



Transport Delivery Committee

Date: Monday 20 July 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.	Minutes of the last meeting	Chair	1 - 8	
5.	Action Tracker	Chair	9 - 10	
6.	Matters Arising	Chair	11 - 14	
7.	Correspondence/ Petitions	Chair	None	
8.	Financial Monitoring Report	Linda Horne	15 - 24	
9.	Capital Programme Delivery Monitoring Report	Sandeep Shingadia	25 - 32	
10.	Briefing Note - Impacts of Covid-19 on West Midlands Metro : Response and Recovery	Sophie Allison	33 - 36	
11.	Cycling Charter Progress Update	Hannah Dayan	37 - 50	
12.	Sprint Routes Update	Angela Hosford	51 - 56	
13.	Notices of Motion To consider any notices of motion by the deadline of 12 noon on 16 July 2020	Chair	None	
14.	Questions To consider any questions submitted by the deadline of 12 noon on 16 July 2020 for written questions and 12 noon on 17 July for oral questions.	Chair	57 - 60	
15.	Forward Plan	Chair	61 - 64	

16.	Date of Next Meeting- 14 September 2020		None	
17.	Exclusion of the press and public To pass the following resolution: [That in accordance with Section 100A4 of the Local Government Act 1972, the press and public be excluded from the meeting during the consideration of the following items of business as they involve the likely disclosure of exempt information relating to the business affairs of any particular person(including the authority holding that information)]	Chair	None	
18.	WMCA Board Transport Reports (for information only)	Laura Shoaf	To Follow	

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**West Midlands
Combined Authority**

Transport Delivery Committee

Monday 8 June 2020 at 1.00 pm

Minutes

Present

Councillor Kath Hartley (Chair)	Birmingham City Council
Councillor Richard Worrall (Vice-Chair)	Walsall Metropolitan Borough Council
Councillor Timothy Huxtable (Vice-Chair)	Birmingham City Council
Councillor Pervez Akhtar	Coventry City Council
Councillor Robert Alden	Birmingham City Council
Councillor Mary Locke	Birmingham City Council
Councillor Celia Hibbert	City of Wolverhampton Council
Councillor Les Jones	Dudley Metropolitan Borough Council
Councillor Chaman Lal	Birmingham City Council
Councillor Roger Lawrence	City of Wolverhampton Council
Councillor Ted Richards	Solihull Metropolitan Borough Council
Councillor Alan Taylor	Dudley Metropolitan Borough Council
Councillor David Welsh	Coventry City Council

In Attendance

Councillor Cathy Bayton	Shadow Portfolio Holder for WMCA Business -Dudley MBC
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Item Title No.

1. Apologies for absence

Apologies for absence were received from Councillors Shaheen Akhtar, Samiya Akhter, Adrian Andrew, Mohammed Fazal and Diana Holl-Allen.

2. Chair's Remarks

- (i) WMCA Overview and Scrutiny (O&S) Committee Review of Transport Governance Report

The Chair reported that she would circulate the report to members that would be considered by the O & S Committee at its meeting on 15 June.

- (ii) Dave Reeves- Midlands Bus Company

The Director of Integrated Network Services advised the committee that Dave Reeves, Midlands Bus Company had died of a heart attack last month. It was noted that Mr Reeves had played a key role in created an environment where bus operators worked together prior to the establishment of the Bus Alliance.

3. To note the schedule of meetings for 2020/21

The committee noted the schedule of meetings for 2020/21 as set out below:

20 July
14 September
9 November
11 January 2021
8 February
15 March

All meetings are scheduled from 1.00pm-3.00pm

4. Minutes of the last meeting

The minutes of the meeting held on 16 March 2020 were agreed as a correct record.

5. Action Tracker

The Chair reported that the action pertaining to the Financial Monitoring Report had been discharged.

Resolved: That the report be noted.

6. Correspondence/ Petitions

None submitted.

7. Financial Monitoring Report

The committee considered a report of the Finance Director that set out the financial outturn position for 2019/20 subject to external audit.

Councillor Pervez Akhtar, Lead Member for Finance and Performance outlined the key areas within the report.

In relation to comments regarding the loss of revenue as a result of Covid-19, the Financial Services Manager, Louise Cowen reported that this was being closely monitored on a daily basis and consideration would be given to re-prioritising projects if no Government funding was available. The Managing Director TfWM, Laura Shoaf, added that the loss of revenue funding from all sources was significant and referred to the loss of revenue from Metro operations that was supported by the DfT up until August. She added that the WMCA/TfWM was continuing to negotiate with Government to provide further funding.

Resolved.

1. 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 and 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 be noted and
2. That the 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 and the actual costs were marginally below (£4m) the annual forecast of £134.6m be noted.

8. Capital Programme Delivery Monitoring Report

The committee considered a report of the Director of Development and Delivery that provided a progress monitoring update on the approved TfWM 2020/21 programmes and projects.

Councillor Pervez Akhtar, Lead Member for Finance and Performance, outlined key highlights within the report.

Resolved:

1. That the achievements since the March meeting of the committee be noted;
2. That progress of the deliverables and the outturn of 2019/20 Capital Programme be noted and
3. That variations to the baseline programme as highlighted in paragraph 4 of the report be noted.

9. 2022 Commonwealth Games Transport Delivery Update

The committee considered a report of the Director of Network Resilience that provided an update on the progress of delivery for the Integrated Transport Programme for the Birmingham 2022 Commonwealth Games.

The Director of Network Resilience, Anne Shaw outlined key areas of the report. This included an overview of the operations workstream, regional and spectator transport operations and transport infrastructure projects. In relation to the impacts of Covid-19 on the Integrated Transport Programme, it was noted that these are currently being assessed and further details on the workstreams would be provided later in the year.

Resolved: That the report be noted.

10. Transport Network and Covid-19

The Managing Director, Laura Shoaf reported on the impact of Covid-19 on the transport network during the last 12 weeks and the steps being taken in the short-term and long-term to recover the transport network and the challenges to overcome.

The committee had also received various briefing notes on the impact of Covid-19 on the bus network, the implications of social distancing for transport modes/ transport infrastructure and the findings from travel surveys taken during the current crisis.

The Managing Director also reported on the opportunities for the West Midlands to obtain funding from the Government's emergency Active Travel

Fund and TfWM's involvement in the E-Scooter trials in the coming months.

The Managing Director expressed her appreciation to transport officers within TfWM and local authorities for their work in looking to rebuild the transport network.

In relation to the travel survey results, the Chair asked for the committee to be advised of the geographical spread of the respondents as she was interested in learning where people lived.

Resolved : That the contents of the briefing notes and verbal update be noted.

11. Bus Recovery Plan

The committee received a presentation from the Head of Network Delivery, Jon Hayes on the Bus Network Covid-19 Recovery Plan.

The presentation outlined the current position with regards to the bus network, the 4 key principles of the bus recovery plan and the key milestones.

The Head of Network Delivery provided an update with regards to the Government mandatory requirement to wear face coverings on public transport from 15 June and how this would be implemented across the bus network working with operators.

Councillor Alden asked that TfWM give consideration to the disposal of face coverings and gloves on buses and at its sites including notices/ signage at appropriate locations and for the committee to be kept informed of progress on this matter.

The Head of Network Delivery undertook to keep members updated on the matter and also outlined the enhanced cleaning regime that has been put in place by TfWM and bus operators following an enquiry from Councillor Jones.

The Chair thanked Jon Hayes for his informative presentation.

Resolved: That the presentation be noted.

12. Safer Travel Update

The committee considered a report of the Head of Safety, Security and Emergency Planning that provided an update on the performance and operations of the Safer Travel Partnership including their recent work.

The Head of Safety, Security and Emergency Planning, Mark Babington highlighted key areas in the report. This included an update on performance, public transport crime analysis, an update on the safer travel plan and Covid-19 and policing.

In relation to an enquiry from Councillor Lal as to whether the committee could receive a breakdown of the crime statistics, the Head of Safety,

Security and Emergency Planning advised that he could provide this data to members on a bi-monthly basis via Councillor Holl-Allen, Lead Member for Safe and Sustainable Travel.

In relation to the recently awarded security contract that would provide for a private company (Man Commercial Protection Ltd) to have enforcement powers on the public transport network, the Head of Safety, Security and Emergency Planning undertook to provide the committee with a briefing note with further information on the matter by the end of the month.

Resolved:

1. That the details of the report be noted;
2. That the overall current crime trends as referred to in paragraph 3.1-3.3 of the report be noted and
3. That the crime analysis within section 4 of the report be noted.

13. Rail Business Report

The committee considered a report of the Director of Rail that provided an update related to the performance, operation and delivery of rail services in the West Midlands including updates on rail operator partnership agreements and West Midlands Rail Executive.

The Lead Member for Rail and Metro, Councillor Lawrence, introduced the report and highlighted key issues and challenges that would be facing the rail industry and rail operating companies as result of Covid-19.

The Head of Rail Franchising and Partnerships, Tom Painter provided an update on rail patronage since the lockdown and reported on key areas within the report.

In relation to future new stations, referred to in paragraph 7.3.5 of the report and a request from Councillor Alden for the committee to receive further information following the outcome of the DfT bidding process and a request for further information from Councillor Huxtable on the proposed Stratford-Upon-Avon line via Honeybourne, the Head of Rail Franchising and Partnerships reported that he would provide a briefing note to pick-up this matters although he advised with regards to the Stratford-Upon-Line, this scheme at this stage has not been actively promoted by West Midlands Rail Executive.

In relation to the future options being considered for Stourbridge to Brierley Hill following the draft study received from consultants and a request for a briefing note on the subject, the Head of Rail Franchising and Partnerships undertook to refer the matter to TfWM Transport Planning colleagues to take forward.

Resolved: That the contents of the report be noted.

14. Park and Ride Update

The committee considered a report of the Director of Integrated Network Services that provided an impact on park and ride matters within the West Midlands Combined Authority Area and the impacts of Covid-19 on operations and development.

The Head of Park and Ride, Babs Spooner, outlined key areas within the report which included park and ride usage, Longbridge Park and Ride delivery and park and ride development.

Resolved : That the contents of the report be noted.

15. Air Quality , Congestion and Environmental Sustainability Lead Member Reference Group - Impacts of Covid-19

The committee considered a report of the Air Quality, Congestion and Environmental Sustainability Lead Member Reference Group that reported on the impacts of Covid-19 with regards to the work of the group.

The Lead Member for Air Quality, Congestion and Environmental Sustainability Councillor Worrall, introduced the report and highlighted the positive impacts to the environment following a reduction in traffic volumes as a result of the lockdown that was introduced in March.

The Associate Policy Advisor, Jake Thrush, reported that data contained in the report was an extract from a report produced by Birmingham University and he could provide a full copy of the interim report on air quality if required.

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

16. Notices of Motion

The committee considered a motion submitted the Vice-Chair, Councillor Worrall on 27 May 2020.

“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.

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.”

Resolved : That the motion be supported.

17. Questions

The committee considered a question submitted by the Vice- Chair, Councillor Worrall on 27 May 2020.

"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?"

Councillor Worrall advised that following the submission of his question, he would also like to include reference to the young persons rail card as young people were similarly impacted by Covid-19 travel restrictions.

The Director of Integrated Network Services had submitted 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.'

Resolved : That the question and response be noted.

18. Date of Next Meeting -20 July 2020

The meeting ended at 3.27 pm.

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Transport Delivery Committee – Action Tracker

Meeting Date	Minute No.	Action	Officer	Completed
8 June 2020	10. Transport Network and Covid-19	TDC to be advised of the geographical spread of the travel survey.	Sarah Bayliss	Email sent by WS on behalf of SB.
8 June 2020	11. Bus Recovery Plan	TDC to be updated regarding the signage and usage/ disposal of face masks, gloves etc.	Jon Hayes	Email sent by JH on 12/06.
8 June 2020	12. Safer Travel Update	TDC to be provided with bi-monthly crime statistics.	Mark Babington	From July 2020 onwards via Safe & Sustainable Travel Lead Member.
8 June 2020	12. Safer Travel Update	A briefing note on the new awarded security contract to be provided.	Mark Babington	To be provided in July.
8 June 2020	13. Rail Business Report	Update requested on the rail schemes / RYR.	Toby Rackliff	Email sent by WS on 12/06 on behalf of TR.
8 June 2020	13. Rail Business Report	Briefing note on future options for Stourbridge to Brierley Hill to be provided.	Phil Evans	Briefing note sent on 30/06 on behalf of PE.

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Introduction

The DfE has released guidance as of 2nd July for the full opening of schools from the beginning of the autumn term.

The guidance is intended to support schools, both mainstream and alternative provision, in reopening to all pupils, in all year groups, full-time. It applies to primary, secondary (including sixth forms), infant, junior, middle, upper, school-based nurseries and boarding schools, with independent schools to follow the control measures set out in this document in the same way as state-funded schools.

The guidance also covers expectations for children with special educational needs and disability (SEND), including those with education, health and care plans, in mainstream schools.

It demonstrates a system of controls and principles for schools to follow; covering areas such as school operations, curriculum, behaviour, pastoral support and contingency planning - in the case of a local outbreak. This in turn will then effectively minimise the risks.

Dedicated transport provision for schools as well as public transport is picked up in the guidance and is now summarised below.

Guidance Summary

With social distancing significantly reducing available transport capacity, the guidance sets out a new framework for supporting transport to and from schools, from the autumn term onwards.

The guidance makes a clear distinction between:

- Dedicated school transport (for pupils being transported to school only); and
- Wider public transport (used by the general public).

Dedicated school transport/ SEND provision

Pupils on dedicated school services do not mix with the general public on these journeys and they

tend to be consistent. This means that the advice for passengers on public transport - to adopt a social distance of two metres from people outside their household or support bubble, or a 'one metre plus' approach where this is not possible **will not** apply from the autumn term on dedicated transport. However, consideration should still be paid to the following:

- how pupils are grouped together on transport, which should (wherever possible) reflect the bubbles that are adopted within school
- use of hand sanitiser upon boarding and/or disembarking and additional cleaning of vehicles
- adopt organised queuing and boarding where possible
- distancing within vehicles wherever possible
- the use of face coverings for children over the age of 11, where appropriate (though exemptions will be applied for those with health conditions/disabilities) or where they are likely to come into very close contact with people outside of their group.

Dedicated school services can take different forms. Some may involve coaches, others may involve use of a minibus whilst other services may be used by different pupils on different days, or by pupils with SEND. The precise approach taken will need to reflect the range of measures that are reasonable in the different circumstances.

It will also require a partnership approach between local authorities, schools, trusts, dioceses and others. In particular, it is imperative that schools work closely with local authorities that have statutory responsibility for 'home to school transport' for many children, as well as a vital role in working with local transport providers to ensure sufficient bus service provision. DfE will shortly publish new guidance to local authorities on providing dedicated school transport, based on the framework outlined here.

Wider public transport

In many areas, pupils make extensive use of the wider public transport system, particularly buses.

The government expects that public transport capacity will continue to be constrained in the autumn term, and its use by pupils, particularly in peak times, should be kept to an absolute minimum.

To facilitate the return of all pupils to school, it will be necessary to take steps to both decrease the demand for public transport and to increase capacity within the system. Both will require action at a national and local level.

Schools should also work with partners to consider staggered start times to enable more journeys to take place outside of peak hours. We recognise that this option will be more feasible in some circumstances than others.

Schools should encourage parents, staff and pupils to walk or cycle to school if possible. Schools may want to consider using 'walking buses' (a supervised group of children being walked to, or from, school), or working with their local authority to promote safe cycling routes. The government has announced a £2 billion package to promote cycling and walking, including to support pop-up bicycle lanes and widened pavements. For some families, driving children to school will also be an option.

However, these options will not be suitable for all. The Department for Transport is asking local authorities to:

- urgently work with schools to survey parents on their typical routes to school and potential alternatives
- consider a range of options for shifting demand for public transport onto other modes
- consider using traffic demand management approaches in order to ensure that children are able to attend school from the start of the autumn term

Travel patterns, the availability of vehicles, the length of journeys undertaken, and other local pressures on public transport vary significantly.

The government recognises the challenge but is confident that if all available options are considered by all parties it will be possible to reduce demand and ensure transport is available for those who need it most. Experience during the 2012 London Olympics showed that it is possible to make a very real difference to travel patterns where there is a concerted effort to do so and where the general public understand the imperative for doing so.

Families using public transport should refer to the [safer travel guidance for passengers](#).

School Travel Plan Data

In the Metropolitan region, there are 537,880 school pupils aged 5-18 attending school. Whilst a significant percentage walk (46%), are driven to school (37%) or cycle (3%), 6% are taken to school by a dedicated home to school transport bus/taxi and 8% use public transport.¹

Public transport usage can be far higher for secondary school pupils and will vary from 8% to 80%, depending on the school and its catchment area.

The average distance a young person lives from their secondary school is 1.1 miles. For primary school pupils however, this is much shorter at only 0.3 miles.

Implications of the guidance on transport

Several issues may need to be considered by TfWM and local authorities in terms of transport measures, to allow the smooth re-opening of schools in the region. These being:

Bus Network Measures

- Ensure all operators and drivers of home to school transport (including taxi drivers) are regularly tested for Covid-19. This will be

¹ Based on School Travel Plan data surveys compiled by the 7 local authorities and schools. This data reflects 70% of all pupils and includes primary and secondary school data.

essential, especially as drivers are likely to take other passengers during the day in their vehicles (i.e taxis and ring and ride vehicles especially).

- For secondary school pupils, ensure the public transport network is available to serve schools. Increased frequencies and coverage may well need to be considered, especially for pupils living in more isolated or areas of deprivation, where currently public transport maybe limited or who live in a household who don't have access to a car.
- Explore pre-booking bus / train seats so operators can manage journey levels and patronage more effectively and efficiently.

Active Travel Measures

- Ensure our regions Emergency Active Travel Fund measures focus on schools, making it easier and safer for pupils to walk and cycle to school. This will be particularly important for secondary school pupils, who have to travel much further (1.1 miles on average), compared to primary school pupils (0.3 miles).
- Support schools in developing a School Travel Plan and ensure a range of measures are implemented including Bikeability and safe cycle courses, and introduction of safe cycle lockers/stands.
- Continue to develop and implement Safer Routes to School programmes to ensure pupils feel safe using active travel measures.
- Schools should work closely with the Safer Travel Police Team to help in tackle and the fear of crime.

Developing a Coordinated response programme

DfT has been working closely with DfE to understand the impacts on the transport system.

Keeping students safe at school starts with keeping them safe on public transport.

DfT have issued surveys to all local transport authorities to assess their readiness to deliver a

comprehensive programme which will review the capacity on the transport system, identify gaps and deliver a wider travel demand management programme to assist with the school restart.

The Transport Cell, which has been established as part of the LRF governance is overseeing this response. The Cell, chaired by The MD of TfWM is made up of transport officers from each of the local authorities, West Midlands Police, British Transport Police, Highways England and officers from TfWM and Transport Operators covering bus, rail and tram.

The cell has jointly been reviewing and collaborating on the easing of lock down overseeing the changes in the transport network capacity and undertaking data analysis and monitoring jointly with operators to continue to assess the capacity on the network.

In terms of the challenges for school restart, national modelling suggests that under current social distancing policies, that of those children who take a bus to school, only 1/3 would be catered for. This will leave 2/3rds needing to travel differently if capacity can't be increased on the transport system.

TfWM is undertaking detailed analysis to understand the hotspots both in terms of the transport modes and in relation to the proximity of schools. This will enable a prioritisation of interventions to support those routes which will be impacted greatest.

There are different types of transport services that need to be considered

1. SEND – LA's are responsible for these Statutory services and TfWM colleagues are supporting with discussions with providers that are contracted to the LA's in relation to increasing capacity.
2. Direct School closed services contracted to schools. TfWM are working with the operators to understand any capacity issues and collecting data in to assess

capacity and requirement for increased services.

3. General services. Many school children travel on commercial and subsidised routes which are accessible to all users. Through data analysis, TfWM is identifying the hotspots in order to assist with the development of interventions to manage demand on the network.

TfWM and bus operators are working with DfT to review social distancing requirements, the ability to draft in additional bus/coach resource and any financial considerations to cover these costs to help augment capacity for all of the services listed above in collaboration with LEA colleagues.

Travel Demand Management Measures

Whilst delivering capacity on the transport system will assist with school restart, it is anticipated that it will not be possible to provide the capacity needed. This therefore requires a set of wider interventions and the Transport Cell is coordinating the approach which will be a collective endeavour of transport and local authorities and operators.

Additional measures that are being considered are part of our existing travel demand management programme based around re-mode, re-route, reduce and re-time. This will extend not only to students returning to school or college, but also to other transport users to free up capacity for students where required.

A comprehensive programme is being pulled together which will also have close synergies with the emergency active travel fund. Measures will include :-

- Encouraging more walking and cycling for school trips
- Managing the inevitable rise in car trips through park and stride and other appropriate mechanisms
- Managing road safety impacts and supporting measures to support active travel
- Releasing capacity by re-timing, re-modelling (including walking and cycling) or reducing

none school travel during school travel times

- Staggering school starts.

TfWM and Local Authorities are working with DfT and DfE to bring together a package and release resources to help deliver a joined up comprehensive programme to assist with the return to school.

Communications

This will also need to be supported by a regional approach to communications on how we are expecting public transport services to be managed to support the return to school as well as updating any messaging at key transport infrastructure. This is alongside the communications and engagement around the travel demand management programme to help support measures to tackle capacity constraints.

Further Information

Author	Helen Davies Senior Policy Officer helen.davies@tfwm.org.uk 0121 214 7408
	Anne Shaw – Director of Network Resilience Anne.shaw@tfwm.org.uk



Transport Delivery Committee

Date	20 July 2020
Report title	Financial Monitoring Report
Accountable Director	Linda Horne Finance Director Tel 0121 214 7508 Email - Linda.Horne@wmca.org.uk
Accountable employee(s)	Louise Cowen, Financial Services Manager Tel 0121 214 7454 Email - Louise.Cowen@wmca.org.uk
Report to be/has been considered by	Councillor Akhtar

Recommendation(s) for action or decision:

The Transport Delivery Committee is recommended to:

1. Note that the year to date net revenue expenditure to the end of May 2020 shows an adverse variance of £0.132m compared to budget.
2. Note that total capital expenditure to the end of May 2020 for the overall transport programme was £18.4 million, which was £12.6m below the budget of £31.0m. There is no change to the Annual Budget of £268.6m.

1. Purpose

- 1.1 This report sets out the financial position as at 31 May 2020. 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 year to date position on the Transport revenue budget as at the end of May 2020 shows an overall adverse variance of £0.132m against budget.
- 2.2 This adverse variance is primarily a result of previously reported income drops owing to COVID-19 and the resulting lockdown, which has had a significant financial impact on TfWM. 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 in July and the gradual resumption of social and business activities will now start to generate income although the scale will depend on how quickly normal activity resumes.
- 2.3 As previously reported, the DfT has 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 is estimated to provide £3.7 million worth of support for Metro for the period up to 3 August 2020.
- 2.4 The shortfall in income to date is partly offset by operational cost savings alongside an additional government grant towards the costs of subsidised bus services.
- 2.5 A high level reforecast for 2020/21 is currently being prepared and will be reported to WMCA Board on 24 July 2020. The first detailed forecast review of the year will be undertaken following June month end and will be included in July's financial position.
- 2.6 Further details of net spending are set out in the table overleaf.

Transport for West Midlands financial monitoring position – 2020/2021

	MAY 2020 YEAR TO DATE			FULL YEAR 2020/21	VARIANCE EXPLANATION(S)
	ACTUAL £000	BUDGET £000	VARIANCE £000	BUDGET £000	
TRANSPORT FOR WEST MIDLANDS					
INCOME					
Specific resources:					
Transport Levy	19,120	19,120	0%	114,720	
Commonwealth Games	100	274	174	2,157	
Use of Reserves			0%	3,633	
TOTAL INCOME	19,220	19,394	174 1%	120,510	
EXPENDITURE					
Concessions					
National Bus Concession	8,410	8,419	9	50,998	
Metro / Rail	736	739	3	4,575	
Child Concession	1,209	1,218	9	7,836	
	10,356	10,376	20	63,409	
Bus Services					
Bus Stations / Infrastructure	1,316	735	(581)	4,571	Loss of bus infrastructure income (bus stations, shelter advertising, IBSS)
Subsidised Network	1,536	1,735	199	10,409	Savings due to reduced payment to operators for non-operational subsidised bus services. This will be offset against future increased costs as a result of capacity issues in relation to bus social distancing
Accessible Transport	1,090	1,103	13	6,617	
	3,941	3,572	(369)	21,597	
Rail and Metro Services					
Metro Services	209	203	(6)	2,643	
Rail Services	525	442	(83)	2,806	Adverse due to the timing of expenditure that can be funded in future periods and the loss of P&R car parking income.
	734	645	(89)	5,449	
Integration					
Safety and Security	216	204	(12)	1,276	
Passenger Information	671	859	188	5,677	Favourable due to the timing of ticketing payments offset by overspends in relation to lower commission received, commercial card processing, and rechargeable customer intelligence work.
Sustainable Travel	92	92	0%	569	
	979	1,155	177	7,522	
Network Resilience					
	308	510	202	3,111	Due to staffing variations, lower external advice activity compared to profile and lower IT costs.
Commonwealth Games					
	100	274	174	2,157	
Business and Democratic Support					
	559	573	14	3,764	
Strategic Development					
	593	508	(86)	3,155	Due to the timing of EU Projects income and expenditure.
Transport Governance					
	21	22	1	132	
Capital Finance Charges					
	1,564	1,560	(3)	10,214	
TOTAL EXPENDITURE	19,154	19,197	43 0%	120,510	
NET	66	198	(132) 67%	(0)	

SECTION B

3.0 Summary Position TfWM Capital Budget

- 3.1 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.
- 3.2 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.
- 3.3 Overall, TfWM Capital Programme expenditure totalled £18.4m at the end of May 2020, which was £12.6m (41%) below the budget of £31.0m, with the variance primarily contained within the Investment Programme portfolio (£8.5m). As anticipated at this early stage of the year, there were no variances to the Annual Budget of £268.6m.

TRANSPORT PROGRAMME	MAY 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Investment Programme	10,882	19,341	8,459	146,509	146,509	0
CWG Programme	3,944	7,214	3,270	79,915	79,915	0
Other Major Programmes	2,976	3,916	940	24,564	24,564	0
Minor Work Programme	579	490	(89)	9,361	9,361	0
Grants to Local Authorities	0	0	0	8,209	8,209	0
TOTAL	18,381	30,961	12,580 41%	268,558	268,558	0%

- 3.4 The TfWM delivered Investment Programme portfolio comprises the largest of the five Programmes within the Transport Programme, containing the schemes which feature in the WMCA Devolution Deal Investment Programme to be delivered by TfWM. These schemes are all, to some extent, funded from the West Midlands Combined Authority Devolution Deal funding arrangements.
- 3.5 The Transport Programme has been categorised into five sub programmes. The largest of these is the Investment Programme with a Budget of £146.5m, including all the Rail / Sprint & Metro Extension Schemes. At the end of May, actual costs totalled £10.9m, which was £8.5m below the budget of £19.3m. The main variances at the end of May were contained within the Metro Programme totalling £7.2m. 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.
- 3.6 The variance against the Metro Wednesbury to Brierley Hill of £3.4m was reflective of Covid-19 restrictions, where utility operators are only responding to emergency works therefore some diversions have not commenced as scheduled. Work is still progressing to acquire land and therefore limited construction has taken place during the month. WMCA are working on mitigation measures to overcome this delay and progress diversions where possible.
- 3.7 The Birmingham Eastside extension variance of £1.2m relates to HS2 Utility diversions which have not commenced due to final sign off on the development agreement with HS2, expected in June 2020, with work to catch up over the coming months. The MMA are in the process of preparing the revised Target Cost (TC1) and are awaiting formal instruction to initiate detailed design works, with an acceleration in the coming months once formal instruction has been made.

- 3.8 The Westside Extension (Centenary Square / Edgbaston) variance of £0.946m is primarily due to Covid-19, where construction activity has been slower than anticipated, but work is expected to catch up in the coming months, with no change to the project schedule and delivery of scheme by December 2021.
- 3.9 The Commonwealth Games Programme with a budget of £79.9m (15%) includes all 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 May 2020, actual costs totalled £3.9m, which was £3.3m below the budget of £7.2m. The main variance of note related to the Sprint A45 Birmingham to Airport & Solihull (£1.6m) due mainly to lower than expected progress of utility diversion costs, as a result of temporary Covid-19 restrictions on the highways. The Sprint A34 Walsall to Birmingham was also below budget (£1.3m), owing to the Covid-19 restrictions impacting on utility diversion works. Both projects have received approval to commence phase one works, receiving WMCA Board approval to submission of Final Business Case to DfT in March 2020. In addition, the RTCC-Design & Layout (£0.3m), for the new control centre has a favourable variance due to a pending approval of a revised solution, which has required a rescheduling of IT system work and workstation hardware and software.
- 3.10 Other Major schemes budget of £24.6m (5%) includes trials of new transport innovation encompassed within Future Transport Zones, to discover new ways to help people and goods move around. In addition, Connected and Autonomous Vehicles trialling new technology, and Key Route Networks, to manage congestion and keep the West Midlands moving. At the end of May 2020, actual costs totalled £3.0m, which was £0.9m below the budget of £3.9m. The main variance relates to Connected and Autonomous Vehicles Testbed (CAV) (£0.8m) due to a delay in appointment of the construction contract, coupled with Covid-19 restrictions. The A435 Alcester Road Bus priority revitalisation Programme (£0.3m) variance is due to construction works, which have been temporarily disrupted (expected 3-month timing impact) by the Coronavirus restrictions. The Clean Bus Technology Fund (£0.1m) has seen a slowdown in programme delivery due to Covid-19, as social distancing measures have been implemented.
- 3.11 The Minor Works Programme with a budget of £9.4m (2%) includes several small schemes. At the end of May 2020, actual costs totalled £0.6m, which was £0.1m above the budget of £0.5m, with only minor variations at this early stage of the year.
- 3.12 The Grants to Local Authorities Investment Programme with a budget of £193.1m (37%) includes those schemes delivered by Local Authorities as part of the Investment Programme grant arrangements. At the end of May 2020, actual costs totalled £11.1m, which was £2.7m below the budget of £13.8m. The main favourable variance related to the HS2 - UK Central Interchange (£2.7m) due to March costs being lower than anticipated and the impact of Covid-19 restrictions, specifically Wildlife Ways (£1.4m) and Accelerated Housing Delivery - Utilising Solihull assets (£1.2m).

TfWM Delivered Investment Programme Schemes

INVESTMENT PROGRAMME	MAY 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Rail						
Rail - Camp Hill Line Local Enhancements (Package 2)	487	604	117	6,299	6,299	0
Rail - Walsall to Wolverhampton Local Enhancements (Package 1)	404	466	62	6,812	6,812	0
Rail - Sutton Coldfield Gateway	0	0	0	127	127	0
Coventry South Package - Tile Hill Station Improvements	(17)	0	17	100	100	0
Rail - Programme Level Costs	1	0	(1)	0	0	0
Metro						
Metro Birmingham Eastside Extension	438	1,675	1,237	28,064	28,064	0
Metro Wolverhampton City Centre Extension	321	1,026	705	4,006	4,006	0
Metro Wednesbury to Brierley Hill Extension	3,451	6,829	3,378	50,858	50,858	0
Metro Centenary Square/Edgbaston Extension	4,268	5,214	946	28,219	28,219	0
Bilston Road Track Replacement Phase 2	3	0	(3)	884	884	0
Metro Network Enhancements - Traction Power and OLE Upgrades with Power Modelling	41	30	(11)	2,892	2,892	0
WIP Station and Car Park works	537	537	0	1,084	1,084	0
Metro Network Enhancements - Wednesbury Depot Upgrades	129	655	526	4,561	4,561	0
Metro Network Enhancements – Comms and Control	52	248	196	4,105	4,105	0
Buy Before Boarding	59	74	15	743	743	0
MML Life Cycle Projects	247	596	349	3,555	3,555	0
Priestfield Re-railing	94	0	(94)	0	0	0
Sprint						
Sprint - Sutton Coldfield to Birmingham (via Langley)	(3)	88	91	132	132	0
Sprint - Hagley Road Phase 1	370	1,299	929	4,068	4,068	0
TOTAL	10,882	19,341	8,459 44%	146,509	146,509	0%

3.13 Expenditure against the TfWM delivered Investment Programme schemes totalled £10.882m at the end of May 2020 which was £8.459m below the budget of £19.341m. The main contributors to the favourable variance were as follows:

- Metro Wednesbury to Brierley Hill Metro Extension (£3.378m) was reflective of Covid-19 restrictions, where utility operators are only responding to emergency works therefore some diversions have not commenced as scheduled. Work is still progressing to acquire land and therefore limited construction has taken place during the month. WMCA are working on mitigation measures and progress diversions where possible.
- Metro Birmingham Eastside extension (£1.237m) relating to HS2 Utility diversions which have not commenced due to final sign off on the development agreement with HS2, expected in June 2020, with work to catch up in the coming months. The MMA are in the process of preparing the revised Target Cost (TC1) and are awaiting formal instruction to initiate detailed design works, with an acceleration in the coming months once formal instruction has been made.
- Metro Westside Centenary Square /Edgbaston Extension (£0.946m) was primarily due to Covid-19, where construction activity has been slower than anticipated, but work is expected to catch up in the coming months, with no change to the project schedule and delivery of scheme by December 2021.
- SPRINT-Hagley Road (£0.929m) due mainly to lower than expected progress of utility diversion costs, as a result of the temporary Covid-19 restrictions on the highways.

Commonwealth Games Programme

COMMONWEALTH GAMES PROGRAMME	MAY 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL	BUDGET	VARIANCE	FORECAST	BUDGET	VARIANCE
	£000	£000	£000	£000	£000	£000
Sprint - A34 Walsall to Birmingham	878	2,142	1,264	18,329	18,329	0
Perry Barr Interchange Development	0	0	0	12	12	0
University Station Improvement Project	839	868	29	8,225	8,225	0
Perry Barr Rail Station	846	798	(48)	8,308	8,308	0
RTCC-Highway Interventions	54	81	27	8,787	8,787	0
RTCC-Customer Information	1	2	1	107	107	0
RTCC-Design & Layout/Commercialisation	4	22	18	1,853	1,853	0
RTCC-Operations	47	113	66	317	317	0
RTCC-Data (Tactical & Operational Intelligence Data Engine)	31	372	341	1,110	1,110	0
RTCC-ICT	0	0	0	58	58	0
RTCC NWM Customer Interface Tool (Journey planner/Website)	30	15	(15)	936	936	0
A34 Sprint Park & Ride	7	9	2	100	100	0
Sprint - A45 Birmingham to Airport and Solihull	1,207	2,792	1,585	31,773	31,773	0
TOTAL	3,944	7,214	3,270 45%	79,915	79,915	0%

3.14 Expenditure against the Commonwealth Games Programme totalled £3.944m at the end of May 2020 which was £3.270m below the budget of £7.214m. The main contributors to this favourable variance were as follows:

- SPRINT – A45 Birmingham to Airport and Solihull (£1.585m) due mainly to lower than expected progress of utility diversion costs, as a result of temporary Covid-19 restrictions on the highways.
- SPRINT – A34 Walsall to Birmingham (£1.264m) owing to the Covid-19 restrictions impacting on utility diversion works.
- RTCC-Design & Layout / Commercialisation (£0.341m) variance due to a pending approval of a revised solution, which has required a rescheduling of IT system work and workstation hardware and software.

Other Major Works Programme

OTHER MAJOR WORKS PROGRAMME	MAY 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL	BUDGET	VARIANCE	FORECAST	BUDGET	VARIANCE
	£000	£000	£000	£000	£000	£000
Dudley Bus Station Development	9	3	(6)	16	16	0
Longbridge Connectivity Package	347	350	3	760	760	0
Snow Hill 3rd Access	52	33	(19)	570	570	0
Snow Hill Public Realm	0	0	0	150	150	0
Connected and Autonomous Vehicles TestBed (CAV)	445	1,241	796	2,239	2,239	0
Clean Bus Technology Fund 2017-2019	97	229	132	1,764	1,764	0
NPIF 2 Birmingham Growth Point	14	2	(12)	755	755	0
Key Route Network Safety	0	0	0	1,413	1,413	0
ConVEx-Connected Vehicle data Exchange	673	681	8	2,015	2,015	0
Highway Investment Programme	1	0	(1)	101	101	0
Dudley Interchange	219	261	42	1,110	1,110	0
Autonomous Highway,Rural & Parking Test Facilities (Meridian 3)	260	313	53	3,015	3,015	0
Future Transport Zone WP1- Human Centred Data	31	37	6	174	174	0
Future Transport Zone WP2 - Enhanced Ticket Platform	211	25	(186)	1,551	1,551	0
Future Transport Zone WP 3Transport Network Data	94	130	36	1,669	1,669	0
Future Transport Zone WP4 Enabling Data Exploitation	146	204	58	619	619	0
Future Transport Zone WP5 -Innovation Showcases	65	59	(6)	1,240	1,240	0
Future Transport Zone WP6 -Programme Management	28	28	0	330	330	0
A435 Alcester Rd Bus Priority Revitalisation	44	305	261	2,771	2,771	0
5G	240	0	(240)	0	0	0
Cross City Bus - City Centre Package	0	0	0	412	412	0
Cross City Bus - Dudley – Druids Heath Package	0	15	15	1,065	1,065	0
Major Road Network-A4123 Corridor -A4150 Ring Road to A456 Hagley Road	0	0	0	200	200	0
Major Road Network- A454 Wolverhampton and East Park Gateway	0	0	0	274	274	0
Major Road Network-A449 Stafford Rd M54 J2 to A4150 Ring Road	0	0	0	141	141	0
Major Road Network- A46 Link Road Ph2 Coventry	0	0	0	150	150	0
Major Road Network- A38 Kingsbury Road Birmingham	0	0	0	60	60	0
TOTAL	2,976	3,916	940 0%	24,564	24,564	0%

3.15 Expenditure against the Other Major Works Programme totals £2.976m at the end of May 2020 which was £0.940m below the budget of £3.916m. The main contributor to this favourable variance were as follows:

- CAV's (Connected and Autonomous Vehicle) (£0.796m) variance is due to a delay in appointment of the construction contract, coupled with the disruption of the Covid-19 restrictions.
- A435 Alcester Rd Bus Priority Revitalisation (£0.261m) is due to construction works, which have been temporarily disrupted (expected 3-month timing impact) by the Coronavirus restrictions.
- Clean Bus Technology Fund 2017-2019 (£0.132m), where the programme has seen a slowdown in programme delivery due to Covid-19, as social distancing measures have been implemented.

Offset by:

- 5G (£0.240m) pending completion of a funding agreement between WMCA and 5G, which will enable infrastructure costs to be reclaimed from the Department for Digital, Culture, Media and Sport (DCMS).

Minor Works Programme

MINOR WORKS PROGRAMME	MAY 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Bus						
Shelter Appeals	0	2	2	9	9	0
TBT Platinum Route RTI Equipment Upgrades	(4)	5	9	14	14	0
DfT Tackling Nitrogen Dioxide - Dudley MBC	0	0	0	95	95	0
DfT Tackling Nitrogen Dioxide (Wolverhampton MBC)	331	195	(136)	792	792	0
Rail						
Park and Ride Delivery	0	0	0	660	660	0
Tipton Park and Ride	0	0	0	24	24	0
Aldridge Rail Station Study	3	32	29	32	32	0
Dudley Port Integrated Transport Hub	0	0	0	130	130	0
Metro						
Bradley Lane Park and Ride	25	25	0	249	249	0
Cycling						
Network Wide Cycling Programme (NWCP)	9	12	3	24	24	0
Bike Life Report	0	0	0	15	15	0
Better Streets Community Fund	9	6	(3)	1,089	1,089	0
Priority One Development Workstream	2	2	0	638	638	0
Highway						
ADEPT Live Lab	59	136	77	1,798	1,798	0
Asset Replacement						
Network Wide P and R Lighting Enhancement	1	0	(1)	17	17	0
Network Wide Park and Ride Expansion Developments -Phase 2	5	3	(2)	23	23	0
IDOX - Asset Management System	0	0	0	35	35	0
Asset Management Programme	30	1	(29)	1,592	1,592	0
Real Time Information Upgrades	72	58	(14)	1,473	1,473	0
Other						
Project Development Costs	1	1	0	7	7	0
Road Safety Grant	0	0	0	2	2	0
LTP Technical Development Nims Mattisse	0	0	0	19	19	0
Gateway Controlled Project Development	0	0	0	154	154	0
Top Slice	25	0	(25)	141	141	0
Asset Management- RTI Upgrades	0	0	0	170	170	0
Transport Data Unification (traffic data)	0	0	0	61	61	0
AutopleX	9	12	3	98	98	0
TOTAL	579	490	(89) 18%	9,361	9,361	0%

3.16 Expenditure against the Minor Works Programme totalled £0.579m at the end of May 2020 which was £0.089m above the budget of £0.490m. The main variance of note was as follows:

- DfT Tackling Nitrogen Dioxide (Wolverhampton MBC (£0.136m) owing to minor acceleration of the Programme.

Grants to local Authorities

GRANTS TO LOCAL AUTHORITIES	MAY 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
B4106 Spon End (Coventry CC)	0	0	0	4,697	4,697	0
New St/High St/Victoria Sq Public Realm (Birmingham CC)	0	0	0	3,275	3,275	0
Low Emission Bus Scheme (Coventry CC)	0	0	0	237	237	0
TOTAL	0	0	0	8,209	8,209	0%

3.17 There was no expenditure against the Grants to Local Authorities Programme as at the end of May 2020.

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West Midlands
Combined Authority

Transport Delivery Committee

Date	20 July 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 June 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 June:
 - University Station – Planning permission granted
 - Park & Ride Resurfacing Programme – Lea Hall, Tipton and Hall Green
 - Making the KRN Safer – Inaugural meeting of the Regional Road Safety Strategic Partnership took place on 26 June.

4.0 Variations to Baseline Programme

- 4.1 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

DRAFT

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 and handed over to TfWM on Thursday 14 th May. The awaited new main power supply is due for installation early July which has been delayed due to the COVID-19 restrictions. Installation of other works outside the main contract have commenced and include signage, parking management and Electric Vehicle Charging points. A formal opening date has not been announced but expect to be end of August – 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 complete for the Dudley Interchange scheme and tender documents are being compiled in readiness for going out to market for price testing. There is ongoing dialogue with Dudley MBC and Midland Metro on project interfaces, and progress. Key next steps: secure funding to progress land acquisition; agree programme and interfaces with Metro & DMBC Highways; complete tender documents; issue tenders.
3	Making the KRN Safer	Contribution	Mar 2019	Mar 2021	Amber	Same	The Regional Road Safety Strategic Partnership has been established and met for the first time on 26 June. The Partnership is being independently chaired by the Road Safety Foundation and includes constituent authorities, ROPSA, Road Safety GB, Highways England, West Midlands Police and Fire Service and a rep from the Young Combined Authority. No further progress with procurement of Weather Stations.
4	Perry Barr Rail Station and Bus Interchange	Development	Dec 2021	Mar 2022	Amber	Same	The Principal Contractor's baseline programme has now been accepted, which indicates a completion date (entry into service) in March 2022. Pre-Planning Application discussion with BCC took place on 15 th May 2020, feedback from the BCC Planning team on the designs from the meeting is currently under review, with an initial Technical Response document has been produced. A further meeting with BCC Planning team is to be arranged. The Full business Case for Rail Station and Bus Interchange has been submitted to the first stage of the WMCA assurance process on 24 th June 2020. BCC has taken ownership of all properties within the station complex. BCC has now issued notice to treat and entry on the One Stop land required for this project and the A34 Highways project, with agreements to formalise the method of working still planned to be worked up. Discussions with funding partners and senior TfWM colleagues are ongoing for funding options for the Bus Interchange, with an FBC due to be submitted to the GBS LEP in the next month.
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	Tender negotiations continue with the two remaining bidders. Value engineering options have been received and briefed to stakeholders. Whilst further work is required, generally there has been a positive response to proposals. Contractors are scheduled to submit their final prices in early July. Over 1000 comments were received on the design and most responses are agreed with Network Rail and UoB. BCC sre satisfied with the proposed highway design and are progressing through their acceptance process. The project's planning application was approved on the 4 th June. UoB have been approached to deliver early archaeological trench works and discussions are underway to confirm the final scope. The FBC approval process remains on track and remains set for the July WMCA Board.
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.
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.

	Project Name	Status	Baseline Comp Date	Forecast Date	DCA	DCA Trend	Exec Summary
9	Network Wide Bus Station Refurbishment Phase 1	Design & Delivery	Mar 2020	Mar 2021	Green	Same	<p>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:</p> <p>Resurfacing works at Lea Hall, Tipton and Hall Green have been completed.</p> <p>Marston Green bus interchange resurfacing, City centre shelter enhancements in Coventry, West Bromwich bus station automatic door renewals, cycling schemes at Wolverhampton & Moor Street as well as CCTV upgrades.</p> <p>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.</p>
10	Network Wide P&R Lighting Enhancements	Delivery and Handover	May 2019	May 2020	Amber	Worse	<p>There are 5 outstanding sites (Sandwell & Dudley, Sutton Coldfield, Stourbridge Junction, Berkswell and Shirley) to deliver this financial year. Due to limited available budget the Sponsor is now in the process of sourcing additional funding.</p> <p>Awaiting confirmation from Network Rail regarding closure of Land Lords Consent applications for 7 previously delivered sites</p>
11	Network wide Park & Ride Expansion Developments – Phase 2	Development / Feasibility	Mar 2020	Mar 2021	Green	Same	<p>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.</p> <p>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.</p>
12	IDOX – Asset Management System	Complete				Complete	<p>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.</p> <p>Discussions are taking place around a Phase 2 to utilise the new system to incorporate Land owned to enable effect management.</p>
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	<p>Coventry and Wolverhampton Bus station cycle parking complete, as well as Solihull rail station.</p> <p>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.</p>
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 final tender returns, the Invitation to Submit Final Tenders (ISFT), prior to progressing with formal award and commencement of project delivery.
17	Digital Panel Rollout	Rolling Programme	July 2020	July 2020	Green	Same	<p>Contract year 4 (July 19 to July 20) – a further 50 digital advertising panels to be installed in TfWM bus shelters by Clear Channel.</p> <p>45 new shelters with 43 digital advertising screens have been installed to date. The remaining 5 shelters and 7 screens are still being delayed by the Covid 19 lockdown and will be installed when possible.</p>

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-baselining and/or overall viability re-assessed

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TRANSPORT PROGRAMME	MAY 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Investment Programme	0	0	0	107	107	0
CWG Programme	7	9	2	112	112	0
Other Major Programmes	408	386	(22)	3,409	3,409	0
Minor Work Programme	95	81	(14)	3,235	3,235	0
TOTAL	510	476	(34)	6,863	6,863	0%
INVESTMENT PROGRAMME	MAY 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Sprint						
Sprint - Hagley Road Phase 1	0	0	0	107	107	0
TOTAL	0	0	0	107	107	0%
COMMONWEALTH GAMES PROGRAMME	MAY 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Perry Barr Interchange Development	0	0	0	12	12	0
A34 Sprint Park & Ride	7	9	2	100	100	0
TOTAL	7	9	2	112	112	0%
OTHER MAJOR MORKS PROGRAMME	MAY 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Dudley Bus Station Development	9	3	(6)	16	16	0
Longbridge Connectivity Package	347	350	3	760	760	0
Snow Hill 3rd Access	52	33	(19)	570	570	0
Snow Hill Public Realm	0	0	0	150	150	0
Key Route Network Safety	0	0	0	1,413	1,413	0
A435 Alcester Rd Bus Priority Revitalisation	0	0	0	500	500	0
TOTAL	408	386	(22)	3,409	3,409	0%
MINOR WORKS PROGRAMME	MAY 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Bus						
Shelter Appeals	0	2	2	9	9	0
TBT Platinum Route RTI Equipment Upgrades	(4)	5	9	14	14	0
Rail						
Park and Ride Delivery	0	0	0	660	660	0
Tipton Park and Ride	0	0	0	24	24	0
Aldridge Rail Station Study	3	32	29	32	32	0
Dudley Port Integrated Transport Hub	0	0	0	50	50	0
Metro						
Bradley Lane Park and Ride	25	25	0	249	249	0
Sprint						
Cycling						
Network Wide Cycling Programme (NWCP)	9	12	3	24	24	0
Bike Life Report	0	0	0	15	15	0
Asset Replacement						
Network Wide Bus Station Refurbishment Phase 1	0	0	0	0	0	0
Network Wide P and R Lighting Enhancement	1	0	(1)	17	17	0
Network Wide Park and Ride Expansion Developments -Phase 2	5	3	(2)	23	23	0
IDOX - Asset Management System	0	0	0	35	35	0
Asset Management Programme	30	1	(29)	1,592	1,592	0
Other						
Project Development Costs	1	1	0	7	7	0
LTP Technical Development Nims Mattisse	0	0	0	19	19	0
Gateway Controlled Project Development	0	0	0	154	154	0
Top Slice	25	0	(25)	141	141	0
Asset Management- RTI Upgrades	0	0	0	170	170	0
TOTAL	95	81	(14)	3,235	3,235	0%

Briefing note – Impact of Covid-19 on West Midlands Metro; response and recovery

DATE - 20th July 2020

Background

Impact of Covid-19

West Midlands Metro (WMM) is dealing with unprecedented circumstances since the outbreak of Covid-19. Following lockdown patronage fell by 86% and revenue by 94%. The timetable was reduced to around 50% normal capacity and for a period 40% of staff were furloughed as the operation adapted to changing business needs. The message to customers has been consistent, essential travel only as WMM has been following Government and Public Health England guidance in relation to the continued safe operations.

Initial Response

WMM adopted a safety-first response from the outset, prioritising the protection of both customers and staff. At the early stages it put in place a number of measures to help prevent the spread of Covid-19, whilst continuing to deliver a vital service for key workers and others who need to undertake essential journeys. These include:

- Enhanced cleaning – Using viricidal disinfectants, we have enhanced our already rigorous cleaning regime with trams cleaned twice daily and tram stops daily, including handrails, seats and key customer touchpoints.
- Reduced surface contact – Drivers are opening doors automatically at stops reducing customer contact with surfaces.
- Reduced customer/conductor contact – Customers are encouraged to pay for their ticket in advance (via Swift or the My Metro app) or use contactless payments.
- Customer communications – Key safety messages are being communicated to customers using at stop and on tram signage, regular announcements on platforms and social media channels.

- Provision of personal protective equipment (PPE) – Staff have been provided with personal issue hand sanitiser bottles and appropriate PPE.
- At stop revenue collection – At the early stages of lockdown customer service representatives (CSR's) were redeployed to platform revenue collection duties, helping to maintain social distancing.
- Staff only zones on tram – Similarly the immediate areas behind the driver's cabs were cordoned off, reducing driver contact with customers.
- Keeping staff informed – Through emails, the staff app, notice boards and weekly sessions in the mess room, staff have been and continue to be kept informed on latest government guidance and we are making sure team members understand to self-isolate if they show symptoms.
- Staff welfare – WMM has also worked with the union to ensure the most vulnerable or those required to shield have the additional support they may require and those affected by furlough are treated equitably. We have also promoted the Employee Assistance Programme which offers a range of advisory and support services including help with mental health or financial issues.
- Understanding best practise – Working with UK tram, Transport for West Midlands and other transport groups WMM are actively exploring the best ways in which to manage the impacts of Covid-19.

Recovery

Many of the measures already implemented as part of the immediate response remain during the recovery phase. WMM has considered a number of recovery scenarios and in each, safe capacity is paramount. Maintaining a safe social distance when using the service has and will continue to be a key priority. The normal capacity of the Urbos 3

tram is 208 and to maintain a safe social distance at 2 metres this reduces to 40. This creates a capacity challenge. As lockdown restrictions ease and passenger numbers increase WMM are and will continue to manage this through:

- Monitoring capacity and adapting service – Using data from automatic passenger counters on trams WMM are monitoring capacity daily. Where there are sustained increases in patronage WMM have and will continue to increase service frequency through timetable changes. CCTV along the system is also being used to monitor for hot spots and where capacity issues are apparent, “queue buster” trams are being deployed to provide additional capacity.
- Coordinating efforts with the Regional Transport Co-ordination Centre (RTCC) – By working with the RTCC, WMM are gaining greater understanding of capacity on the region’s transport network. This allows a coordinated response to hot spots and peaks on the wider network enabling appropriate messaging to customers, including encouraging use of alternative modes where capacity issues are apparent.
- Publishing busiest travel times – WMM have introduced a new section on its website which uses a heatmap format to highlight to customers, the time of day when the network is expected to be busy. This allows customers who can travel at quieter times to make an informed choice, whilst helping to keep everyone safe.
- Intent to travel – Whilst the heatmap on the website is produced using historical travel data, WMM are working to develop its capabilities to better understand future travel. This includes developing the My Metro App so that passengers can declare their intent to travel in advance. Having

this information would provide WMM with an additional tool in understanding capacity.

Other measures:

- New flexible ticket range - Whilst social distancing is important during recovery WMM also recognise that travel habits will change. A Transport for West Midlands survey suggests 75% of people will work from home more in the future. Recognising this, WMM has launched a new range of great value flexible products. These are available on the My Metro app, reducing the risk of spreading the virus through cash transactions.

The range consists of new 3 day and 4 day tickets providing unlimited travel for the consecutive period of days. In addition, the range includes a new Flex and Save ticket which provides 10 days of unlimited travel to be used at the customers convenience. Once the first day is activated the remaining days can be used anytime over six months.

- Enhanced customer communications – Working as part of the Covid-19 Communications Recovery Group led by TfWM, WMM are coordinating its customer communications messaging to ensure a consistent approach with the wider region. This includes contributing to and participating in the “Stay Safe Stay Apart” campaign which has launched across all modes of transport in the region. For WMM the message is communicated across the network with posters at stops, on tram covings, images on the onboard monitors, tailored public announcements and through social media.

- Safety video - WMM has also prepared a video highlighting the key actions it is taking to keep customers safe and what they can do to help. This has been launched on our social media platforms.
- Mandatory face mask for customer facing staff – As part of the recovery, staff have returned to on tram revenue collection and in doing so WMM mandated that they wear a face mask in this frontline role. This follows a thorough risk assessment which was also shared with staff. Staff are issued with the face masks as part of their PPE.
- Mandatory wearing of face coverings for customers – In response to government legislation, mandating the wearing of a face covering when using public transport, WMM swiftly updated audio announcements customer signage, including on tram, and social media channels to inform customers of the changes. It has also undertaken educational activities whereby customers who did not have a face covering in the initial stages were provided with a face mask by WMM staff and a card detailing a website address where they could find out how to make their own for future travel. In return for the face mask it was also suggested that customers may wish to make a donation to the NHS.

Further Information	
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Looking Forward

WMM recognise that it is operating in a period of constant change and as such continue to monitor the impact of Covid-19 and the measures it has put in place to help prevent the spread of the virus, whilst continuing to deliver an essential service. It will continue taking a safety-first approach as the situation evolves and will adapt its response accordingly.

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Transport Delivery Committee

Date	20 July 2020
Report title	Cycling Charter Progress Report
Portfolio Lead	Councillor Diana Holl-Allen
Accountable Chief Executive	Laura Shoaf – Managing Director laura.shoaf@tfwm.org.uk
Accountable Employee	Claire Williams – Cycling and Walking Manager claire.williams@tfwm.org.uk 0121 214 7984
Report has been considered by	Councillor Diana Holl-Allen Councillor Kath Hartley Councillor Richard Worrall

Recommendation(s) for action or decision:

TDC is recommended to:

- Note the progress to date of the TfWM led initiatives of the West Midlands Cycling Charter Action Plan.

1. Purpose

- 1.1 To report matters relating to the performance, operation and delivery of TfWM led initiatives within the West Midlands Cycling Charter Action Plan.

2. Background

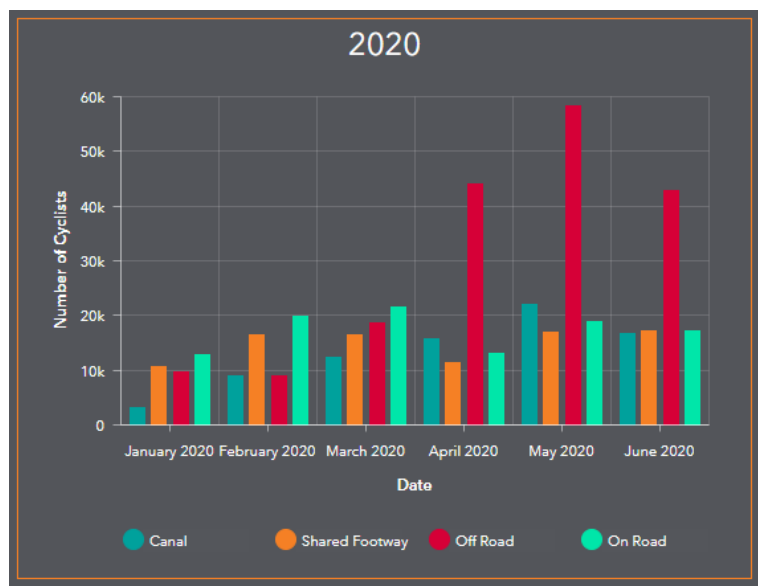
- 2.1. The West Midlands Cycling Charter outlines the key principles that all partners, including the seven constituent Local Authorities, have adopted to deliver the required step change in cycling across the West Midlands Metropolitan area. It represents a shared vision and approach that will increase cycling levels across the West Midlands.
- 2.2. A detailed Action Plan is currently being delivered with the target of increasing levels of cycling to 5% of all trips by 2023 from the current levels of 1.7% (Census Data, 2011).
- 2.3. The Cycling Charter is based on the following four principles:
 - Leadership and Profile
 - Cycling Network
 - Promoting and Encouraging Cycling
 - Funding.

3. Cycling Charter Action Plan progress

- 3.1. [Bike Life](#) is a report prepared by Sustrans in partnership with city regions and combined authorities around the country. Along with 14 other regions in the country, WMCA is working with Sustrans over the four years (starting in 2019) years on a West Midlands Bike Life report. The report will provide a strong evidence base to support and drive forward further investment in cycling and walking provisions in the region. The launch of the report took place 4 March 2020 with an event, social media coverage and press release.
- 3.2. The report is made up of data on cycle provisions in the region as well as the results of a survey of 1554 residents of the West Midlands. Some headline data include:
 - 65% support building more cycle tracks even if that means reallocating road space
 - 76% believe there should be more space for socialising, walking and cycling on their high streets
 - 14% of men and 5% of women cycle at least one time per week
 - 11% of white people and 6% of people from minority ethnic groups cycle one time per week
 - There are 501 miles of green routes, paths through parks canal towpaths and segregated cycle lanes in the West Midlands but only 14% of residents live within 125m of these routes
- 3.3. WMCA and the 7 local authorities developed a **West Midlands strategic LCWIP** (Local Cycling and Walking Infrastructure Plan) which was adopted by WMCA Board in March 2019. This plan outlines a prioritised programme of investment.
- 3.4. £23m of **Transforming Cities Fund** (TCF) has been allocated to develop and deliver a cycling and walking infrastructure programme. Details on the allocation can be found in the finance section below. The programme is coordinated by TfWM as part of the Walking and Cycling Programme.
- 3.5. As part of the TCF programme, funding has been allocated towards the development of the Phase 1 routes within the LCWIP. The local authorities are currently working on developing business cases and preliminary designs as part of this project.
- 3.6. During March and April 2020, the Commonplace Platform was used for a consultation on the Cycling and Walking Network. 3343 comments from 581 respondents were received which have been passed on to the local authorities for reviewing. As part of the Emergency Active Travel Fund

measures (see below), the license for Commonplace will be renewed which will allow engagement during the COVID19 recovery. Due to restrictions during the COVID19 outbreak, only the digital format was available as in person engagement was not possible. Recruitment of a Community Engagement Lead is currently taking place, who will be reaching out to the communities and groups during future engagement and consultation.

- 3.7. £2m of TCF allocation formed the [Better Streets Community Fund](#), an innovative community-focused grant scheme which allowed residents in the West Midlands to submit ideas to improve their local area for cycling and walking. TfWM received over 140 applications from across the West Midlands for the scheme. Following a rigorous assessment 31 schemes were selected for delivery. Two of these projects have been delivered to date, including new parking buddies at Clifton Road Primary School in Birmingham and new cycle parking outside the YMCA building in West Bromwich Town Centre. The full list of successful schemes is listed in the Appendix.
- 3.8. [Birmingham City Council](#) and [Sandwell Metropolitan Borough Council](#) released their own LCWIP in 2019/20. Coventry City Council is working on an LCWIP that will be linked to their future Transport Plan. Solihull Metropolitan Borough Council are currently completing their cycling plan as part of their LCWIP development. Wolverhampton, Dudley and Walsall are scoping funding for development and delivery of the schemes within the WM LCWIP.
- 3.9. **Emergency Active Travel Fund (EATF)**. On 9th May the Government announced that an 'Emergency Active Travel Fund' will fund local authorities across the country to help make it easier for people to use bikes to get around. An allocation of £250 million from the £2 billion investment in cycling and walking, previously announced at the March budget is to be made available immediately to support the delivery of temporary schemes such as pop up cycle lanes and widening pavements.
- 3.10. West Midlands Combined Authority has been allocated £17.2m of EATF which will be distributed via two tranches using a light touch application process. Tranche 1 is £3.447m with applications closed 5 June 2020. DfT has stressed that measures need to be delivered within 8 weeks of receiving the funding, and these must involve a 'meaningful reallocation of road space'. TfWM have submitted a joint bid with the constituent local authorities.
- 3.11. A programme of schemes that includes cycle pop-up lanes, increased room for pedestrians on footways, modal filters and cycle parking has been included in the application to DfT. The programme also includes supporting measures to deliver interventions that support long term behaviour change. A communications and marketing package has also been included in the programme.
- 3.12. West Midlands Cycle is launching "[Cycle Parking for Organisations](#)" supported by social enterprise Park That Bike. Park That Bike will provide and install cycle parking on our behalf to organisations across the West Midlands. This project is funded by Transport for West Midlands in order to keep the region moving during the COVID 19 recovery phases and beyond. The first round of applications will support up to 100 organisations and is open now with a limited number of cycle parking stands available.
- 3.13. There are currently 20 operational cycle counters on the cycle network. An increase in cycling has been observed along routes associated with leisure (off-road routes such as green routes and canal towpaths) during COVID19 lockdown restrictions, as many people took up cycling for daily exercise. Not surprisingly, routes associated with commuting saw a decrease in use as many people worked from home. As restrictions have eased, there is now an increasing trend along these routes to pre-lockdown levels. Cycle use on leisure routes also continues to rise, a slight decline was observed over June due to poorer weather conditions.



- 3.14.** A feasibility study was completed to improve the network of Cycle Counters in the West Midlands to improve monitoring of cycling levels. The study outlined the minimum requirement for high quality monitoring of cycling in the region which included placing a minimum of 38 cycle counters a site specific location including: future LCWIP routes, education sites, key destinations (e.g. employment sites). This provides data on cycling at these specific areas (and types of infrastructure)
- 3.15.** The study also recommended a minimum of 89 representative sites which helps to provide a more complete picture of cycling in the region. While it is useful to monitor where cycling is expected to be observed, this does not provide an accurate picture of cycling in the region. Data collected from the 'representative' locations can be combined and extrapolated to evidence usage across the whole network. This approach is important from an equalities perspective. If data collection is only focused on collecting data from the key sites, evidence of how the network is being used away from these sites will not be available. This means that the network will not develop in ways that serve those types of usage or the people making those trips.
- 3.16.** We will be improving data collection on the network with phased delivery of new cycle counters. Delivery will be focused on 20 new counters for LCWIP Phase 1 routes as well as areas where there are gaps (in particular Walsall and Solihull) as well as to start deployment of counters at representative sites. A Request for Quotation will be released later this year. The indicative cost of the programme is £100k and this can be managed within existing resources.
- 3.17.** Re-procurement commenced in September 2019 for a West Midlands wide bikeshare scheme. TfWM will be appointing a supplier through competitive dialogue to deliver a scheme across the West Midlands we anticipate appointing a supplier in July 2020. The scheme will link to our public transport network businesses, centres, universities and trip-attractors to provide more opportunities for cycling and the use of multiple modes of transport. The Bikeshare scheme will be a blend of pedal bikes and Ebikes.
- 3.18.** TfWM continues to collaborate with **Brompton** to promote their cycle hire facilities in Birmingham city centre at New Street, Snow Hill, and Moor Street stations with investment in social media and digital advertising campaigns.
- 3.19.** In 2019/20 the **Network Wide Cycle Parking Programme**, which aims to improve cycle parking capacity and quality across the network, will deliver cycle parking improvements at key transport interchanges across the region including Birmingham New Street. New cycle parking has been delivered in autumn 2019 at Coventry Pool Meadow and Wolverhampton bus stations as well as Solihull in December 2019. Monthly cycle monitoring demonstrated that these stations were at capacity or were in need of replacement.

Station	Previous Number of Spaces	Total Number of New Spaces
Solihull	30	60
Birmingham New Street	206	46
Pool Meadow	23	43
Wolverhampton Bus Station	8	16

3.20. West Midlands Trains have completed improvements to cycle parking at the following stations, including sheltered two-tiered cycle parking and/or Sheffield stands and cycle-repair equipment:

Station	Line
Yardley Wood	Stratford Line
Shirley	Stratford Line
Dudley Port	Wolverhampton Line
Selly Oak	Redditch Line
Stourbridge Junction	Stourbridge Line
Northfield	Redditch Line
Marston Green	Coventry Line
Stechford	Coventry Line
Four Oaks	Lichfield Line
Sutton Coldfield	Lichfield Line

3.21. Audits of all stations and interchanges have been completed in 2019/20. These were assessments and observations on the cycle parking, the availability of information for people on pedal cycle or on foot as well as types of routes surrounding the station. These audits will inform future development of facilities for cyclists and pedestrians.

3.22. Sustrans has been commissioned by DfT to deliver cycle parking at rail stations. TfWM has liaised with the local authorities and have recommended 12 stations to West Midlands Trains (total estimated 135 spaces) to be considered as part of their bid. These were recommended based on the availability of a minimum number of spaces, the results of the cycle audit of the stations and feedback by the local authorities.

3.23. We have been providing feedback on Darlaston and Willenhall Station designs to ensure cycle provisions are provided. TfWM Cycling and Walking team will work with West Midlands Trains on new stations on the Camp Hill Line when designs are made available.

3.24. In partnership with Chiltern we will be upgrading the cycle parking at Moor Street Station, as part of a joint successful bid to DfT.

3.25. Cycle parking occupancy counts are undertaken by TfWM Data Insight Team. While on average occupancy has remained consistent, with the increase in capacity, usage of the cycle parking is steadily increasing overall. Station travel plans are being delivered by West Midlands Trains which include promotion of cycle parking at the stations.

Average	2014	2015	2016	2017	2018	2019 Q1*	2019 Q2*	2019 Q3*	2019 Q4*	Total 2019/20
Average Patronage	380	397	468	525	567	531	499	522	467	505
Average Capacity	1346	1474	1740	1980	2279	2243	2241	2267	2241	2248
Average % Occupancy	28.5%	27%	26.8%	26.6%	24.8%	23.7%	22.3%	22.4%	19.1%	21.9%

*Note: for 2019/20 cycle counts are done bimonthly.

- 3.26. Due to restrictions during COVID19 cycle counts have not taken place between March and May 2020. Monthly check of card swipes at the cycle hubs show only minimum use with only or two customers accessing the hubs a few times during the month.
- 3.27. We continue to deliver our award winning five-point Cycle Crime Action Plan. The plan focuses on key areas of enforcement, engagement, education, environment and evaluation to combat cycle theft at stations. Between April 2019 and end of March 2020, there have been 154 cycle thefts from stations in the region. This is a significant drop from previous year which peaked at 279 thefts. This is due to the bespoke plans to address the highest cycle theft stations.
- 3.28. In the specification for the bike share tender, we have asked potential supplier to work alongside West Midlands Police Designing Out Crime Team as well as Safer Travel Police Team to prevent crime and antisocial behaviour.
- 3.29. We continue to offer subsidised D-locks at New Street Travel Information Centre. 2020 bike marking has been paused due to social distancing restrictions. These are promoted at the station travel shops as well as on social media.
- 3.30. **Managing Short Trips (MST)** is a programme of cycling infrastructure improvements in the Black Country. These improvements are designed to create cycle friendly corridors between existing cycle routes, residential areas and local centres alongside the canal towpath. We have created a series of maps for walking and cycling along the MST routes [which are available online from May 2020](#). A promotional plan for these is being developed.
- 3.31. **Big Bike Revival.** A partnership is in place between TfWM and Cycling UK to deliver the Big Bike Revival programme, a scheme to develop community cycle clubs and encourage cycling. There are 15 community clubs across Dudley, Walsall, Wolverhampton, and Sandwell (table below). Birmingham City Council is also working with Cycling UK to develop community cycling clubs around Birmingham with 22 active clubs.

Area	Club Name
Wolverhampton	Wildside Activity Centre
	The Bike Shed
Walsall	Walsall Arboretum Community Cycle Club
	Palfrey Park Womens Community Cycle Club
	Palfrey Park Mens Community Cycle Club
	Aaina Ladies Community Cycle Club
	Willenhall Memorial Park Community Cycle club
	Reedswood Park CCC
	Walsall Bike Project CIC
Sandwell	Smethwick Beat the Street Community Cycle Club (MST1)
	Hadley Stadium Community Cycle Club
	Lightwoods Community Cycle Club
	Hallam Street Hospital
	BWA Community Cycle Club
Dudley	Silver Jubilee Park Community Cycle Club

- 3.32. As part of our partnership we were looking to recruit volunteer ride leaders. The training will be free for the volunteers and provided by Cycling UK across the West Midlands. We are looking to start new clubs in 2020 with the support of these new ride leaders pending lockdown restrictions lifting.
- 3.33. TfWM partnership with British Cycling currently being developed to help capitalise on the increased level of cycling we are seeking in the West Midlands. Recruitment will take place Summer 2020 for an officer role.

- 3.34. Living Streets.** Living Streets has partnered with TfWM to deliver the WOW – Walking to School Challenge to schools across the region. There are three Project Coordination Officers in post in the West Midlands (within 7 constituent local authorities of TfWM) working across transport, education and health sectors to recruit schools. The programme includes an online platform to monitor modal share and incentivises uptake of active travel through monthly reward badges. Data collected is shared with local authorities.
- 3.35.** From approximately 785 schools across the West Midlands (Department for Education data), 121 schools have taken part in WOW – the year-round walk to school challenge, which is about 13% of the total schools (Appendix). There is scope to expand the scheme further. Active travel trips have increased from 60% to 83%, with car use decreased from 38% to 16%.
- 3.36.** Living Streets have secured funding with Department for Transport for the programme in 2020/21. Activities with schools have been suspended due to Covid 19 and will resume September 2020. Living Streets have retained contact with schools on the programme with resources for #walking from home. TfWM have supported Living Streets National Walking Month - encouraging #Try20: Walk for 20 minutes a day as part of daily exercise.
- 3.37. School Streets:** Solihull Metropolitan Borough Council launched Car Exclusion zones at three schools which started in September 2017 as part of an 18-month pilot to minimise traffic around school drop offs. The scheme has now been made permanent and there are now plans to start rolling out the scheme at three other schools starting April 2020.
- 3.38.** Birmingham City Council has started their pilot in September 2019 at the following schools:
- Alston Primary (Heartlands)
 - Chilcote Primary (Hall Green South)
 - Cofton Primary (Longbridge & West Heath)
 - Featherstone Primary (Stockland Green)
 - Nelson Primary (Ladywood)
 - St Francis CE Primary (Bournville & Cotteridge)
- Progress will be monitored a decision will be made on how to expand the programme.
- 3.39. COVID19 response.** Cycling and walking has taken a central focus in Government directives to control the virus. To support the initial lockdown, TfWM created a bespoke webpage enabling citizens to access key information about exercising while practising good social distancing – walking, running and cycling. The page provides up-to-date details of keyworker initiatives, general bike safety and maintenance information, as well as local cycling and walking routes. By doing so, we have supported local citizens to maintain their physical and mental wellbeing, while also increasing their cycling proficiency and confidence. This page is constantly evolving and being updated in line with the latest Government communications and partner initiatives.
- 3.40.** TfWM Cycling and Walking team have supported the creation of a WMCA survey to understand the impact of COVID-19 on local citizens which has gathered over 6000 responses. This information and further data collection via a series of focus groups will be invaluable in the development of a behaviour change campaign encouraging and enabling citizens to choose cycling and walking as their primary mode of transport during and after the pandemic. Due to restrictions during COVID19, only the digital version of the survey was available.

Travel type	Before COVID-19	Since COVID-19
Cycle to work	1%	7%
Walk to work	5%	20%
Cycle to shops	2%	4%
Walk to shops	8%	40%

- 3.41.** Cycling UK is currently delivering the Big Bike Revival (BBR) for Key Workers programme to support independent bike shops, mechanics and recycle centres to help key workers get back on

their bikes or start cycle commuting for the first time. To date, 12 organisations across the West Midlands have been awarded grants through the programme. This was promoted online, as well as posters at hospitals and key worker sites.

- 3.42. Cycling UK is in discussions with the Department for Transport regarding extension of the BBR programme to cover pop-up cycle repair. Free 3-month membership has been launched for health and social care workers to support those choosing to cycle during the COVID-19 pandemic. Over 2,000 new members have joined Cycling UK taking up this offer.
- 3.43. An online version of Bike Week took place from 6-14 June to bring people together through a series of fun events under the banner of #7daysofcycling. TfWM will be partnering with Cycling UK to deliver promotional activities to support the campaign.
- 3.44. With the aim to raise the profile of cycling and walking, Shanaze Reade was appointed as the first **Cycling and Walking Ambassador** for the West Midlands in March 2019 with an official launch event that took place in May 2019.
- 3.45. Shanaze Reade represented the West Midlands at meetings of the cycling and walking commissioners from around the country. The Cycling and Walking Ambassador has also made a number of appearances to promote cycling and walking in the region including the two British Cycling Let's Ride events in Birmingham (9 June) and Coventry (8 September), and a visit to St Mathias School in Wolverhampton (20 June) and St Philip's Catholic Primary School in Smethwick (10 January). She also attended the Bike Life West Midlands launch in Birmingham on 4 March.
- 3.46. Due to COVID19 social distancing restrictions, further appearance days were cancelled. Shanaze has promoted staying active at home during this time.
- 3.47. The contract for Shanaze ended as scheduled on 31 May 2020. The role of Cycling and Walking Ambassador is now under review.

4.0 Financial Implications

- 4.1 The 2018/19 cycling investment per head was an estimated £9.47. This will be updated to reflect final spend from the seven constituent local authorities once received.
- 4.2 The additional £23m investment through Transforming Cities Fund (TCF) referenced in section 3.3 will continue to support the ambition contained within the Cycling Charter to achieve £10 per head.
- 4.3 Part of this investment has been allocated as capital contributions as follows:

Allocation	TCF Funding Contribution (Capital, £m)
Better Streets Community Fund	2.0
Development Funding	1.0
A34 Cycle Route (Perry Barr to Alexander Stadium)	1.5
A45 – Birmingham to Solihull Boundary	5.0

Binley Road Coventry University to University Hospital Cycle Route	5.0
Wednesbury to Brierley Hill Metro Corridor Access Improvements at stops for cycling and walking	3.0

4.4 DfT have allocated £17.2m of EATF to the WMCA towards delivery of infrastructure and supporting measures that support people to cycle and walk more either for transport or exercise. These will be distributed via two tranches, with the first tranche being £3.85m.

5.0 Legal Implications

5.1 There are no immediate legal implications flowing from the contents of this report.

6.0 Equalities Implications

6.1 The West Midlands Cycling Charter does not result in any negative disproportionate impact for any of the protected characteristics. However, cycling nationally (and regionally) is unequal with cyclists more likely being male, young, non-disabled and white. To improve wider participation and representation there needs to be a stronger focus on the creation of more inclusive cycling environments (both in terms of infrastructure and cycling route choices) that can cater for cycles of all sizes, including recumbents, tricycles, trailers and tandems and for all different types of cyclists. Moreover, promotion of cycling activities and opportunities needs to be reflective of the diversity of the region, both in terms of the imagery used and the way information is disseminated and communicated to West Midlands residents.

6.2 Recovery from Covid19 is offering an opportunity to invest more in active travel provision and improve infrastructure to facilitate travel change. While this is a positive development and there has already been a shift towards more active travel modes, it is also worth noting that active travel modes such as cycling are not an easy option for a number of vulnerable groups due to affordability, accessibility, fear of safety, cultural and lifestyle barriers and fear of theft. Moreover, most deprived groups reside in urban areas which are predominantly designed around the car. For any cycling investment to have an impact on a wider range of people/groups it is vital that funding is allocated to remove barriers to cycling (real and perceived).

6.3 A number of the Cycling Charter Action Plan activities are likely to have a positive impact on different equality groups by raising awareness and promoting cycling more widely as well as through infrastructure and other improvements and initiatives.

6.4 Some people with special needs or physical disabilities may be able to benefit from programmes in the region that use adapted bicycles and they are referred to the organisations that deliver these. ParkRide and Wheels for All are initiatives organised by Midland Mencap and Cycling Projects in various locations across the UK including the West Midlands (Sutton Coldfield, Coventry, Birmingham, and Solihull).

7.0 Inclusive Growth Implications

7.1 Encouraging cycling and walking in the West Midlands LCWIP supports inclusive growth by supporting the following themes:

- Affordable, safe, and connected places
- Sustainability
- Health and Wellbeing
- Equality
- Economy

7.2 Safer routes for cycling and walking will help provide the people who live, work, learn and play here with safer routes to walk and cycle to where they want to go. Active travel encourages people to combine physical activity as part of their journey which has a positive impact on health and wellbeing as well as air quality.

7.3 A wide spectrum of users can access safer cycling and walking routes including people who use adapted cycles, scooters, motorised scooters, and even inline skaters. The objectives are to get people to use alternative modes of travel and to participate in physical activity.

7.4 As accessible and low-cost modes of transport, cycling and walking can help people access their local high streets, jobs and education.

8.0 Geographical Area of Report's Implications

8.1 Transport for West Midlands will work with the Constituent Local Authorities to manage cross border relationships and align cycling and walking schemes to ensure consistency in access and quality. Approximately 57% of journeys in the West Midlands cross an administrative boundary.

8.2 Several members of the West Midlands Cycling Charter Steering Group have remits that cover the wider WMCA 3 LEP geography. Cycling UK and Living Streets have community development officers hosted within TfWM's Cycling & Walking Team, they deliver promotional schemes across the region.

9.0 Other Implications

9.1 Improving cycling and walking provisions to increase levels of active travel will have a positive impact on air quality, physical and mental health.

10.0 Schedule of Background Papers

10.1 [West Midlands Cycling Charter](#)

Appendix

Better Streets Community Fund – Successful Projects

Birmingham

- Woodgate Valley Country Park: The Better Streets Community Fund will be funding the widening and resurfacing of the main pathways around Woodgate Valley Country Park to allow for people using adapted bicycles to use their routes. There will also be a contribution made to a local charity to provide adapted bikes and storage for them with the aim of creating a hub for inclusive cycling.
- Wheelers Lane and Barns Lane: The Better Streets Community Fund will be funding an improved crossing across the busy roads of Wheelers Lane and Barns Lane. This is to improve safety and access to the 5 schools in the local area.
- Soho Road in Bloom: The Better Streets Community Fund will be funding the expansion of the Soho Road in Bloom project which aims to make the Soho Road a more pleasant place to walk and shop. The funding will go towards more planters which will reduce pavement parking and aid in improving air quality.
- Clifton Primary School: The fund will provide Clifton Primary School with a number of Parking Buddies which aim to reduce the amount of pavement parking outside of their school. This will help make the trip school a safer and happier experience.
- Sparkbrook/Balsall Heath: The Better Streets Community Fund will be providing funding for cycle parking outside a community hub in Sparkbrook/Balsall Heath. This will give local people the opportunity to cycle to their community hub without the concern of not knowing where to park their bike.
- Summer Lane Canal Access: The Fund will be contributing towards the improvement of the canal access point on Summer Lane. The access currently has steps which make it difficult for cyclists and those with mobility issues to gain access to the canal, the improvements will aim to remove these steps to make it more accessible.
- Tangmere Drive Crossing: Improvements to a crossing on Tangmere Drive to improve access to local facilities.

Coventry

- Charterhouse Community Corridor: The Better Streets Community Fund will be funding the first stage of the Charterhouse Community Corridor. Working with Historic Coventry Trust the funding will be used to create an safe, accessible, offroad cycle link between the local residential areas to and the historic Charterhouse building in Coventry. The end result being a completely traffic free walking and cycling route which can be used by everyone in the local community.
- Stoke Aldermoor: This project aims to make the community of Stoke Aldermoor an easier place to walk and cycle around. This will be done with improvements to signage, lighting and cycle parking within the community.
- Allesley Park: The project aims to improve the pedestrian and cycling access to Allesley Park in Coventry. This will be done by delivering a new crossing across Allesley Park Drive as well as safer entrance for pedestrians and cyclists to the park itself.
- Local Nursery: The Better Streets Community fund will be providing funding to add cycle parking to a local nursery to allow parents to cycle their children to school.
- Parkride: The Better Streets Community Fund will be contributing towards the setting up of a Parkride Inclusive Cycling Centre in Coventry. The funding will be a contribution towards the provision of adapted bicycles and storage for them.
- Stivichall Primary School: The Better Streets Community Fund will provide funding to improve cycle parking outside Stivichall Primary School to enable more children from the local community to cycle to school.

Dudley

- Howley Grange Park: This project will deliver footpath improvements on Howley Grange Park providing a strategic walking and cycling route helping to link this area of Halesowen with Woodgate Valley in Birmingham.
- Thorns Road: The Better Streets Community Fund is providing funding to improve two crossings across the busy Thorns Road near Quarry Bank. The crossing will allow the students from Old Park School and Thorns Primary School to cross the Thorns Road more safely while also allowing better access to the green space provided by Stevens Park.
- Wordsley School: The Better Streets Community Fund is providing funding to improve the crossing outside Wordsley School in Dudley by improving it to a toucan crossing allowing both cyclists and pedestrians to cross safely. This will improve access from the school to nearby residential areas as well as the recently resurfaced canal towpath network.

Sandwell

- Millenium Community Centre and Friar Park Primary School: Two applications for the Better Streets Community Fund were submitted within close proximity of each other asking for improvements near the Millenium Community Centre and Friar Park Primary School. This project will provide improvements at and between these two locations providing a safe and enjoyable space for local people to walk and cycle.
- Smethwick Old Church and Dorothy Parkes Community Centre: This project will aim to improve the public space outside of Smethwick Old Church and Dorothy Parkes Community Centre by reducing traffic speed and making it easier for people to walk and cycle in their local community.
- Blackheath: The Better Street Community Fund will contribute to improving the accessibility of an existing crossing for cyclists and those with mobility issues by providing small amount of dropped kerb. The crossing in Blackheath forms a part of an existing cycle route between Blackheath and Rowley Regis Train Station and this small improvement will help improve this route.
- West Bromwich Town Centre: This project will provide public cycle parking outside of the YMCA in West Bromwich Town Centre. Allowing people attending the YMCA and the wider town centre to be able to park their bikes securely.

Solihull

- Berkswell Project: The Better Streets Community Fund will be funding the start of the Berkswell Project, which aims to make the local area a better place for cycling and walking by engaging the local community.
- Green Hill Way Day Centre: This project will provide benches and planters on the local streets around Green Hill Way Day Centre. The aim of this is to improve the area for the local elderly population making their local area a more pleasant place to walk around.

- Willow Park, Balsall Common: This project will provide new cycle parking at Willow Park in Balsall Common with the aim of encouraging local people to cycle to the park.

Walsall

- National Cycle Route 5: The Better Streets Community Fund will provide funding to improve accessibility on National Cycle Route 5 in Walsall and improve a the link between NCN5 and Walsall Town Centre. The aim being to give all of the local community the opportunity to access the town centre and NCN5 by bike.
- Hawes road: This project will aim to deliver cycling and walking improvements along Hawes road with the aim of encouraging local residents to walk and cycle more. The project will widen footpaths and calm traffic to make the area a more pleasant place for the local community to become more active.
- Aldridge High Street: This project will add cycle parking to Aldridge High Street outside of Aldridge Social Club, as well as adding some planters and other improvements to the public realm improvements. The aim of this project is to make the town centre a more attractive place to cycle to in the hope of reducing congestion in the town.
- Walsall Rugby Club: The Better Streets Community Fund will help make Walsall Rugby Club a cycling hub for the local community. The aim is to build new cycle storage and provide a balance bike area for members of the local community to engage with cycling.

Wolverhampton

- Cycleways and Signage: This project will make minor improvements to cycleways and signage around a local community of Wolverhampton.
- Wednesfield Road: The Better Streets Community Fund will help support the delivery of improvements along the Wednesfield Road with the aim of creating a strategic cycling link into the Town Centre.
- Park Village Education: The Better Streets Community Fund will help Park Village Education become a cycling centre for its members and the wider community. The project will provide cycle parking, maintenance equipment as well as an area in cycle training can take place.
- Aldersley Stadium: The Better Streets Community Fund will be contributing towards the setting up of a Wheels for All Inclusive Cycling Centre at Aldersley Stadium in Wolverhampton. The funding will be a contribution towards the provision of adapted bicycles and storage for them.

Schools Taking Part in Living Streets Walk to School

Birmingham

Birchfield Community School
 Northfield Manor Primary Academy
 Brownmead Primary Academy
 Cofton Primary
 Clifton Primary School
 St Laurence Church Infant School
 St Albans Catholic Primary School
 St Saviours CofE Primary School
 St John Fisher R C School
 Woodthorpe Junior and Infant school
 St Laurence Church Junior School
 Quinton Church Primary
 Kings Rise Academy
 Olive Primary School
 Leigh Junior Infant and Nursery School
 West Heath Primary School
 George Dixon Primary School
 Waverley School
 Walmley Infant School
 Wyndcliffe Primary School
 Christ The King Catholic Primary School
 Nelson Mandela School
 Benson Community School
 Billesley Primary School
 Greenholm Primary School
 Warren Farm Primary School
 St Francis C of E Primary School
 Corpus Christi Catholic Primary School
 Lyndon Green Infant School
 Regents Park Community Primary School
 SS John and Monica Catholic Primary School

Thornton Primary School
 Guardian Angels Catholic Primary School
 Minworth Junior & Infant School
 St Benedicts Primary School
 Washwood Heath Academy
 Parkfield Community School
 Broadmeadow Junior School
 Ark Kings Academy
 Nelson Primary School
 Ward End Primary School
 Colmore Infants School
 Colmore Junior School
 Lea Forest Primary Academy
 Chivenor Primary School
 Alston Primary
 Little Sutton Primary
 Moor Green Primary Academy
 Nansen Primary School
 Pegasus Primary School
Coventry
 Cannon Park Primary School
 Eastern Green Junior School
 St Patrick's Catholic Primary School
 Sacred Heart Catholic Primary School
 Whitley Abbey Primary School
 Mount Nod Primary School
 Joseph Cash Primary School
 Wyken Croft Primary School
 St John Fisher Catholic Primary School
 Stanton Bridge Primary School
 Hill Farm Primary School
 Hearsall Community Academy

St Elizabeth's Catholic Primary School
Dudley
 Tenterfields Primary
 St Joseph's Catholic Primary School
 Priory Primary School
 Howley Grange Primary School
 St Mary's RC Primary School
 Redhall Primary
 Newfield Park Primary School
Sandwell
 Moat Farm Infant School
 Grove Vale Primary School
 Yew Tree Primary School
 St Matthew's Church of England Primary
 Corngreaves Academy
 St. Philip's Catholic Primary School
 Hall Green Primary School
 Temple Meadow Primary School
 St John Bosco Catholic Primary School
 Lyng Primary School
 Brandhall Primary School
 Christ Church CE Primary School
 Moat Farm Junior School
 Tameside Primary Academy
 Lodge Primary School
 St Mary's Catholic Primary School
 St John's CE Primary Academy
 Mesty Croft Academy
 Blackheath Primary School
 Crockett's Community Primary School
 Glebefields Primary School
 Whitecrest Primary School

Ferndale Primary School

Our Lady and St Hubert's Catholic Primary School

Solihull

Blossomfield Infant School

Peterbrook Primary School

Marston Green Infant Academy

Damson Wood Nursery & Infant School

Olton Primary School

Our Lady Of The Wayside Catholic Primary School

Dorridge Primary School

Meriden C E Primary School

Langley Primary school

Yew Tree Primary School Solihull

Castle Bromwich Junior School

Haslucks Green School

St Mary and St Margarets CE Primary School

St Patricks Church of England Primary Academy

Yorkswold Primary School

Greswold Primary School

Walsall

Fibbersley Park Academy

St Joseph's Catholic Primary School Darlaston

St Patrick's Catholic Primary School

SS Peter And Paul Catholic Primary Academy & Nursery

Blackwood School

Wolverhampton

Bantock Primary School

Bilston CofE Primary School

D'Eyncourt Primary School

Wilkinson Primary School

Manor Primary School

Rakegate Primary School



Transport Delivery Committee

Date	20 July 2020
Report title	Sprint Progress update
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	Sprint Lead Member Reference Group

Recommendation(s) for action or decision:

Transport Delivery Committee is recommended to:

1. Note the progress of the Sprint Programme
2. Note the relationship between Sprint delivery and other local schemes
3. Note that the service will be operated by zero emission vehicles and the operator(s) will purchase the vehicles

1. Purpose

- 1.1 The previous report to TDC outlined the aspirations for a network of Bus Rapid Transit ('Sprint'). This report will update on progress on key deliverables for the first two routes, the A456 (Hagley Road), and future pipeline schemes. It will also update on the vehicle used on the route.

2. Priority deliverables and key achievements since last report

- 2.1 The A34 Walsall to Birmingham Sprint scheme is a Bus Rapid Transit proposal enhancing the link between Walsall Town Centre, Perry Barr and Birmingham City Centre, ultimately connecting to the HS2 station at Curzon Street.
- 2.2 The A45 Birmingham to Airport and Solihull Sprint scheme is a Bus Rapid Transit proposal enhancing the link between Birmingham Airport, Solihull, and Birmingham City Centre, serving residents and businesses in Digbeth, Sheldon, and Yardley.
- 2.3 It is intended that the A34 two schemes will operate as a cross city route, with direct services between Birmingham Airport and Walsall, and Solihull and Walsall.
- 2.4 In order to reduce delivery risks it is intended that the routes will be completed over two phases; prior to the Commonwealth Games (CWG) and after the CWG. The first phase of delivery will provide all the shelters for the route and the most significant interventions to support bus journey time reliability.
- 2.5 On 14th February 2020, the WMCA approved to fund the first of a two phase delivery of the A34/A45 cross city Walsall to Solihull and Birmingham airport route. This provided £42.3m for delivery of priority infrastructure on the routes, to be delivered before June 2022. It will also provide priority for existing public transport on these routes, and will pave the way for articulated vehicles, which are planned to be incrementally introduced to the Sprint corridor from January 2023.
- 2.6 On 11th March 2020, the DfT also agreed to devolve the previously retained £35m towards the A45 (subject to construction contract entered into within 6 months). In total, with WMCA, devolved DfT, and other contributions from the City Centre Bus Fund, Ministry of Housing, Communities & Local Government, and Transforming Cities funding combined, the phase 1 budget for A34/A45 routes stands at £87.8m.
- 2.7 The provision of this funding has enabled TfWM to enter into a further Early Contractor Involvement (ECI)/Construction contract, which has discharged the DfT condition noted above.
- 2.8 The scheme will complement other major schemes in the area, notably Perry Barr station, Perry Barr bus interchange, the Perry Barr highway scheme, and the development of the Athletes village. TfWM is working with Birmingham City Council to ensure that the A34 scheme is considered and integral to any scheme design, ensuring that sustainable travel alternatives can be offered to complement or mitigate the impact of other schemes. A Perry Barr Coordination Group oversees collaboration between this interdependent projects, in addition Sprint progress is reported to the CWG Committee in conjunction with all CWG identified schemes.
- 2.9 In Birmingham and Solihull, TfWM have already attained Cabinet approval or the Cabinet has delegated the decision to the Transport Cabinet member and/or senior officers within the relevant Local Authority. Work is progressing on obtaining Cabinet approvals for Sandwell and Walsall.

3. Vehicles and operator approach

- 3.1 The region's commitment to climate change has escalated since the original scheme proposal, and a Climate Emergency has been declared by the WMCA. As a result, the decision has been taken to use zero emission vehicles for the operation of Sprint. This has increased the delivery timescale risk of the scheme due to additional infrastructure required to support zero emission operation.
- 3.2 The option for the WMCA to part-purchase the vehicles in a grant scheme arrangement (and take on the commercial risk of contracting the service) was discounted in order to reduce the financial risk to the WMCA and remove £12m of cost to the WMCA. Furthermore, a market sounding exercise in 2018 confirmed that the Sprint route could be operated commercially, and an operator has confirmed they are willing to purchase the vehicles with no contribution required from the WMCA. This approach has reduced any ongoing liabilities for the WMCA.

- 3.3 The Enhanced Partnership (EP) will provide the maximum level of protection of the WMCA investment proposed, best using the tools currently available through the Bus Services Act 2017. Approval to develop an EP Plan for the Region and EP Scheme for these corridors was provided by the WMCA in June 2019. The EP Scheme will mandate TfWM to deliver the infrastructure within the Pre-CWG Delivery Strategy by the end of June 2022 and set a target date for delivery of the Post-CWG Delivery Strategy infrastructure by the end of December 2024. The EP Scheme will, in return, mandate bus operators on the corridor to meet certain vehicle standards in the scheme area. The EP affords the West Midlands and Local Highway Authorities more control over the bus network than ever before (vehicle requirements, ticketing, branding, passenger information), whilst operating in a de-regulated market.
- 3.4 For Sprint, the EP will be supported by a Voluntary Partnership Agreement (VPA). The VPA will be used in conjunction with EP Scheme to secure levels of service. The VPA will be developed following the EP Scheme, and will cover frequency, hours of operation and service offer. The VPA can be legally binding between the WMCA and the operator(s), and is expected to include a compensation mechanism in the event infrastructure to support the scheme is not delivered as committed to within the EP.
- 3.5 The public consultation (a statutory requirement of making the EP), went live on Monday 6th July, for a 10-week period, until Sunday 13th September.
- 3.6 The period of consultation has been extended due to the current COVID-19 circumstances. Awareness raising will be enhanced with radio and social media publicity, alongside traditional posters across the network. There will be no public drop-in events due to COVID-19.
- 3.7 Following the public consultation, if changes are required to the Plan and/or Scheme, they will be made with input from partners in the EP Reference Groups. Another operator voting period will then be held to approve the final Plan and/or Scheme. Subject to passing that operator period, we will bring a report on the final Plan and Scheme for approval to TDC on 9th November 2020, before legally making the Plan and Scheme.

4. Park and Ride

- 4.1 Transport for West Midlands are undertaking further work to deliver a park and ride site on the A34 Sprint route in advance of the Commonwealth Games. The location will be near to M6 Junction 7, and we are working with local authority colleagues (including planning officers) and landowner(s) to deliver this. Development and enabling work are ongoing.

5. Engagement

- 5.1 Our commitment to engage throughout the development and disruption phases of Sprint remains, and we are working with each of our LHA partners and their Cabinet Members to understand specific requirements and tailor our approach according to local need. TRO consultation is currently underway in Birmingham in support of the works and changes proposed to the corridors in this authority area, and a similar activity will follow in due course and where appropriate in other Local Authority areas.
- 5.2 In addition, and where COVID 19 may have impacted on our public's ability to go through specific designs or issues, we are putting extra measures in place over and above statutory requirements to help facilitate access to information and the option to comment.
- 5.3 An example of this includes the recently published TRO notices in Birmingham. In addition to published notices on lamp columns which is the statutory requirement, we have written to all properties within 100m of the route alerting to the formal TRO consultation. We have also provided further additional information online to support this process, and will provide support for those who want to further understand the proposed changes. All plans and newsletters are available as paper copies.

5.4 Where statutory undertakers are currently doing preparatory works on the network, residents will be contacted in real time by those undertaking the works, to ensure that any inconvenience or access restrictions are managed and minimised. As we get into the construction disruption phases, the contractor's comms and engagement team will support local residents, and it will be very much a joint effort between the contractor, TfWM and the LA's to ensure that the messaging is correct into the purpose and duration of these works as they happen.

6. Critical path

6.1 Our next key milestones include

- Local Authority Legal agreements
- Approval of Phase 1 BCC Target price – September 2020
- Approval of Phase 1 Sandwell, Solihull, and Walsall target price – November 2020
- Start of main construction works – October 2020

7. Other development work

7.1 The WMCA committed in 2017 in a network of Sprint for the opening on HS2. All schemes have Strategic Outline Case status. The next scheme to commence detailed feasibility is the further works on A456 Hagley Road to Halesowen and Dudley, which is being progressed as part of our development programme. Lessons learned from the A34 Walsall to Birmingham and A45 Birmingham to Airport and Solihull schemes have been incorporated.

7.2 Additional work is also taking place to consider the advanced delivery of bus priority on the Sutton Coldfield to Birmingham corridor that responds to the recommendations of the refreshed Birmingham Eastern Fringe Bus Study.

7.3 Detailed feasibility work on the remaining Sprint schemes (Longbridge to Birmingham, and Hall Green to Interchange via Solihull) will follow the development of the A456 route.

8. A456 Hagley Road (Advanced works)

8.1 £7.85m has been secured to deliver 'Advanced works' on the Hagley Road – notably bus priority between Five Ways and Monument Road. This is mainly funded through the GBSLEP, with a contribution from the WMCA.

8.2 It was concluded in 2019 by the Sprint Programme Board that given the proximity of works to the West Midlands Metro Edgbaston Extension, the £7.85m for infrastructure (including land and other previously related costs) would be delivered by the Midland Metro Alliance, overseen by the TfWM Metro projects team.

8.3 The Sprint team committed to secure the land required, and in January 2020, under the approval of the TfWM Leadership team, the scheme was handed over in its entirety to the TfWM Metro project teams.

8.4 The Sprint team maintain to support both GBSLEP (as scheme funders) and TfWM Metro team on a need to basis in support of delivery of these works, and to provide information and continuity as and where required.

9. Focus of activities for end 2020/early 2021

- Start of construction works – for A34 and A45 Phase 1
- Business case approval – pursue appropriate business case and/or funding for A34/A45 phase 2, electric vehicle charging infrastructure and Park and Ride. Also to progress OBC for main A456 scheme
- Operator attainment for Sprint – TfWM plan to conclude EP/EPs/VPA and secure a more public message around the operator of Sprint and progress made on vehicle and operation planning.

- Vehicle procurement – Vehicle Procurement will be undertaken by the Operator and is expected to commence around 30 days following signature of the Enhanced Partnership Plan and Scheme and any associated agreements.
- Assurance – LHA Cabinet approvals, TfWM/LA's legal agreements in place
- Contractor target price approval
- Additional resourcing for programme to support construction delivery where required
- Localised shelter engagement

10. Sprint Member Reference Group

- 10.1 This is an active group including members of TDC to monitor and report on the future development of Sprint within the West Midlands, including supporting the delivery of the objectives within the West Midlands Strategic Transport Plan and other strategic planning documents including Birmingham Connected and Solihull Connected. The group ensure that progress on programme and scheme delivery and initiatives remain in line with agreed WMCA policies, strategies and timescales. This group will continue to meet 8 times a year (in line with TDC dates) for progress reviews and updates.
- 10.2 Invitees of the Sprint Member Reference Group are Cllr Tim Huxtable, Cllr Ted Richards, Cllr Richard Worrall, Cllr Kath Hartley and Cllr Chaman Lal.

11. Site visits

- 11.1 We will continue to explore opportunities and involve TDC in site visits moving forward (COVID 19 restrictions pending), including visits to construction site compounds and works on site where requested and/or of interest.

12. Legal Implications

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

13. Finance Implications

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

14. Media Implications

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

15. Equalities implications

- 15.1 No equality implications arising from this report. An Equality Impact Assessment was undertaken in early 2019 that concluded the scheme is likely to have a mainly positive impact. It will increase travel options for residents in the affected wards and improve transport connectivity, journey time and journey reliability.

16. Inclusive growth implications

- 16.1 The scheme will support many of the WMCA's growth objectives:
- Economic Growth - businesses will be more confident to invest, remain, locate or start up in vicinity of the Sprint route.

- Business Competitiveness - businesses will have improved access to labour to enable growth, particularly in central Birmingham. The improved connectivity will provide enhanced access to labour benefitting business.
- Increased employment rate in target growth sectors - the route serves areas where there are unemployed residents. The scheme will improve access to training and employment, particularly town and city centres where growth is targeted.
- Social Impact - the new infrastructure will improve bus connectivity and will encourage travel by bus to training and employment opportunities.
- Health & Wellbeing - the removal of car traffic from the congested highway network through mode shift to bus will improve air quality. Broaden travel choice for residents, reducing barriers to travel and bringing key health and leisure facilities within shorter journey times.
- Environmental Impact - supporting and promoting greener travel solutions is a key part of the Sprint programme.

16.2 The impact of the contents of this report on delivery of the 15 Strategic Transport Plan Policies and/or the development/operation of:

- The National & Regional Tier
- The Metropolitan Tier: Rail and Rapid Transit Network, Key Route Network, Strategic Cycle Network
- The Local Tier
- Smart Mobility Tier

16.3 The policies that are supported include:

- Policy 1 - Accommodate increased travel demand by existing transport capacity and new sustainable transport capacity;
- Policy 2 - Use existing transport capacity more effectively to provide greater reliability and average speed for the movement of people and goods;
- Policy 3 - Maintain existing transport capacity more effectively to provide greater resilience and greater reliability for the movement of people and goods.
- Policy 4 - Improve connections to new economic development locations to help them flourish, primarily through sustainable transport connections
- Policy 6 - To improve connections to areas of deprivation.
- Policy 8 - To improve connections to new housing development locations to help them flourish, primarily through sustainable transport connections.

17.0 Geographical Area of Report's Implications

17.1 This report considers the A34 Walsall to Birmingham Sprint and A45 Birmingham to Airport and Solihull Sprint schemes which are located within the Metropolitan Area, but will also improve connectivity across the wider WMCA through improved interchange links on a key corridor, including to the HS2 Stations at Curzon and Interchange.

18.0 Schedule of Background reports

18.1 Published reports, including;

- Consultation response report (December 2018) – A45, A34, SBL
- Progress update report (March 2019) – A45, A34, SBL
- Newsletter updates (quarterly) – A45, A34, SBL
- Perry Barr scheme update brochure (Autumn 2019)
- WMCA Board Report – A34, A45 (February 2020)



Transport Delivery Committee

Date	20 July 2020
Report title	Question- Emergency Active Travel Fund
Accountable Chief Executive	Laura Shoaf, Managing Director, Transport for West Midlands
Accountable Director	Sandeep Shingadia, Director of Development and Delivery
Report to be/has been considered by	N/A

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 Development and Delivery be noted.

1.0 Purpose

- 1.1 To consider a question submitted by Councillor Worrall on Wednesday, 8 July 2020.

2.0 Background

- 2.1 The question was submitted by Councillor Worrall on 8 July 2020 :

In relation to the Government's Emergency Active Travel Fund, is TfWM able to advise the Transport Delivery Committee of:

1. *The full details, listed by Metropolitan District Council, of the recently approved Tranche 1 schemes?*
2. *The DfT's timetable and criteria for Tranche 2 scheme bids (to be given to the TDC meeting if known by 20 July, or otherwise sent to all TDC members as soon as received), together with an indication of the process to be adopted in the West Midlands for preparing, finalising*

[PUBLIC]

and approving a bid, to include information on whether, how and to whom interested members of the public, and community, cycling, walking, environmental, disability and health groups and organisations, may suggest projects for consideration and possible inclusion in the bid?'

The Director of Development and Delivery has provided the following response- see attached briefing note.

The following brief outlines the response posed by Cllr Richard Worrall, Vice Chair of the Transport Delivery Committee.

In relation to the Government's Emergency Active Travel Fund, is TfWM able to advise the Transport Delivery Committee of:

- 1) The full details, listed by Metropolitan District Council, of the recently-approved Tranche 1 schemes?

Response:

Transport for West Midlands

- Scheme 1: Supporting Measures – Gearing up
- Scheme 2: Communications and Marketing

Birmingham

- Scheme 1 - Moseley Local Centre Transport Space Reallocation
- Scheme 2 - Stirchley Local Centre Transport Space Reallocation
- Scheme 3 - Lozells Low Traffic Neighbourhood
- Scheme 4 - Kings Heath Low Traffic Neighbourhood
- Scheme 5 – Places for People: Creating Low Traffic Neighbourhoods in Birmingham
- Scheme 6 - City Centre Traffic Cells Initiative
- Scheme 7 - Pop-up cycle lanes: Sutton Coldfield
- Scheme 8 – Pop-up cycle lanes: City Centre to Small Heath (A45 corridor)
- Scheme 9 – Pop-up cycle lanes: Selly Oak to Northfield (A38 corridor)
- Scheme 10 – Pop-up cycle lanes: City Centre to Fort Dunlop (A47 corridor)
- Scheme 11 – Pop-up cycle lanes: City Centre to City Hospital via Jewellery Quarter
- Scheme 12 – Pop-up cycle lanes: Bradford Street (City centre cycle access)
- Scheme 13 – Pop-up cycle lanes: A38 to A34 (City centre connection)
- Scheme 14 – Park and Pedal city-wide programme

Coventry

- Scheme 1: High Street, City Centre Cycling and Pedestrian Zone
- Scheme 2: Protected footways at Foleshill Road Shops
- Scheme 3: City Centre to Canal Basin Pop Up Cycle Lane
- Scheme 4: Stoney Stanton Road to City Centre Pop up Cycle Lane
- Scheme 5: City Centre Modal Filters
- Scheme 6: Supporting Behaviour Change

Dudley

- Scheme 1 – Road space reallocation to support social distancing and active travel in main centres (Dudley, Brierley Hill, Stourbridge and Halesowen), district and local centres, outside schools, and other key highway network pinch points.
- Scheme 2: Cycle parking in centres and other key borough destinations

Sandwell:

- Scheme 1: Oldbury Town Centre to NCRN81
- Scheme 2: Smethwick Town Centre to Spon Lane

Solihull

- Scheme 1: Borough wide footprint stencil markings – social distancing
- Scheme 2: Borough Wide social distancing temporary signage
- Scheme 3: Warwick Road at Poplar footway widening and pop up cycle lane
- Scheme 4: Mill Lane and Drury Lane space for walking and cycling
- Scheme 5: School Streets
- Scheme 6: Warwick Road Signage – social distancing
- Scheme 7: B4102 Dickens Heath to Solihull Town Centre – Pop up cycle lane (WM-LCWIP)
- Scheme 8: Homer Road walking and Cycling space
- Scheme 9: A34 Stratford Road Closure for cycling and walking
- Scheme 10: The Square -New Road Temporary Road Closure – Modal Filter
- Scheme 11: Warwick Road – George Road space for cycling and Walking
- Scheme 12: Bickenhill Parkway Pop up cycle lane
- Scheme 13: Lode Lane Pop up cycle lane and walking space
- Scheme 14: Central Cycle Hub

Walsall

- Scheme 1: Walsall Town Centre Zone 1: Crown Wharf
- Scheme 2: Walsall Town Centre Zone 2: St Paul's Street
- Scheme 3: Walsall Town Centre Zone 3: Bridge Street
- Scheme 4: District & Local Centres Active Travel Interventions
- Scheme 5: Residential Footway Widening Package
- Scheme 6: Walsall Town Centre Cycle Parking
- Scheme 7: Renewing Existing Cycle Infrastructure

Emergency Active Travel Fund. TfWM will review and share information in due course.

Further Information	
Lead Officer	Claire Williams Cycling and Walking Manager Claire.Williams@tfwm.org.uk

Wolverhampton

- Scheme 1 Enhancement of pedestrian space Stafford Street, Lichfield Street, Darlington Street
- Scheme 2 Contraflow cycle route Darlington St and Lichfield Street
- Scheme 3 Motor vehicle free area Victoria Street and reconfiguration
- Scheme 4 Social distancing markings at city centre access points

2) The DfT’s timetable and criteria for Tranche 2 scheme bids (to be given to the TDC meeting if known by 20 July, or otherwise sent to all TDC members as soon as received), together with an indication of the process to be adopted in the West Midlands for preparing, finalising and approving a bid, to include information on whether, how and to whom interested members of the public, and community, cycling, walking, environmental, disability and health groups and organisations, may suggest projects for consideration and possible inclusion in the bid?

Response:

We have not yet heard from the DfT about the timetable or criteria relating to Tranche 2 of the

TRANSPORT DELIVERY COMMITTEE

COMMITTEE MEETING		REPORT AND AUTHOR	AGENDA SETTING MEETING	
<i>Date of Meeting</i>	<i>Date Final Reports to be submitted to Governance Services</i>		<i>Date of Meeting</i>	<i>Date Reports to be submitted to Governance Services</i>
14 September	2 September	<ul style="list-style-type: none"> • Financial Monitoring Report (Linda Horne) • Capital Programme Delivery Monitoring Report (Sandeep Shingadia) • Update on Enhanced Partnership (Edmund Salt) • Covid-19 Recovery Updates (Laura Shoaf) • E-scooters Update (Mike Waters) • Bus Alliance Update (Edmund Salt) 	26 August	24 August
9 November	28 October	<ul style="list-style-type: none"> • Financial Monitoring Report (Linda Horne) • Capital Programme Delivery Monitoring Report (Sandeep Shingadia) 		19 October

TRANSPORT DELIVERY COMMITTEE

COMMITTEE MEETING		REPORT AND AUTHOR	AGENDA SETTING MEETING	
<i>Date of Meeting</i>	<i>Date Final Reports to be submitted to Governance Services</i>		<i>Date of Meeting</i>	<i>Date Reports to be submitted to Governance Services</i>
		<ul style="list-style-type: none"> Update on Enhanced Partnership (Edmund Salt) Bus Business Update (Richard Hardman/Richard Mayes) 		
11 January 2021	23 December	<ul style="list-style-type: none"> Financial Monitoring Report (Linda Horne) Capital Programme Delivery Monitoring Report (Sandeep Shingadia) PPF LMRG Annual Report (Edmund Salt) 		14 December
8 February	27 January	<ul style="list-style-type: none"> Bus Alliance Update (Edmund Salt) 		18 January
15 March	3 March	<ul style="list-style-type: none"> Financial Monitoring Report (Linda Horne) 		22 February

TRANSPORT DELIVERY COMMITTEE

COMMITTEE MEETING		REPORT AND AUTHOR	AGENDA SETTING MEETING	
<i>Date of Meeting</i>	<i>Date Final Reports to be submitted to Governance Services</i>		<i>Date of Meeting</i>	<i>Date Reports to be submitted to Governance Services</i>
		<ul style="list-style-type: none"> • Capital Programme Delivery Monitoring Report (Sandeep Shingadia) • Bus Alliance Update (Edmund Salt) 		
14 June 2021 <i>Note- first meeting of new municipal year</i>	2 June	<ul style="list-style-type: none"> • Financial Monitoring Report (Linda Horne) • Capital Programme Delivery Monitoring Report (Sandeep Shingadia) 		24 May

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