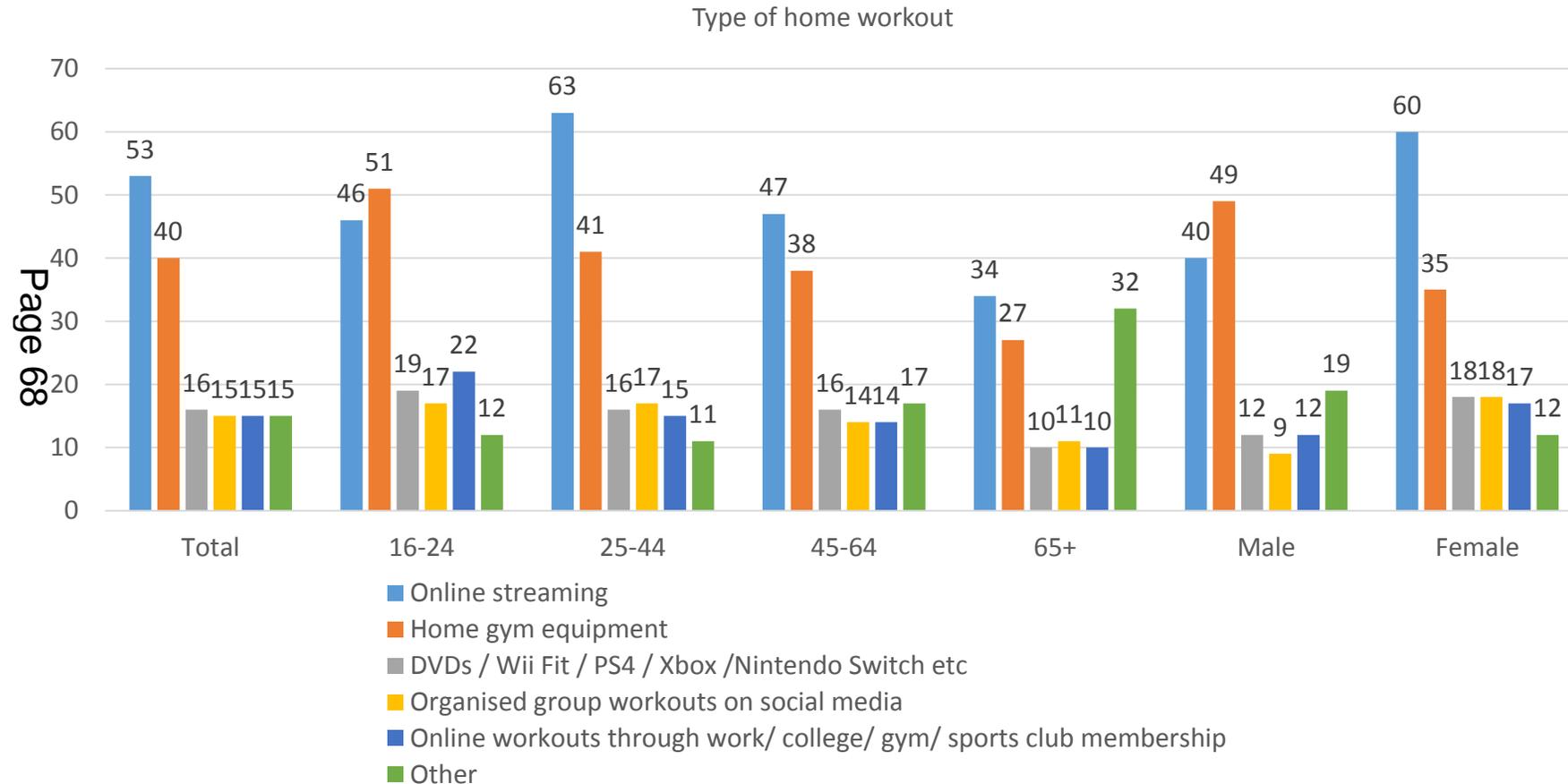
Change in type of exercise carried out since virus



Significant proportions felt they were doing more household chores (64%), walking (44%) and home workouts (46%) since the outbreak, albeit it should be noted a third felt they were walking less.

Increases in jogging (14%), and cycling (12% on road) were largely negated by those who felt they were now doing these activities less (12% and 8% respectively).

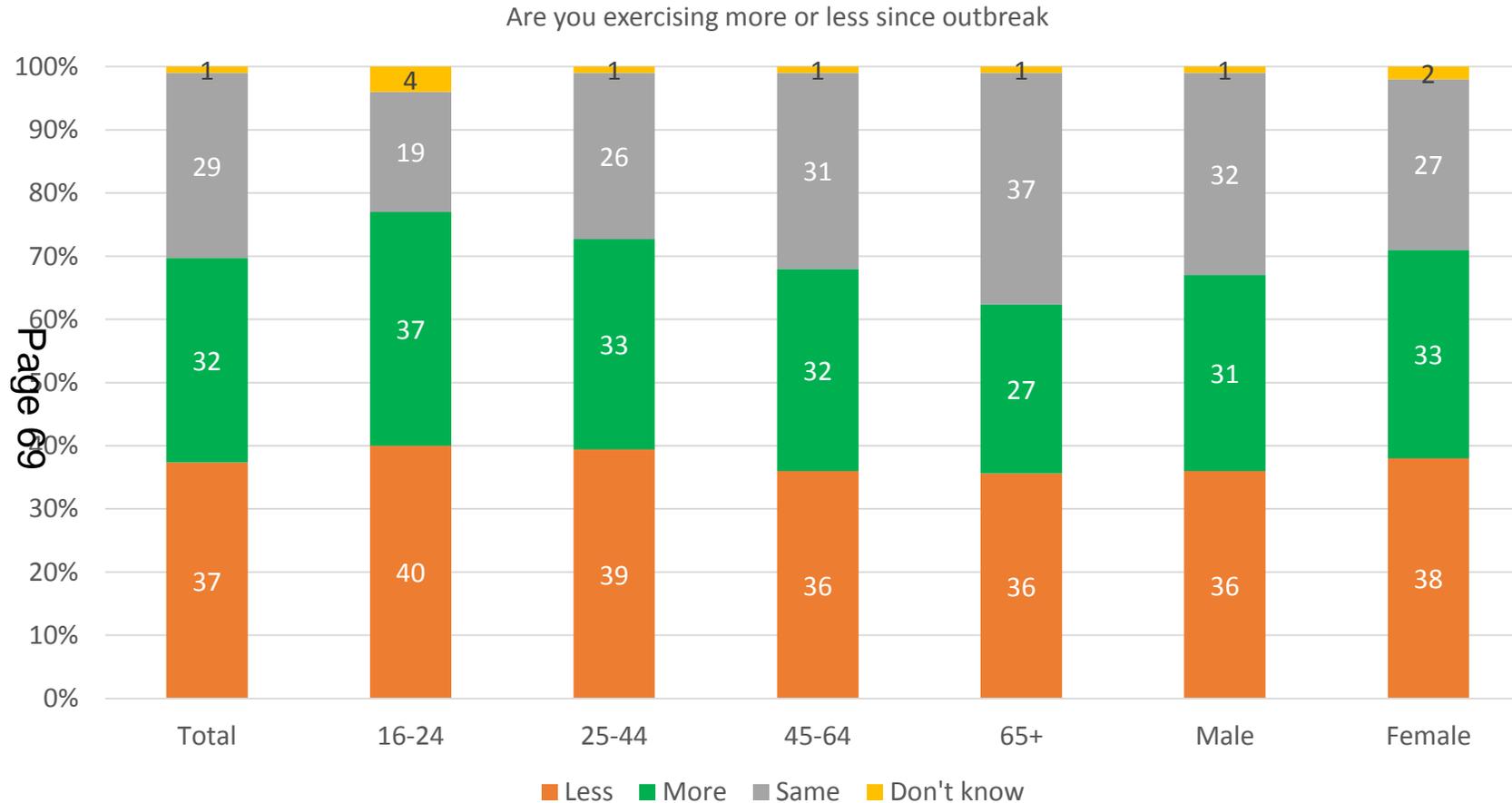
Home workouts



Home workouts using online streaming were most popular (53%), especially along those aged 25-44 (63%) and females (60%).

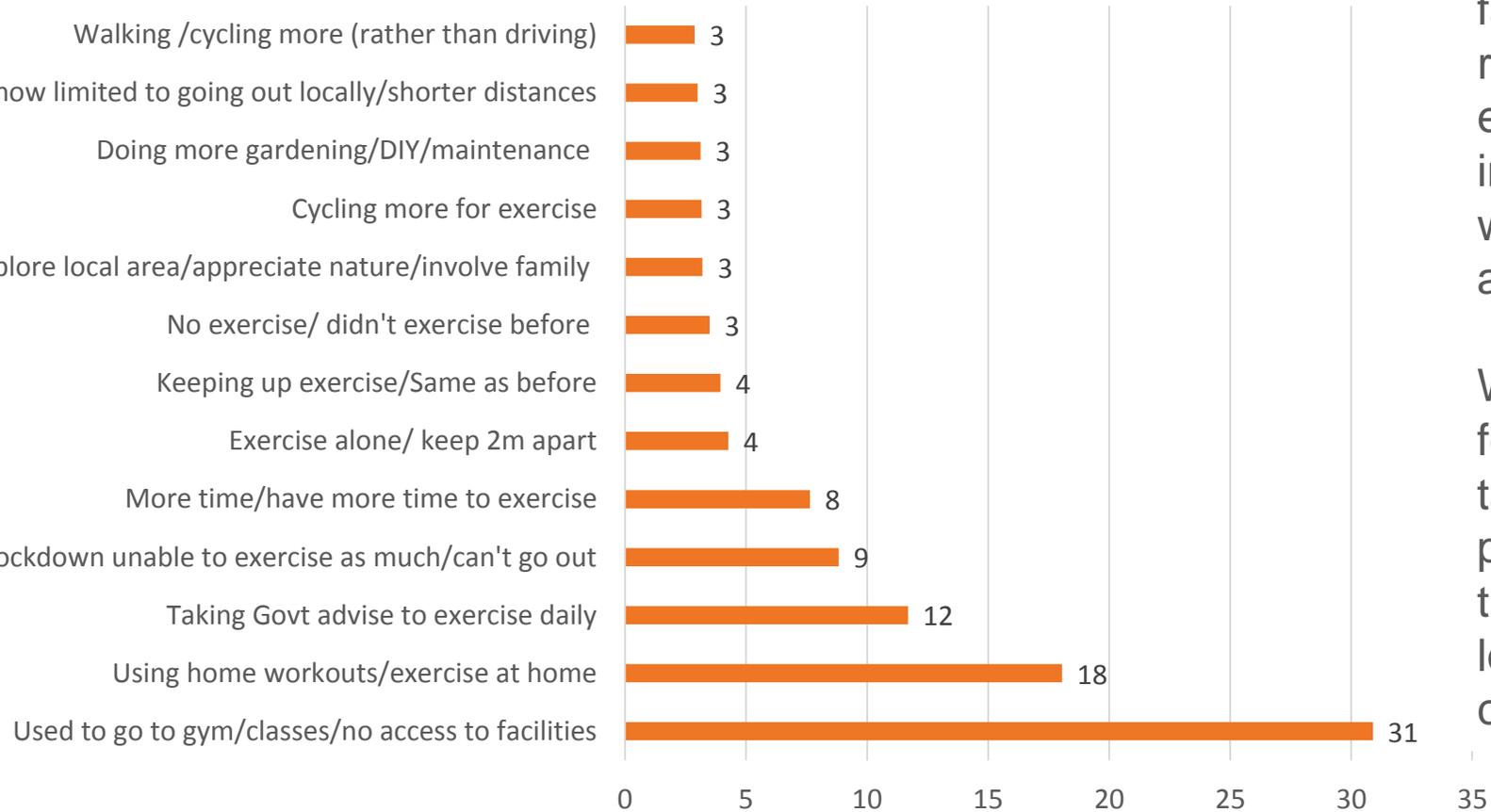
Home gym equipment was more popular amongst respondents aged 16-24 (51%) and males (49%).

Overall exercise change



Overall 37% of respondents thought they were exercising less since the Outbreak, outweighing the 32% who stated they were exercising more. This proved to be the case across all age groups and genders

How has the way you exercise changed

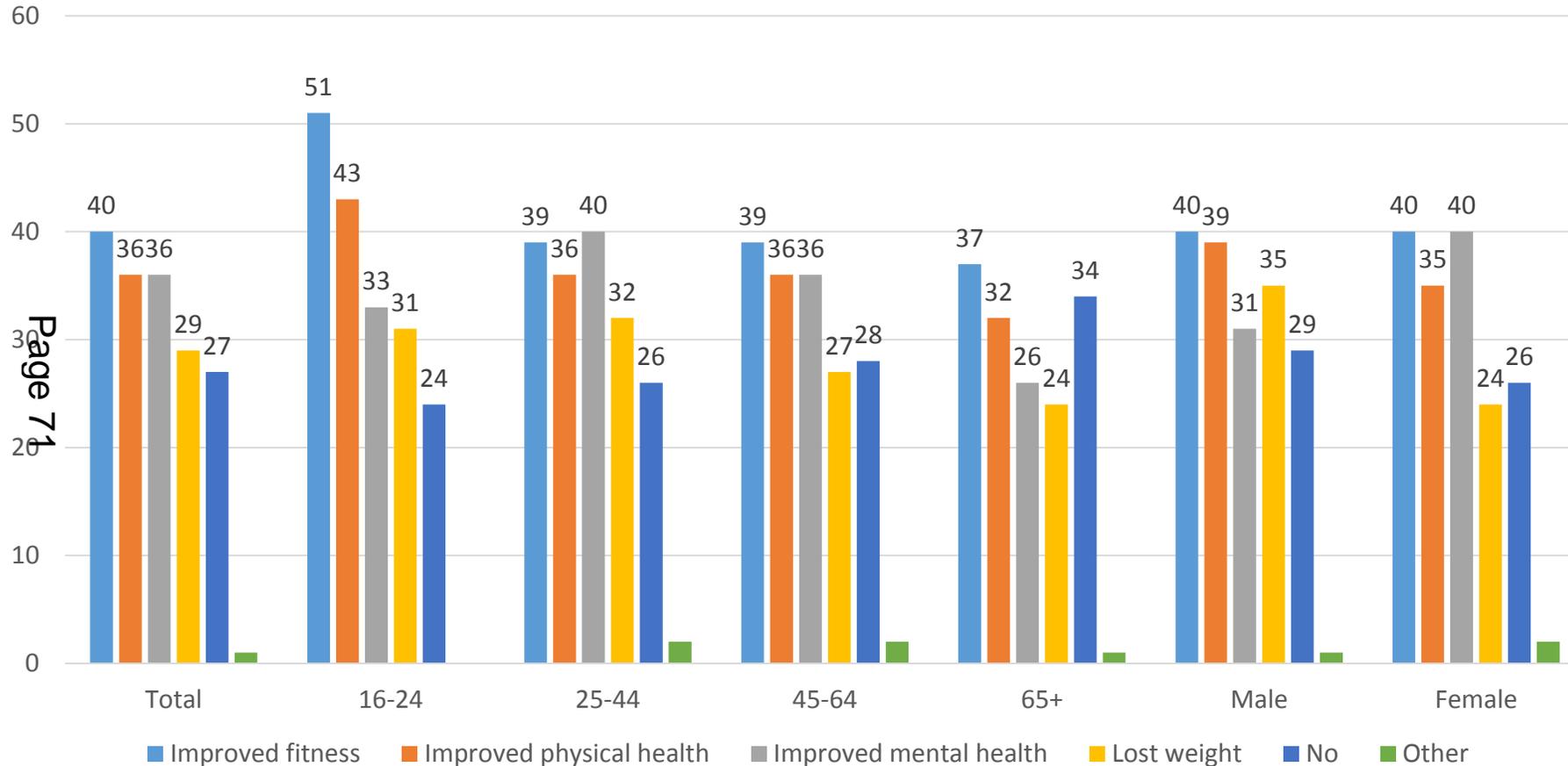


The lack of access to facilities was the main reason for changes to exercise, (31%) with an increase in home workouts as an alternative (18%).

While some were following the advice to take daily exercise perhaps for the first time, others felt lockdown meant they could not go.

Improvements to health

Effect on health



40% of those exercising more had noticed improved fitness, physical health (36%) and/or mental health (36%). 27% had seen no benefit

Concerns over Future Public Transport use

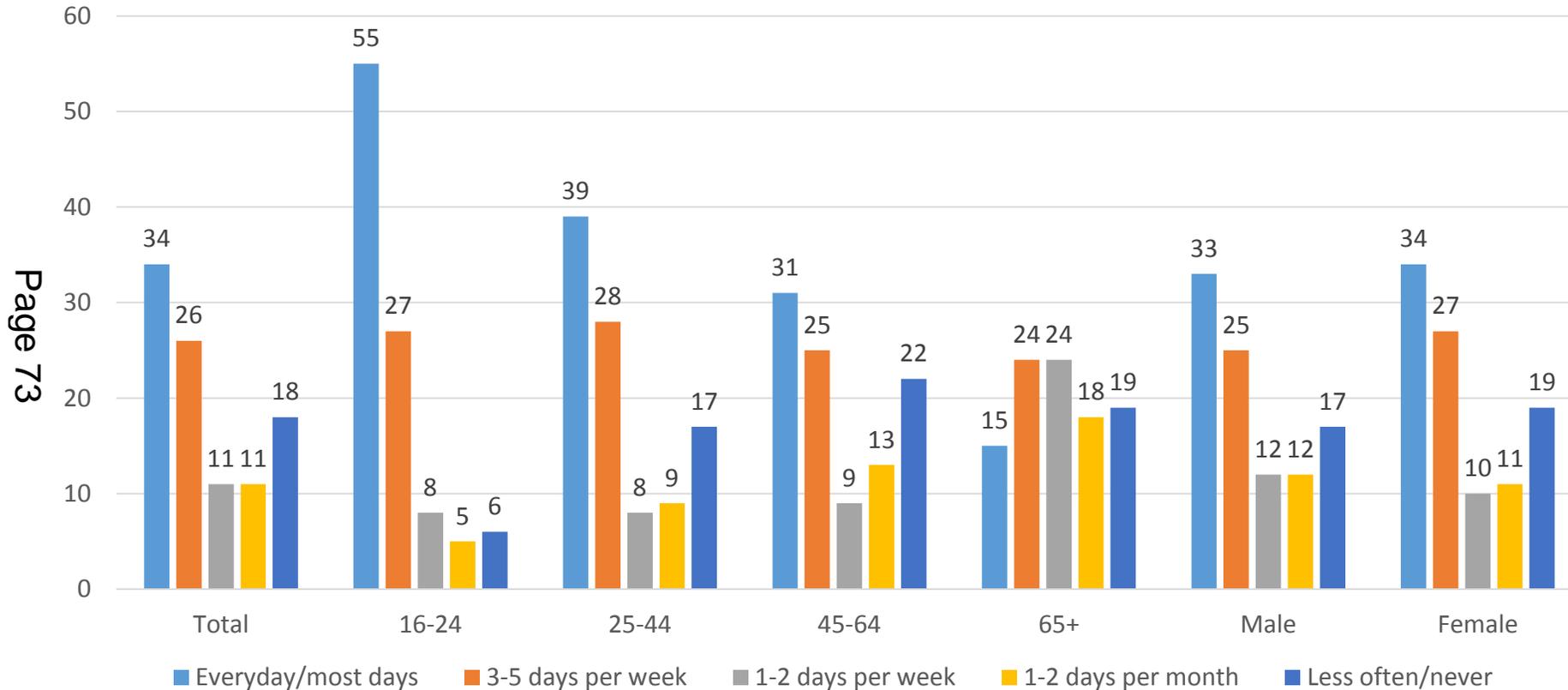
Wave 1

Public transport use prior to outbreak



Transport for
West Midlands

Frequency of public transport use



Prior to the outbreak, 34% used public transport daily, this rose to 55% amongst the youngest group of respondents

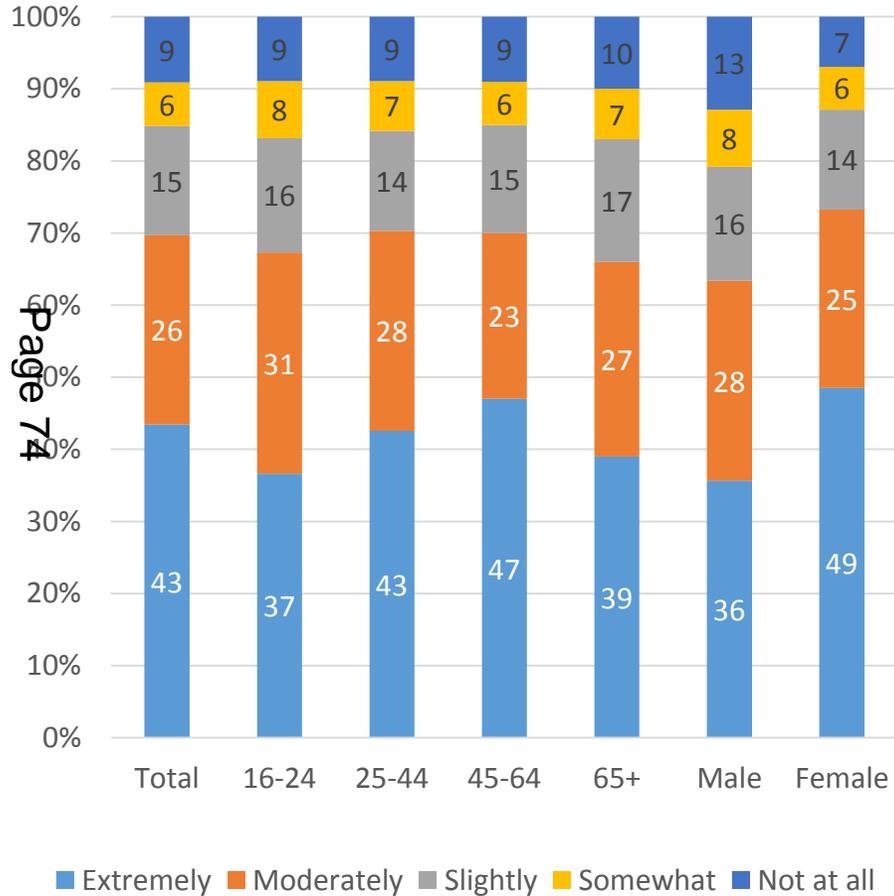
Q: How often did you travel by local public transport (bus, train and tram) before the Coronavirus (COVID-19) outbreak? Base all respondents

Concerns about future public transport use

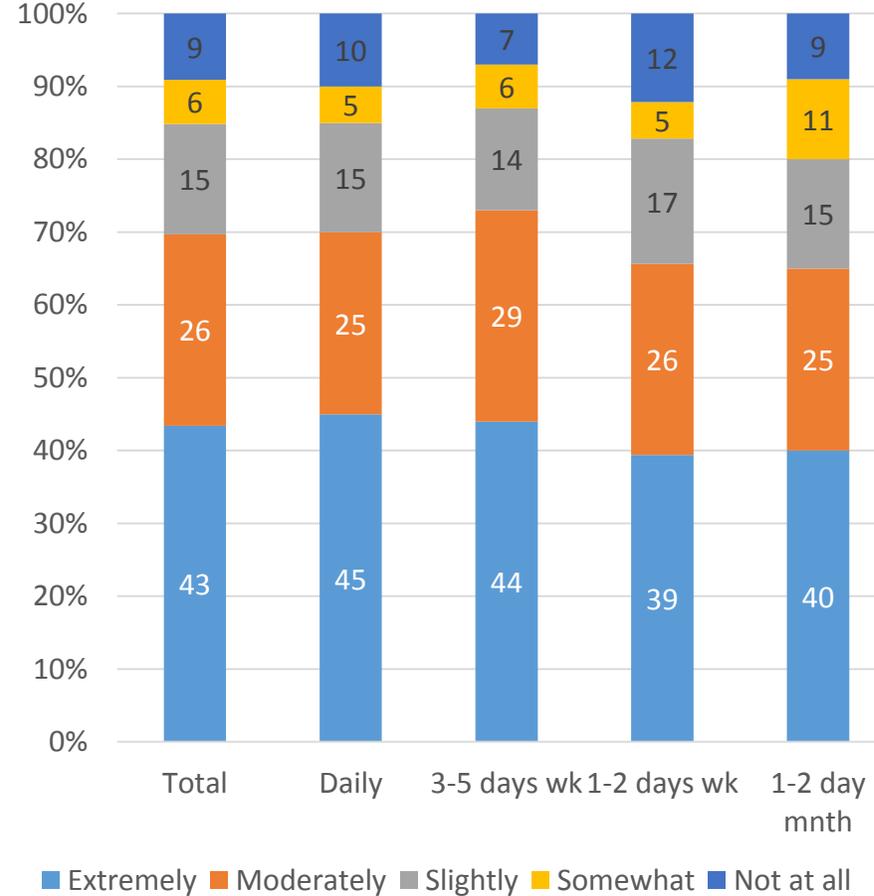


Transport for West Midlands

Level of concern by age and gender



Level of concern by public transport use



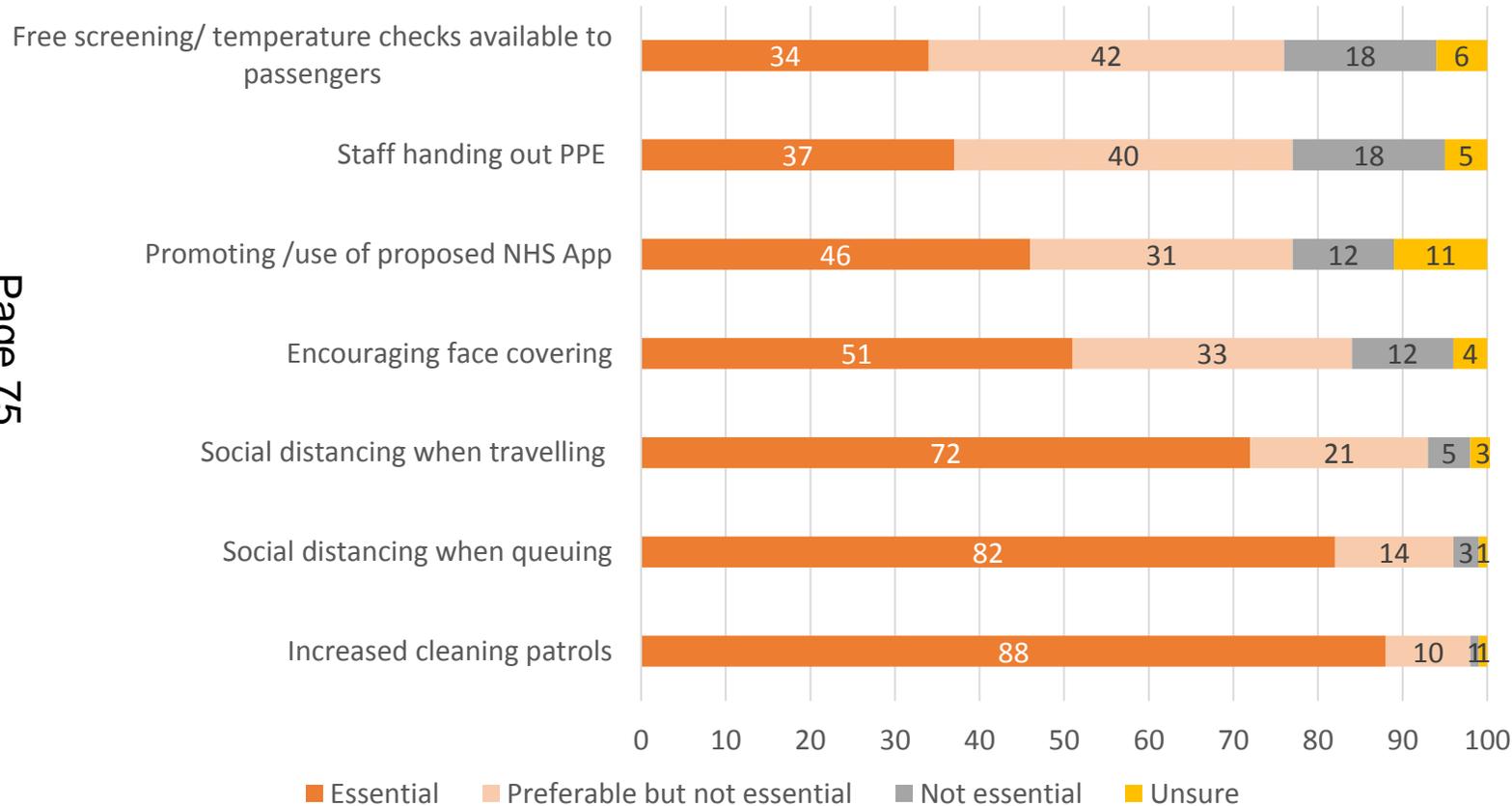
69% of public transport users were extremely/moderately concerned about using public transport in the future.

Respondents aged 25-64, females and the most regular users had the highest levels of concern.

Q: As and when the current lockdown situation eases, how concerned are you about travelling by local public transport? Base 4833 public transport users

Measures to make transport feel safer

How essential are these measures



Increased cleaning patrols (88%), social distancing when queuing (82%) and when travelling (72%) were considered by most to be essential changes to make passengers feel safer.

Half (51%) thought the encouraging of face covering was essential

Q: Below are some potential measures that could be introduced as the lockdown eases to reassure the public that it is safe to travel by local public transport. How essential or not do you think these measure are? Base Public Transport Users

Main suggestions to make using public transport safer

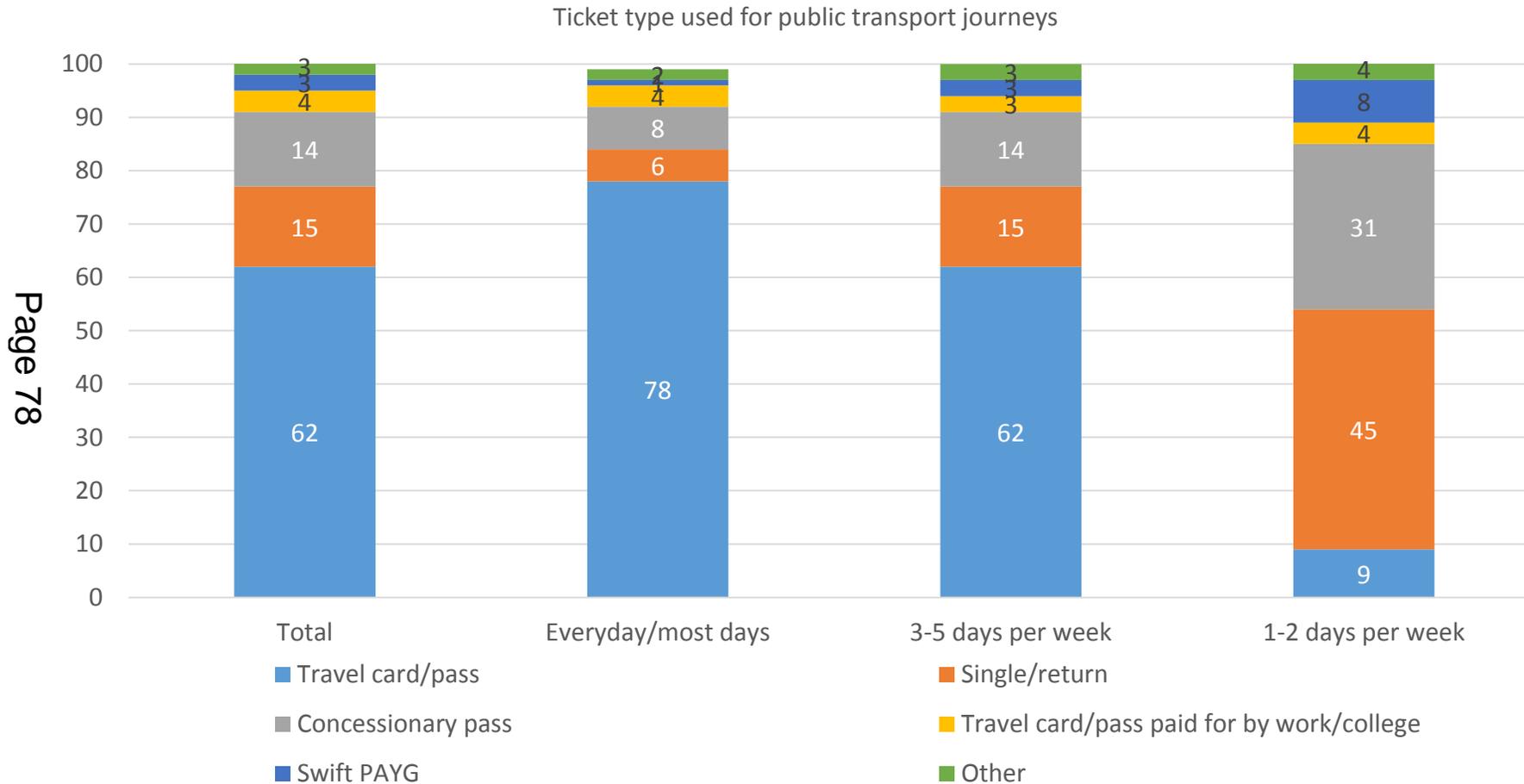


Other suggestions for making public transport safer were for more services/capacity (20%), to ensure social distancing was possible (7%), along with ensuring it is enforced (14% generally) and by staff/police etc specifically (8%). The provision of hand sanitisers (8%) and deep cleaning (8%) would also make people feel safer

Effects on Public Transport Ticket purchase

Wave 1

Ticket use prior to pandemic



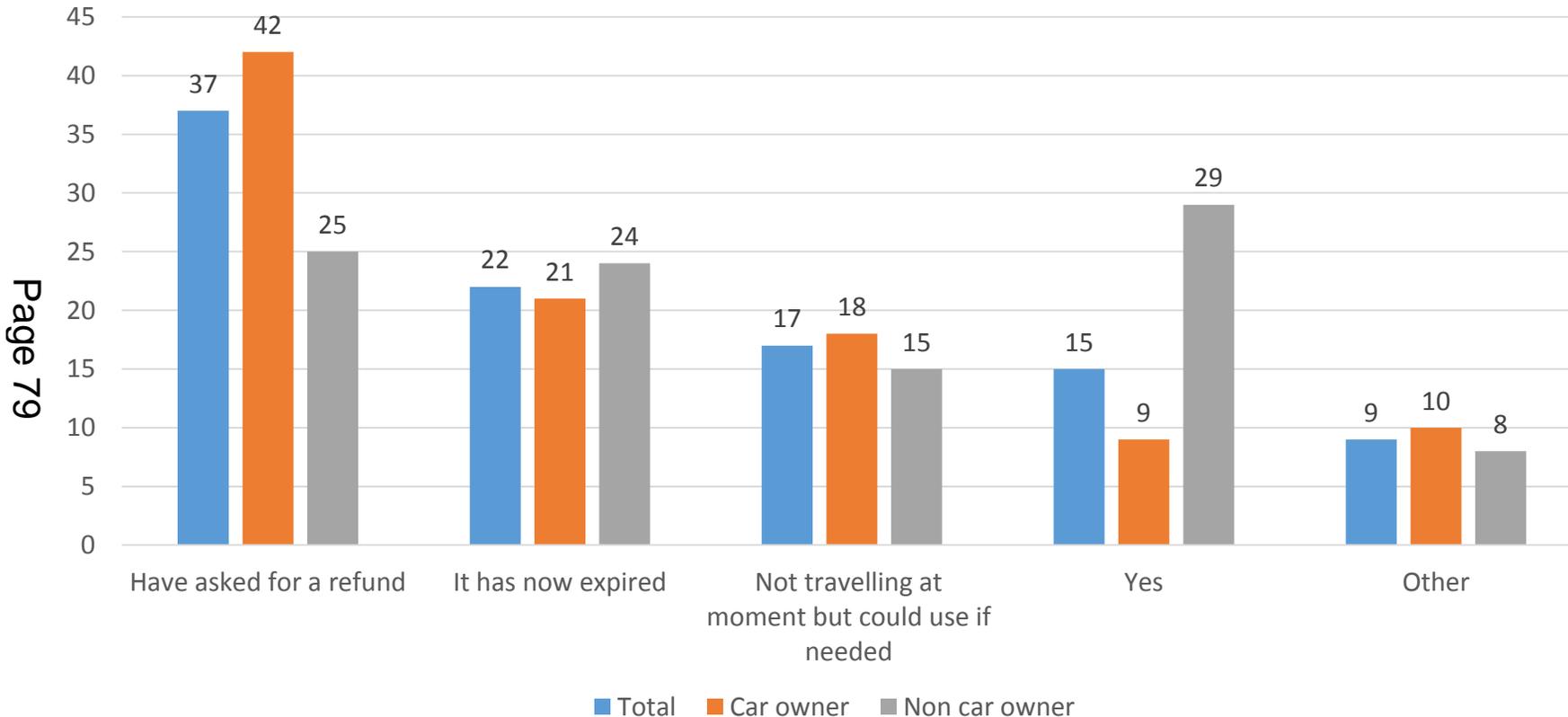
Prior to the pandemic, 62% of regular public transport users travelled using a season ticket, this rose to 78% amongst daily users dipping to 9% amongst those travelling only 1 or 2 days a week

Season ticket use during outbreak



Transport for
West Midlands

Use of season ticket during outbreak

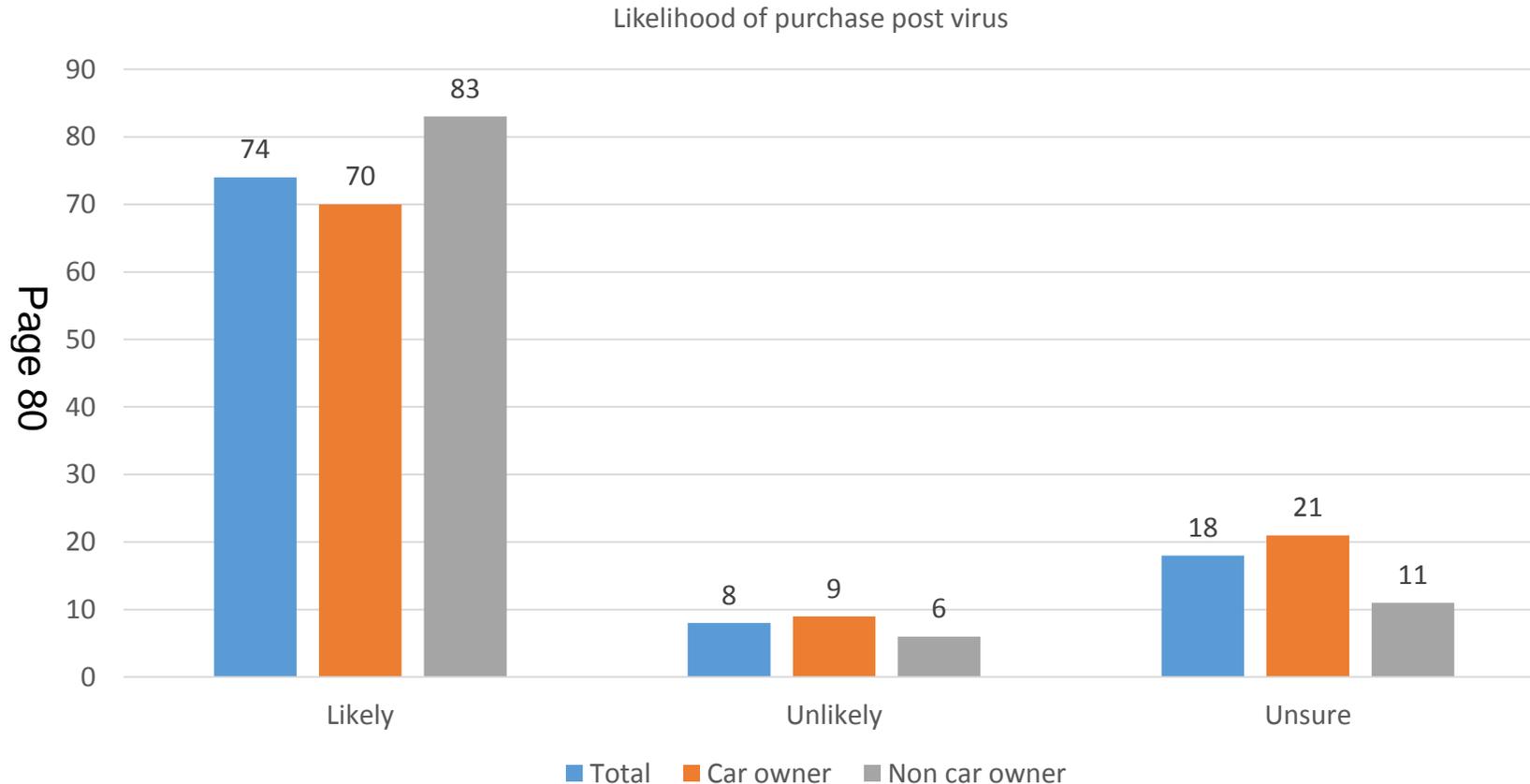


In total, 76% were not currently using their season ticket.

Nearly two fifths (37%) had asked for a refund, this rose to 42% amongst respondents who owned a car as an alternative means of travel.

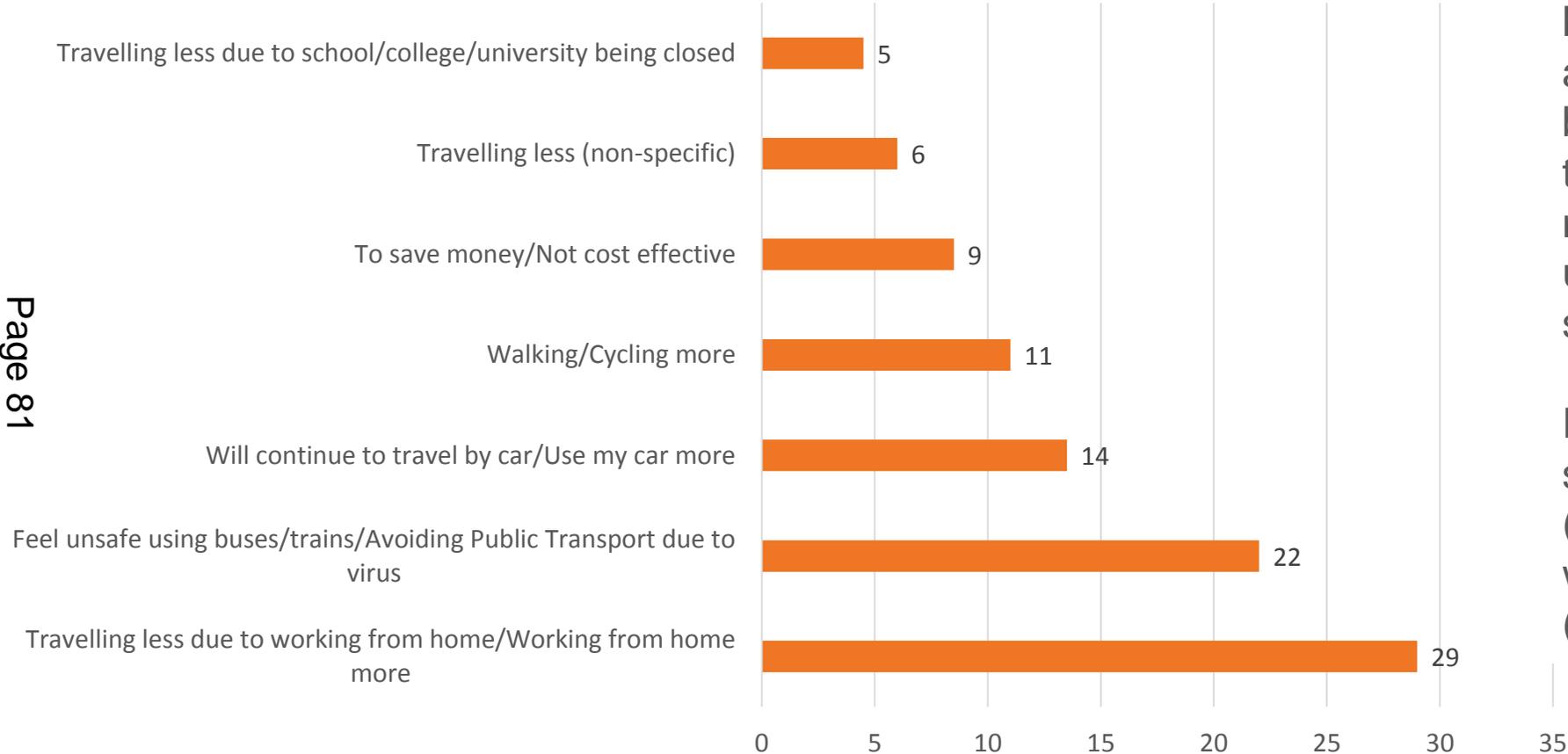
Only 15% were still using their season ticket, this rose to 29% amongst respondents without the use of a car

Likely repurchase of ticket (1)



When things are back to normal, 74% would repurchase a season ticket, this rose to 83% amongst non car owners, dipping to 70% amongst those with a car.

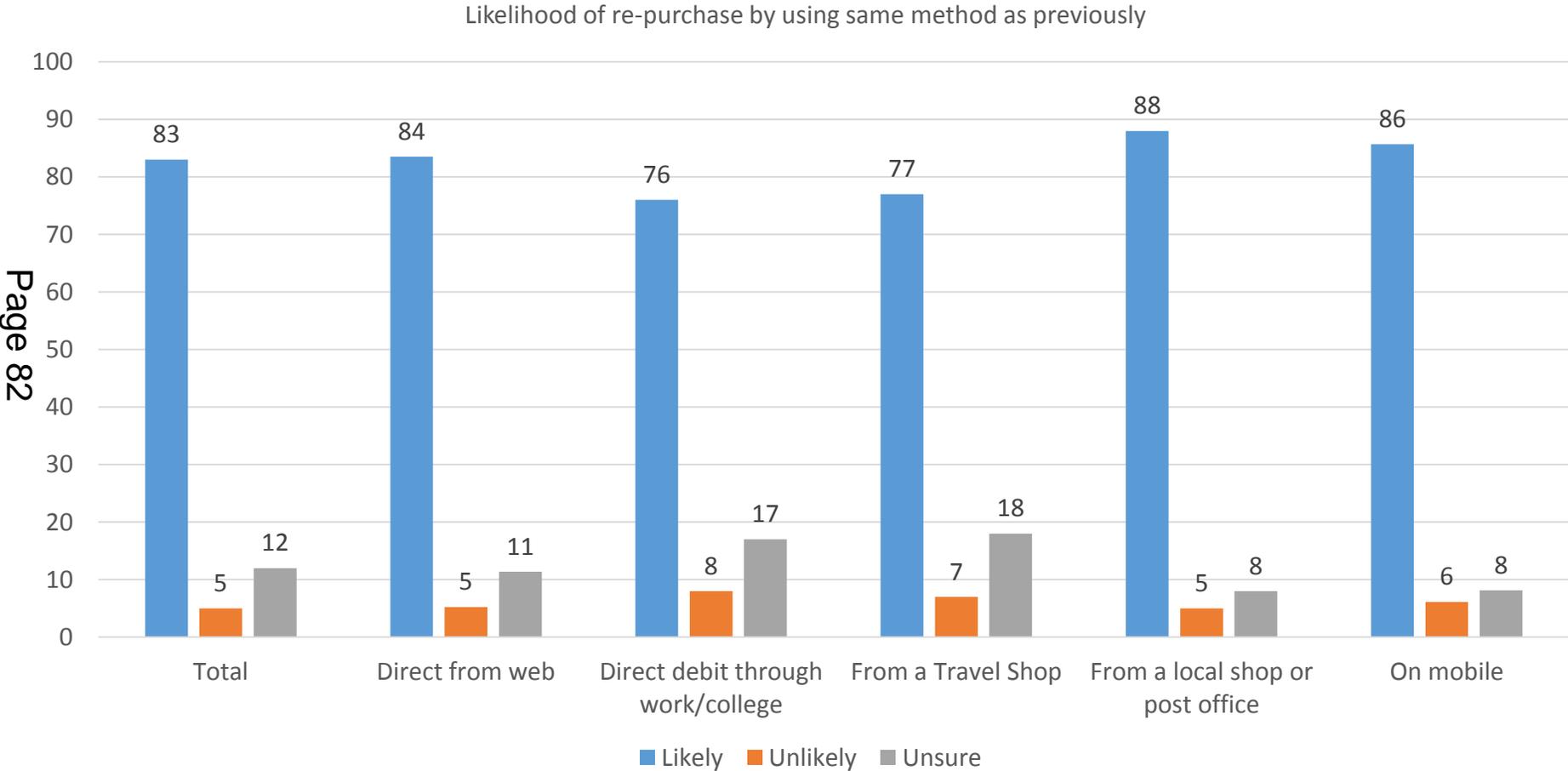
Reasons for being unlikely to repurchase season ticket



Travelling less due to home working (29%) and avoiding public transport because of the virus-threat (22%) were the main reasons for being unlikely to repurchase a season ticket.

Following this was a switching to car travel (14%) and/or walking/cycling more (11%).

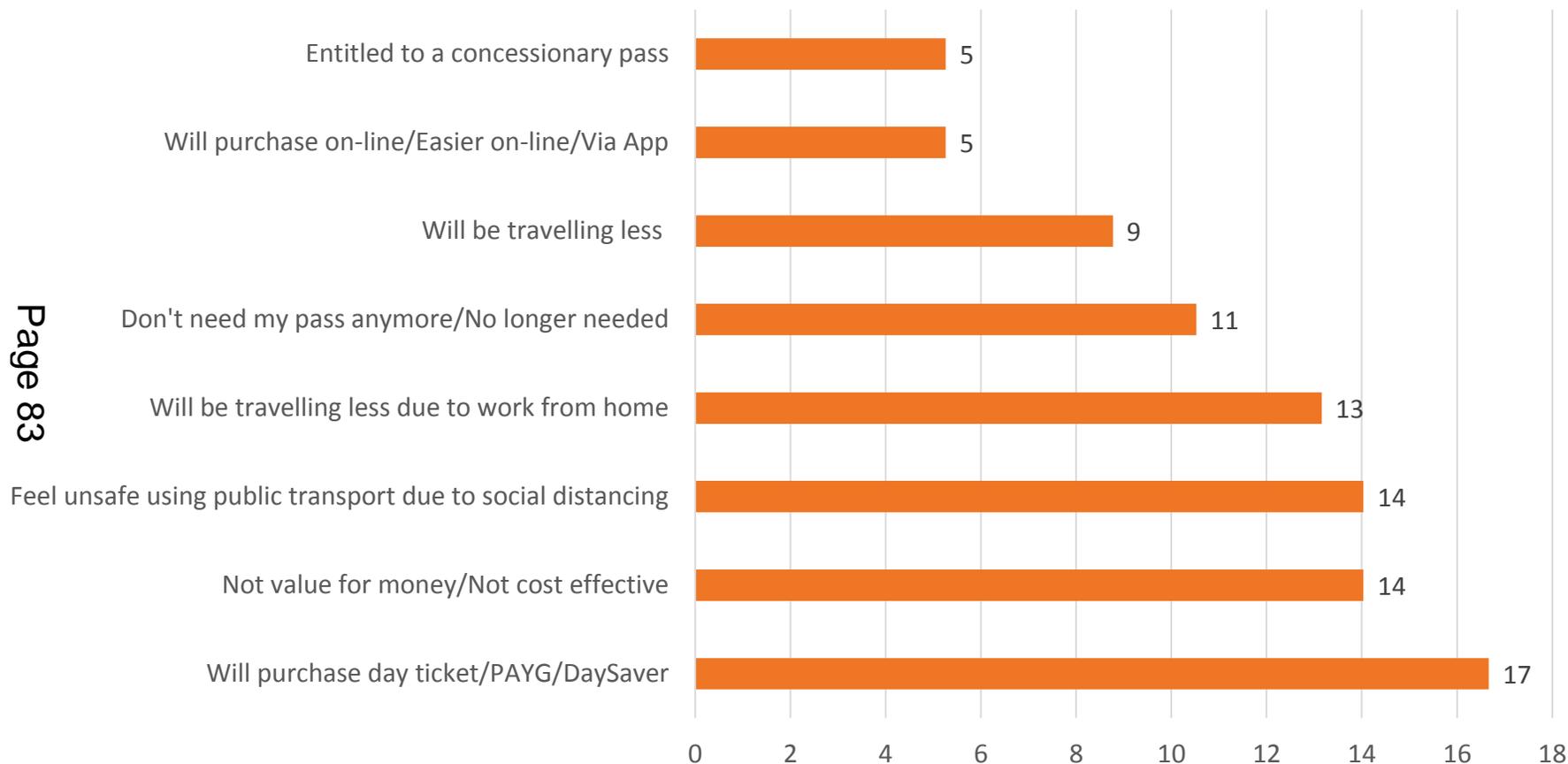
Likely re-purchase of ticket (2)



The vast majority (83%) would re-purchase their season ticket using the same method as they had done previously. This dipped slightly for those purchasing via direct debit (76%) or from a travel shop (77%)

Q: How likely or unlikely are you to use the same method of buying your travel card/pass/season ticket after the Coronavirus (COVID-19) and things return to normal? Base 2656 season ticket holders who pay for their ticket

Reasons for not using same method to purchase season ticket



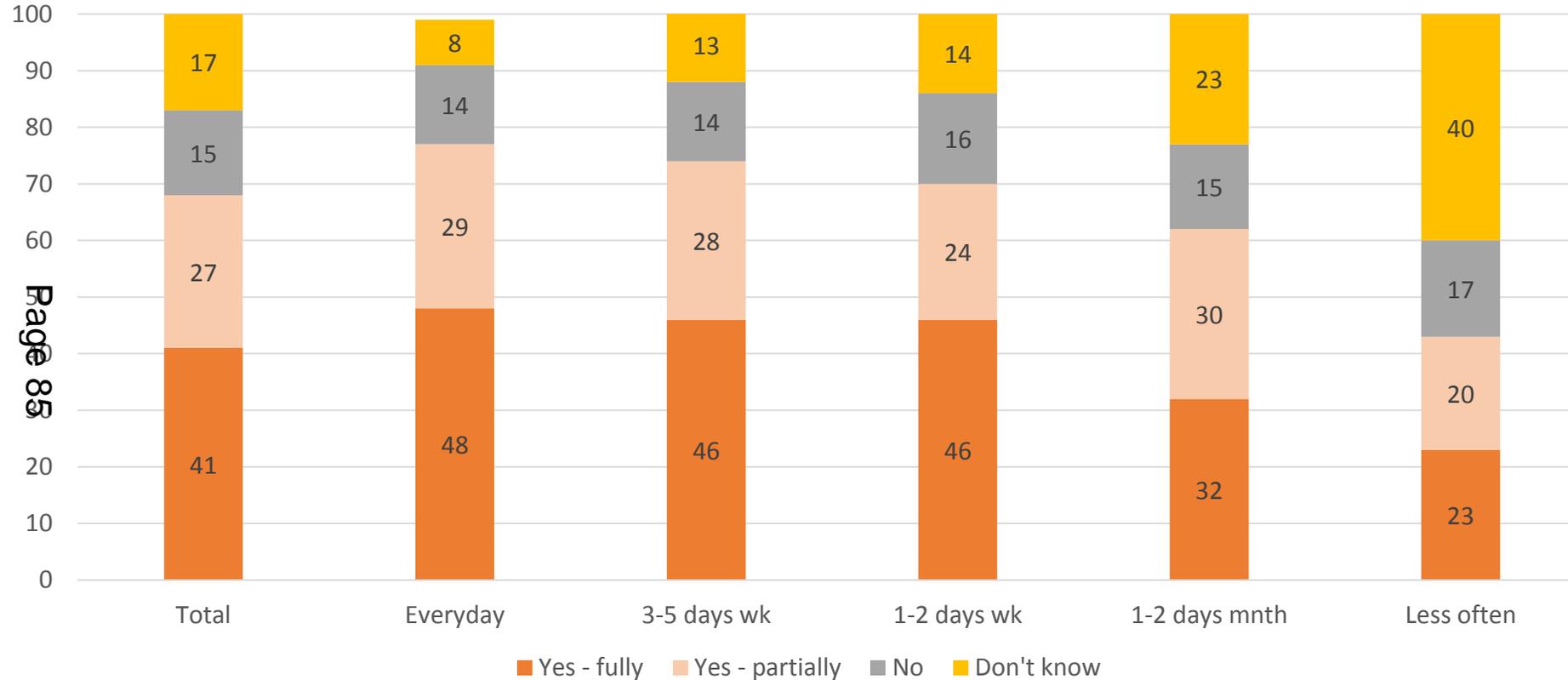
The main reasons for changing how season tickets would be purchased was a switch to buying day tickets (17%), that season tickets were not as cost effective (14%) and that public transport would be unsafe (14%). Working from home more (13%), having less (9%) or no need (11%) to travel were also mentioned.

Effectiveness of Public Transport Information

Wave 1

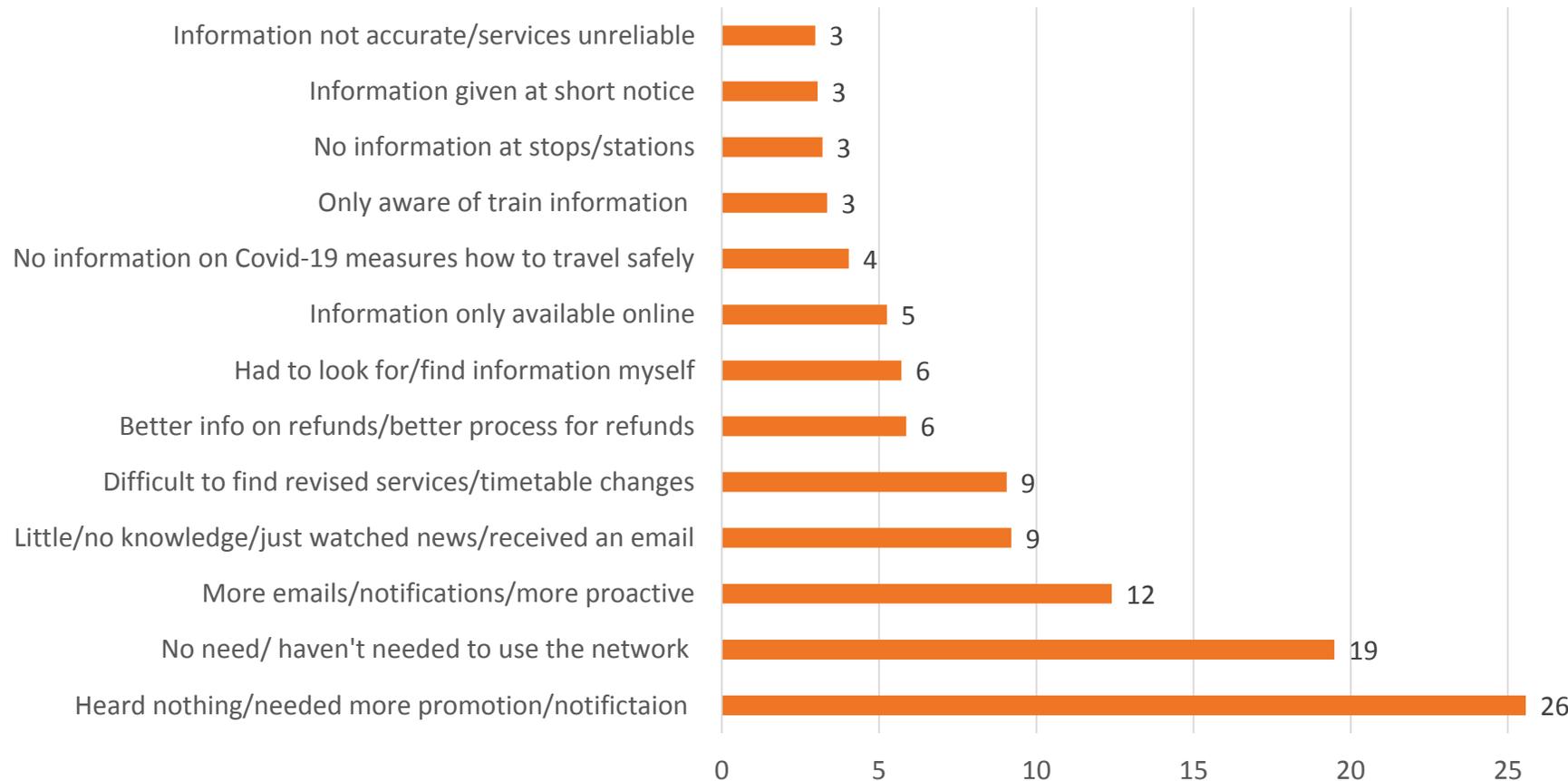
Information about transport changes

How well have you been kept informed by previous public transport use



In general respondents felt they had been fully (41%) or partially (27%) informed of the changes made to the transport network during the outbreak, particularly those who were most regular public transport users (77% informed)

In what ways have you not been fully informed

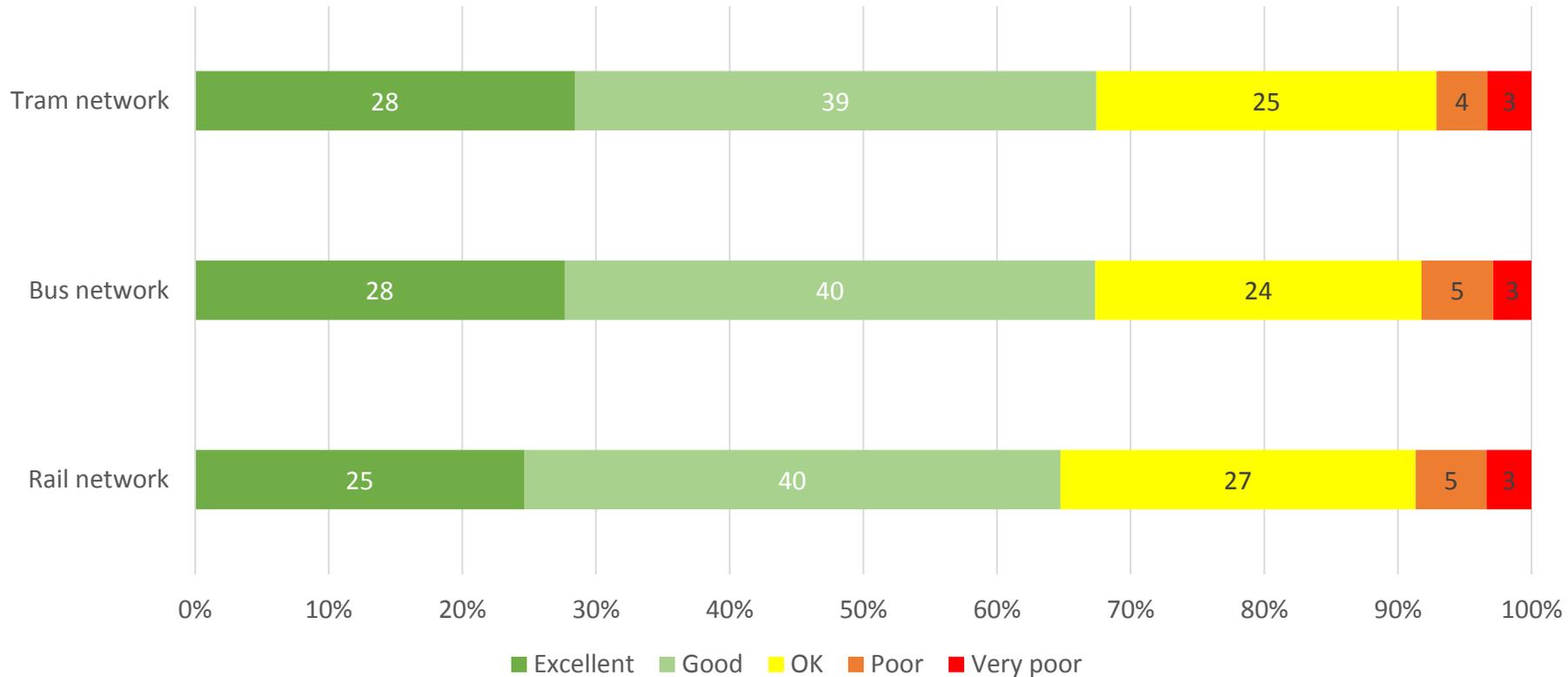


Over a quarter of those who felt they had not been fully informed had heard nothing, 9% had little/no knowledge and 12% expected more personal emails/notifications to be sent.

Nearly a fifth had felt no need for information as they weren't travelling.

Reaction of operators to pandemic

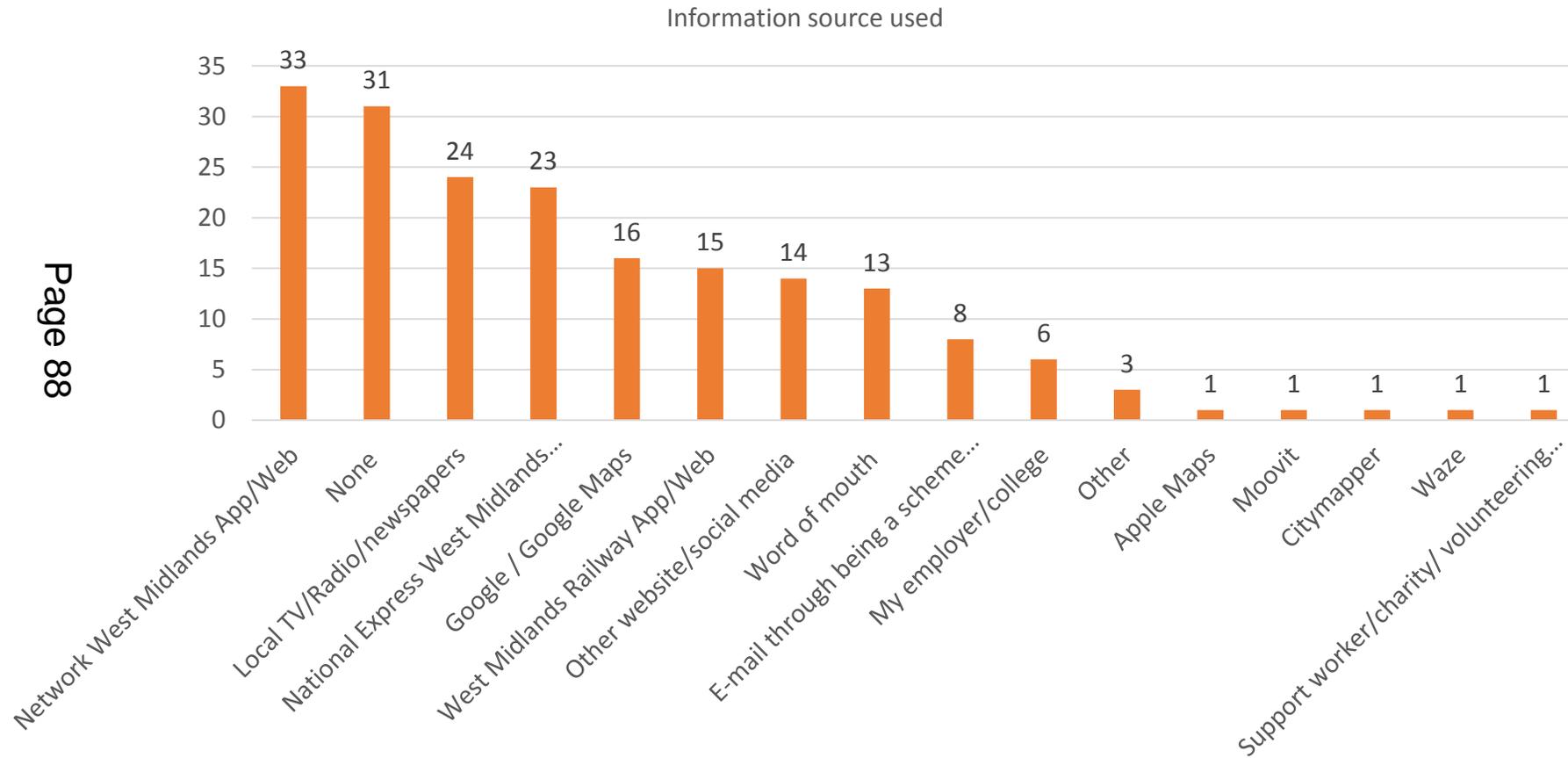
How do you feel operators have responded



Where respondents expressed an opinion, 65% felt the bus operators' response had been excellent/good. 61% held a similar opinion in respect of rail operators and 59% in respect of Metro.

Few rated the operator reaction poorly.

Transport information used



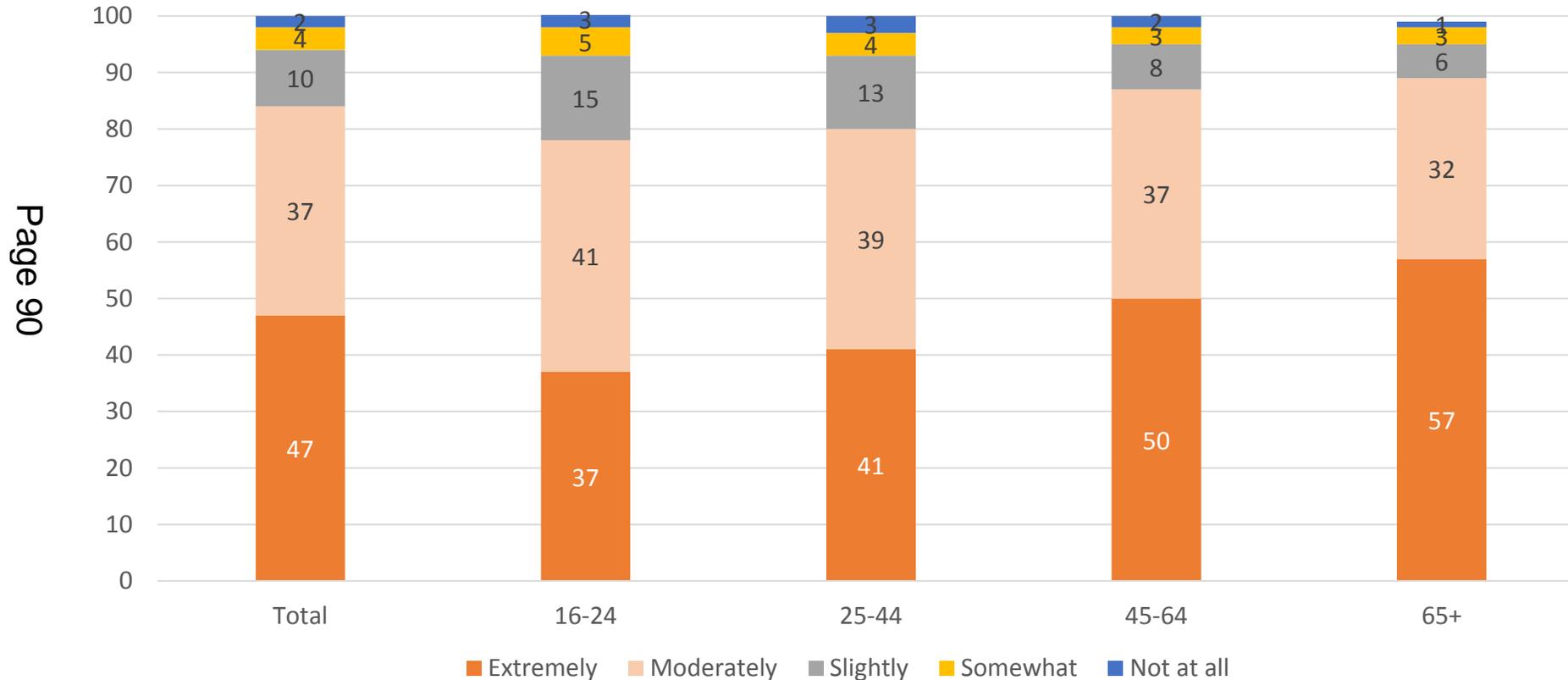
Information during the pandemic was mainly gained from NWM web/app (33%), local media (24%), National Express web/app (23%), Google (16%) and/or other social media (14%).

Current Sentiments Towards the Pandemic

Wave 1

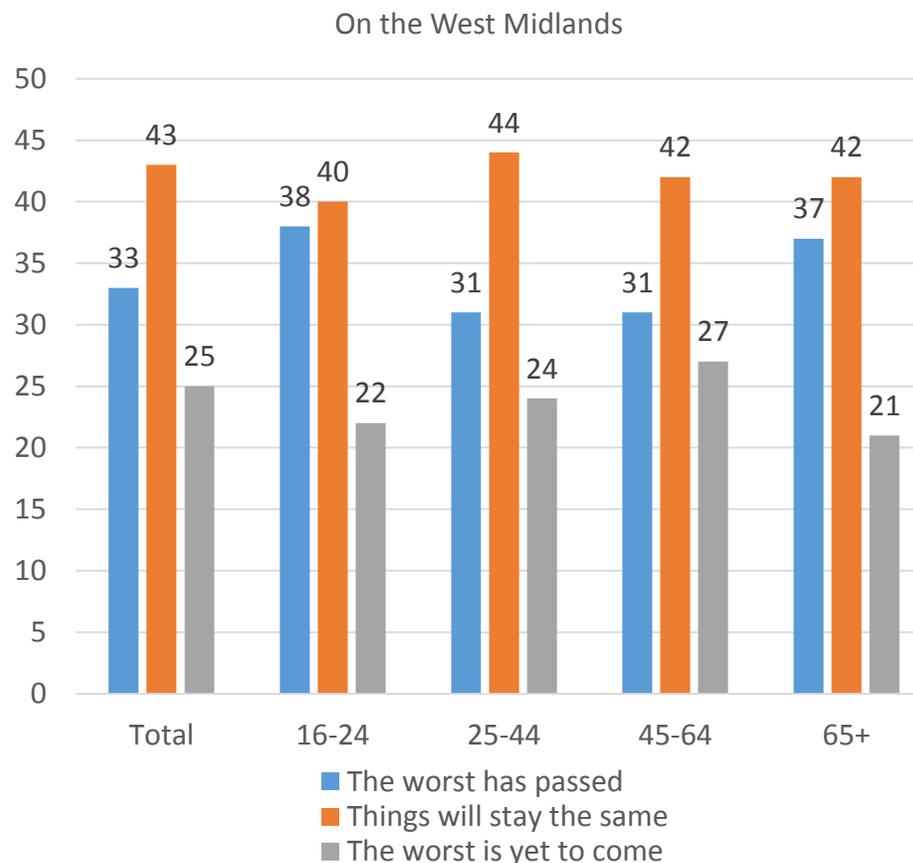
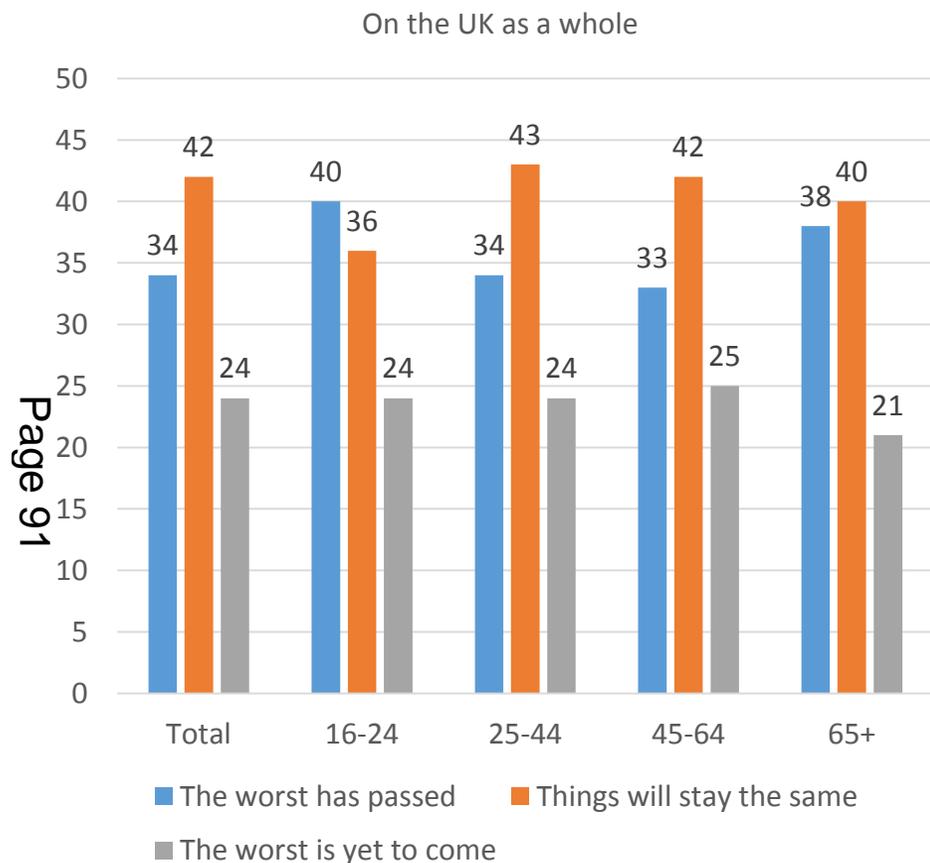
Level of concern about Coronavirus

Level of concern by age



Understandably there was a high level of concern about the Coronavirus pandemic (84%). This concern increased with age.

Effect of virus in coming months

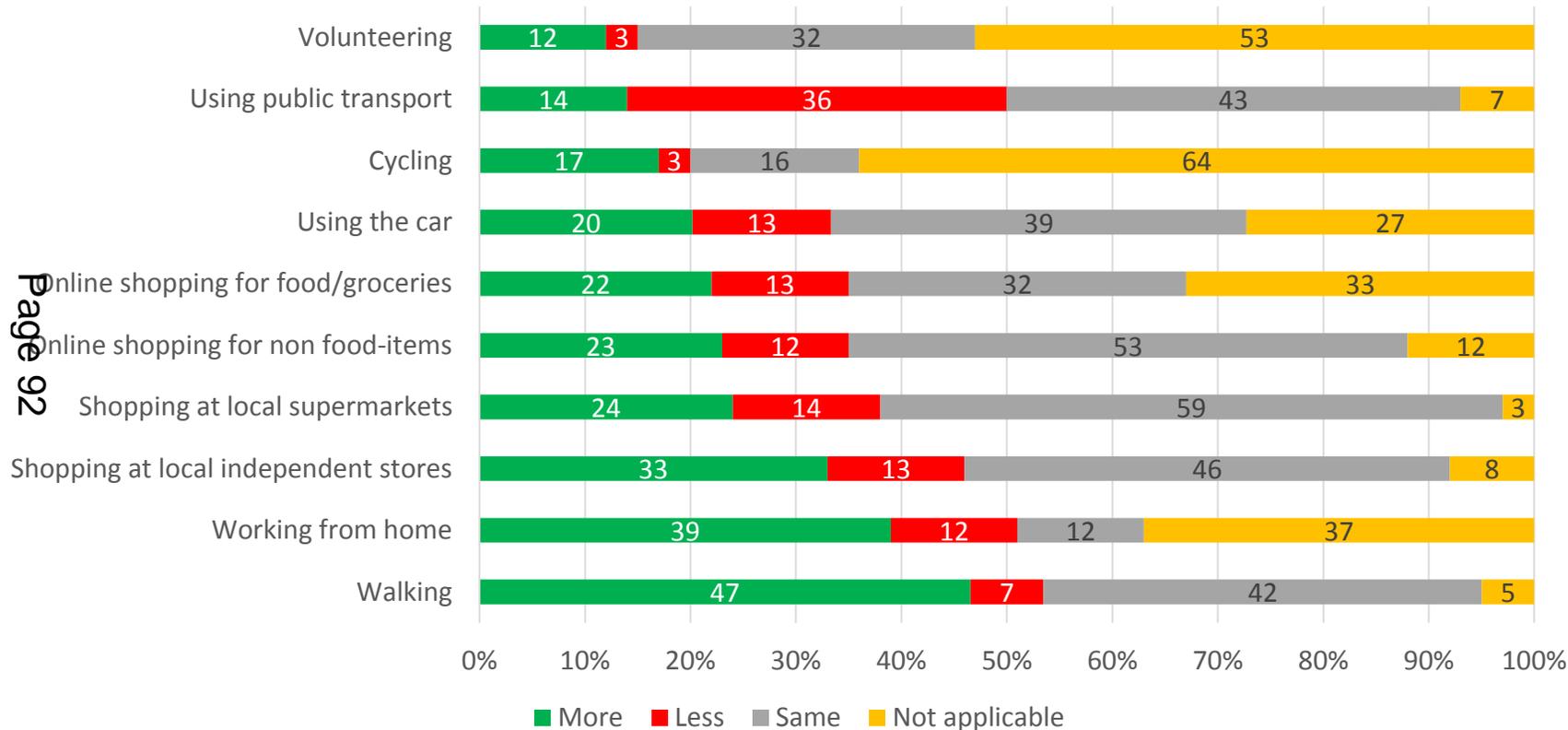


Respondents were most likely to think things would stay the same (42%) with regards to the virus over the next few months.

Younger respondents were slightly more optimistic (40% the worst had passed).

Changes in habit following pandemic

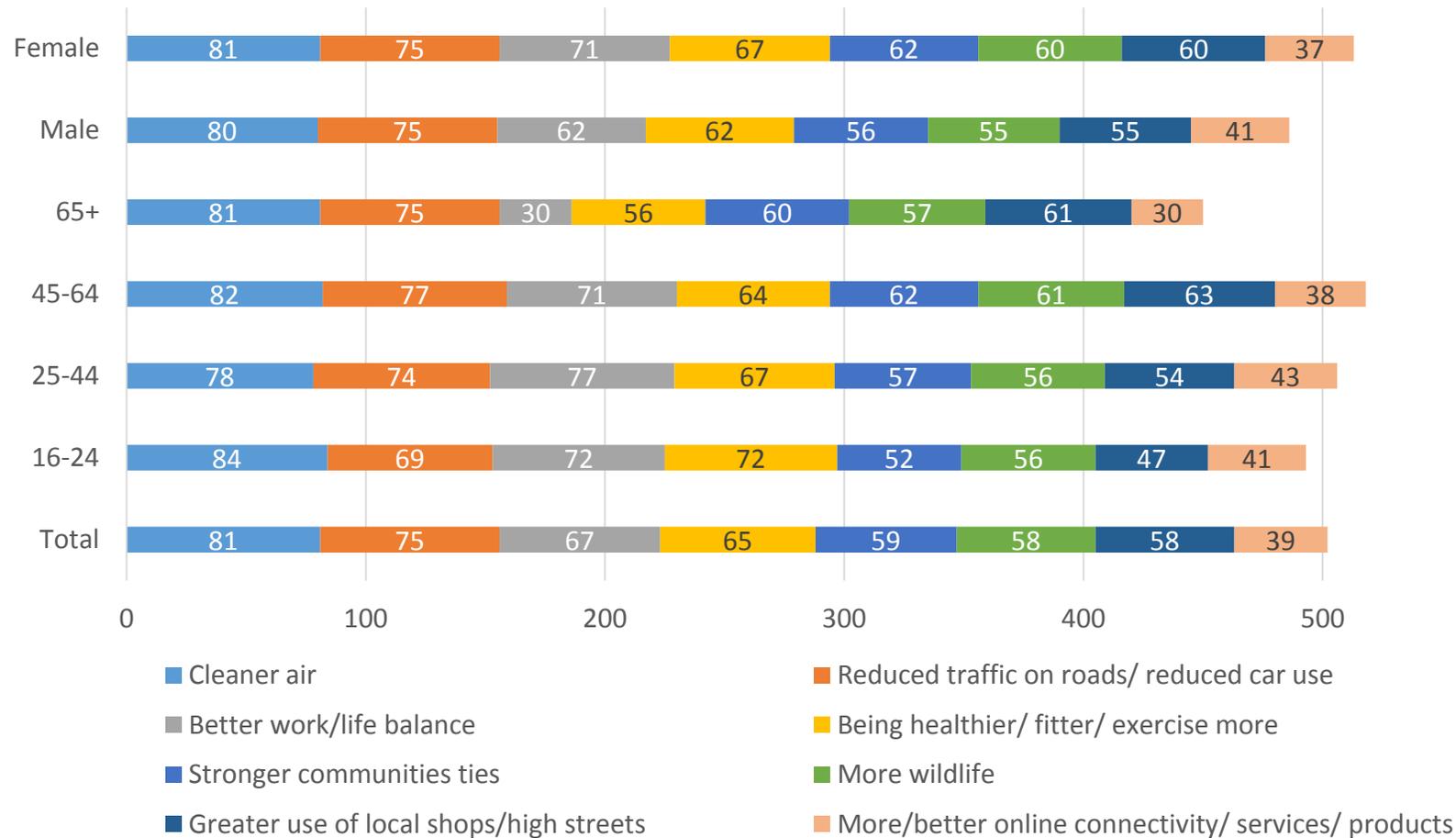
What will you do more or less following the pandemic



In the 'new normal', 47% thought they would be walking, working from home (39%) and shopping locally more often (33%). 20% would use the car more, 22% shop online more. 36% would use public transport less, while (17%) thought they would cycle more.

What would you like to see change as a result of the crisis?

What changes would you like to see

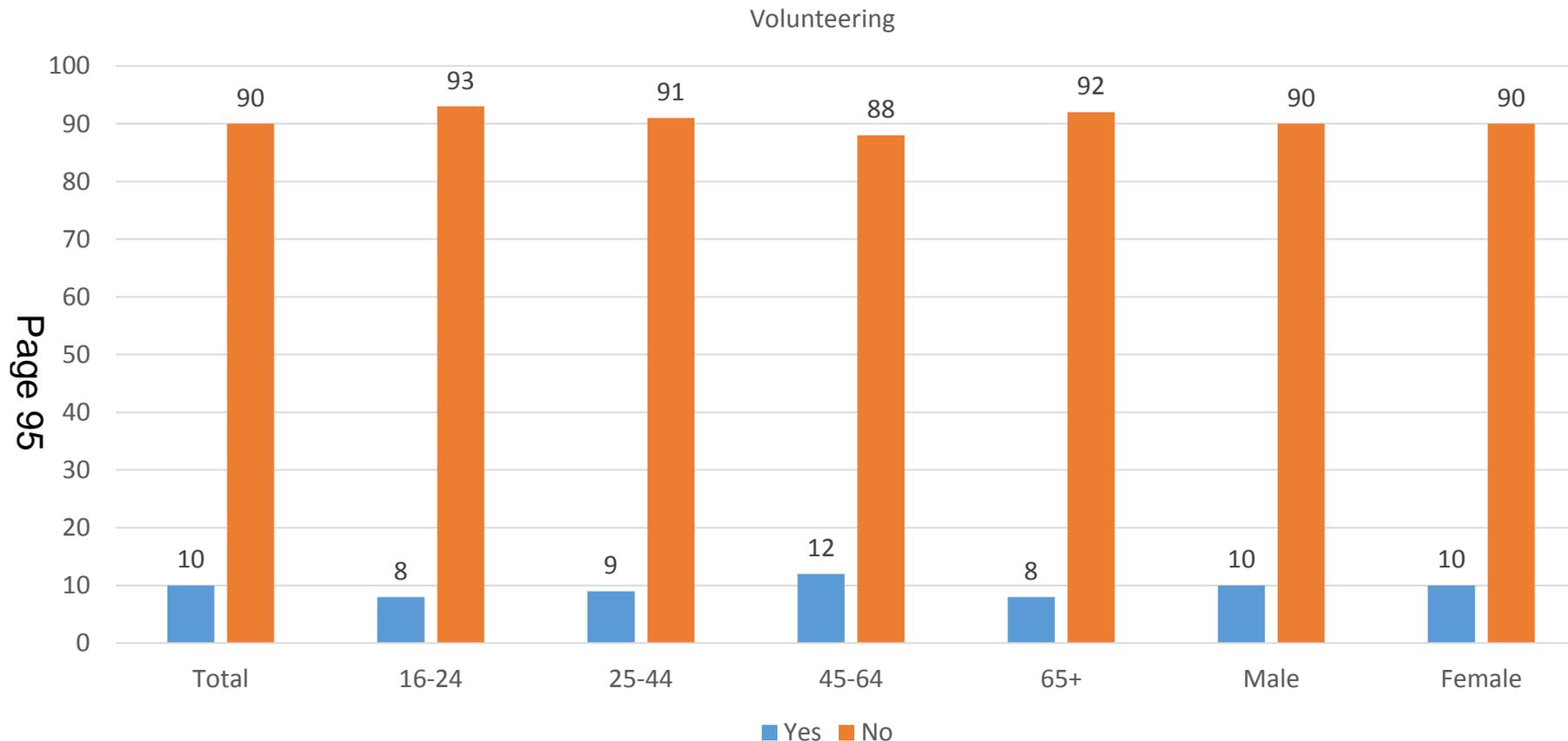


Cleaner air (81%), reduced traffic (75%) and a better work life balance (67%) were the top three changes respondents would like to see following the pandemic, closely followed by being fitter/healthier. (65%)

Volunteering

Wave 1

Volunteering since outbreak

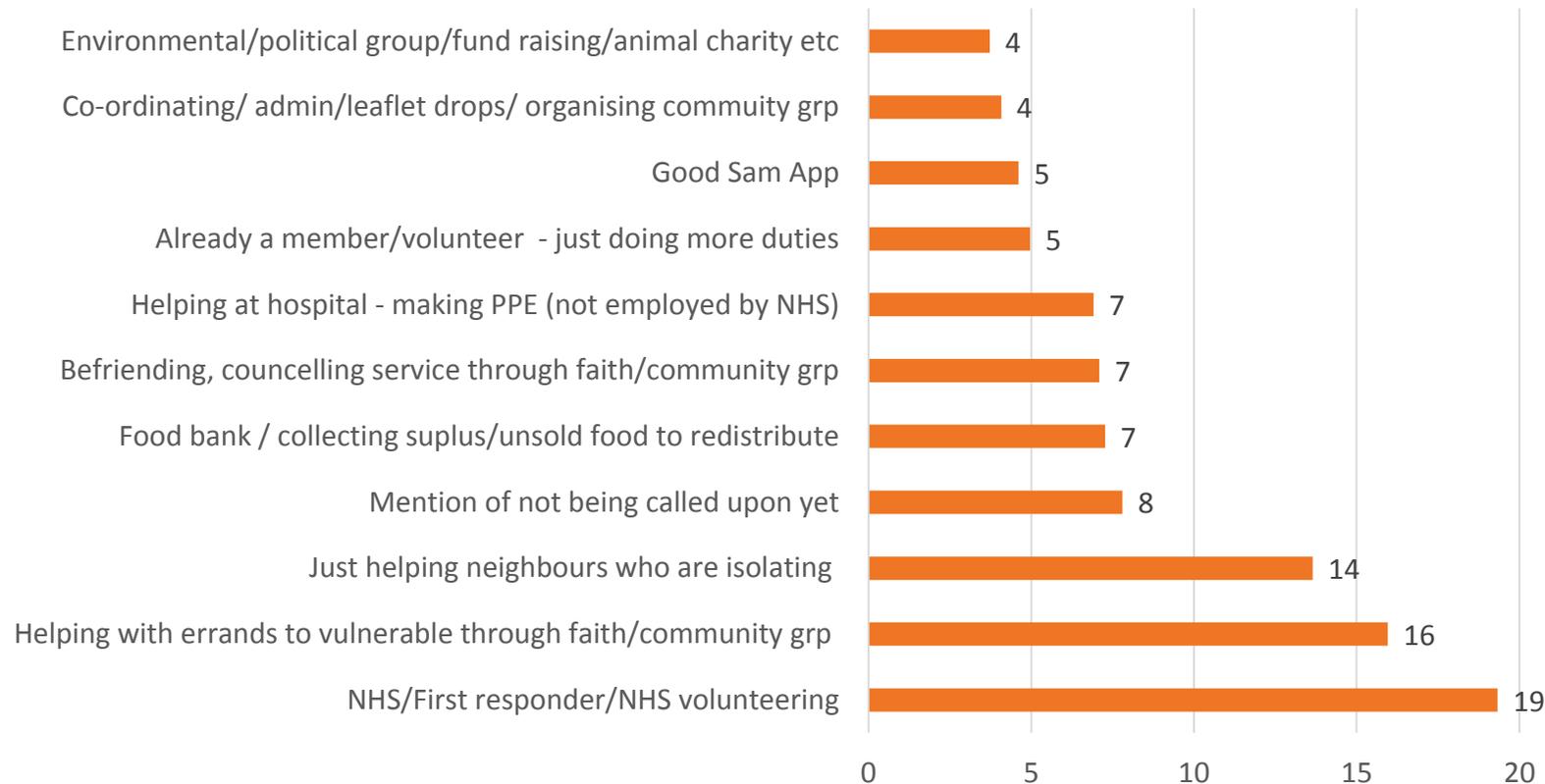


10% had registered or undertaken some volunteering since the outbreak

Q: Have you registered and/or undertaken any volunteering since the Coronavirus (COVID-19) outbreak? Base all respondents

Type of volunteering

Volunteering details



Most had volunteered through the NHS (19%) or to help out the vulnerable or neighbours who were isolating - either informally (14%) or through an community organisation (16%). 8% spontaneously mentioned volunteering but not been called on.

Respondent Profile

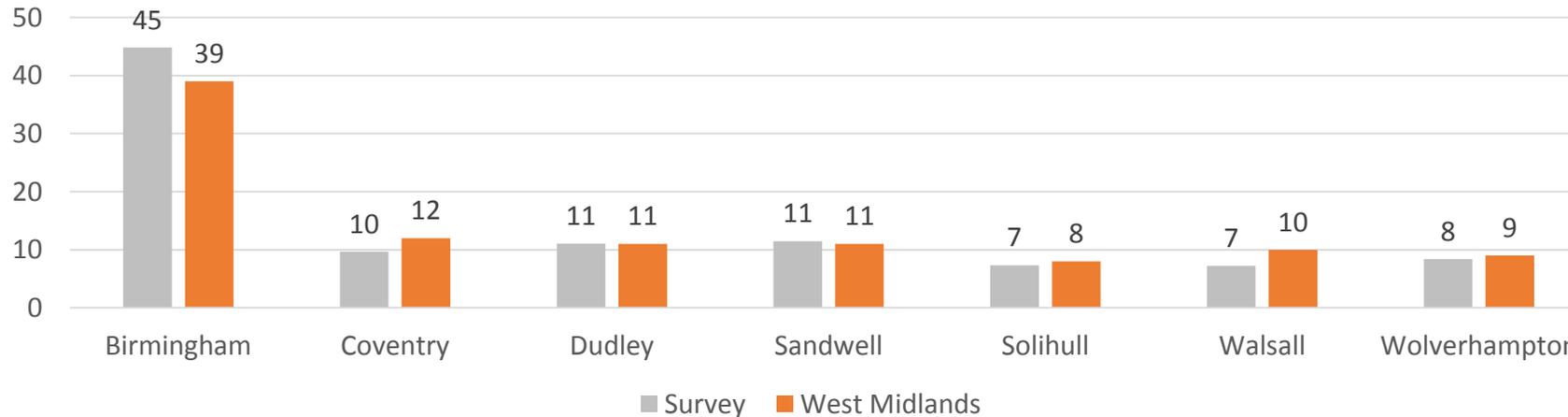
Wave 1

Respondent profile

Age, gender and car ownership: survey data & WM compared



District: survey data & WM compared



Survey respondents were slightly older, more likely to be female and live in a car owning household when compared to Census 2011 data for the West Midlands Conurbation



Social distancing strategy

Guidance document

Contents

1	Key messaging
2	Digital campaign
3	Network-wide elements
5	West Midlands Bus
9	West Midlands Railway
15	West Midlands Metro
18	West Midlands Walk and Cycle

There are four key themes in our messaging:

Travel Advice

- Your journey will be different – you should stay alert
- Only use public transport if you have no other travel options. This keeps our services safe and available for those who need them most.
- Walk, cycle or drive if you can but you should be staying home as much as possible.
- Plan ahead and only use public transport if you have to. Capacity is limited. Think about travelling at different times, walking or cycling.

Social Distancing

When making essential journeys: Stay Safe. Stay Apart.

- Please wear a face covering.
- Do not crowd at doorways to get on board and leave space for people to exit.
- Do not sit next to others unless you're travelling with people from your household.
- Use mobile, smartcard or contactless payments.
- Allow extra time in case you can't get on the first service that arrives.
- When you arrive at stops or stations check for any changes to the way to you need to enter or exit.

What we are doing

We have stepped up cleaning on our buses, trains and trams to help keep you and our staff safe.

- Measures will be put in place to help guide you to keep your distance on public transport. Please keep your distance to protect yourself and those around you.
- Capacity will be limited on board our services to keep everyone safe.

Health Advice

If you have COVID-19 symptoms please do not travel and follow the latest government guidance on self-isolation and shielding.

- If you sneeze or cough please use a tissue and bin this as soon as you can.
- Travel with hand sanitiser where possible in order to protect yourself and others whilst you are travelling

Digital campaign

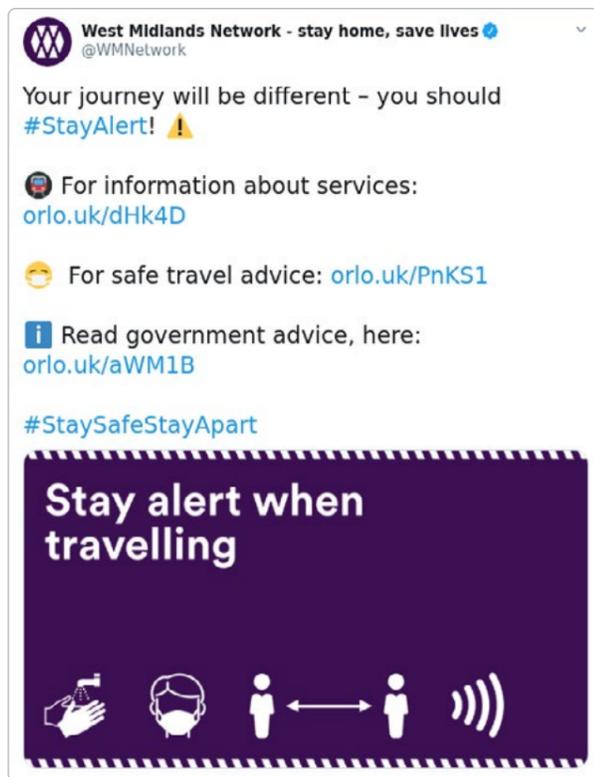
A social media campaign has been developed, which will be used on the West Midlands Network social handles across Twitter, Facebook and Instagram. The Government's 'Stay Alert' message will be used in messages.

Two videos have been produced to highlight the key messages, which will be shared online:

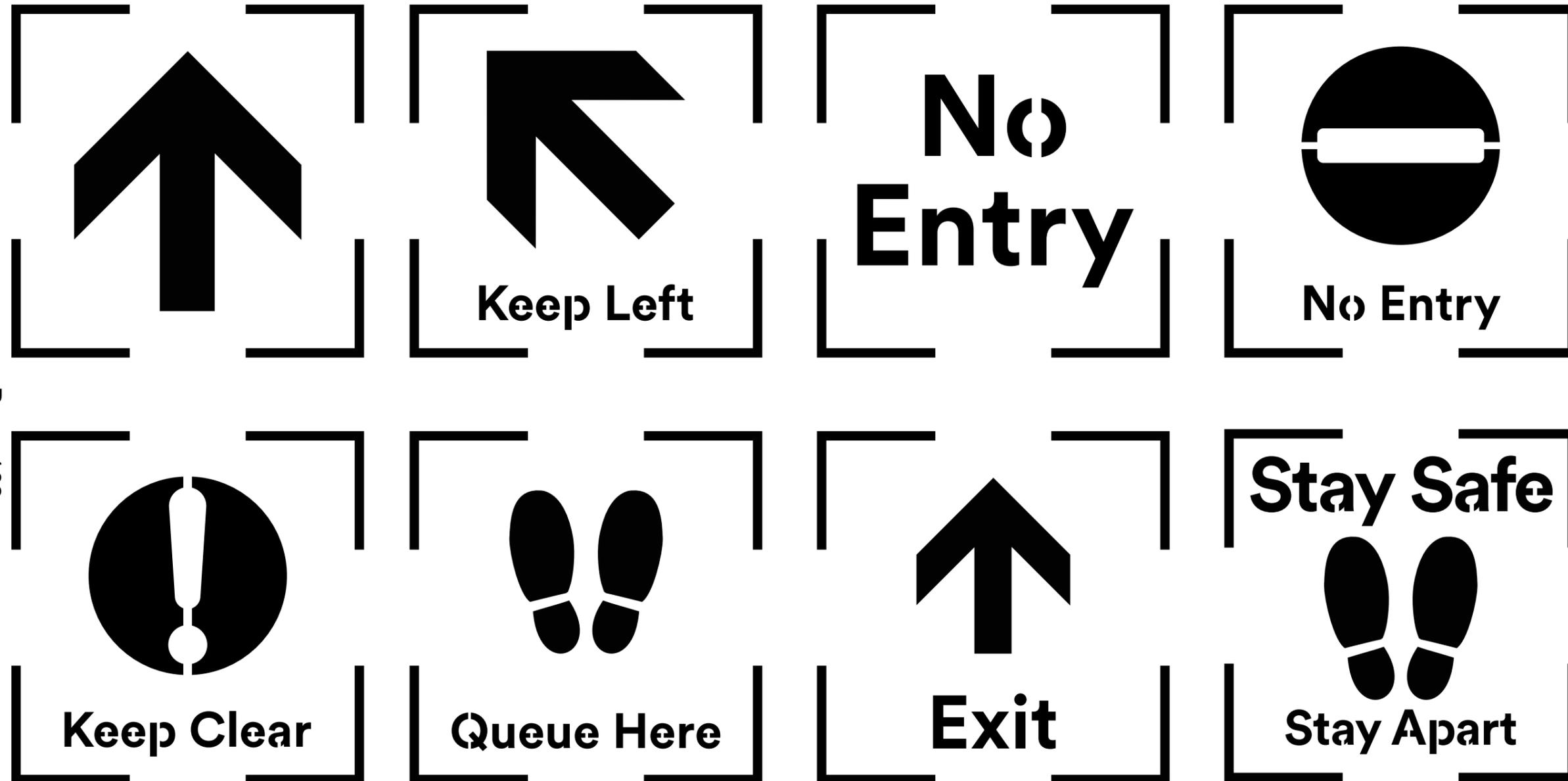
[Social Distancing](#)

[Travel Advice](#)

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Example tweets

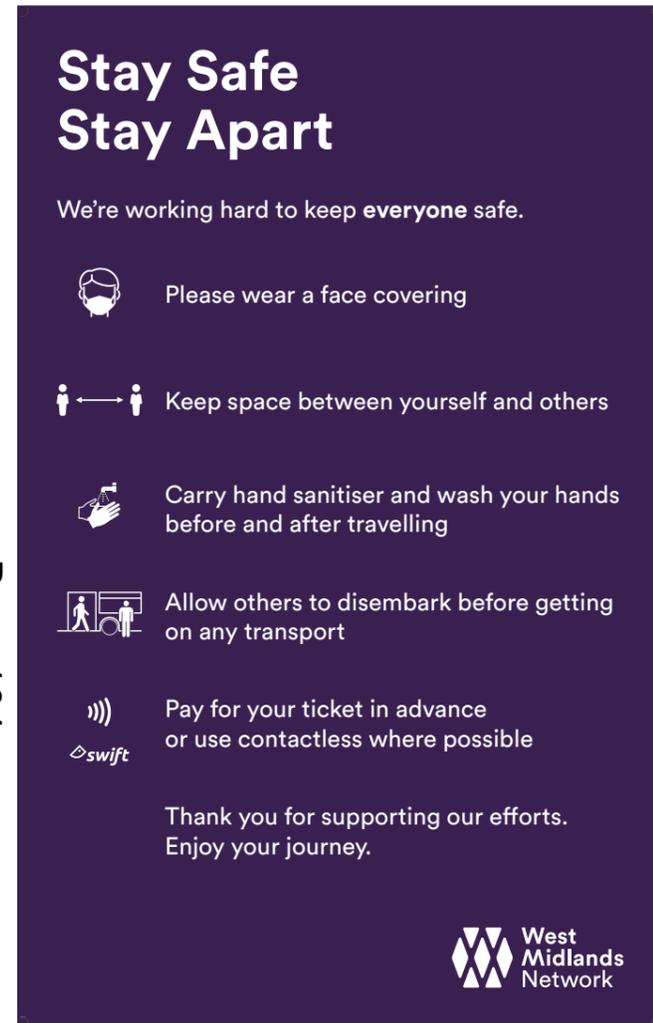


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Floor stencils
800mm²

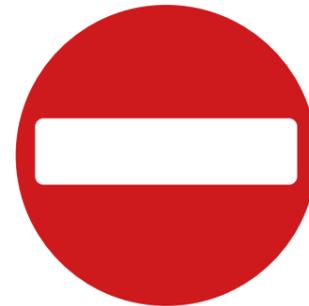
For use in bus stations and TfWM operated travelshops.

Only use white spray paint for floor stencils. Do not use brand colours.



Travelshop safety advice poster
Double Royal

A2, A5



Entry, no entry and exit vinyls
300mm²



Stay Safe vinyl - WM Network
300mm²

Self-adhesive print to be
displayed on floor

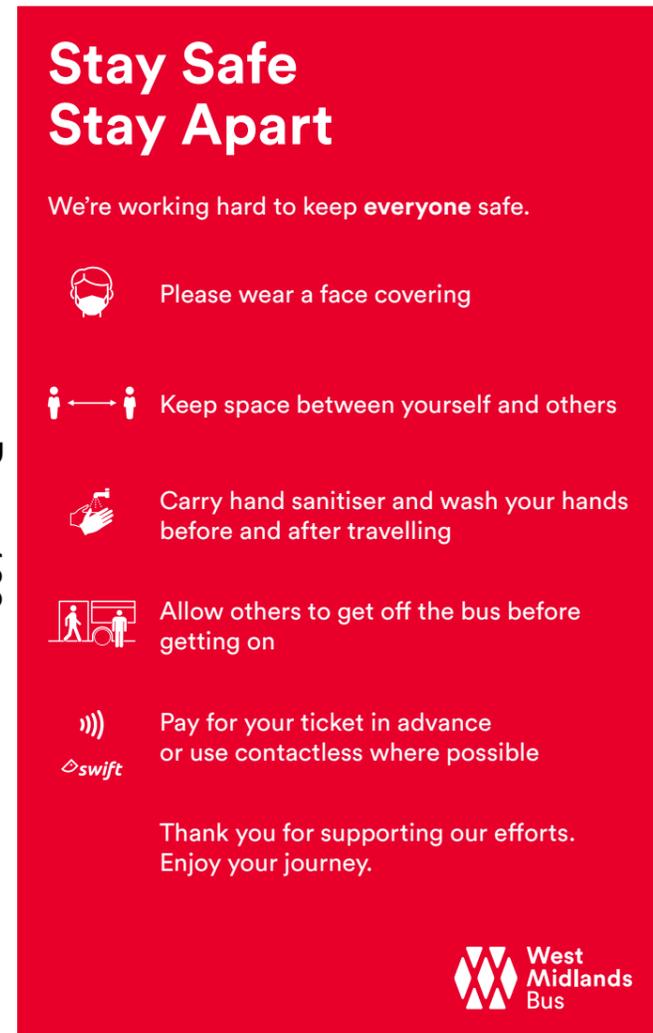


No Entry vinyl
300mm²

Self-adhesive vinyl



Specific guidance



Bus station safety advice poster
 Double Royal, A1, A4, A5
 Printed onto self-adhesive material (A4, A5).



Example poster placement



No Entry floor/window vinyl
 300mm²



Stay Safe Stay Apart window/seat vinyl
 300mm² for windows
 150mm² for seating



Bus stop pole wrap around
500mm x 1000mm
4mm correx



Totem wrap around
500mm x 750mm x 170mm
4mm correx

**Stay Safe
Stay Apart**

-  Please wear a face covering
-  Keep space between yourself and others
-  Carry hand sanitiser and wash your hands before and after travelling
-  Allow others to get off the bus before getting on
-  Pay for your ticket in advance or use contactless where possible



Timetable filler advice

 **Try to keep one seat empty next to you**

Bus seat sash
400x120mm with wrap around



Example placement of seat sash



Specific guidance



Stay Safe Stay Apart floor vinyl
150mm²

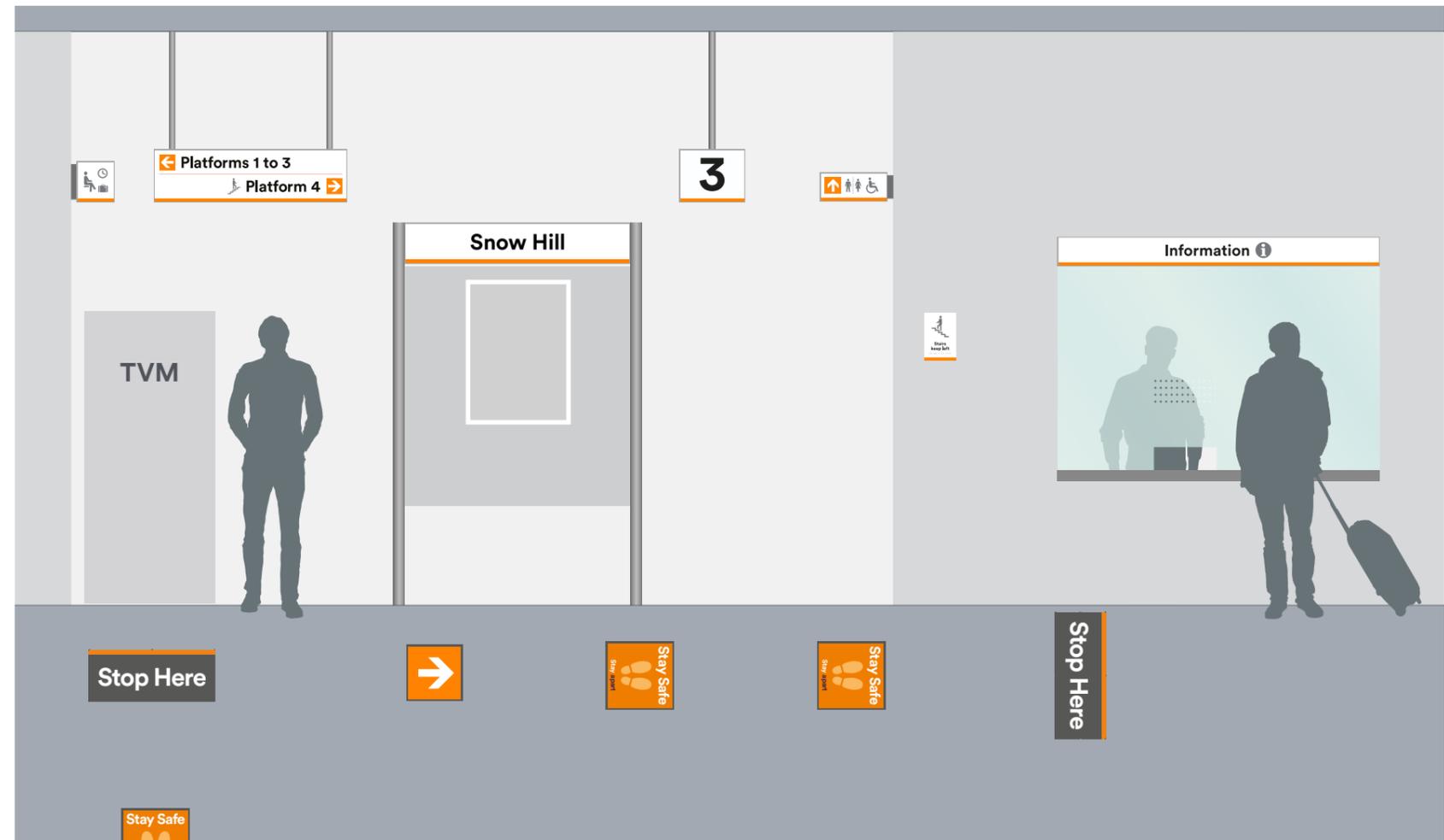


Stay Safe Stay Apart floor vinyl
300mm²



Stop here floor vinyl
500 x 200mm

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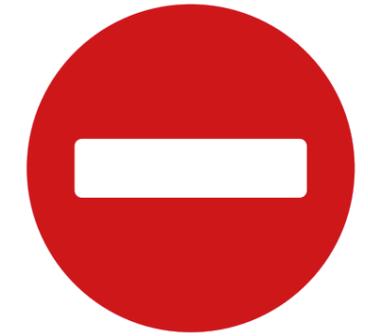
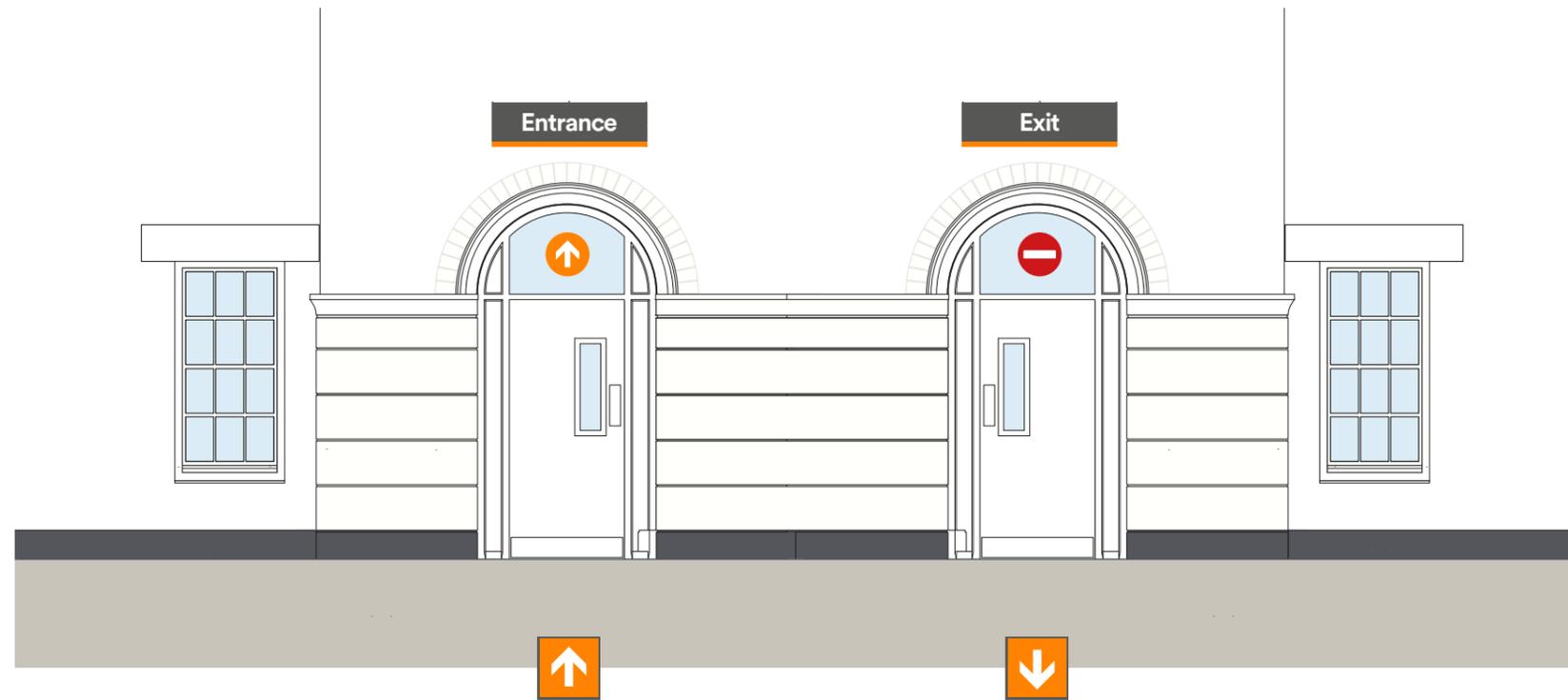


Placement advice





Entrance only
300mm²
Window vinyl/sticker



Exit only/no entry
300mm²
Window vinyl/sticker

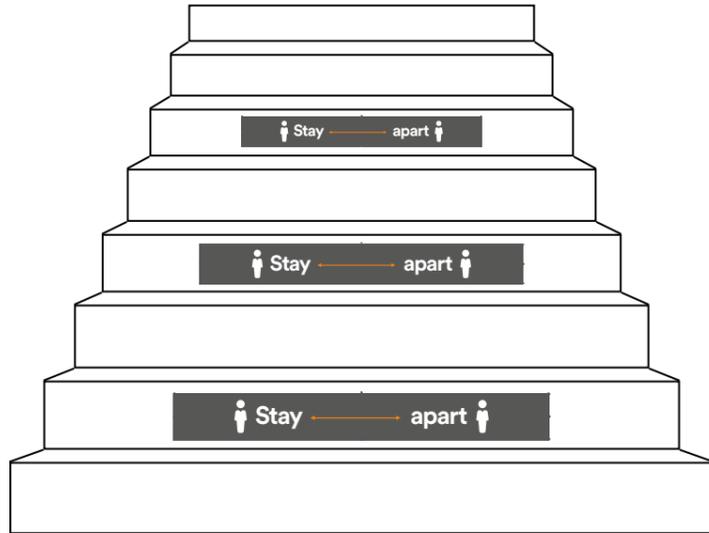
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Entrance only
600 x 170mm
300 x 100mm



Exit only
600 x 170mm
300 x 100mm



Step vinyl
1000 x 50mm



Step vinyl
1000 x 90mm



Step vinyl
1000 x 120mm



Stay Apart floor vinyl
2000 x 120mm





Escalator advice
Double Royal



Escalator and stair advice
Double Royal

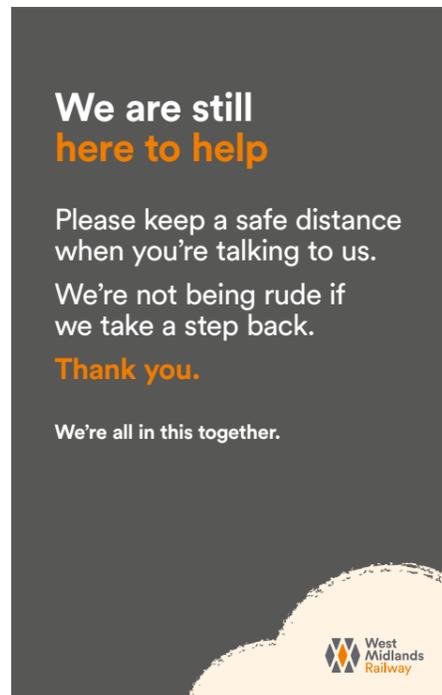


Stair advice
Double Royal



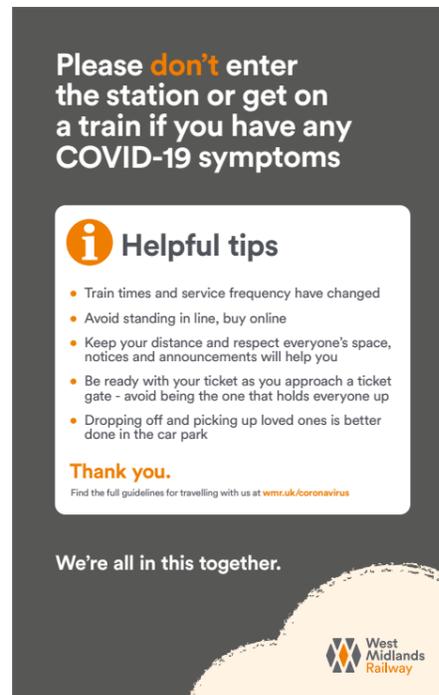
Escalator and stair advice
A3

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Here to help
Double Royal

Staffed stations only.



Helpful tips
Double Royal



One way
Double Royal

Stay Safe



Hi vis vest print
Scaled to fit.



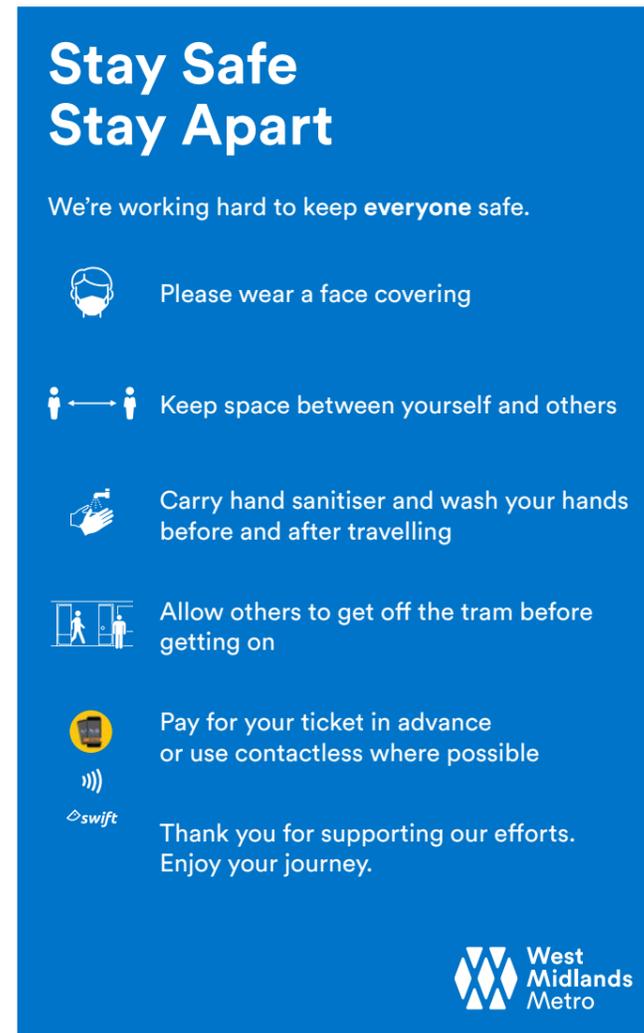
Example applications



Specific guidance



Lift safety poster
A3

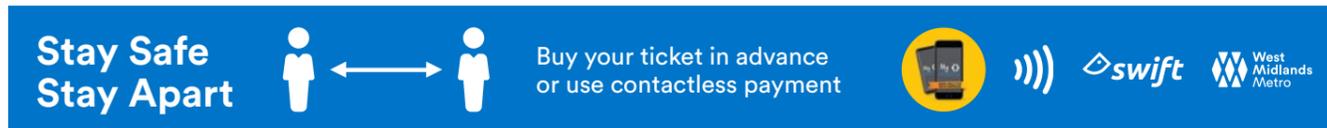
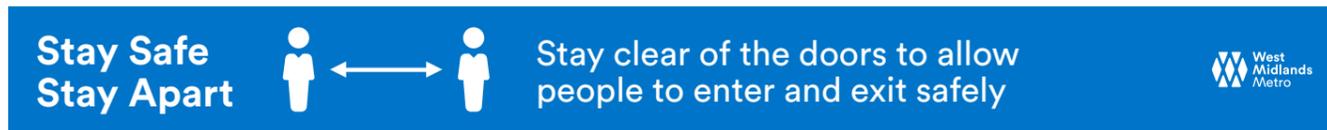


General safety advice poster
Double Royal
Vinyl adhesive for city centre stops,
insert poster for outer stops



Stay Safe Vinyl - Metro
300mm²
Self-adhesive print to be displayed on shelter
glass and tram floors/windows

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Coving messages
1895 x 180mm



Digital screens
1280 x 1024px



Specific guidance



Stay Safe Vinyl - Cycle & Walk
300mm²

Low-tac self adhesive to be displayed on shelter glass and tram floors/windows.



Cycle hub safety advice poster
Double Royal



Distance marker
300mm²

Repeated at 5 minute intervals, up to 20 minutes. Low-tac self adhesive to be placed on bus shelters.



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Transport Delivery Committee Meeting

Date	8 th June 2020
Report title	Safer Travel Update
Accountable Director	Anne Shaw, Director of Network Resilience Email anne.shaw@tfwm.org.uk Tel (0121) 214 7881
Accountable Employee	Mark Babington, Head of Safety, Security and Emergency Planning Email mark.babington@tfwm.org.uk Tel (0121) 214 7286
Report to be/has been considered by	Cllr Holl-Allen, Lead Member for Safe and Sustainable Travel

Recommendation(s) for action or decision:

The Transport Delivery Committee is recommended to:

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

1.0 Purpose

- 1.1 The purpose of this report is to provide Transport Delivery Committee Members with an update on the performance and operations of the Safer Travel Partnership as well as their recent work. This will cover passenger perception as well as crime data linked to all 3 modes.
- 1.2 The purpose of this report is also to provide Transport Delivery Committee with an overview of the new Interim Safer Travel Plan.

1.3 This report will also provide Members with an update on a number of projects, programmes and operations carried out within and by the Safer Travel Partnership.

1.4 The report will provide an overview on the impact of COVID-19 on policing

2.0 Background

2.1 The Safer Travel Partnership consists of just over 100 staff brought together from a number of organisations including TfWM, West Midlands Police, British Transport Police, operators and private security companies. Managed through TfWM, the Partnership has the main objectives of delivering the Safer Travel Plan, reducing/managing crime levels on public transport and making passengers feel safe.

2.2 The Safer Travel Partnership is nationally unique and has received National and European praise for its innovative crime reduction methods and for bringing together a range of partners to deliver the results. The Safer Travel Partnership utilises deployment models such as SARA (Scan, Analyse, Respond, Assess) and POP (Problem Orientated Policing), following the Police National Intelligence Model (NIM). This approach has ensured that the right resource is in the right place, at the right times, doing the right things to reduce crime and make passengers feel safer.

2.3 The Safer Travel Partnership analyst produces on a monthly basis a tactical assessment of crime which highlights geographic profile, thematic profile, temporal analysis, victim profile and offender profile. This assessment supports a monthly Partnership tasking process where resources of the team, as well as operators are deployed according to need.

3.0 Performance Update

3.1 From April 2019 to March 2020 total recorded crime on the bus network showed a moderate increase of 2% compared with the previous 12 months. This equates to an increase of 4 offences per month. Reductions were seen in almost all crime types, however a significant increase of 125 offences of common assault more than offset these reductions. When looked at in more detail, one particular form of common assault (equating almost exactly to the overall increase) has been highlighted, that of spitting. A detailed analysis of this crime type has been carried out with victims, with these overwhelmingly being male bus drivers, with around 10% of these being racially aggravated. Work has been carried out by Safer Travel which may have contributed to this increase in reported offences, including the pro-active promotion of DNA spit kits, a dedicated officer being made available to support investigation and also the introduction of a new, simpler reporting method introduced by National Express. Birmingham as a Local Authority area was disproportionately represented as the location for the offences taken place. It is worthy of note that DNA spit kits were collected for over 50% of offences and 77% had corresponding CCTV images collected and circulated, leading to 31% of

offenders being identified. This will be a significant area of focus for the team through 2020/21.

- 3.2 From April 2019 to March 2020 total recorded crime on the rail network showed a moderate decrease of 2% compared with the previous 12 months. This equates to a reduction of 51 offences. Crimes against the person dropped in every area with the only increases seen in property and route crime such as damage and trespass. 2 key areas of focus through the last 12 months has been ASB and cycle crime (both of which increased the previous year), both have now reduced by 11% and 40% respectively (196 offences).
- 3.3 From April 2019 to March 2020 total recorded crime on Metro showed a decrease of 18%, but as a nationally very low crime network this equates to 22 offences. Almost all crime types reduced, of note bucking this trend were robbery and criminal damage offences, which increase by an average of less than 1 offence per month.
- 3.4 The most recent wave of survey results from Transport Focus has shown that there has been a moderate improvement in passenger perception of personal safety. Areas of concern most commonly cited within the survey were rowdy behaviour, feet on seats and loud music. These are key areas of focus highlighted within the proposed byelaws covered in section 7 of this report.

4.0 Public Transport Crime Analysis

- 4.1 As described in section 2.2 and 2.3, the Safer Travel Partnership and all of its resources are deployed entirely based on intelligence. To inform this, data is gathered from West Midlands Police, British Transport Police, online reporting, See Something Say Something and operator reports. The Partnership then utilise their dedicated analyst and intelligence officer to produce an annual strategic assessment, monthly tactical assessment and daily hot tasking document. The following sub sections provide some detail of the current position with this regard
- 4.2 Temporal analysis is the analysis of crime and how this fluctuates by time. For the purpose of the Partnership, this is done by time of day and day of week. The current temporal analysis shows that for the majority of crime types the peak time of the day continues to be from 15.00 to 18.00. The analysis further shows that the peak days for bus crime are Monday, Wednesday and Friday, and for rail crime are Thursday, Friday and Saturday.
- 4.3 Seasonality profiling is the analysis of crime and how this fluctuates through the year. For the purpose of the Partnership this is done by month of the year, taking into account specific variances (such as Easter etc) from crime patterns over the preceding 5 years. The current seasonal analysis shows that there is variance by mode, with bus crime peaking in October, November and March, and rail crime peaking in July, August and October.
- 4.4 Geographic analysis is the analysis of crime and this changes by location. For the purpose of the Partnership this is based on not only geographic location,

but also by service route (by mode). The current geographic analysis shows that the highest volume crime location is Birmingham City Centre, which is unsurprising considering the density of public transport and high patronage levels. The routes with highest volume of crime are likewise, those with high patronage and those serving Birmingham City Centre and the Outer Circle. The geography of crime on the West Midlands bus network follows the results of national research which has shown that public transport crime is higher in areas which are generally higher in non-transport crime, and lower in areas that are generally lower in non-transport crime. This shows that crime on the bus network largely reflects the crime profiles of the areas they serve.

5.0 Safer Travel Plan

5.1 With the global COVID-19 pandemic there was a Government decision to postpone the West Midlands PCC elections for 12 months. It has been agreed with the Police and Crime Commissioners Office that a 12-month interim Safer Travel Plan will be worked to from May 2020 until the elections in May 2021. The Interim Safer Travel Plan has 25 deliverables under the following 5 main work streams:

- Achieving a reduction in Crime, Disorder and Anti-Social Behaviour
- Achieving further improvements in public perception of Personal Safety, Passenger Engagement and Communication
- Maximising on the benefits of Technology
- Ensuring a Co-ordinated Transport Partnership response to Event Planning
- Adapting and responding to a new Transport Network

5.2 The Safer Travel Plan will continue to be the main and core focus of the Safer Travel Partnership over the 12 months, building on the success of the previous Safer Travel Plan.

6 Recent Safer Travel Projects and Operations

6.1 In December Safer Travel once again took part in Operation Snow, put in protect the network from alcohol related incidents. Due to the RMT strikes during this period, footfall was significantly reduced and therefore the team were flexible in their approach and supported the Regional Transport Co-ordination Centre (RTCC) and other intervention to ensure that public transport passengers remained safe and were guided to alternative travel modes

6.2 Throughout the last 6 months, Safer Travel have supported both the wider West Midlands Police and British Transport Police operations to target County Lines activities. Utilising both overt and covert patrols supported by CCTV, the

team helped identify a number of perpetrators of this activity and seized a number of weapons as well as drugs.

- 6.3 Following a slight increase in funding made available the process for recruiting additional Special Constables into Safer Travel has commenced. Drawing upon best practice from the team at Birmingham Airport, recruitment information is being made available to encourage existing Special Constables into the team, as well as a process to recruit new colleagues. There have been 2 new Special Constables join the team from British Transport Police since the last Safer Travel Update. It is hoped that the team will grow to 12 Officers.
- 6.4 Work by the TfWM CCTV team has seen the transfer of Tamworth BC CCTV services to the WMCA control room. The move will provide a contribution towards the ongoing WMCA operational cost whilst improving operational performance of Tamworth's CCTV system, upgrading all cameras, recorders, transmission and network, whilst providing them with around £500k of savings over the first 5 years. The service transfer took place on 30th March, on time and on budget.
- 6.5 The TfWM CCTV system was externally audited in January by the Security Systems and Alarms Inspection Board (SSAIB). This in-depth review measured the system against a range of operational, tactical and legislative criteria. The assessor reported no areas of concern and no areas for improvement and signed off WMCA with a further 12 months of BS7958.
- 6.6 As the current Safer Travel Partnership brand has been in place for the last 11 years, and now sits outside the wider West Midlands transport branding family, design work has been conducted and a new 'West Midlands Safer Travel' brand will be taken forward over the Summer. The brand will bring Safer Travel into the wider regional approach and provide a new, fresh and modern look for the future.

7 COVID-19 and Policing

- 7.1 Throughout the COVID-19 pandemic, Safer Travel Police have continued to operate and pro-actively patrol the public transport network. With the significant reductions in public transport use, crime has likewise fallen on the network within every crime category. However, the team continue to deal with incidents, including COVID-19 related crimes, such as the spitting (common assault) offences highlighted in section 3.1.
- 7.2 Safer Travel have followed the wider West Midlands Police and British Transport Police approach to non-adherence to Government guidelines, utilising the 4 E's of Engage, Educate, Encourage and Enforce.
- 7.3 The Safer Travel Police have been working with TfWM and operators to continually monitor the network for locations where social distancing is not

being adhered to. As guidance changes, Safer Travel are pro-actively working with partners to identify where they may be able to assist operators and indeed passengers in maintaining social distance. At the time of writing the intention is to continue with the 4 E's approach to COVID-19.

- 7.4 The CCTV and RTCC control facilities are playing an important role in acting as the eyes of the network, gathering real time information of the step down and step up of public transport and highways use. This is enabling the wider organisation to make intelligence led decisions quickly and appropriately. This approach also serves to highlight where demand meets or exceeds supply and helps identify persons, locations and times where guidelines are not being adhered to.

8 Financial implications

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

9 Legal implications

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

10 Equalities implications

- 10.1 There are no direct equalities implications arising from this report

Glossary of Terms

Word / Acronym	Explanation
ASB	Anti-Social Behaviour – a type of behaviour that causes alarm, harassment or distress to one or more other people.
CCTV	Closed Circuit TV
IP	Internet Protocol
Fixed Penalty Notice	A tool utilized for dealing with ASB, enabling offices to deal with issues on the spot.
Safer Travel Plan	A plan with 25 objectives signed off and approved by TfWM, Police and Crime Commissioner and British Transport Police Authority. Objectives have the overarching aim of reducing crime and making passengers feel safe on public transport in the West Midlands
NIM	Which stands for National Intelligence Model – is a nationally recognised Policing model based on detailed crime pattern analysis
PC	Police Constable
PCSO	Police Community Support Officer
Community safety Accreditation Scheme	Administered by the West Midlands Police, enables those holding the accreditation to hold a number of delegated powers.
Rail Safety Accreditation Scheme	Administered by the British Transport Police, enables those holding the accreditation to hold a number of delegated powers.
Restorative Justice	Restorative justice is an approach to justice that focuses on the needs of the victims and the offenders, as well as involving the community. This contrasts to more punitive approaches where the main aim is to rehabilitate the offender and reconcile with the victims and the community, or satisfy abstract legal principles
Safer Travel Partnership	The Partnership of TfWM, West Midlands Police, British Transport Police and Operators, tasked with reducing crime and making passengers feel safer
SARA	A crime reduction planning tools, which stands for Scan, Analyse, Respond, Assess.
Special Constables	Volunteer Police Officers. Required to work a minimum of 16 hours a month, receive full constable training and hold full powers of a PC
Year to Date	Crime figures used to compare the like for like time period from the previous year. Year to date figures generally commence 1 st April



**West Midlands
Combined Authority**

Transport Delivery Committee

Date	8 June 2020
Report title	Rail Business Report
Accountable Director	Malcolm Holmes, Director of Rail, Transport for West Midlands Email malcolm.holmes@wmre.org.uk Tel 0121 214 7058
Accountable Employee	Tom Painter, Head of Rail Franchising and Partnerships, West Midlands Rail Executive Email tom.painter@wmre.org.uk Tel: 07432104161
Report has been considered by	Councillor Roger Lawrence – Lead Member Rail and Metro

Recommendation(s) for action or decision:

The Transport Delivery Committee is recommended to:

- **Note** the content of the report

1.0 Purpose

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

2.0 Section A – Background

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

2.2 This report provides a summary of rail activity in the TfWM and wider WMRE areas between January and May 2020.

3.0 Section B – HS2, Williams Rail Review

3.1 Government Endorsement of HS2 Project

On 11 February, the Prime Minister confirmed the Government’s strong endorsement of the HS2 high speed rail project in its entirety and announced:

- Completion of Phases 1 / 2A London to Birmingham, Handsacre, and Crewe “towards end of the decade”
- An HS2 Minister (Andrew Stephenson MP) and Ministerial Oversight Group
- A new “High Speed North” delivery agency to progress HS2 Phase 2B and create a single **Integrated Rail Plan** which includes:
 - Northern Powerhouse Rail’s Trans-Pennine project
 - Midlands Connect’s proposals for the East Midlands Hub station and Leicester – Leeds & Birmingham – Nottingham HS2 services

3.2 “Notice to Proceed” with HS2 Phase 1

The “Notice to Proceed” issued on 15 April 2020 represents the final “go ahead” for Phase 1 (in dark blue on the map) of the HS2 project from London Euston to the West Midlands the existing West Coast Main Line railway near Lichfield.

The ‘Notice to Proceed’ provides formal approval for the detailed design and construction phase with HS2 Ltd entering Stage 2 of the main civils contracts.



3.3 HS2 Phase 1 Revised Business Case

- 3.3.1 The Department for Transport has also published a new [Full Business Case](#) for HS2 Phase 1. The Strategic Case provides evidence that HS2 offers the only viable long-term solution to overcrowding on the rail network transport and will be a major contributor to the objective of levelling up the economy.
- 3.3.2 The Economic Case demonstrates HS2 offers VFM for the taxpayer under all but the most extreme scenarios.
- 3.3.3 The new Business Case also sets out a new set of “Statements of Intent” in relation to the proposed Train Service Specification (TSS) for each of the main stages of HS2’s proposed phased opening.
- 3.3.4 The lack of any proposed Phase 2A services from the two West Midlands HS2 stations is a key cause for concern and one which will need to be given higher profile in future HS2 discussions with government, HS2 Ltd and the rail industry if the optimum outcomes for the West Midlands are to be achieved.

3.4 National Infrastructure Commission Review of HS2 Phase 2B

The government has asked National Infrastructure Commission (NIC) to undertake a review of:

1. Options for scoping, phasing and sequencing delivery of HS2 Phase 2b, Northern Powerhouse Rail, Midlands Connect proposals Hub and other proposed rail investment proposals.
2. How to deliver rail connectivity with Scotland

The NIC launched an initial Call for Evidence to which WMRE and TfWM have responded. The key initial messages to the NIC from a West Midlands Phase 2B perspective were:

- Phase 2b provides a step-change in connectivity between the West Midlands and the East Midlands, North of England and Scotland and puts our region at the heart of the national high-speed rail network;
- It provides new, dedicated high speed rail capacity between the West Midlands and the Leeds / Manchester city regions; and
- It releases capacity on existing lines to the East Midlands and the North, for additional local, regional and freight services.
- The West Midlands needs to be closely involved in any decisions relating to Phase 2b and the outputs which the new high-speed line delivers.
- Connections to the two West Midlands HS2 stations must be improved to maximise and spread the benefits of HS2 more widely across the region. Specifically, this requirement would be supported by completion of:
 - Midlands Rail Hub in its entirety
 - “One Station” connectivity between Curzon St, Moor St and New St stations

- Birmingham International Interchange Hub
- Midlands Connect's Leamington – Coventry rail capacity scheme
- New local stations and services proposals
- Optimising connectivity provided by capacity released by HS2
- The completion of the section of HS2 Phase 2b linking the two West Midlands HS2 stations with East Midlands should be brought forward in order to:
 - Deliver early journey time improvements to the East Midlands Hub Station (and associated economic benefits)
 - Release capacity for additional services on Birmingham – Tamworth – Derby corridor
- Support for Midlands Connect proposals to deliver direct HS2 services from Birmingham Curzon to Nottingham centre
- Support for fast Birmingham – Leeds HS2 services
- However, the proposed delaying of potential Phase 2A West Midlands benefits until Phase 2B has been completed is unacceptable.
 - HS2 Phase 2A services must link both Birmingham Curzon St and the West Midlands Interchange stations with the North West and Scotland;
 - Released capacity on existing railway for additional regional or freight services from Birmingham to Crewe must be realised
 - The potential 50% reduction in journey times between Stoke/Stafford and Birmingham Airport should be delivered

The WMCA Mayor has written separately to raise these concerns with the HS2 Minister, the CEO of HS2 Ltd, and Avanti's West Coast Partnership Development Director.

- The proposed Phase 2b service of just three trains per hour connecting the West Midlands Interchange station with the North similarly fails to reflect the:
 - Existing importance the UKC Hub area (Birmingham Airport, NEC, Resorts World) and its future economic potential; and
 - Importance of the Interchange station as a gateway to HS2 services to the north for key West Midlands centres such as Coventry, Leamington Spa, Rugby and Northampton (*and potential to slash existing journey times to cites such as Manchester, Leeds – even taking into account using the Peplemover from Birmingham International*)
- A connection onto HS2 Phase 2b north of Crewe could provide journey time savings for passengers from Wolverhampton (and Stoke/Stafford/Shrewsbury) changing at Crewe for services to the North West and Scotland

3.5 Williams Rail Review

- 3.5.1 The long awaited Williams Review of the structure of the rail industry has still not been published. However, with all rail franchises now under “Emergency Measures Agreements” (see below), one of the review’s expected recommendations, that of shifting revenue risk from the operator to the Government and replacing franchises with “Management Contracts”, has effectively taken place, at least for the duration of the COVID19 situation.
- 3.5.2 There has even been some speculation in the media that the Williams Review may not now form the basis of a new government White Paper. However, whatever the outcome for the review, TfWM and WMRE will continue to make the case with government for greater local accountability and control over our local rail network.

4.0 Section C – West Midlands Franchise

- 3.1 The COVID-19 outbreak has utterly transformed the UK rail network. Patronage has fallen across the country, with the West Midlands local services showing a c.95% decline in users. During lockdown, New Street station for example was only seeing around 10,000 users on an average weekday, compared with 200,000 pre-lockdown.
- 3.2 Revenues also plummeted as passengers stayed away, calling into question the viability of all Franchisees. In response, on 23 March the government announced that all its Franchisees would be offered the chance to move on to management contracts for a period of at least 6 months. WMT accepted this offer.
- 3.3 As a result, the DfT has temporarily taken cost and revenue risk for WMT, with the operator receiving a low margin fee. This new relationship has been contracted through an Emergency Measures Agreement between the DfT and WMT. This will run until at least September 2020, with the option of extend or curtail depending on the condition of the pandemic.
- 3.4 Throughout the period of the Emergency Measures Agreement (EMA), all of the existing performance regimes have been switched off. These include the punctuality and reliability regime, National Rail Passenger Survey, and Service Quality Regime. These have been replaced with a higher-level Franchise Performance Review mechanism intended to incentivise good performance during the EMA.
- 3.5 The financial regimes have also been temporarily discontinued to reflect new commercial terms introduced under the management contract.

- 3.6 A review is being undertaken of those Committed Obligations that were due to fall during the six months of the management contract. The options available are to retain the obligation in its existing form, delay the obligation until later in the Emergency Measures Agreement term, suspend the obligation until after the Emergency Measures Agreement has ceased, or re-draft the obligation entirely. This review process is nearing completion.
- 3.7 As soon as patronage began to fall and staff began to self-isolate, WMT along with the rest of the UK's rail operators, started to introduce revised timetables. For WMT, these have been phased in over a period of four weeks, starting on 23/03. The initial iteration was neither reliable nor provided sufficient capacity for key workers.
- 3.8 Subsequent iterations of the timetable have proven to be far more robust. Indeed, since the third version of schedules went live on 6 April, nearly every single day has boasted a PPM in excess of 90%, with some days reaching as high as 98.8%. WMT had only managed to exceed 90% 10 times in the previous 11 months.
- 3.9 The strong performance is a consequence of a very limited modular timetable with long-distance journeys broken up (e.g. Liverpool to Euston services as three parts; Liverpool to Birmingham, Birmingham to Northampton, Northampton to Euston) allied to exceptionally low passenger volumes. These twin factors mean that even when things have gone wrong (i.e. track faults or train failures), considerably less overall delay has been caused and the spread of disruption has been contained.
- 3.10 On 18th May a new timetable was introduced across the region. This brought the number of services operated up to around 60-70% of the pre-COVID levels. Although the industry is catering for fewer passengers, trains are being operated to the longest available lengths to permit social distancing. Social distancing measures are also being introduced across stations. These include signage, crowd control barriers, Perspex dividers, extra staff, and awareness announcements.
- 3.11 It is inevitable that the coronavirus pandemic will have long lasting implications on society and the economy. In turn, both of these will affect how people travel. WMRE and DfT are already starting to give some thought as to how best to exit the Emergency Measures Agreement period.

5.0 Section D – Rail Programme

- 5.1 University Station - Three GRIP 5-8 tenders were received 20th March 2020, negotiations are ongoing. Value Engineering exercises are underway to identify opportunities and final submissions are expected 12th June 2020. The Final Business Case is currently going through the WMCA assurance process and approval will be sought at the WMCA Board meeting in July 2020.



Meanwhile, the close out of GRIP 4 is almost complete and agreements are being finalised with the University Hospitals Birmingham NHS Trust in relation to the provision of a Diagnostic Hub at the station. Construction completion is still on target ahead of the Commonwealth Games in Summer 2022.

- 5.2 Perry Barr Station and Bus Interchange – design is progressing well. Proposals to temporarily suspend services at the station during construction have been agreed with West Midlands Trains and a successful public consultation has been delivered by Rail Delivery Group. Options are being evaluated to look at the potential for a de-scoped scheme in light of a GBSLEP funding review. Construction completion is still on target ahead of the Commonwealth Games in Summer 2022.

- 5.2 Camp Hill Line Connectivity - Moseley planning permission was submitted 7th May 2020. Timetable work, being led by West Midlands Trains, has progressed into scenario modelling and results are expected by mid June 2020. The Final Business Case is currently being finalised to accommodate timetable proposals and will be going through WMCA assurance processes with a view to gaining FBC approval in November 2020. Construction completion continues to target December 2022.

- 5.3 Walsall to Wolverhampton Connectivity - design work for both Willenhall and Darlaston stations is drawing to a close with design reviews planned for the next three weeks. Flood risk assessments and overhead electric line clearance

issues have been addressed and approval is due in July 2020. The timetable proposals have now been formally accepted by Network Rail and the Final Business Case is being prepared to enter the WMCA governance process in July. Construction completion continues to target December 2022.

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

6.1 Following the WMRE Board’s formal ratification (by email) of Alex Warner as the new independent chair of the GRC Strategic Board, Andy Street has stepped down from the role. Alex’s first Board meeting was on 29 April.

6.2 As a former train company customer service director, Alex is keen to realise the potential of the GRC Passenger Delivery Taskforce. Given the issues with punctuality and reliability following the May 2019 timetable change, this group sometimes received less attention than its performance counterpart. However, under Alex this is set to change, and he has already started to engage with the chair of the Passenger Delivery Taskforce.

6.3 Unfortunately, the COVID-19 outbreak has meant that several workstreams under both Taskforces have begun to slow down. Indeed, until lockdown and social distancing restrictions are lifted, it will be difficult for much to be delivered. However, Alex has made it clear that there is no reason why the industry cannot use the current period to expedite the planning and preparation that is essential for any customer facing activity. Indeed, the pause in normal activities that has resulted from COVID-19 may free up people to start thinking about solutions to long standing industry problems, something they have not previously been able to do due to demands on their time.

6.4 The GRC is also helping to lead the industry’s response to the COVID-19 crisis. In advance of the introduction of extra services on 18th May, the GRC created a coordination group to identify any key interdependencies between operator’s plans, and enable information sharing across the industry. Through this agreement was reached on the acceptance of tickets across operators during disruption, and a number of timetable improvements were identified.

7.0 Section F –Rail Investment Strategy and West Midlands Stations Alliance

7.1 WMRE is about to embark on a formal review of its Rail Investment Strategy (WMRIS) in the light of a number of changes in circumstances including:

7.1.1 Changes to HS2 plans and programmes

7.1.2 Impact of Covid-19 crisis on rail demand, usage patterns, etc

7.1.3 Emerging projects and plans from local authority and rail industry partners

7.1.4 Increasing importance of decarbonisation agenda

7.1.5 Increasing importance of performance and resilience in rail planning

7.2 WMRE will be working with partner authorities over the coming months as it undertakes this review. The significant uncertainties relating the impact of Covid-19 means that it will be difficult fully understand how our previous plans might be impacted, and it is likely that differing scenarios may need to be developed.

7.3 In terms of specific projects within the TfWM area, update as follows:

7.3.1 **Midlands Rail Hub** – Midlands Connect still awaiting release of £20M allocated in Budget to allow development of next stage of MRH plans.

7.3.2 **Coventry – Leamington** – WMRE and Midlands Connect commissioning feasibility study into case for full double tracking option following DfT seeking to progress partial option at present.

7.3.3 **Aldridge** – GRIP2 study continues with timetabling work being commissioned

7.3.4 **Dudley Port** – Integrated Transport Hub feasibility study out to tender

7.3.5 **Future New Stations** – TfWM/WMRE submitted three bids to the DfT's new "Restoring your Railway - Ideas Fund" with support from appropriate local MPs (a condition of the application process) for feasibility studies into:

7.3.5.1 Tettenhall Station

7.3.5.2 Coventry area stations: Foleshill; Coundon Road; Binley/Willenhall

7.3.5.3 A new shuttle service connecting the Cross City line at Lichfield with Burton/Derby via a potential new station at Alrewas for the National Memorial Arboretum.

TfWM/WMRE and Walsall Council also supported two "Ideas Fund" bids by Birmingham City Council in for feasibility work on new stations at:

○ Fort Parkway / Castle Bromwich

○ Sutton Park Line

- 7.3.6 **Stourbridge to Brierley Hill** – draft study received from consultants identifying potential future options. Separately TfWM is aware that Pre Metro Operations Ltd submitted an independent “Restoring your Railway - Ideas Fund” bid to investigate a potential light railcar service between Stourbridge Junction and Round Oak/Canal St (for interchange with West Midlands Metro)
- 7.3.7 **Moor Street redevelopment** – future demand study being commissioned
- 7.3.8 **Snow Hill station** – work to coordinate various projects being initiated
- 7.3.9 **Solihull station** – Project Steering Group has identified preferred concept design to proceed to SOBC.
- 7.4 The West Midlands Stations Alliance has undergone a governance restructure, to help strengthen accountabilities, provide a commonality of purpose, and aid the decision-making process.
- 7.5 The new collapsed group merged both Steering group and Exec group and is chaired by one of the partner directors on a six-monthly rotational residency for each director with a review of attendees to the meeting.
- 7.6 WMSA’s first new governance meeting was held on the 6th May 2020 over Microsoft Teams. The meeting was chaired by Jonny Wiseman, WMR Customer Experience Director, who will be chairing WMSA meetings for the first six months. The premise of the meeting was largely to establish a common ground for Stations Alliance moving forward and to focus on a few schemes that had been put forward by each partner Director and to collaboratively source their funding and implementation.
- 7.7 The Stations As Places programme is continuing to deliver prospectuses but has met with some challenges due to COVID-19 restrictions and working under the current Emergency Measures Agreement (EMA) between DfT and WMT. This is largely due to the constraints imposed upon by the lockdown which have impeded the gathering of datasets utilised in the documents and the requisition of resources required to produce these documents. This has impinged on its schedule for delivery. However with regards to community engagement, Stations As Places have successfully managed to run virtual consultation meetings/workshops and have been producing desktop versions of the prospectuses.
- 7.8 Finalised versions of some of the prospectuses can be viewed on the WMSA webpage using the following link:

<http://www.westmidlandsrail.com/strategy/west-midlands-stations-alliance/>

8.0 Section G – Financial Implications

- 8.1 There are no direct financial implications as a result of this update report. Although the latest status position covering the Rail Programme, Rail Investment Strategy and Stations Alliance is for noting in this report there are a number of financial risks and challenges against these that will be need to be carefully considered. This will form a key element as part of progressing the further development and/or delivery of these.
- 8.2 Any costs incurred or support provided by TfWM or West Midlands Rail Executive from supporting the activity in relation to the GRC will be met from within agreed funding and resources.

9.0 Section H – Legal Implications

- 9.1 There are no specific legal implications arising from this report.

10.0 Section I – Equalities Implications

- 10.1 There are no equality implications in relation to this update report. Individual schemes and projects need to undergo in-depth equality impact assessments to ensure inclusion and accessibility compliance.

11.0 Section J – Geographical Scope

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

12.0 Section K – Inclusive Growth Implications

- 12.1 As an update report for noting, there are no inclusive growth implications associated with the allocation of resources arising from this report. However, the schemes referenced in the report are likely to have the following implications, in line with the Future Generations and Universal Design inclusive growth tests:

12.2 Future Generations:-

The Midlands Rail Hub will be an important mechanism to ensure that the benefits of HS2 are felt across the region in terms of improvements to local rail services and the opportunities those services create. However, the majority of people in this region do not use heavy rail services as part of work and life. The implications of the transition from lockdown – assuming that we retain the aspirations laid out in WM2041 – are that walking and cycling will be vital in order to achieve a balance between connectivity and good health. Buses are the public transport mode of choice for most people in the region, and will

continue to play an important role in the region's future. As such, all investments into heavy rail also need to be made with a view to encouraging people away from car ownership and towards active travel and mass transit. This can be realised in a number of ways, but notably in how stations connect to their localities, and in how train stations and carriages are designed to encourage walking and cycling. This also means that economic improvements that happen ahead of new heavy rail services can still be open to people via public transport.

- 12.3 On balance, the increased heavy rail capacity that HS2 brings is a positive for tackling climate change (assuming that people and freight move by train instead of by road) – however, anything that involves construction has an impact on the natural environment. The commitment to biodiversity net gain must be upheld, and opportunities to improve resilience to locked-in climate change should be designed in, including by developing sustainable urban drainage schemes.
- 12.4 In the interests of building strong regional economies across the UK it is important that stakeholders from the West Midlands are involved in shaping connectivity between our region and the regions of the Northern Powerhouse. Relationships and supply chains cross administrative boundaries. Furthermore, good relationships between the regions will serve the West Midlands well as it seeks further devolution of powers from Whitehall.
- 12.5 Universal Design:-
In improving rail services and assets, new stations and carriages should adhere to universal design principles – ensuring that disability, additional needs or age are no barrier to using a station, its surrounds or a train service safely and logically.



Transport Delivery Committee

Date	8 June 2020
Report title	Park & Ride update report
Accountable Chief Executive/TfWM Director	Pete Bond, Director of Integrated Network Services
Accountable Employee	Babs Spooner, Head of Park & Ride
Report has been considered by	Transport Delivery Committee Lead Members

Recommendation(s) for action or decision:

Transport Delivery Committee is recommended to:

Note the contents of this report

1. Purpose

- 1.1 This report provides an update on Park & Ride matters within the West Midlands Combined Authority Area and the impacts of Covid-19 (Coronavirus) on car park operations and development.

2. Background

- 2.1 Transport for West Midlands (TfWM) currently operates 9,000 Park & Ride spaces on the region's public transport network. These are located in 65 car parks serving 39 railway stations and five Metro stops.
- 2.2 Prior to the Coronavirus pandemic, all Park & Ride sites were generally full on a weekday by 8am with the exception of Bescot Stadium.
- 2.3 As a result of this high demand, there is a focus by TfWM in conjunction with the West Midlands local authorities on expanding Park & Ride at the locations that will be most beneficial to the region strategically, economically and, fundamentally, for our customers and communities. Further detail on how we are taking this work forward is provided in section 4 of this report.

- 2.4 With regards to Park & Ride usage *prior* to the impacts of Coronavirus, as an average across the network:
- One third of people drive to Park & Ride sites from within a mile of their location;
 - One third of people drive to Park & Ride sites from 1-2 miles away from their location;
 - 97% of people driving to Park & Ride are making a single occupancy car journeys;
 - 81% of Park & Ride users are commuters travelling for work with 73% travelling to central Birmingham;
 - 22% of parking at railway stations/Metro stops is on street; and
 - One in nine people do not travel to their nearest station/stop.
- 2.5 Park & Ride currently costs the West Midlands Combined Authority £2.4m per year in operational costs. This is predicted to rise to £3.2m over the next five years if expansion aspirations are realised.

3. Impact of Coronavirus on Park & Ride

Park & Ride usage

- 3.1 Following the announcement on the evening of 23 March 2020 of a national lockdown in response to Coronavirus, the occupancy of Park & Ride sites has significantly reduced. Figure 1 below shows the total number of cars parked within Park & Ride car parks in the 10 days following the announcement of lockdown, and figure 2 shows the average % occupancy of Park & Ride car parks during the same period. This is out of 9,000 spaces which are normally close to or at 100% capacity.

Figure 1 – Total number of cars parked at Park & Ride sites from 23 March 2020 to 7 April 2020

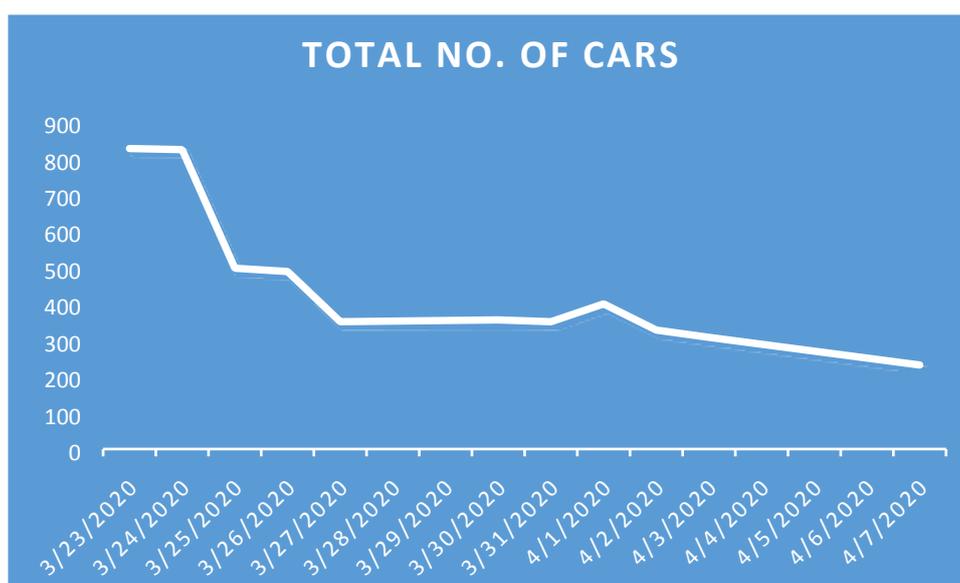
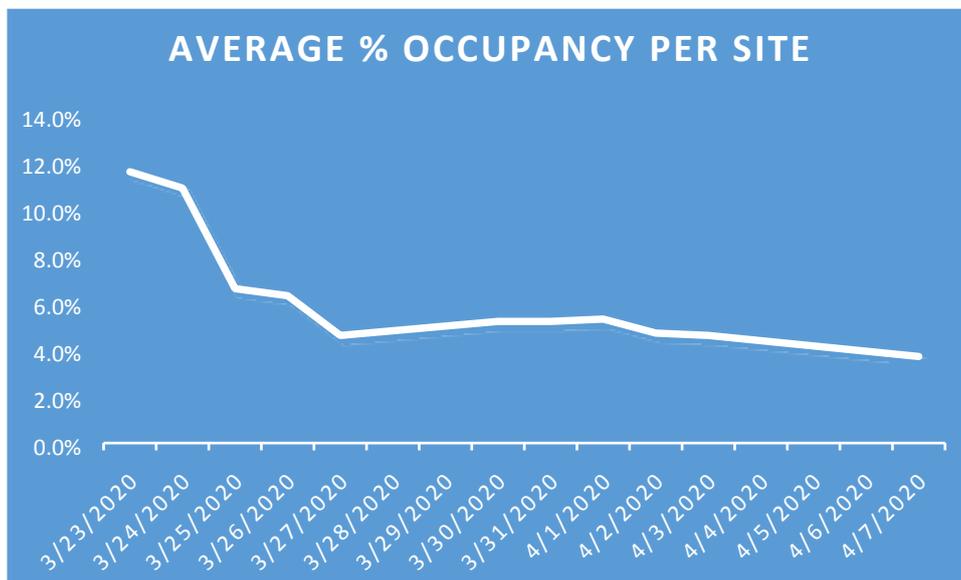
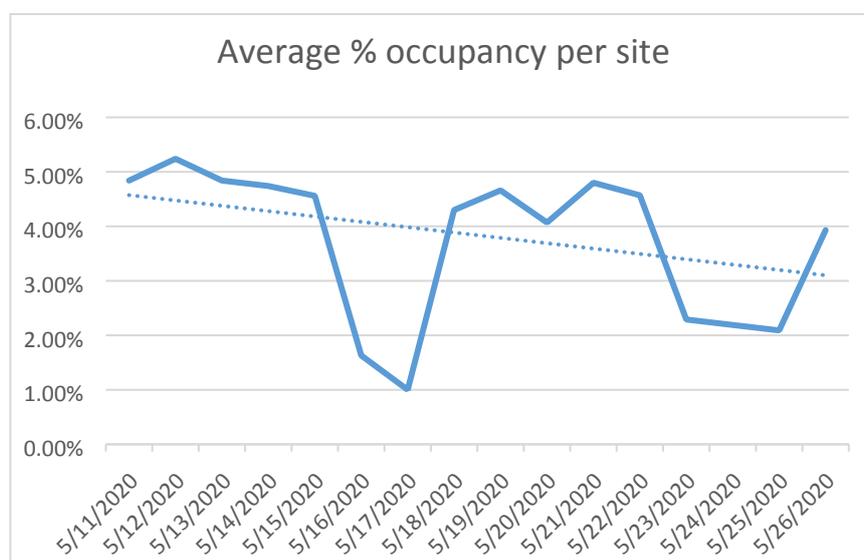


Figure 2 – Average % occupancy of Park & Ride sites from 23 March 2020 to 7 April 2020



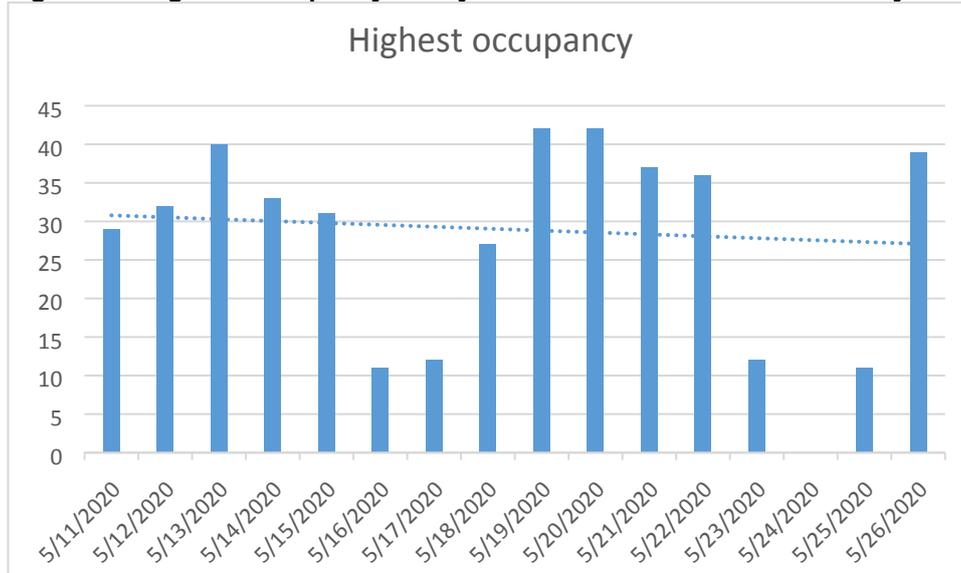
- 3.2 As the charts above demonstrate, following an initial drop in the few days following the lockdown announcement, there was a consistently low occupancy rate of Park & Ride sites of below 5%.
- 3.3 Following the announcement on 10 May 2020 that lockdown rules were being relaxed to allow more people to travel to work (albeit avoiding public transport where possible), Park & Ride occupancy has been monitored on a daily basis to understand the impact.
- 3.4 During w/c 11 May 2020, car park counts at every site were undertaken at 09:00. So far, there has been no significant increase in Park & Ride usage with occupancy generally being below 5% as demonstrated on figure 3 below.

Figure 3 – Average % occupancy of Park & Ride sites since 11 May 2020



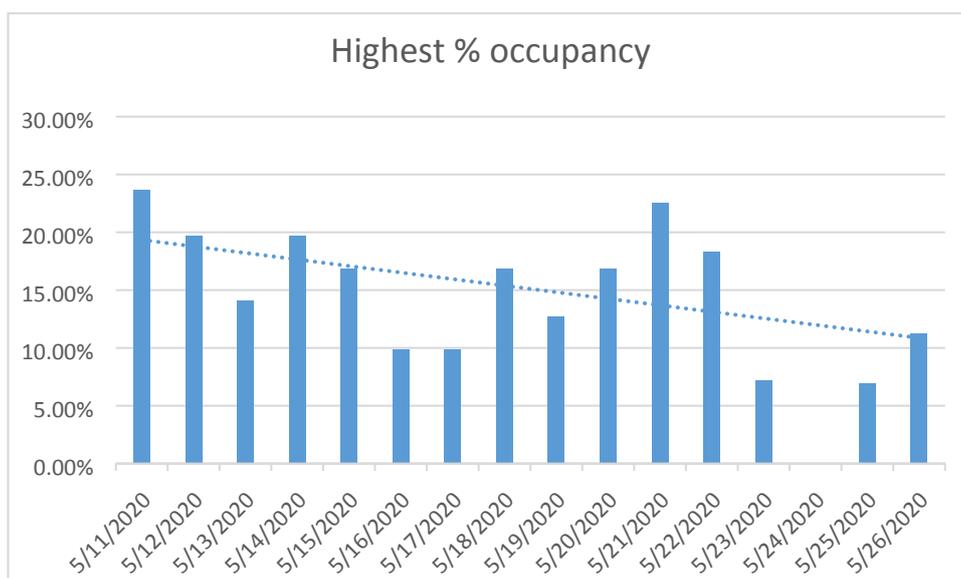
3.5 The highest number of cars in any one car park since 11 May was 42 as demonstrated in figure 4. This was at Stourbridge Junction, which is likely to be reflective of the capacity of the car park (1069 spaces) and its proximity to the West Midlands county border. Occupancy of Stourbridge Junction has not exceeded 4% and so there are unlikely to be any key risks or issues relating to social distancing.

Figure 4 – Highest occupancy of any Park & Ride site since w/c 11 May 2020



3.6 Highest % occupancy is around 20%, reflected on figure 5 below, and seems to be focussed on the two Solihull based stations at Olton and Shirley. Anecdotally we have been told some residents may be using Shirley for parking. Olton is adjacent to a shopping area which may account for its occupancy levels.

Figure 5 – Highest % occupancy of any Park & Ride site since w/c 11 May 2020



- 3.7 We will continue to closely monitor Park & Ride usage in the coming weeks and months and seek to identify sites where percentage occupancy is becoming high, with consideration of measures to manage impacts on social distancing made on a case by case basis.

Save a Space

- 3.8 Charging for the parking bay reservation service Save a Space was successfully introduced on 02 March 2020 with no issues reported. However, throughout the coronavirus pandemic there has been no usage of the service due to the high availability of free car parking across the network at railway stations and Metro stops throughout the day. A revised monitoring and review programme for the service will be set out once there is more clarity on the usage of Park & Ride as lockdown restrictions are further relaxed.

Longbridge Park & Ride delivery

- 3.9 TfWM officers have been working alongside Principal Contractor Bourne Parking Ltd. to continue the delivery of the new 620 space strategic Park & Ride facility at Longbridge.
- 3.10 Bourne has worked in adherence to Government guidance on safe working practices and social distancing on site throughout the coronavirus lockdown. Despite some impacts to programme due to the availability of some suppliers and contractors, Bourne was able to complete its contracted works on site on 11 May 2020, only two weeks behind programme. Handover of the site from Bourne to TfWM was concluded on Thursday 14 May 2020. Some images are provided in Appendix A.
- 3.11 There are some additional works remaining before the car park can be opened, primarily those being led by WMCA including the provision of telecommunications and power to the site by BT and WPD respectively. Both of these utility providers are only undertaking essential services works during the current lockdown situation. We are liaising closely with them to understand when they can return to site to complete their connections.
- 3.12 The decision not to install the payment equipment at present has been made to ensure the site is free from more costly assets and so that once installed it can be connected to the main, permanent power supply. Therefore this work will also have to be undertaken at an appropriate time prior to the car park opening. Other items to be completed include a small amount of internal painting, het production and installation of signage and identified snagging works.
- 3.13 The site has currently been secured until such a time as we can return to site to complete the outstanding works. During this time we have implemented a number of security measures to protect the car park including:
- The site is cordoned off from the public with perimeter fencing and locked gates;
 - Live CCTV monitoring including motion detection is in place so that any activity on the site is immediately flagged up to the CCTV control room;
 - An arrangement is in place with security firm MAN Commercial to visit the site as requested by the CCTV control room; and
 - MAN Commercial are undertaking daily visits to check the site and boundary fencing.

3.14 A decision on when to open the car park will be made based upon:

- The timescales required for the remaining car park works to be undertaken once lockdown restrictions allow (a programme has been developed indicating a 4 week period required to complete all works following WPD works); and
- When the final planning conditions can be discharged.

We will also consider:

- The occupancy of neighbouring Park & Ride sites to determine local demand; and
- Any changes to messaging around discouraging people to use public transport.

At present, the earliest opportunity to open the car park is July 2020, however this will be determined by the above factors.

Park & Ride development work

3.15 Development of Park & Ride schemes has been progressing during the Coronavirus pandemic. There has been limited impact of lockdown on this work, it mainly being:

- Consultants conducting development work and demand modelling have been less available; and
- Some surveys required to understand the impacts of the schemes and inform the planning process e.g. traffic counts and ecological assessments cannot be undertaken at present due to data being unrepresentative or due to the need for people to be within a 2m distance to conduct the work.

We have been working with the consultants to mitigate against these impacts, for example sourcing historical traffic count data. We are hopeful that the impact on scheme development will be minimal, the main risk being the potential implications on the planning application for the A34 Park & Ride scheme.

3.16 However, as part of the capital programme review in the light of the coronavirus financial impacts, the schemes currently undergoing development and design will be re-evaluated to ensure that they are still priority schemes and can be delivered affordably and effectively despite additional constraints and financial dynamics linked to coronavirus.

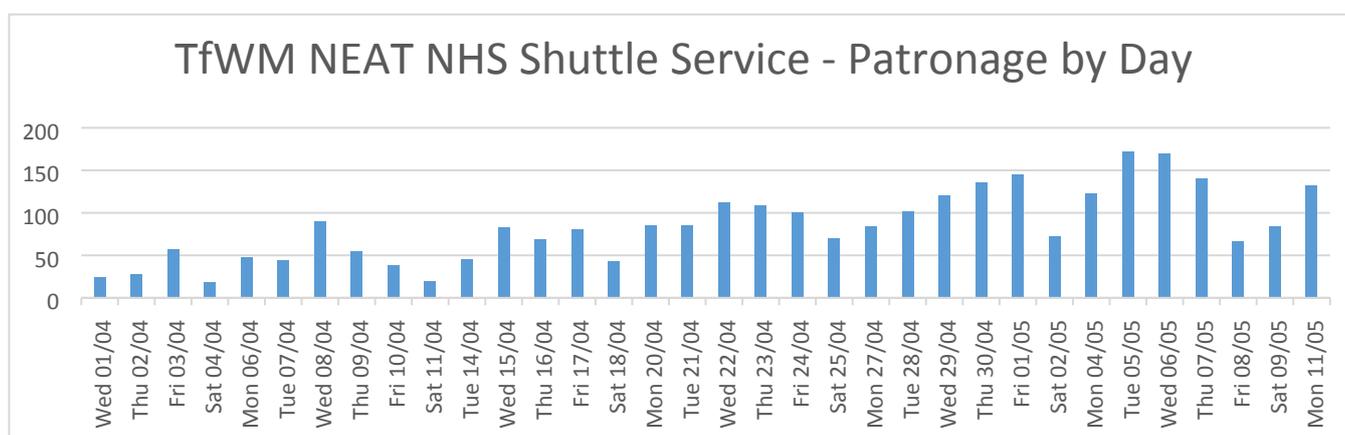
NHS Park & Ride shuttle services

3.17 Park & Ride sites have also been utilised during the coronavirus pandemic as a base for shuttle bus services for NHS staff.

3.18 Since 1st April 2020 TfWM has been working with National Express Accessible Transport (NEAT) to repurpose Ring & Ride vehicles as shuttles and a demand responsive service for NHS workers between 07:00 and 22:00, Monday to Saturday.

- 3.19 In addition to other transport hubs and interchanges TfWM P&R sites have been key locations from which these services have been operating, enabling NHS staff a safe, monitored space to park, and a reliable service to connect them to selected NHS site.
- 3.20 The main P&R sites that have been used for this shuttle service are Stourbridge Junction, Wednesbury Parkway, Sutton Coldfield with services operating from Selly Oak, Northfield Chester Road Lea Hall and Marston Green on a demand responsive basis.
- 3.21 By 14th May the services had carried over 3200 passengers, although the exact number of staff parking at the P&R sites is unknown. Figure 6 shows shuttle service usage from the launch on 1 April 2020 to 11 May 2020.

Figure 6 – Highest % occupancy of Park & Ride sites from 1 April 2020 – 11 May 2020



4. Park & Ride development

- 4.1 As referenced in points 3.12 and 3.13 of this report, work has been continuing to develop and deliver a number of Park & Ride expansions or delivery of new sites across the network. Work is being undertaken carefully to minimise potentially abortive costs in light of the capital programme review.
- 4.2 A summary of sites where work is continuing is provided in **Table 1** below. Additionally a summary of other sites that are being considered in the context of the emerging strategy and development framework in **Table 2**.

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

<p>A34 / M6 Junction 7 (Sprint)</p>	<p>In conjunction with the Sprint development team, TfWM is developing a scheme for a Park & Ride site on the A34 Sprint corridor, close to junction 7 of the M6, to act as an intercept for cars heading to Birmingham and Walsall. Two potential sites have been identified for a Park & Ride facility, and negotiations are ongoing with the landowners regarding land acquisition. Initial conversations have also taken place with Walsall MBC with regards to potential planning implications of the scheme identifying a number of hurdles to be overcome including traffic impacts, land designation and ecological factors. Survey work is being conducted where feasible to understand more about these issues to ensure we can enter the formal planning process with appropriate suggested mitigations. This scheme is currently unfunded, however the A34 Park & Ride Steering Group is working on a funding strategy for the scheme which may include charging alongside loan or grant funding.</p>
<p>Bradley Lane (Metro)</p>	<p>The new 196 space car park at Bradley Lane was opened to customers in early February. There are some minor outstanding snagging works to be undertaken as would be expected on a scheme of this nature. Further to this, TfWM is required to reinstate the football pitches on the adjacent land. Work will commence once Covid-19 restrictions allow.</p>
<p>Longbridge (Rail)</p>	<p>Work on the new 620 space car park is substantially complete, with handover taking place from principle contractor Bourne to TfWM on 14 May 2020. There are some outstanding works remaining that cannot be undertaken with the current Coronavirus restrictions including provision of the main power and telecommunications services. We are working with WPD and BT respectively to understand timescales for this work. Installation, testing and commissioning of the payment equipment and signage is also outstanding. A date for opening the car park will be agreed based upon when this work can be complete and planning conditions can be discharged.</p>

<p>Tile Hill (Rail)</p>	<p>A project is continuing to be developed as part of HS2 connectivity package for Coventry and Warwickshire, in partnership with Coventry City Council, to increase the current provision of 347 spaces at Tile Hill station. Two potential plots of land have been identified and designs produced for both. A confirmation on land availability is now required so a decision can be made on which site to progress with. A Strategic Outline Business Case (SOBC) has been drafted, with work to progress to Outline Business Case (OBC) due to commence shortly. Further development funding has been allocated to the scheme so that it can be progressed to the planning stage. This scheme is currently unfunded, however business case work will consider a funding strategy for the scheme which may include charging alongside loan or grant funding similar to the model used at Longbridge.</p>
<p>Whitlocks End (Rail)</p>	<p>An initial design has been produced to deliver a 271 space addition to the current 324 space car park at surface level. This incorporates land previously acquired by TfWM that is directly adjacent to the existing P&R site. Work is being undertaken to prepare the planning documentation to allow for a planning application to be submitted. A meeting is due to be held with Solihull MBC officers to inform this process, ensuring we understand the key issues and constraints of the scheme and reflect these in the planning documentation alongside appropriate suggested mitigations. As with A34 and Tile Hill, this scheme is currently unfunded, however business case work will consider a funding strategy for the scheme which may include charging alongside loan or grant funding similar to the model used at Longbridge.</p>

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

<p>Coseley</p>	<p>Parking provision at Coseley has been a long standing issue due to its location serving a wide area and its rail service provision being higher than nearby railway stations. TfWM, in partnership with Dudley MBC, is currently looking at short and medium term options to improve parking provision at the station. With regards to short term opportunities, this could include deals with local landowners for temporary car parking provision. For the medium term, we are looking for land opportunities near to the station which could be available for rental or purchase to enable us to provide a larger parking facility.</p>
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<p>Dudley Port (Rail & Metro)</p>	<p>Opportunities to improve parking provision at Dudley Port are being considered as part of the Dudley Port Integrated Transport Hub study which is looking at the integration of rail and Metro at this location and also seeking to improve access by all modes including bus, walking, cycling and car. The scheme is being looked at alongside wider plans to transform the railway station to improve customer experience, rail services and capacity. We are currently in the process of appointing a consultant to undertake a feasibility study for this package of works.</p>
<p>Quinton M5 Junction 3</p>	<p>The Park & Ride strategy has highlighted an area in the vicinity of the M5 Junction 3 at Quinton as a key strategic location for a Park & Ride facility both in terms of intercepting journeys from both within and outside of the region, and to serve large areas of south Dudley and Birmingham which don't currently have good access to rail and rapid transit. An initial piece of work will be commenced shortly to understand what, if any, land opportunities exist in the area for a Park & Ride facility. It is envisaged that a Park & Ride in this area will be served by Sprint.</p>
<p>Minworth A38</p>	<p>A small amount of development funding has been allocated by Midlands Connect to facilitate a piece of work to look at the feasibility of a Park & Ride at Minworth along the A38 corridor. This is due to its location close to the edge of the conurbation in a key strategic area for traffic interception, as well as serving large areas of residential, commercial and industrial land without easy access to the rail or rapid transit network. It would also benefit significant housing and commercial development taking place nearby at Langley and Peddimore. Initial conversations have taken place with the consultant that has undertaken the wider development work for Midlands Connect Park & Ride opportunities to discuss undertaking demand modelling work for the scheme. A process to identify potential plots of land for rental or purchase is also due to commence imminently. The Park & Ride would be served by Sprint/express bus services.</p>
<p>Sandwell and Dudley (Rail)</p>	<p>A number of outline options have been produced that could increase the parking provision at Sandwell and Dudley station from the current 372 standard spaces, up to as many as 1100 spaces, through a variety of decked solutions. The scope of this project is being considered, in conjunction with the Park & Ride Strategy and local highway implications, in order to ascertain any desired or appropriate level of expansion, and whether development costs can be off-set by charging for use of any enhanced facility. A steering group is being established to investigate this scheme further.</p>

Tame Bridge Parkway (Rail)	An area of land has been identified adjacent to the current site which could be used to deliver a car park expansion. Further to this, the car park layout on the existing site could be optimised. The Park & Ride team and Scheme Development team at TfWM is working alongside the Homes & Development team to look at a wider access package to the site to improve sustainable access from a large housing development taking place nearby.
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- 4.4 TfWM's Park & Ride team is also feeding into the design and development process for the car parks at the new railway stations at Willenhall and Darlaston.
- 4.5 Following on from the approval of the Park & Ride policies and principles, work is ongoing to identify other potential locations for Park & Ride which meet the criteria set out. Focus will be given to sites that play a key role in intercepting traffic and/or serve regional catchments which otherwise do not have good sustainable access to rail and rapid transit.
- 4.4 Furthermore sites will be required to meet other key criteria (except in exceptional circumstances) including:
- Sites should not be within three miles of Birmingham;
 - Sites should be served by rail and/or rapid transit service with a frequency of more than two services per hour;
 - Sites should not have more than 50% of people currently driving from within one mile; and
 - Sites should be able to support a car park of greater than 100 spaces.
- 4.5 Locations for Park & Ride will be identified on this basis in partnership with local authority colleagues. A prioritisation exercise will then be conducted to deduce which sites should be focussed on for immediate design and feasibility development. The prioritisation process will consider:
- Strategic fit
 - Deliverability and affordability
 - Transport investment benefits
 - Local considerations
- 4.6 Shortlisted sites will be developed to SOBC stage ready for funding opportunities. Financial modelling will also be undertaken to understand the business case if users are charged to park at the facility under a similar arrangement to Longbridge, where revenue from car park charging is being used to offset the construction and operational costs.
- 5. Commonwealth Games**
- 5.1 Work continues to take place in partnership with Commonwealth Games partners, to identify potential Park & Ride locations for the event.

- 5.2 TfWM is currently awaiting more detail on the events schedule for the games which will inform the best locations for Park & Ride alongside the size of facility that will be required.
- 5.3 The Park & Ride being developed on A34 is considered to be a potential location that could be used for Commonwealth Games Park & Ride, being on the main corridor to the Alexander Stadium as well as on a key artery into Birmingham city centre. The facility is being designed with this in mind.

6. Lease / rental reviews

- 6.1 As lease and rent reviews present themselves, TfWM will continue to work to maintain its existing Park & Ride portfolio, subject to assessment of value for money including the cost of maintaining and operating the sites.
- 6.2 Nearly all of TfWM's Park & Ride sites remain free of charge to users, however there has been an increase in lease and operational costs at a number of locations. Consideration will need to be given regarding sites where cost increases render the car park poor value for money as to the future of that site, including potential withdrawal and exploration of other funding opportunities.
- 6.3 A number of leases with Network Rail are due to expire in March 2022. TfWM has commenced conversations with Network Rail on the renewal of these leases. A number of leases that are in place with Network Rail are complex and restrictive and we are hoping that the renewal process will allow for some simplification and consistency, in particular with regards to customer experience and the potential to generate income.
- 6.4 Initial discussions between TfWM and Network Rail have been positive, with potential options around revenue generation from sites, from any commercial activities, being reinvested in rail and access to rail including Park & Ride.

7.0 Operational cost challenges of Park & Ride

- 7.1 The operational costs of Park & Ride remain a key financial challenge for TfWM. Park & Ride is currently subsidised through the WMCA transport levy and the Integrated Transport Block at an estimated cost of £2.4m per annum. This is set to increase to £3.2m per annum by 2024/25 due to expansion aspirations and increases in operational costs.
- 7.2 The Park & Ride Policies and Principles report, approved by WMCA Board in March 2019, sets out the details for the funding, management and development of Park & Ride, including exploring a charging/booking system to see if we can move towards a more sustainable approach to funding Park & Ride provision and improving customer experience. More details on this are available in table 3 below.

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

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

7.3 A review exploring charging and booking has commenced considering a wide range of factors including:

- Whether introducing a charging / booking regime for Park & Ride could manage usage and improve customer experience for people who currently cannot get a parking space if they do not arrive early in the morning peak;
- Whether introducing a charging / booking regime for Park & Ride could promote more sustainable travel to Park & Ride and discourage some of the high numbers of short, single occupancy car trips currently undertaken;
- If a charge were applied, what level would be realistic in not creating a barrier to usage for those who do not have another feasible option for accessing rail and rapid transit;
- If a charge were applied, what level would not have a significant negative impact on demand;
- What a payment process for the customer would look like, ensuring provision of easy to use, seamless processes including use of Swift;
- The costs required to roll out a charging regime across TfWM Park & Ride;
- What approach would be taken in rolling out a charging regime across TfWM Park & Ride for example whether this would need to be phased;
- The amount of revenue required to cover capital and revenue costs associated with the payment process and wider operational costs;
- A process for ring-fencing a proportion of revenue raised for reinvestment in the public transport network;

- An understanding of the positive and negative impacts Park & Ride charges could have on surrounding areas plus potential mitigation costs; and
- How booking/space reservation could improve the user experience at Park & Ride sites.

7.4 A new post has been recruited to – Head of Network Transformation – which will further support the development of this work stream.

7.5 Further updates will be provided as work on this area continues.

8. Financial Implications

8.1 The scheme developments and lease reviews outlined in this report will be reflected in the financial forecast. The financial impact of the Covid-19 is being tracked and the forecast in June will be updated to reflect this.

9. Legal Implications

9.1 There are no specific legal implications arising from this report

10. Impact on Delivery of Strategic Transport Plan

No comments

11. Equalities Implications

11.1 New park and ride sites will need to meet key access standards in line with BS8 301. Moreover, an equality impact assessment of the charging proposals at an early options development stage will help ensure any equality concerns are appropriately addressed.

12. Inclusive Growth Implications

No comments

13. Geographical Area of Report's Implications

No comments

14. Other Implications

No comments

15. Schedule of Background Papers

None



Top floor view towards stair and lift core



Panorama of top floor



View of one of the intermediate floors towards the stair and lift core



View towards car park entrance from Devon Way



View of west elevation from outside The Factory on Longbridge Lane



Panorama of front façade of the car park from Longbridge Lane



View of east elevation from Longbridge Lane



Transport Delivery Committee

Date	8 June 2020
Report title	TDC Air Quality, Congestion and Environmental Sustainability Lead Member Reference Group – Impacts of Covid-19
Accountable Chief Executive	Laura Shoaf, Managing Director, TfWM 0121 214 7444 laura.shoaf@tfwm.org.uk
Accountable Employee	Jake Thrush, Associate Policy Advisor, TfWM 07411 205199 Jake.Thrush@tfwm.org.uk
Report has been considered by	Councillor Richard Worrall, Lead Member Air Quality, Congestion and Environmental Sustainability

Recommendation for action or decision:

Transport Delivery Committee is recommended to:

Note the impacts of the Covid-19 pandemic on air quality, congestion and carbon emissions in the West Midlands, and the possible actions that could be taken in light of these impacts.

1. Purpose

1.1 To update Transport Delivery Committee (TDC) on the impacts of Covid-19 on the areas considered by the Lead Member Reference Group.

2. Background

2.1 The TDC Air Quality, Congestion and Environmental Sustainability Lead Member Reference Group terms of reference are:

Group Terms of Reference

-To monitor and report on the future development of measures to reduce road traffic congestion in the West Midlands. Plus measures to monitor and cut its associated negative air quality and associated environmental impacts, including any measures supporting the delivery of the environmental objectives within the West Midlands Strategic Transport Plan and other strategic planning documents.

-To monitor progress on programmes seeking to effect cuts in congestion and its associated health and environmental impacts in line with WMCA policies, strategies and timescales.

-To monitor and support work with public transport operators passenger groups and members of the public to support the delivery of reduced congestion on the roads, plus general improvements in air quality across all forms of private and public transport.

-To give guidance and input during the preparation and clearance of reports within the portfolio area which are to be considered at any Transport Delivery Committee meeting

2.2 The three main areas of interest for the Group in relation to the impact of Covid-19 are:

- air quality
- road traffic congestion
- carbon reduction

2.3 These are considered in turn:

Air Quality

2.4 The current Covid-19 pandemic has led to dramatic reductions in nitrogen dioxide levels in the West Midlands as a result of lower traffic volumes. This reflects reductions across the UK.

2.5 In early April, nitrogen dioxide levels reduced by the following percentages, compared to the previous five year average for the same time period:

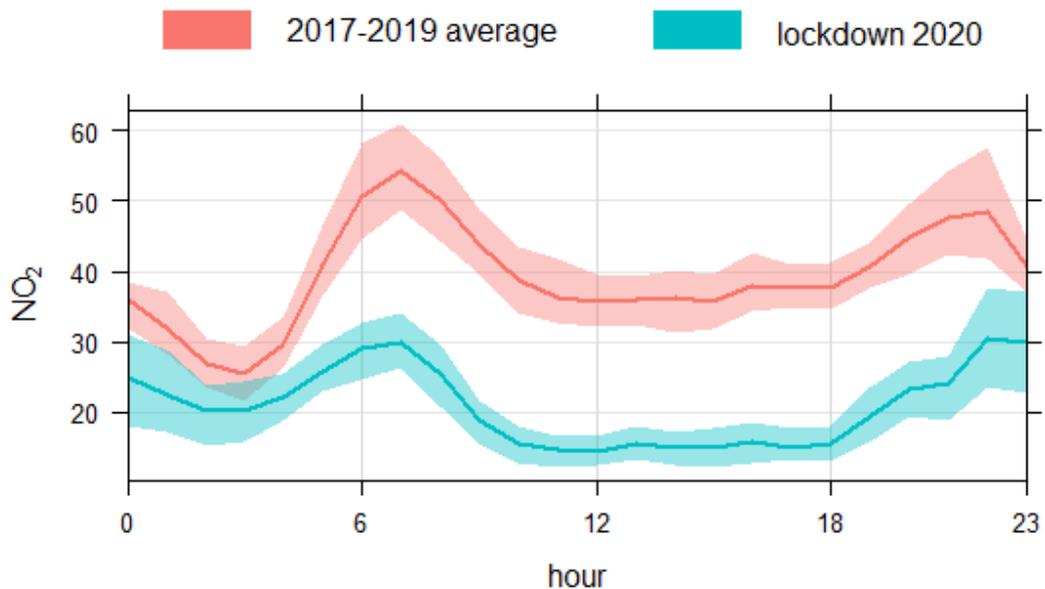
Nitrogen Dioxide Levels April 2020, Percentage Reduction Compared to Previous Five Year Average

Leeds	48%
Cardiff	45%
Newcastle	45%
Glasgow	44%
Birmingham	42%
Manchester	39%
London	36%
Bristol	31%
Belfast	30%
York	11%

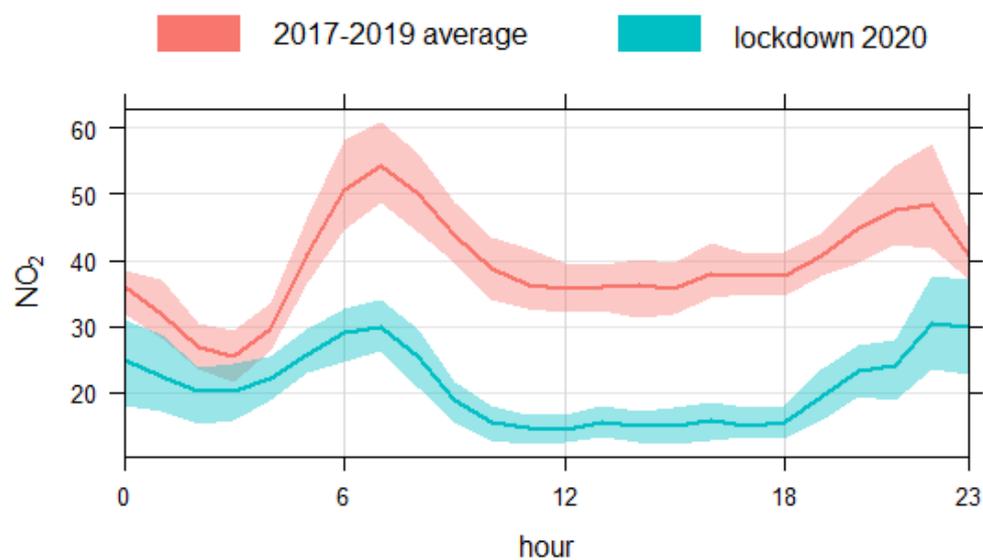
<https://theecologist.org/2020/apr/24/pollution-falls-during-coronavirus-lockdown>

2.6 Monitoring as part of the WM-Air Project, led by the University of Birmingham, shows reductions in NO₂ levels at sites across the West Midlands. This is compared to 2017-19 averages:

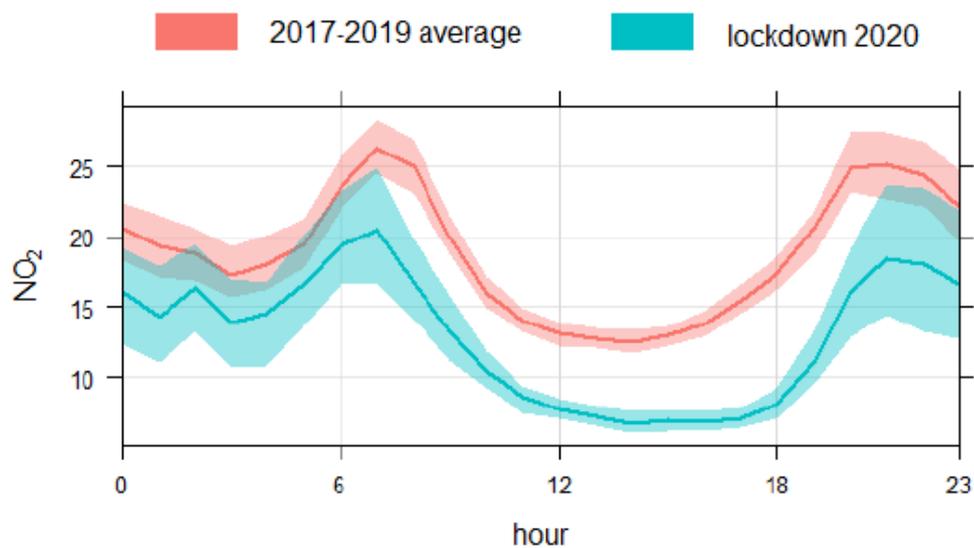
Birmingham (A4540 roadside)



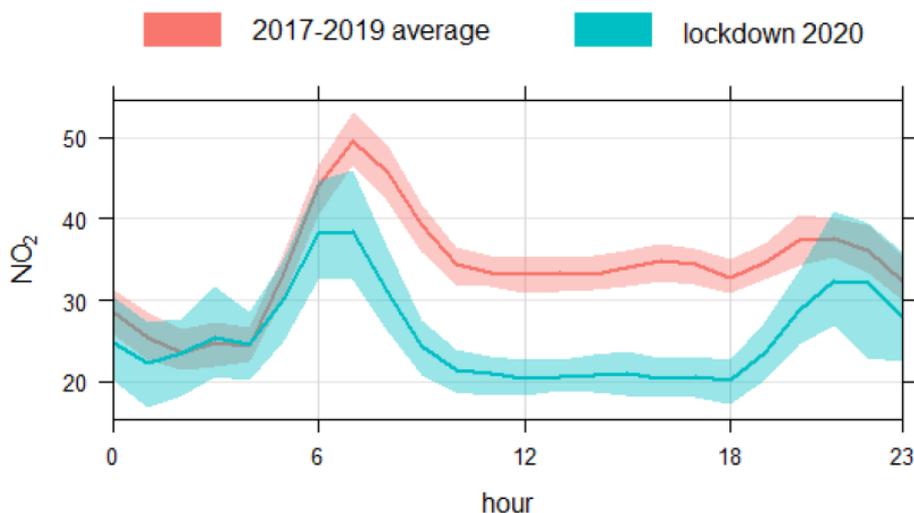
Acocks Green



Coventry Allesley



Oldbury

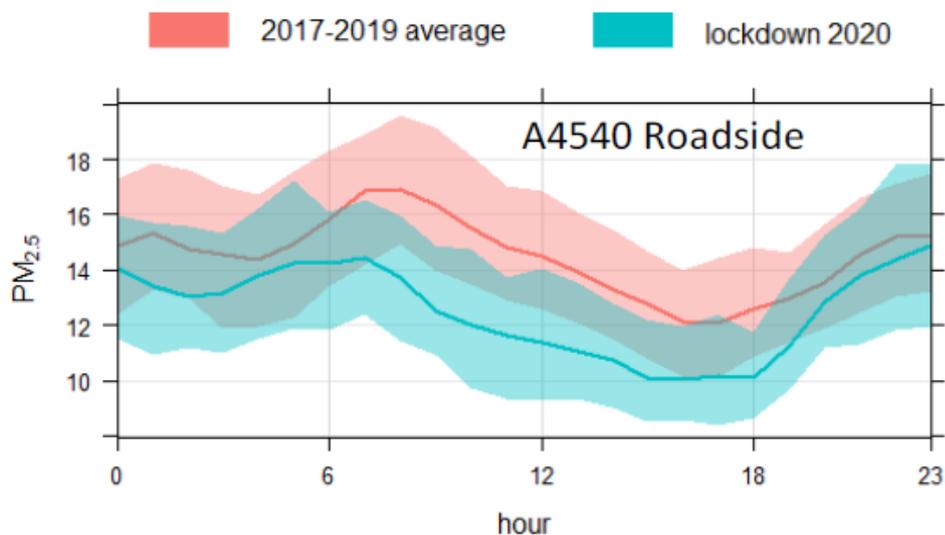


- 2.7 There have been some smaller reductions in particulate levels in the West Midlands. However, there have been episodes of high levels of fine particulates (PM_{2.5}) in march across England and Wales. This reflects the many sources of fine particulates, not just motor vehicle emissions – potentially including garden waste burning, agricultural muck spreading, and industrial and other emissions blowing over from continental Europe, which occurred to an unusual extent in spring 2020.

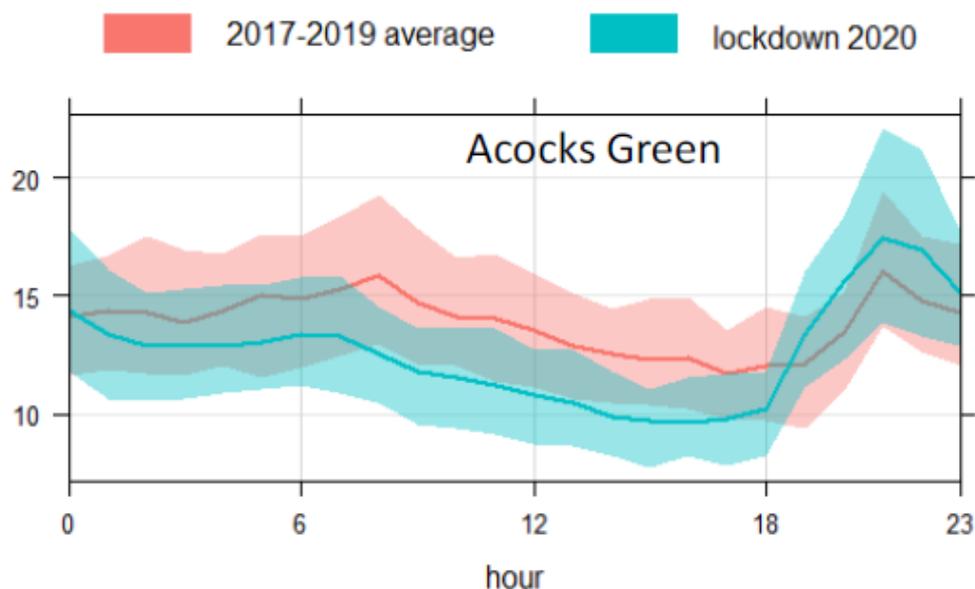
<https://airqualitynews.com/2020/05/04/air-quality-making-headlines-during-the-coronavirus-lockdown/>

- 2.8 Monitoring of PM_{2.5} levels at sites across the West Midlands, as part of the WM-Air Project shows these reductions:

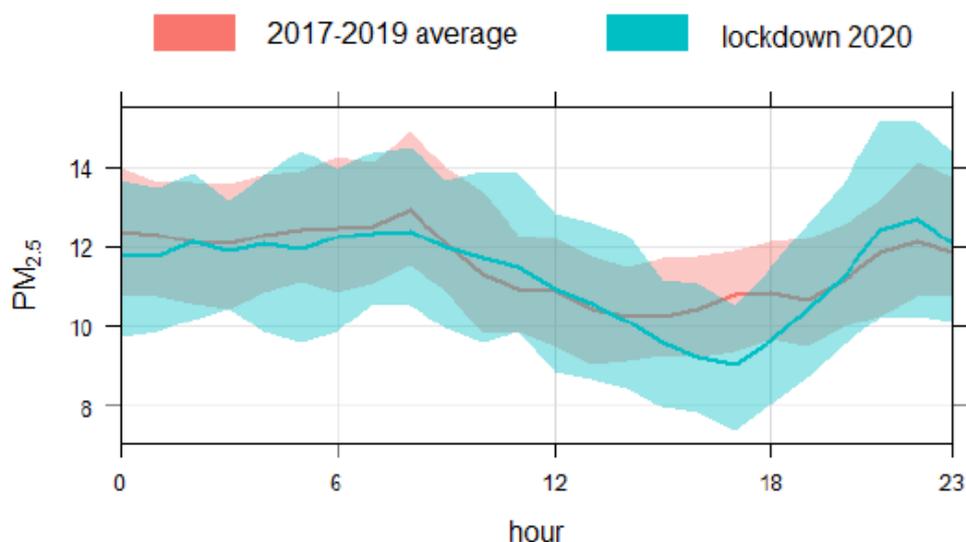
Birmingham A4540 Roadside



Acocks Green



Coventry Allesley



2.9 Commentary on these findings is provided by University of Birmingham in the interim report. This states:

“Implications for Clean Air Science

Changes in behaviour and economic activity arising from the Covid-19 outbreak have improved air quality in some aspects – nitrogen dioxide (NO₂) levels have fallen significantly in most urban regions, driven by the change in emissions. Changes in PM levels are less directly apparent in the data, and will require longer term analyses to quantify – reflecting the wider range of PM sources, and importance of regional, as well as local, emissions. The weather remains a key factor affecting public perceptions of clean air, and must be taken into account in analyses of measured levels. The changes observed give confidence that future policies to reduce vehicle emissions in individual cities – whether through lowered traffic levels or switches to cleaner vehicles – will

reduce NO2 levels. Reductions in PM will require coordinated, regional approaches across a wider range of emissions sources / sectors.”

(extract from “ Air Quality in the West Midlands : Impacts of Covid-19 Restrictions, March-May 2020, *an interim briefing note from the WM-Air Project*”; 12 May 2020; William Bloss, Zongbo Shi, Daniel Rooney, Nicole Cowell, Congbo Song - University of Birmingham)

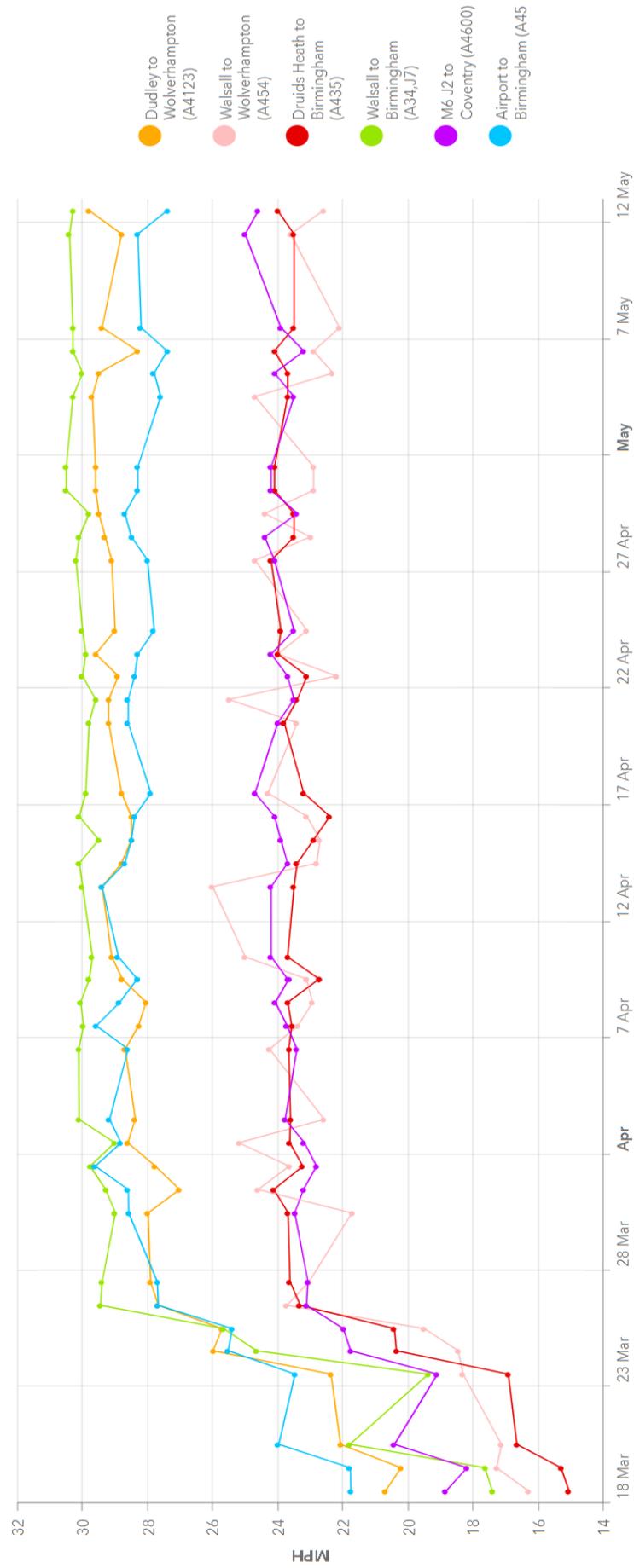
- 2.10 If members wish to receive a copy of the full interim report then they should contact Jake Thrush, Associate Policy Advisor, TfWM Jake.Thrush@tfwm.org.uk.
- 2.11 Traffic is a significant contributor to NO2 pollution and agreed ways to secure less nitrogen dioxide emissions from transport need to be continued. This includes the potential for some home working to continue. Ways to reduce fine particulates will require a wider strategy, covering other sectors (homes, agriculture, industry) as well as transport.
- 2.12 Due to the impact of the Covid-19 crisis, Birmingham City Council will now introduce its Clean Air Zone in January 2021 at the earliest.

https://www.birmingham.gov.uk/news/article/567/birmingham_s_clean_air_zone_and_the_impact_of_covid-19

Road Traffic Congestion

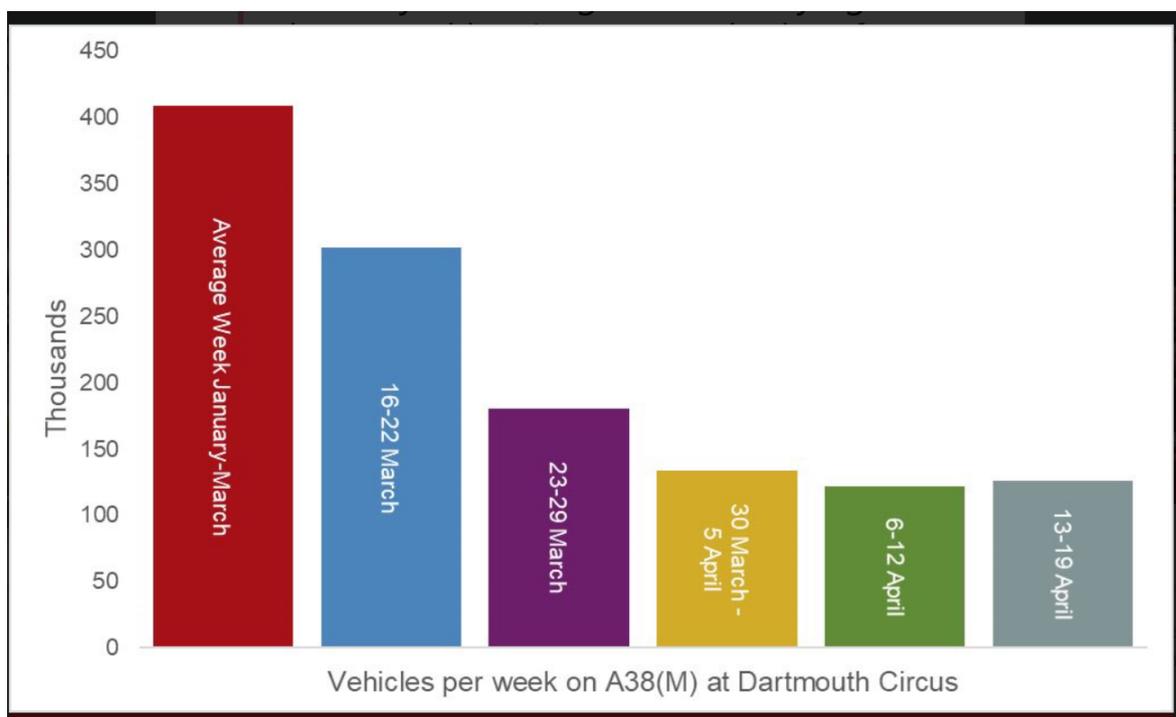
- 2.13 Traffic speeds have increased in the West Midlands, reflecting significantly lower traffic levels. The figure below shows average am peak speeds for six locations across the West Midlands. In early May, three of the six sites started to see speeds drop again, reflecting increases in traffic:

Weekday AM Peak (0630-0830)
Average Traffic Speed



Daily data from Waze, updated by TfWM

- 2.14 Traffic levels in Birmingham in April were typically 30% of normal levels for March/April in the city: (Source: Birmingham City Council)



- 2.15 The recent Government announcement for £2bn funding for walking and cycling, including £250m for early measures, will support the promotion of these modes rather than private car use. Public transport use is not currently promoted, due to the existing capacity restrictions with social distancing. However, in the medium and longer term, public transport will need to return to its key role in a sustainable transport strategy of moving large numbers of people across the West Midlands by environmentally-friendly means.

- 2.16 The potential for some home working to continue also needs to be considered. This is to help reduce short and longer term demand pressures on the transport system at peak times.

Carbon Reduction

- 2.17 There have been reductions in carbon emissions related to recent reduced traffic levels. UK figures from Sia Partners show UK emissions have reduced by 36% from the start of the lockdown to early May.
- 2.18 However, carbon emissions will rise as traffic levels increase again. This shows the importance of the WMCA's long term net zero carbon strategy. WMCA officers are now working on the final #WM2041 Zero Carbon White Paper. The aim is to have a high level long term strategy with more detailed five year plans with carbon budgets to meet interim carbon reduction targets.

- 2.19 The review of the Movement for Growth strategic transport plan will be informed by the development of this overall strategy to achieve a net zero carbon West Midlands by 2041.
- 2.20 West Midlands strategy will also need to be in accord with national policy. On March 26 the Department for Transport (DfT) published “Decarbonising Transport: Setting the Challenges”. This green paper sets out how DfT intends to work with others to develop a transport decarbonisation plan (TDP) by the end of 2020. It also sets out the challenges faced to reduce transport carbon emissions in line with the Government’s statutory duties under the Climate Change Act 2008 (ie. to ensure net-zero emissions by 2050). TfWM is engaging with DfT to support the development of this national strategy.

3. Legal Implications

- 3.1 There are no direct legal implications arising from this report

4. Financial Implications

- 4.1 There are no direct financial implications arising from this report.

5. Equalities Implications

- 5.1 There are no direct equalities implications arising from this report.

6. Inclusive Growth Implications

- 6.1 Promoting sustainable transport use and improved air quality supports inclusive growth in accord with the following themes:
- Affordable, safe, and connected places
 - Sustainability
 - Health and Wellbeing
 - Economy

7. Geographical Area of Report’s Implications

- 7.1 The Group’s remit covers the Combined Authority constituent authorities. Improvements to the West Midlands transport system and environmental performance will provide wider benefits for sustainable connectivity with the wider Combined Authority area.

8. Other Implications

-

9. Schedule of Background Papers

-



Transport Delivery Committee

Date	8 June 2020
Report title	Notice of Motion
Accountable Chief Executive	Laura Shoaf, Managing Director, Transport for West Midlands
Report to be/has been considered by	none

Recommendation(s) for action or decision:

The Transport Delivery Committee is recommended to:

1. To debate, and vote accordingly, on the Motion.

1.0 Purpose

- 1.1 To consider a Motion submitted by Councillor Worrall on Wednesday, 27 May 2020.

2.0 Background

- 2.1 The following Motion was submitted by Councillor Worrall on 27 May:

“West Midlands Transport Delivery Committee welcomes the Government’s announcement of £2 billion national funding for the urgent provision of cycle and walking routes (of which £250m in the current financial year), which is to be spent on main corridors for work journeys to and from major centres of employment.

The TDC expresses its full support and encouragement to TfWM officers working to achieve this in partnership with District Council colleagues, and others, such as the Canals and Rivers Trust, Network Rail, Sustrans, Cycling UK, and other cycling, disability and community organisations.

[PUBLIC]

The TDC further notes Cllr. Worrall's report, appended to this Notice of Motion, and asks all concerned to do whatever they can to achieve an early, fit-for-purpose, well used, permanent, strategic network of cycling and walking routes to serve the whole of the West Midlands, both for work and recreational purposes."

A STRATEGIC, INCLUSIVE, CYCLING & WALKING NETWORK FOR THE WEST MIDLANDS

Richard Worrall

PREAMBLE: AN OPPORTUNITY TO BE TAKEN

This report accompanies my Notice of Motion to West Midlands Transport Delivery Committee welcoming the Government's pandemic guidance encouraging people to cycle and walk to work wherever possible, and providing funding to urgently create 'pop-up' routes in the first instance, to enable this. The Notice of Motion expresses the TDC's support for the efforts of TfWM staff in working with partners to win its share of that funding and make effective use of it, and calls on all partners to use this as the starting point for developing a permanent, truly strategic and inclusive West Midlands cycling and walking network for employment *and* recreational use

The key issue, I strongly feel, is how we move forward from this present time of crisis: of course the pandemic is truly awful, but it does provide an opportunity (in fact I think it underlines an urgent and absolute need) to achieve the necessary major, permanent, shift towards healthier, more sustainable, non-polluting, inclusive, and arguably long-overdue ways of getting from A to B locally, not to mention globally!

I don't expect the TDC at its first-ever remote meeting to be able to discuss the Notice of Motion in any depth, let alone this report, but I do hope that members and officers will consider the issues I raise and how I suggest we move forward, arising from what I have learnt on my recent travels out there on the ground, and do whatever you and colleagues can to promote the aims.

In this report, I first by explaining the background to the Notice of Motion and the report itself, stressing the primacy of providing a fully accessible, *inclusive*, strategic cycling and walking network for the West Midlands, and how that might be built up from the basis of walking and cycling paths and routes that already exist everywhere, but which need linking and developing.

I then list the routes I've covered over the past 9-10 weeks, and what I've learnt from the experience of 8-10 miles cycled daily (plus the occasional walk) round Walsall and parts of the other Black Country boroughs and Birmingham. As a long-standing Walsall resident (and cyclist!), my observations derive principally from my experience in Walsall and its neighbour authorities, but I think my recommended approach will equally apply in Coventry and Solihull.

I conclude with my suggestions as to how to make progress.

Finally, and most importantly: the views expressed in this report are strictly personal, and I take full responsibility for them - that said, I hope you find what I have to say is helpful.

I. INFORMATION

(1) CURRENT POSITION IN THE WEST MIDLANDS

(a) The Local Cycling & Walking Infrastructure Plan: there is a planned network for cycling and walking for the region linking up major routes and forming the backbone of the network. The Local Cycling & Walking Infrastructure Plan (LCWIP) was endorsed by WMCA Board last year, and since then, Birmingham, Sandwell and Solihull have published their plans .Phase 1 LCWIP routes were allocated funding earlier this year.

(b) The Big Bike Revival for Key Workers: Cycling UK are currently running this scheme, and it is quite likely they will be able to expand this offer with additional DfT funding.

(c) The West Midlands Cycling Charter is an important piece of work which will underpin the planned developments over the coming years

(2) PROJECT FOR A FULLY ACCESSIBLE CYCLE ROUTE BETWEEN PELSALL AND WALSALL

For some time now, as TfWM officers and some TDC members will be aware, I've been working with two inclusive cycling campaigners, Pete Hubbard and Andrew Moulton, to get a fully accessible, inclusive cycle and walking route where they can get their recumbent tricycles onto and off the existing NCN5 route between Pelsall and Ryecroft, where the existing route into Walsall town centre becomes hard to negotiate even for bicycles, and totally impossible for recumbent tricycles, so the plan is to provide a safe on-street, fully accessible route to the town centre, and a link into Walsall Arboretum which has plenty of suitable paths, albeit some need upgrading or repair to provide a fully-accessible safe-to-use network, with a potential accessible new link from the Arboretum Extension to the Rushall Canal, thence to the A34 Birmingham Road, and a possible link with Birmingham City Council's A34 Birchfield - city centre cycle route.

With the support of TfWM officers, Andrew and Pete were successful in getting a £150,000 'Better Streets' grant for Walsall Council to actually create this impediment-free, fully accessible, route between Pelsall and Walsall: Council officers are now working to develop a suitable scheme and implement it, using the said allocation.

(3) THE IMPORTANCE OF FULLY INCLUSIVE, CYCLING AND WALKING ROUTES

What I and my two inclusive cycling colleagues want to see is that design and implementation of all cycle routes going forward is based on full inclusivity: this will mean that *everyone should get unimpeded access to the network and the routes that make it up, as of right* - walkers, cyclists, users of recumbent tricycles, mobility scooters, those with pushchairs and buggies, everyone. That is an awful lot of citizens and would-be users who are currently excluded!

What's out there at the moment is suitable in some cases, but a million miles away in others, and it only takes one impediment on an otherwise good, accessible, cycle route to disbar many of, and sometimes all, those needing full, unimpeded, access.

These impediments are everywhere: steps, not ramps; too-steep (non-DDA compliant) ramps; barriers to prevent un-authorized access (eg, motorbikes); even a single tree root undermining and raising the tarmac. Wherever I go, I find a patchwork of lots of good, user-friendly surfaces, punctuated by often short stretches of indifferent, poor or outright bad surfaces ... it only takes 200 metres of unmade-up towpath or bumpy towpath paving under road bridges between two lengths of excellent tarmac path, to make a whole route inaccessible!

(4) INCLUSIVE LINKS WITH MAIN/LOCAL CENTRES AND WITH NEIGHBOURING AUTHORITIES

In Walsall, completion of the fully accessible route from Pelsall into the town centre and the Arboretum should be the first step towards creating a fully accessible strategic cycle route network linking the town with its district centres and with main centres in neighbouring authorities, Birmingham, Dudley, Sandwell and Wolverhampton in particular.

Indeed, our next project, now on hold because of the pandemic, is to do an on-site access audit of Birmingham's A34 cycle route between Birchfield and the city centre, and a discussion with portfolio holder Cllr. Zaffar about this, and linking Walsall and Birmingham, was diaried when lockdown intervened. And I'm sure that Andrew and Pete, once their lockdown isolation is over, will be open to offers from Coventry, Solihull, anywhere in the West Midlands, to bring their recumbent tricycles over to you to carry out accessibility audits of your existing routes.

(5) MY LOCKDOWN CYCLING AND WALKING RESEARCHES

As a key part of my lockdown exercise activity, I've cycled many hundreds of miles along Black Country and Birmingham towpaths, a couple of railway paths, and green space and park paths: my idea was to use my daily (cycling) exercise time to look at the potential of existing paths (in particular of our region's towpaths) to form an important part of an integrated, fully accessible, strategic cycling/walking network, using all options available to us: on-street, existing tarmac footpaths, specially those across and leading to local parks and green spaces, disused railway formations (such as NCN 5 between Pelsall and Ryecroft), and including cycleways wherever possible along future Metro and Sprint corridors (where that may not be in the plan currently).

I should say that my preference is to have off-road routes wherever possible if these can provide a reasonably direct off-road link between centres because it's basically safer: there should be more to a good 'national' cycle route than simply directing the occasional cyclist along circuit-ous side streets with blue direction signs!

Here are the routes I've ridden to date (see attached map for an overview of the canal network):

- a) NCN5 Yew Tree Estate, Sandwell - Ryecroft, Walsall (mainly on-street);
- b) (Walsall) - Ryecroft to A5 Watling Street, Brownhills (disused rail formation);
- c) Walsall - Brownhills (NCN5 - street, rail formation, street, canal);
- d) A5 Watling Street - Brownhills (Anglesey Branch Canal);
- e) Brownhills - Walsall Wood - Aldridge - Rushall (Daw End Branch Canal) - Park Lime Pits - Walsall Arboretum - Walsall (footpaths and on-street);
- f) Brownhills - Pelsall - Little Bloxwich - Harden - Birchills (Wyrley & Essington Canal);
- g) Walsall - Darlaston - Ocker Hill (Walsall Canal) - Tame Bridge (Tame Valley Canal) - Rushall Junction - Park Hall - Walsall Arboretum Extension (Rushall Canal) - Walsall;
- h) Walsall - Oldbury (Pudding Green Junction [Walsall Canal]) - Coseley - Wolverhampton (Birmingham Canal [new main line]) - Wednesfield - New Invention - Bloxwich - Birchills (Wyrley & Essington Canal) - Walsall;
- i) Walsall via Walsall Arboretum Extension to Rushall Canal - Rushall Junction (Great Barr, M6 Jc.8) - Hamstead - Spaghetti Junction (Tame Valley Canal) - City Centre (Birmingham & Fazeley Canal) - Pudding Green Junction (Birmingham Canal [new main line]) - Walsall Town Wharf (Walsall Canal);
- j) Broad Street Basin, Wolverhampton - Oxley (21 locks) - Oxley - Tettenhall (Staffordshire & Worcestershire Canal);
- k) Walsall - Ocker Hill (road) - Tipton (rail path and road) - Dudley Port - Brades Village (old main line) - Pudding Green Junction (new main line) - Walsall (Walsall Canal);
- l) Priestfield Metro stop to Wolverhampton City Centre (railway path, street, towpath).

II. CONCLUSIONS AND RECOMMENDATIONS

1. WE URGENTLY NEED TO IMPLEMENT THE STRATEGIC WEST MIDLANDS-WIDE NETWORK

Obviously, the development of cycling and walking paths and network has been very much in the hands of the District Councils and they have each dealt with the opportunities that exist within their boundaries. I was hugely impressed, for example, by the quality of the towpath and its environment between Wolverhampton City Centre down the 21 locks to Oxley, which must have taken a lot of partnership working with British Waterways, now the Canal and Rivers Trust.

You can also cycle, likewise on a high-quality made-up towpath, from the city centre to Wednesfield, but you then get a long gap of often very poor towpath between there, New Invention and Bloxwich, south of which, from Beechdale down to Walsall Town Wharf Centre, you now have new surfacing (and from

Walsall, you can get right down to the Tame Valley Canal at Ocker Hill, Sandwell, on good surfaces, before the next - fairly easily fillable! - gaps appear!)

So, if we want strategic, inclusive, towpath-based links that will attract more users onto the Wryley & Essington Canal between Wolverhampton, Wednesfield, and Walsall, or the Tame Valley and Walsall Canals at Ocker Hill, then we not only have to fill these gaps and provide adequate surfacing, but at the same time address the various impediments to full access that exist along these routes: these same issues will apply in dozens of locations across the region.

If all partners in the region can co-operate in delivering a strategic, inclusive, network crossing District Council boundaries, with a timetable over a defined (limited) number of years for implementation, then that would produce a framework of key routes and corridors which smaller-scale local initiatives could feed into and out of, as determined by individual District Councils and the communities they serve.

2. WE MUST MAKE A COMMITMENT TO, AND PROGRAMME FOR, FULL INCLUSIVITY

All partners need to be signed up to inclusivity, and this includes addressing existing situations where this is not achieved, as well as making sure it's part of the network plan going forward.

For example, we have an excellent 15 miles of towpath surface between Birmingham and Wolverhampton, branded as a cycle route, but strewn all along the route are random barriers to inclusion. For example, I joined the new main line at Pudding Green Junction, Oldbury, to head towards Wolverhampton, only to find a few hundred metres on, where the branch to Brades Village leaves the new main line, that there's a hump-backed bridge - with steps. That, quite obviously, is difficult for some would-be users, and impossible for others.

Now I fully accept that, with canals, you are dealing with historic infrastructure which, with the best will in the world, isn't always capable of being adapted to modern accessibility standards, but at least we need to have a commitment *and a programme* to achieve the best we possibly can for everyone. *Where there's a will, there's a way!*

3. AND WHAT ABOUT THESE DISUSED RAIL LINES?

Are we looking at these systematically right across the conurbation to see where there could be scope to use some of them as part of a strategic network? For example:

(a) Do the Metro plans for Wednesbury to Dudley and Brierley Hill include parallel provision for a cycling and walking route alongside? Is this the default position with all future Metro plans?

(b) In Walsall, the railway line from Lichfield to Walsall, closed in the 1980s, runs parallel to the increasingly busy and congested A461, NCN5 from Walsall town centre gets lost in the under-growth beside Ryecroft Cemetery before a 3-mile stretch of tarmac path takes you via Rushall to Pelsall, at which point the route meanders off on-street through Ryders Hayes Estate before rejoining, not the rail formation, but the less direct Wyrley & Essington canal, to Brownhills.

Meanwhile, volunteers working with Sustrans have cleared three miles of overgrown, often boggy, trackbed from north of Ryders Hayes, right through to the A5 at Watling Street to create a basic cyclable route (a brilliant job!): now, it cries out for investment in a proper tarmac surface or similar, and could be an important element in the creation of a fully-fit-for-purpose, direct, safe, healthy, commuter/recreational route from Lichfield via Brownhills to Walsall and beyond - a great opportunity missed to date. If we're really serious, it now needs realising!

(c) Over a mile of the former the Great Western rail line from Priestfield Metro stop to what was Wolverhampton Low Level Station was surfaced by TfWM fairly recently: its facilities are inclusive, except for several anti-motorcycle barriers and it is routed and signed via street and towpath (via steps only!) into the city centre: *time to address these blocks to full access?*

These are just examples and potential opportunities I know about and have experienced and seen: there must be many more across the West Midlands, but has there been a systematic review of what's out there and what might be useful, and are there any contact with those who might be helpful, such as Network Rail?

4. AND FINALLY, PARKS AND GREEN SPACES

On my lockdown exercise travels, I've seen loads of parks and open spaces in Birmingham and the Black Country. Many of them are blessed with excellent pathways, ideal for recreational use of course, but in some cases, they might just also have potential to become a piece of in the strategic network jigsaw. *Again, as with disused rail lines - has there been/will there be a systematic look with respective partner Councils at what's out there, and what might be of use?*

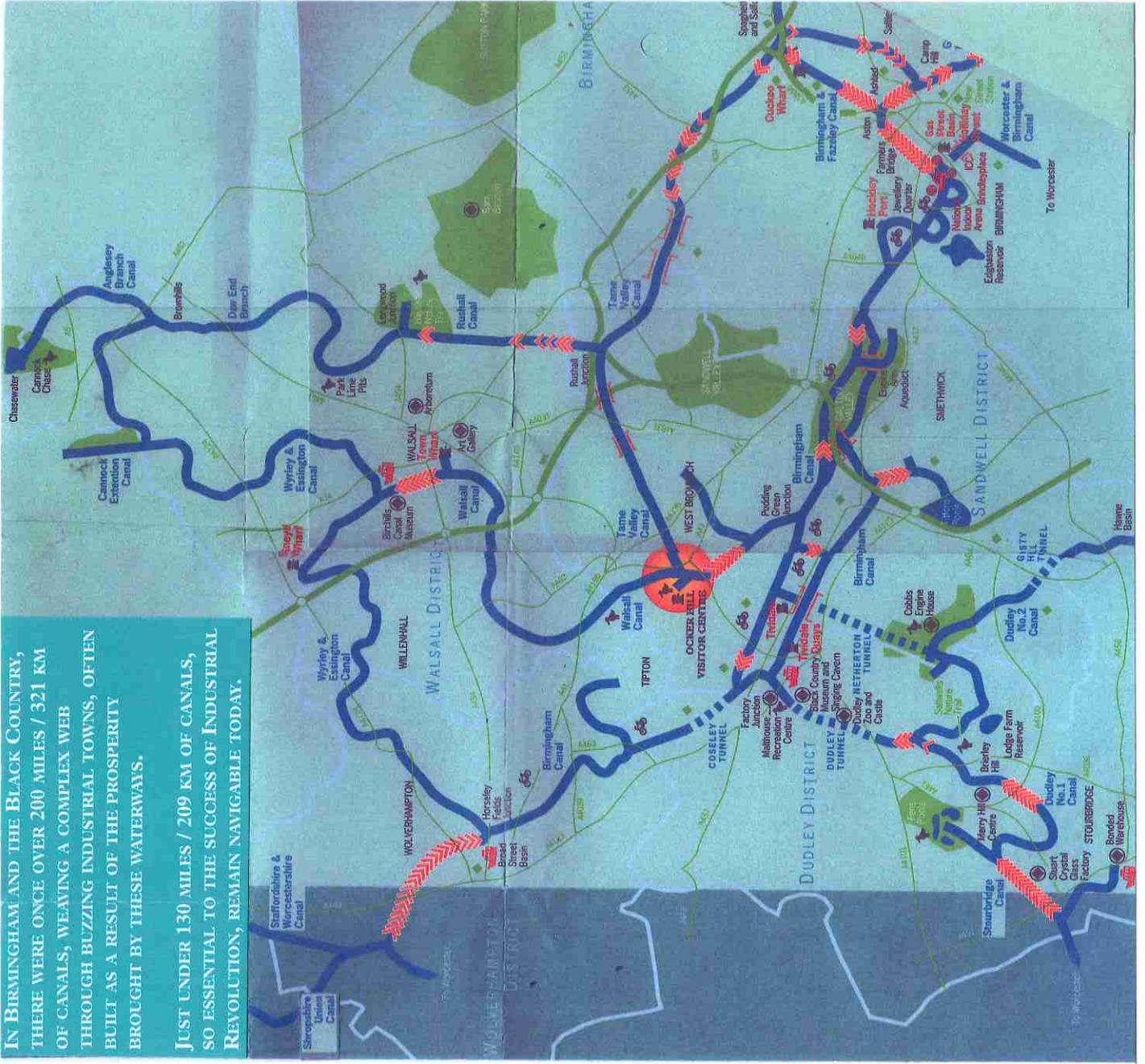
Richard Worrall

27 May 2020

"Wrekin View", 46 Winn House, Walsall, WS2 8NW, richardworrall@yahoo.com; 01922-641084, 07522-215853

IN BIRMINGHAM AND THE BLACK COUNTRY, THERE WERE ONCE OVER 200 MILES / 321 KM OF CANALS, WEAVING A COMPLEX WEB THROUGH BUZZING INDUSTRIAL TOWNS, OFTEN BUILT AS A RESULT OF THE PROSPERITY BROUGHT BY THESE WATERWAYS.

JUST UNDER 130 MILES / 209 KM OF CANALS, SO ESSENTIAL TO THE SUCCESS OF INDUSTRIAL REVOLUTION, REMAIN NAVIGABLE TODAY.



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Transport Delivery Committee

Date	8 June 2020
Report title	Question-Senior & Disabled Persons' Railcard-possible lockdown compensation
Accountable Chief Executive	Laura Shoaf, Managing Director, Transport for West Midlands
Accountable Director	Pete Bond, Director of Integrated Network Services
Report to be/has been considered by	none

Recommendation(s) for action or decision:

The Transport Delivery Committee is recommended to:

1. That the question submitted by Councillor Worrall and the response from the Director of Integrated Network Services be noted.

1.0 Purpose

- 1.1 To consider a question submitted by Councillor Worrall on Wednesday, 27 May 2020.

2.0 Background

- 2.1 The question was submitted by Councillor Worrall on 27 May:

"Given that, for the initial period of lockdown, and in some cases longer, older and disabled users of railcards were not allowed to use, or otherwise have been discouraged from using, train services, would TfWM call upon and lobby National Railcards, view to them agreeing to compensate for the lost discounted rail travel opportunities by extending the validity of existing railcards beyond their current expiry dates by the amount of time lost to would-be users as a result of the Covid-19 restrictions on travel?"

The Director of Integrated Network Services has provided the following response:

‘Transport for West Midlands (TfWM) is supportive of requests by national Railcard holders to extend the validity of Railcards to reflect non-use as a result of Covid-19 travel restrictions.

TfWM’s Rail Team has raised this matter directly with the Department for Transport (DfT) to understand what action can be taken to compensate customers. DfT has confirmed it is working with the Rail Delivery Group (RDG), as the owning body for Railcards, to consider options for customers but that no decision has been made as yet. TfWM is seeking an appropriate contact and will then also raise this matter directly with RDG.’