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**West Midlands
Combined Authority**

Transport Delivery Committee

Date: Monday 14 September 2020

Time: 1.00 pm **Public meeting** Yes

Venue: This meeting is being held entirely by video conference facilities
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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 - 6	
5.	Action Tracker	Chair	7 - 8	
6.	Matters Arising	Chair	None	
7.	Correspondence/ Petitions	Chair	None	
8.	Financial Monitoring Report	Louise Cowen	9 - 20	
9.	Capital Programme Delivery Monitoring Report	Sandeep Shingadia	21 - 30	
10.	Transport Network and Covid-19 a) Transport overview b) Schools Transport Update c) Bus Update d) Rail Update	Anne Shaw /Jon Hayes/Tom Painter	31 - 42	
11.	Bus Alliance Update	Edmund Salt	43 - 52	
12.	Enhanced Partnership Plan and Scheme - Update	Edmund Salt	53 - 58	
13.	E-Scooters	Mark Collins	59 - 80	
14.	Notices of Motion To consider any notices of motion by the deadline of 12 noon on 10 September 2020.	Chair	None	

15.	Questions To consider any questions submitted by the deadline of 12 noon on 10 September 2020 for written questions and 12 noon on 11 September 2020 for oral questions.	Chair	81 - 82	
16.	Forward Plan	Chair	83 - 86	
17.	Date of Next Meeting - 9 November		None	

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Transport Delivery Committee

Monday 20 July 2020 at 1.00 pm

Minutes

Present

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 Robert Alden	Birmingham City Council
Councillor Mary Locke	Birmingham City Council
Councillor Diana Holl-Allen	Solihull Metropolitan Borough Council
Councillor Les Jones	Dudley Metropolitan Borough Council
Councillor Chaman Lal	Birmingham City Council
Councillor 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
Councillor Kath Hartley (Chair)	Birmingham City Council

In Attendance

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

19. Apologies for absence

Apologies for absence were received from Councillor Samiya Akhter and Councillor Fazal.

20. Chair's Remarks

The Chair reported that she had attended a meeting of the recently established Strategic Transport Board and had found this to be extremely useful in linking with 7 Transport Cabinet Members and the WMCA Transport Portfolio Holder.

21. Minutes of the last meeting

The minutes of the meeting held on 8 June 2020 were agreed as a true record.

22. Action Tracker

Resolved: That the report be noted.

23. Matters Arising

Transport Network and Covid-19, minute no.10

The Director of Integrated Network Services, Pete Bond, outlined a briefing note entitled, 'Guidance for full opening of schools and developing programme of supporting actions' that provided guidance on dedicated transport for schools and the wider transport provision (including active travel measures) to support children returning to school in September.

Safer Travel Update, minute no.12

In relation to the breakdown of crime statistics on public transport that are to be shared with the Lead Member for Safe and Sustainable Travel and TDC members in due course, the Chair asked that any updates also be shared with the Bus Champions.

Rail Business Report, minute no.13

Further to discussion at the last meeting, Councillors Alden and Huxtable asked for the committee to receive further information on 'Restore Your Railway' and in particular with regards to the Tamworth and Sutton Park Line.

24. Correspondence/ Petitions

None submitted.

25. Financial Monitoring Report

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

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

In relation to concern expressed by Councillor Richards on the underspend on the Capital Programme and the impact by Covid-19, the Financial Services Manager, Louise Cowen, advised that the re-forecasting of budgets would be undertaken in September to take account of Covid-19 impacts and an update would be provided to the next meeting.

Resolved:

1. That the year to date net revenue expenditure to the end of May 2020 shows an adverse variance of £0.132m compared to budget be noted and
2. That the total capital expenditure to the end of May 2020 for the overall transport programme was £18.4m which was £12.6m below which was below the budget of £31.0m and there is no change to the annual budget of £268.6m be noted.

26. 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 2020/21 programme and projects.

Councillor Pervez Akhtar, Lead Member for Finance and Performance

outlined the key highlights of the report including progress made, achievements and variations to the baseline programme.

In relation to enquiries from the committee regarding the request for updates on various rail projects and schemes notably University Station, Perry Barr, the re-instatement of Platform 4 at Snow Hill, and progress on the Hazewell/Kings Heath line, the Director of Development and Delivery, Sandeep Shingadia, undertook to ask the Rail Team to provide a briefing note for members.

Resolved:

1. That the achievements since the June meeting of the Transport Delivery Committee be noted;
2. That the progress of the deliverables and the outturn of the 2020/21 Capital Programme be noted and
3. That the variations to the baseline programme as referred to in paragraph 4.0 of the report be noted.

27. Briefing Note - Impacts of Covid-19 on West Midlands Metro : Response and Recovery

The committee considered a briefing note of the Head of Business Transformation (West Midlands Metro) on the impact of Covid-19 on West Midlands Metro that detailed the response and recovery.

The Head of Business Transformation (West Midlands Metro), Sophie Allison, outlined the impact of Covid-19 on West Midlands Metro, the initial response, and the recovery measures that have been put in place.

It was noted that following the recent change in Government advice to support the use of public transport, TfWM and West Midlands Metro would be pro-actively encouraging people to return to public transport.

The Chair reported that this committee could help encourage people to return to public transport (in accordance with Government guidelines) if members were happy to support this.

Resolved : That the briefing note be noted.

28. Cycling Charter Progress Update

The committee considered a report of the Cycling and Walking Manager that reported on matters relating to the performance, operation and delivery of TfWM led initiatives within the West Midlands Cycling Charter Action Plan.

Councillor Holl-Allen, Lead Member for Safe and Sustainable Travel introduced the report and reported that it was good news that cycling had increased in the region following the Covid-19 lockdown restrictions.

The Cycling and Walking Development Officer, Hannah Dayan, highlighted key areas within the report. This included work undertaken with Sustrans on

a West Midlands Bike Life Report, an update on cycle counters, the network wide cycling parking programme and the Big Bike Revival.

In relation to a comment from the Majority Vice-Chair, Councillor Worrall regarding introducing cycle routes that could run parallel with the tram on the Wednesbury to Brierley Hill Metro Extension route where there was plenty capacity to do so, Hannah Dayan undertook to refer the comments to the relevant officers.

Resolved: That progress to date of the TfWM led initiatives of the West Midlands Cycling Charter Action Plan be noted.

29. Sprint Routes Update

The committee considered a report of the Director of Development and Delivery that reported on progress on key deliverables for the first two bus rapid transit ('Sprint') routes; the A456 Hagley Road, future pipeline schemes and update on vehicles to be used on the route.

The Lead Member for Sprint, Councillor Huxtable introduced the report.

The Senior Management- Sprint Development, Tom Skidmore, highlighted key areas of the report.

Resolved:

1. That progress of the Sprint Programme be noted;
2. That the relationship between Sprint delivery and the other schemes be noted and
3. That the service be operated by zero emission vehicles and the operator(s) would purchase the vehicles be noted.

30. Notices of Motion

None submitted.

31. Questions

The committee considered a question submitted by the Vice-Chair, 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 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 submitted a briefing note in response that was circulated with the papers for this meeting

Resolved that the question and response submitted be noted.

32. Forward Plan

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

Resolved: That the report be noted.

33. Date of Next Meeting- 14 September 2020

34. Exclusion of the press and public

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

35. WMCA Board Transport Reports (for information only)

The transport reports that would be considered by the WMCA Board at its meeting on 24 July were submitted for information.

Resolved: That the reports be noted.

The meeting ended at 2.45 pm.

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Transport Delivery Committee – Action Tracker

Meeting Date	Minute No.	Action	Officer	Status/ Completed
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. Completed sent by WS to all TDC on 12 August.
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 September following TfWM approval.
20 July 2020	23. Matters Arising Minute No.13 Rail Business Report	Further info requested on Restore Your Railway- Tamworth and Sutton Lines.	Rail Team	Completed -WS circulated briefing note to TDC on 21 July from Malcolm Holmes.
20 July 2020	26. Capital Programme Delivery Monitoring Report	Updates requested on University, Perry Barr Station, Camp Hill Lines and reinstatement of Platform 4, Snow Hill.	Rail Team	Completed -WS circulated briefing note and email to TDC on 3 August from Tom Painter.

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Transport Delivery Committee

Date	14 September 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 Controller 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 July 2020 shows a favourable variance of £0.093m compared to budget.
2. Note that total capital expenditure to the end of July 2020 for the overall transport programme was £45.4 million, which was £22.6m below the budget of £68.0m. The annual forecast has been reduced to £255.6m, which is £20.7m below the annual budget of £276.3m.

1. Purpose

- 1.1 This report sets out the financial position as at 31 July 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. Section A - Summary Revenue Position

- 2.1 The year to date position on the Transport revenue budget as at the end of July 2020 shows an overall favourable variance of £0.093m against budget.
- 2.2 This favourable variance is primarily driven by lower patronage volumes across the English National Concessionary Travel Scheme and Child Concessions, as well as savings realised during the set-up of the RTCC through prudent purchasing decisions. The favourable variance is supplemented by an additional government grant towards the costs of Subsidised Bus services and staffing variations.
- 2.3 These savings are largely offset by the impact of COVID-19 driving lower than budgeted digital advertising revenue and the implementation of a departure charge holiday until the end of June 2020, aiming to support bus operators during the crisis.
- 2.4 It is important to note that the underlying assumptions used to forecast the latest position in the table overleaf do not reflect a second wave or any renewal of restrictions because of an increase in COVID-19 cases or an increased R number.
- 2.5 It is also important to note that TfWM is continuing to see drops in income and the commercial bus and metro network is still seeing extremely low levels of patronage, however, the Government has now confirmed that the Combined Authority is able to access a package of funding to support a proportion (75% of losses after the first 5% which will not be funded) of the loss of income from fees and charges for services.
- 2.6 The Department for Transport has also indicated that 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 will continue beyond the original award up to 3 August 2020 and will now continue until 31 October 2020, although the value of the grant has not yet been confirmed.
- 2.7 Following the high-level forecast shared with WMCA Board on 24 July 2020 which initially indicated a deficit for the year for TfWM of £8.6m, the first detailed forecast review of the year was undertaken during July 2020 reflecting the latest available information and is set out in the table overleaf. The improved position now reflects an overall deficit for the year of £1.6m, a reduction of £7.0m from the initial forecast.
- 2.8 This position has been made possible by improved forecasts for transport related income (£2.0m) coupled with the anticipated receipt of additional government grants for subsidised bus services (£1.0m), light rail (£0.9m) and reimbursement for an element of lost sales, fees and charges (£0.7m).
- 2.9 The improved position would not have been possible to achieve without proactive action taken to generate significant in-year savings totalling around £2.4m which were required to mitigate increased costs and income losses as a result of the pandemic. Actions taken include a review of vacant posts and curtailment of discretionary spending on marketing and events and other non-essential overheads. A programme of productivity and efficiency savings has now been developed to deliver organisational operating savings along with a fundamental business transformation review also underway, to deliver efficiencies into the next financial year and beyond.

- 2.10 It is proposed that the remaining deficit of £1.6m is met from existing one-off earmarked reserves, primarily set aside to mitigate increased costs and income losses at the end of the 2019/20 financial year when the crisis began to unfold. These reserves can only be used once and therefore clearly do not provide a sustainable long-term funding solution. Work is therefore now continuing on developing the 5-year Medium Term Financial Plan position over the coming months in consultation with Constituent Authority Leaders. An update on the medium-term position will be provided in the next Financial Monitoring Report which is due to be considered by the Committee at its next meeting on 9 November 2020.
- 2.11 Further details of net spending are set out in the table overleaf.

Transport for West Midlands financial monitoring position – 2020/2021

	JULY 2020 YEAR TO DATE			FULL YEAR 2020/21			VARIANCE EXPLANATION(S)
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000	
TRANSPORT FOR WEST MIDLANDS							
INCOME							
Specific resources:							
Transport Levy	38,241	38,240	1 0%	114,721	114,720	1 0%	
Commonwealth Games	243	564	(321) 57%	1,905	2,157	(252) 12%	
Use of Reserves				6,027	3,633	2,394 66%	
TOTAL INCOME	38,484	38,804	(320) 1%	122,653	120,510	2,143 2%	
EXPENDITURE							
Concessions							
National Bus Concession	17,065	16,959	(106) 1%	48,963	50,995	2,032 4%	
Metro / Rail	1,174	1,479	305 21%	4,557	4,575	17 0%	
Child Concession	1,720	2,436	716 28%	6,579	7,836	1,257 18%	Forecast spending on concessions reflects the latest patronage and fare reimbursement assumptions.
Bus Services	19,959	20,874	915 3%	60,099	63,405	3,306 5%	
Bus Stations / Infrastructure	3,011	1,472	(1,539) 10%	6,765	4,545	(2,220) 40%	Loss of bus infrastructure income (bus stations, shelter advertising, IBSS) as a result of Covid-19.
Subsidised Network	3,363	3,470	106 3%	10,409	10,409	() 0%	Subsidised bus is currently being supported by additional Covid-19 grant.
Accessible Transport	2,178	2,206	27 1%	6,617	6,617	() 0%	
Rail and Metro Services	8,553	7,147	(1,406) 16%	23,791	21,571	(2,220) 9%	
Metro Services	326	407	81 20%	6,637	2,642	(3,995) 15%	The award of the DfT Light Rail Restart grant up to 3 August assumes a largely breakeven position up until the end of July. However, from that point the forecast assumes revenue will only return to 75% of pre-Covid levels.
Rail Services	809	878	69 8%	2,867	2,802	(65) 2%	
Integration	1,135	1,285	150 13%	9,504	5,444	(4,061) 21%	
Safety and Security	311	408	98 24%	1,154	1,274	121 9%	Driven by increased CCTV income
Passenger Information	1,885	1,879	(6) 0%	5,907	5,740	(167) 3%	Adverse variance driven by reduced commission and replacement pass income, partly offset by staffing variations.
Sustainable Travel	185	185	() 0%	542	567	25 4%	
Network Resilience	2,381	2,473	92 4%	7,603	7,582	(21) 0%	
Network Resilience	594	1,020	426 42%	2,593	3,100	507 18%	Favourable variance driven by efficient purchasing decisions meaning the budgeted contingency for delivery of RTCC is no longer required alongside staffing variations.
Commonwealth Games	243	564	321 57%	1,905	2,157	252 12%	
Business and Democratic Support	1,139	1,171	33 3%	3,723	3,764	41 1%	
Strategic Development	1,141	1,021	(120) 12%	3,090	3,141	51 2%	Driven by the timing of CAV project costs.
Transport Governance	42	44	2 5%	130	132	2 2%	
Capital Finance Charges	3,193	3,193	() 0%	10,214	10,214	() 0%	
TOTAL EXPENDITURE	38,379	38,792	413 1%	122,653	120,510	(2,143) 2%	
NET	104	11	93	0	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 £45.4m at the end of July 2020, which was £22.6m (33%) below the budget of £68.0m, with the variance primarily contained within the Investment Programme portfolio (£13.9m). The annual forecast variance was £20.7m (7%) below the annual budget £276.3m, again primarily contained within the Investment Programme.

TRANSPORT PROGRAMME	JULY 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Investment Programme	29,211	43,127	13,916	128,645	146,891	18,246
CWG Programme	9,905	14,664	4,759	85,207	85,436	229
Other Major Programmes	5,308	8,522	3,214	24,404	25,906	1,502
Minor Work Programme	1,014	1,695	681	9,777	9,821	44
Grants to Local Authorities	0	0	0	7,524	8,209	685
TOTAL	45,438	68,008	22,570 33%	255,557	276,263	20,706 7%

- 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 £146.9m (53%), including all the Rail, Sprint & Metro Extension Schemes. At the end of July, actual costs totalled £29.2m, which was £13.9m below the budget of £43.1m. The main variances at the end of July were contained within the Metro Programme totalling £10.3m. 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 £5.2m 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.
- 3.7 The Birmingham Eastside extension variance of £3.2m relates to HS2 Utility diversions which have not commenced due to final sign off on the development agreement with HS2, expected in August 2020, with work to catch up over the coming months.

- 3.8 The favourable variance on the SPRINT-Hagley Road scheme of £3.2m (£1.8m Jun-20) reflects an ongoing review of design with Birmingham Council and a S278 agreement requires a revised Target Cost (TC2) so MMA works have not progressed as anticipated.
- 3.9 The Metro Network-Comms & Control scheme was £0.9m below budget due to commissioning work for PID (Passenger Information Display) & PAU (Passenger Assistant Unit) upgrade and Subcontract Package (e.g. SmartTrams Enhancements & Radio system) proceeding later than anticipated due to Covid-19.
- 3.10 The Commonwealth Games Programme with a budget of £85.4m (31%) 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 July 2020, actual costs totalled £9.9m, which was £4.8m below the budget of £14.7m. The main variance of note related to the Sprint A34 Walsall to Birmingham which was below budget (£2.2m), owing to the Covid-19 restrictions impacting on utility diversion works and 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. 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.
- 3.11 Other Major schemes budget of £25.9m (9%) 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 July 2020, actual costs totalled £5.3m, which was £3.2m below the budget of £8.5m. The main variance relates to Connected and Autonomous Vehicles Testbed (CAV) (£1.0m) due to revised schedule for awarding the construction contract, coupled with Covid-19 restrictions. Work has commenced in June and July allowing some of the backlog to be addressed. In addition, there is a favourable variance of £0.4m on the Longbridge Connectivity Package. The construction of the decked car park is broadly complete, with only minor power utility work to complete which was originally planned for the first quarter but was hampered by Covid-19 restrictions. Final snagging and commissioning work will be completed in Quarter 2 by our main contractor. The A435 Alcester Road Bus priority revitalisation Programme (£0.4m) variance is due to construction works, which have been temporarily disrupted (expected 3-month timing impact) by the Coronavirus restrictions.
- 3.12 The Minor Works Programme with a budget of £9.8m (4%) includes several small schemes. At the end of July 2020, actual costs totalled £1.0m, which was £0.7m below the budget of £1.7m, with only minor variations at this early stage of the year.
- 3.13 The Grants to Local Authorities Budget of £8.2m (3%) relates primarily to the schemes funded within the Transforming Cities Fund which are in the early stages of development. There was no expenditure as planned at the end of July 2020.
- 3.14 A review of the annual forecast was completed in July 2020, resulting in a reduction of £20.7m to £255.6m, against the annual budget of £276.3m. The main variances are contained within the Investment Programme (£18.2m), with only minor variances against the other Programmes. Within the Investment Programme, the variance is primarily within the Metro Programme (£15.6m), relating to Metro Eastside (£5.8m), Metro Wednesbury Brierley Hill (£4.5m), and Metro Westside (£2.1m), reflecting actual spend to date. The Rail-Walsall-Wolverhampton (Package 1) favourable variance of £2.3m is due to land acquisition costs (Willenhall Land Triple R Site) now projected for April 2021 put back from Q2 2020.

TfWM Delivered Investment Programme Schemes

INVESTMENT PROGRAMME	JULY 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL	BUDGET	VARIANCE	FORECAST	BUDGET	VARIANCE
	£000	£000	£000	£000	£000	£000
Rail						
Rail - Camp Hill Line Local Enhancements (Package 2)	921	1,110	189	6,309	6,299	(10)
Rail - Walsall to Wolverhampton Local Enhancements (Package 1)	854	954	100	4,513	6,812	2,299
Rail - Sutton Coldfield Gateway	0	10	10	127	127	0
Coventry South Package - Tile Hill Station Improvements	(17)	20	37	100	100	0
Metro						
Metro Birmingham Eastside Extension	1,892	5,076	3,184	22,220	28,064	5,844
Metro Wolverhampton City Centre Extension	1,034	1,336	302	3,303	4,057	754
Metro Wednesbury to Brierley Hill Extension	11,281	16,468	5,187	46,421	50,941	4,520
Metro Centenary Square/Edgbaston Extension	9,996	9,771	(225)	26,153	28,345	2,192
Bilston Road Track Replacement Phase 2	2	0	(2)	875	884	9
Metro Network Enhancements - Traction Power and OLE Upgrades with Power Modelling	67	60	(7)	2,640	2,892	252
WIP Station and Car Park works	916	1,084	168	1,084	1,084	0
Metro Network Enhancements - Wednesbury Depot Upgrades	743	1,008	265	3,999	4,561	562
Metro Network Enhancements – Comms and Control	100	967	867	1,999	4,105	2,106
Buy Before Boarding	60	119	59	506	743	237
MML Life Cycle Projects	671	1,192	521	4,437	3,555	(882)
Sprint						
Sprint - Sutton Coldfield to Birmingham (via Langley)	81	132	51	132	132	0
Sprint - Hagley Road Phase 1	610	3,820	3,210	3,827	4,190	363
TOTAL	29,211	43,127	13,916 32%	128,645	146,891	18,246 12%

3.15 Expenditure against the TfWM delivered Investment Programme schemes totalled £29.211m at the end of July 2020 which was £13.916m below the budget of £43.127m. The main contributors to the favourable variance were as follows:

- Metro Wednesbury to Brierley Hill Metro Extension (£5.187m) was reflective of Covid-19 restrictions, where utility operators are only responding to emergency works therefore some diversions have not commenced as scheduled. The railway corridor with Network Rail was secured on 10th July 2020, which has only allowed limited construction to take place during the month. WMCA are working on mitigation measures and progressing diversions where possible.
- SPRINT-Hagley Road (£3.210m) due mainly to the ongoing review of design with Birmingham Council and agreement of S278 which requires a revised Target Cost (TC2), and consequently the MMA works have not progressed as anticipated.
- Metro Birmingham Eastside extension (£3.184m) relating to HS2 Utility diversions which have not commenced due to final sign off on the development agreement with HS2, expected in July 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 Network - Comms & Control (£0.867m) due to commissioning work for PID (Passenger Information Display) & PAU (Passenger Assistant Unit) upgrade and Subcontract Package (e.g. SmarTrams Enhancements & Radio system) which has proceeded later than anticipated due to Covid-19.

3.16 The annual forecast has been reduced to £128.6m in July 2020, which is £18.3m below the budget of £146.9m. The main variances are as follows

- Metro Birmingham Eastside extension (£5.840m) reflecting actual spend to date as the utility diversions have not yet commenced, in anticipation of the development agreement with HS2 being signed off.
- Metro Wednesbury to Brierley Hill Metro Extension (£4.520m) reflects actual spend to date and reduced construction costs anticipated in year. This has no impact on overall delivery schedules.

- Rail-Walsall-Wolverhampton Local Enhancements (Package 1) (£2.299m) is due to land acquisition costs (Willenhall Land Triple R Site) now projected for April 2021 (from Q2 2020).
- Metro Westside Centenary Square /Edgbaston Extension (£2.192m) The construction phasing has been revised due to the impact of Covid-19. The overall spend is expected to be within the funding envelope. Despite the Covid-19 impact, there is no change to the project schedule and the project remains on track to be delivered by December 2021.
- Metro Network enhancements (£2.106m) reflects actual spend to date.

Commonwealth Games Programme

COMMONWEALTH GAMES PROGRAMME	JULY 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL	BUDGET	VARIANCE	FORECAST	BUDGET	VARIANCE
	£000	£000	£000	£000	£000	£000
Sprint - A34 Walsall to Birmingham	2,099	4,339	2,240	18,329	18,329	0
Perry Barr Interchange Development	0	0	0	12	12	0
University Station Improvement Project	1,424	1,486	62	13,693	13,693	0
DfT- Regional Integrated Control Centre (RICC)	25	25	0	53	53	0
Perry Barr Rail Station	1,647	1,572	(75)	8,079	8,308	229
Regional Transport Coordination Centre (RTCC) development	7	0	(7)	0	0	0
RTCC-Highway Interventions	73	576	503	8,787	8,787	0
RTCC-Customer Information	1	42	41	107	107	0
RTCC-Design & Layout/Commercialisation	77	123	46	1,853	1,853	0
RTCC-Operations	66	179	113	317	317	0
RTCC-Data (Tactical & Operational Intelligence Data Engine)	382	459	77	1,110	1,110	0
RTCC-ICT	0	0	0	58	58	0
RTCC NWM Customer Interface Tool (Journey planner/Website)	66	199	133	936	936	0
A34 Sprint Park & Ride	27	27	0	100	100	0
Sprint - A45 Birmingham to Airport and Solihull	4,011	5,637	1,626	31,773	31,773	0
TOTAL	9,905	14,664	4,759 32%	85,207	85,436	229 0

3.17 Expenditure against the Commonwealth Games Programme totalled £9.905m at the end of July 2020 which was £4.759m below the budget of £14.664m. The main contributors to this favourable variance were as follows:

- SPRINT – A34 Walsall to Birmingham (£2.240m) owing to the Covid-19 restrictions impacting on utility diversion works.
- SPRINT – A45 Birmingham to Airport and Solihull (£1.626m) due mainly to lower than expected progress of utility diversion costs, as a result of temporary Covid-19 restrictions on the highways.
- RTCC-Highway Interventions (£0.503m) variance due to CCTV Package costs (i.e. Perry Barr Mitigation) and Traffic Signals Package, where Covid-19 restrictions have hampered progress, and Local Authority agreements have not yet been confirmed.

3.18 The annual forecast has been reduced to £85.207m in July 2020, which is £0.229m below the Budget of £85.436m. This is as a result of the downward revision of land costs in respect of Perry Barr Rail Station.

Other Major Works Programme

OTHER MAJOR WORKS PROGRAMME	JULY 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Dudley Bus Station Development	11	5	(6)	16	16	0
Longbridge Connectivity Package	331	760	429	760	760	0
Snow Hill 3rd Access	50	33	(17)	57	570	513
Snow Hill Public Realm	0	0	0	150	150	0
Connected and Autonomous Vehicles TestBed (CAV)	684	1,661	977	2,276	2,239	(37)
Clean Bus Technology Fund 2017-2019	198	436	238	1,764	1,764	0
NPIF 2 Birmingham Growth Point	20	149	129	705	705	0
Key Route Network Safety	18	321	303	1,413	1,413	0
ConVEx-Connected Vehicle data Exchange	1,548	1,687	139	2,015	2,015	0
Major Road Network- Programme	2	0	(2)	101	101	0
Dudley Interchange	325	365	40	795	1,110	315
Autonomous Highway,Rural & Parking Test Facilities (Meridian 3)	509	794	285	2,992	3,015	23
Future Transport Zone WP1- Human Centred Data	35	64	29	185	174	(11)
Future Transport Zone WP2 - Enhanced Ticket Platform	519	344	(175)	1,461	1,551	90
Future Transport Zone WP 3Transport Network Data	241	212	(29)	934	1,669	735
Future Transport Zone WP4 Enabling Data Exploitation	167	279	112	853	619	(234)
Future Transport Zone WP5 -Innovation Showcases	88	201	113	1,250	1,240	(10)
Future Transport Zone WP6 -Programme Management	101	57	(44)	369	330	(39)
A435 Alcester Rd Bus Priority Revitalisation	80	486	406	2,771	2,771	0
5G	352	485	133	1,885	1,992	107
Cross City Bus - City Centre Package	22	78	56	403	412	9
Cross City Bus - Dudley – Druids Heath Package	7	105	98	454	465	11
Major Road Network-A4123 Corridor -A4150 Ring Road to A456 Hagley Road	0	0	0	200	200	0
A454 Wolverhampton to Neachells Lane- Phrases 1,2 and 3	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	30	60	30
TOTAL	5,308	8,522	3,214	24,404	25,906	1,502

3.19 Expenditure against the Other Major Works Programme totals £5.308m at the end of July 2020 which was £3.214m below the budget of £8.522m. The main contributors to this favourable variance were as follows:

- CAV's (Connected and Autonomous Vehicle) (£0.977m) variance is due to a delay in appointment of the construction contract, coupled with the disruption of the Covid-19 restrictions in Q1 20/21.
- Longbridge Connectivity Package (£0.429m) due to the deferring of minor power utility work into July, owing to Covid-19 restrictions. The construction works are broadly complete, and a date for opening the new Park & Ride facility is being finalised.
- A435 Alcester Rd Bus Priority Revitalisation (£0.406m) is due to construction works, which have been temporarily disrupted (expected 3-month timing impact) by the Coronavirus restrictions.

3.20 The annual forecast has been reduced to £24.404m in July 2020, which is £1.502m below the budget of £25.906m. The main variances are as follows

- Future Transport Zone WP3 Transport Network Data (£0.735m) Costs have been transferred into 21/22, as timelines for data collection have been impacted by Covid-19 travel patterns.
- Snow Hill 3rd Access (£0.513m) The scheme was paused in March-20, in consideration of a wider solution around the public realm being reviewed and assessed.
- Dudley Interchange (£0.315m) the project is awaiting progression from the current RIBA3 design stage to formal tender once funding arrangements have been confirmed.

Minor Works Programme

MINOR WORKS PROGRAMME	JULY 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL	BUDGET	VARIANCE	FORECAST	BUDGET	VARIANCE
	£000	£000	£000	£000	£000	£000
Bus						
Shelter Appeals	(2)	3	5	6	9	3
TBT Platinum Route RTI Equipment Upgrades	11	14	3	14	14	0
DfT Tackling Nitrogen Dioxide - Dudley MBC	0	0	0	127	127	0
DfT Tackling Nitrogen Dioxide (Wolverhampton MBC)	378	586	208	1,024	1,024	0
Rail						
Park and Ride Delivery	2	0	(2)	660	660	0
Tipton Park and Ride	0	0	0	24	24	0
Aldridge Rail Station Study	10	32	22	32	32	0
Dudley Port Integrated Transport Hub	0	6	6	50	50	0
Metro						
Bradley Lane Park and Ride	39	43	4	249	249	0
Cycling						
Network Wide Cycling Programme (NWCP)	10	13	3	24	24	0
Bike Life Report	0	0	0	15	15	0
Better Streets Community Fund	39	130	91	1,135	1,089	(46)
Priority One Development Workstream	9	149	140	654	638	(16)
Emergency Active Travel Fund (EATF)	129	120	(9)	276	276	0
Highway						
ADEPT Live Lab	85	376	291	1,687	1,798	111
Asset Replacement						
Network Wide P and R Lighting Enhancement	1	5	4	17	17	0
Network Wide Park and Ride Expansion Developments -Phase 2	10	10	0	23	23	0
IDOX - Asset Management System	0	2	2	35	35	0
Asset Management Programme	179	108	(71)	1,592	1,592	0
Bridges (Asset Management)	0	0	0	0	0	0
Real Time Information Upgrades	61	58	(3)	1,473	1,473	0
Other						
Project Development Costs	1	2	1	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	13	13	61	61	0
AutopleX	27	25	(2)	106	98	(8)
TOTAL	1,014	1,695	681 40%	9,777	9,821	44 0%

3.21 Expenditure against the Minor Works Programme totalled £1.014mm at the end of July 2020 which was £0.681m below the budget of £1.695m. The main variances of note were as follows:

- ADEPT Live Lab (£0.291m) The anticipated costs in Q1 have not materialised due to Covid-19 restrictions. It is anticipated most works will be caught up in year, however a marginal underspend is expected in year, reflected in the Annual Forecast.
- DfT Tackling Nitrogen Dioxide (Wolverhampton MBC (£0.208m) owing to Covid-19 restrictions which will be caught up in year.

3.22 The annual forecast has been revised to £9.777m in July 2020, which is £0.044m against the Budget of £9.821m. There are only minor variances at this early stage of the year.

Grants to local Authorities

GRANTS TO LOCAL AUTHORITIES	JULY 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL	BUDGET	VARIANCE	FORECAST	BUDGET	VARIANCE
	£000	£000	£000	£000	£000	£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	2,590	3,275	685
Low Emission Bus Scheme (Coventry CC)	0	0	0	237	237	0
TOTAL	0	0	0 #DIV/0!	7,524	8,209	685 8%

- 3.23 There was no expenditure against the Grants to Local Authorities Programme as at the end of July 2020.
- 3.24 The annual forecast has been reduced to £7.524m in July 2020, which is £0.685m below the budget of £8.209m. The only variance of note is as follows:
- New St/High St/Victoria Square Public Realm (Birmingham CC) £0.685m due to a revised programme from the Local Authority. The full business case is scheduled for approval in Nov-20, at which point, draw down against the budget is expected to begin.

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West Midlands
Combined Authority

Transport Delivery Committee

Date	14 September 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 July 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 July/August:
 - Perry Barr – Joint Rail and Bus Interchange FBC submitted to GBS LEP on 31st July.
 - Bradley Lane P&R has been shortlisted in two categories for Brownfields Awards 2020 – Best Project Preparatory Work and Best Infrastructure Project.
 - University Station – Final Business Case approved at WMCA Board on 24th July.

4.0 Variations to Baseline Programme

- 4.1 Network Wide Cycling Programme 3a – Delay in completion to minor work due to COVID 19 impacts on staff resource.
- 4.2 Digital Panel Roll Out – Completion of installation delayed due to Clear Channel staff still being furloughed due to COVID 19.
- 4.3 Network Wide P&R Lighting Enhancements – Delay in completion of outstanding sites due to increased costs incurred due to Contractor issues. This has led to a shortfall in available budget. The sponsor is currently seeking alternative funding opportunities to establish a revised baseline completion date.

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. The Equalities & Diversity Manager will support as project required any deliverables within the 2020/2021 capital programme.

8.0 Inclusive Growth Implications

8.1 The transport interventions set out within this report form an integral part of an efficient and resilient transport system which support inclusive growth objectives by:

- Enabling wider labour markets,
- Providing access to skills, education and training
- Supporting regeneration and place making initiatives

9.0 Geographical Area of Report's Implications

9.1 The report deals with schemes to be funded through the Integrated Transport Block which are located within the Metropolitan Area, but will serve to improve connectivity across the wider WMCA.

10.0 Other Implications

10.1 No implications

11.0 Appendices

11.1 APPENDIX 1 – Progress of Deliverables against 2020/21 Baseline Programme

11.2 APPENDIX 2 – Financial Summary

12.0 Glossary of Terms

BCC = Birmingham City Council
BCCI = Birmingham City Centre Interchange
CA = Combined Authority
CC = City Council
CCTV = Closed Circuit Television
DfT = Department for Transport
GRIP = Guide to Rail Investment Projects
HIL = Highway Improvement Line
HOPS = Host Operator or Processing System
HoT = Heads of Terms
HS2 = High Speed 2
ICT = Information and Communications Technology
IT = Information Technology
ITB = Integrated Transport Block
KRN = Key Route Network
LED = Light Emitting Diode
LTP = Local Transport Plan
NR = Network Rail
OBC = Outline Business Case
OJEU = Official Journal of the European Union
P & R = Park and Ride
RIBA = Royal Institute of British Architects
RTI = Real Time Information
TBT = Transforming Bus Travel
TCF = Transforming Cities Fund
TfWM = Transport for West Midlands
TWA = Transport and Works Act
UAT = User Acceptance Group
WMCA = West Midlands Combined Authority
WMM = West Midlands Metro
WMT = West Midlands Trains

Transport Delivery Committee Dashboard

2020/21 Programme Summary

	Project Name	Status	Baseline Comp Date	Forecast Date	DCA	DCA Trend	Exec Summary
Major Works Programme							
1.	Longbridge Connectivity Project	Delivery and Handover	May 2020	May 2020	Green	Same	The car park was handed over to TfWM on Thursday 14 th May. The delayed new main power supply and meter was installed on 14 th August together with BT completing and connecting the phone/data cables. Now that permanent power is in place final snagging/completion works by the Contractor will commence 24 th August together with installation of other works outside the main contract being signage, parking management and Electric Vehicle Charging points. It is anticipated that these works will be completed by early September with a formal opening date to follow once. This will be 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. Work is progressing with Dudley MBC on the interface with the local highway improvement scheme. The business case has been refreshed for the scheme and will be used to support an application to BCLEP for a funding contribution. 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 Strategic Road Safety Partnership is now active. The Road Safety foundation are the chair to the partnership, with the first Regional Road Safety Group meeting held on 26 June 2020 with the next meeting scheduled for October 2020. A draft monitoring framework was also developed and briefed to the group. This monitoring framework will be developed further with the appointment of a new Road Safety Manager with the responsibility to create multi-year action plans for Road Safety.
4	Perry Barr Rail Station and Bus Interchange	Development	Dec 2021	Mar 2022	Amber	Same	Planning feedback on the current scheme has been taken on board and changes are now being incorporated into the designs. The hybrid Planning Application for the Rail Station and Bus Interchange is currently being drafted in readiness for proposed submission at the end of August/early September. GRIP 4 Outline Designs are nearing completion with design deliverables due to be submitted to Network Rail at the end of August for their review and approval. The FBC for the Rail and Bus Interchange was submitted in July to the GBS LEP. WMCA FBC is progressing and will continue through to the WMCA Assurance process with updated estimates. Discussions have commenced with TfWM and WMT on the construction strategy and any potential temporary cessation of services.
5	Snow Hill 3 rd Access	On Hold					
6	University Station	GRIP 4 – Outline Design	May 2022	May 2022	Amber	Same	The GRIP 5-8 tender process has now concluded and preferred bidder letters issued. Western Power Distribution have been instructed to commence the cable diversion works along Vincent Drive and are engaging with the project team. The aviary trench works are now planned, utilising the UoB's contractor to carry out the works. The project FBC was endorsed at WMCA Board on the 24 th July as per programme and authority for the full project budget approved. WMCA funding of £13.1m was also approved at WMCA Board. Funding agreements have been signed with the University of Birmingham, University Hospitals Birmingham and Birmingham City Council. The project is progressing the final two funding agreements with Network Rail (for the DfT funding) and the GBS LEP.
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.
9	Network Wide Bus Station Refurbishment Phase 1	Design & Delivery	Mar 2020	Mar 2021	Green	Same	Programme for 2020/21 has been scheduled to start from the middle of this financial year due to COVID19 restrictions. Main parts of the programme are:

	Project Name	Status	Baseline Comp Date	Forecast Date	DCA	DCA Trend	Exec Summary
							Resurfacing works at Lea Hall, Tipton and Hall Green have been completed. 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. Work continues with Coventry City Council and City of Culture to establish any associated budget and work streams that they are able to pursue to further improve Pool Meadow Bus Station ahead of 2021.
10	Network Wide P&R Lighting Enhancements	Delivery and Handover	May 2019	TBC	Amber	Same	7 sites have been completed and are awaiting confirmation from Network Rail regarding closure of Land Lords Consent applications. There are 5 outstanding sites to deliver this financial year, however, due to limited available budget the Sponsor is currently seeking additional funding sources to complete the programme.
11	Network wide Park & Ride Expansion Developments – Phase 2	Development / Feasibility	Mar 2020	Mar 2021	Green	Same	The Park & Ride strategy has been finalised and a development plan is being created to direct focussed Park & Ride expansion based on the policies and principles agreed within the strategy. This is being taken forward by the newly established Park & Ride steering group. We are continuing to develop Park & Ride expansion opportunities for sites already approved, including at Tile Hill, Whitlocks End, key locations in Sandwell, Darlaston, Willenhall, for SPRINT and for the Commonwealth Games.
12	IDOX – Asset Management System	Complete				Complete	The new Asset Management System is now implemented and operational. Key assets including Summer Lane, Bus Stations and Park and Ride work orders have now been raised and actioned on the new system. Discussions are taking place around a Phase 2 to utilise the new system to incorporate Land owned to enable effect management.
13	Asset Management – RTI Upgrades	Complete				Complete	RTI upgrade capex allocated to replacement of Birmingham City Centre totem screens (colour LED). Project completed in March 2020.
14	Walsall Town Centre Interchange Feasibility Study	On Hold					On Hold following Walsall Public Inquiry into Area Action Plan (AAP). In the meantime stakeholder site visits have taken place to begin scope for this work.
15	Network Wide Cycling Programme 3A (NWCP)	Delivery and Handover	Mar 2019	September 20	G/A	Worse	Coventry and Wolverhampton Bus station cycle parking complete, as well as Solihull rail station. Installation of cycle parking at Birmingham New Street completed, with minor works remaining to complete opening of facility. Legal agreement to be drafted by Network Rail, capturing ownership and asset management considerations.
16	West Midlands Bike Share Scheme	Procurement	March 2022	March 2022	Green	Same	Preferred scheme supplier identified following procurement exercise. Mandatory standstill period now completed, with inception meeting to take place between WMCA and preferred supplier on 24 th August, 2020.
17	Digital Panel Rollout	Rolling Programme	July 2020	Oct 2020 (TBC by Clear Channel)	G/A	Worse	Contract year 4 (July 19 to July 20) – a further 50 digital advertising panels to be installed in TfWM bus shelters by Clear Channel. 45 new shelters with 43 digital advertising screens have been installed to date. The remaining 5 shelters and 7 screens are currently delayed due to Clear Channel staff still on furlough due to COVID 19 business impacts and will be installed as soon as CC staff return.

Project Delivery Confidence Assessment (DCA) Definitions

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

Programme Summary (£000)	Year to Date (July 2020)			Full Year 2020/21		
	Actual	Budget	Variance	Budget	Forecast	Variance
Commonwealth Games Programme	27	27	(0)	112	112	0
Investment Programme	0	0	(0)	107	107	0
Other Major Schemes Programme	410	1,120	710	3,410	2,897	512
Minor Works Programme	286	237	(49)	3,234	3,232	3
PROGRAMME TOTAL	724	1,385	660	6,863	6,348	515
Investment Programme (£000)	Year to Date (July 2020)			Full Year 2020/21		
	Actual	Budget	Variance	Budget	Forecast	Variance
Hagley Road Sprint Phase 1	0	0	(0)	107	107	0
PROGRAMME TOTAL	0	0	(0)	107	107	0
Commonwealth Games Programme (£000)	Year to Date (July 2020)			Full Year 2020/21		
	Actual	Budget	Variance	Budget	Forecast	Variance
A34 Sprint Park & Ride	27	27	(0)	100	100	0
Perry Barr Interchange Development	0	0	0	12	12	0
PROGRAMME TOTAL	27	27	(0)	112	112	0
Other Major Schemes Programme (£000)	Year to Date (July 2020)			Full Year 2020/21		
	Actual	Budget	Variance	Budget	Forecast	Variance
A435 Alcester Rd Bus Priority Revitalisation	0	0	0	500	500	0
Dudley Bus Station Development	11	5	(6)	16	16	(0)

Key Route Network Safety	18	321	303	1,413	1,413	0
Longbridge Connectivity Package	331	760	429	760	760	0
Snow Hill 3rd Access	50	33	(17)	570	57	512
Snow Hill Public Realm	0	0	0	150	150	0
PROGRAMME TOTAL	410	1,120	710	3,410	2,897	512
Minor Works Programme (£000)	Year to Date (July 2020)			Full Year 2020/21		
	Actual	Budget	Variance	Budget	Forecast	Variance
ASSETS						
Asset Management Programme	179	108	(71)	1,592	1,592	(0)
IDOX - Asset Management System	0	2	2	35	35	0
Transport Network Network Wide Asset Renewal Programme	1	5	4	17	17	0
Network Wide Park and Ride Expansion Developments -Phase 2	10	10	(0)	23	23	0
CYCLING & WALKING						
Bike Life Report	0	0	0	15	15	0
Network Wide Cycling Programme (NWCP)	10	13	3	24	24	0
BUS						
Shelter Appeals	(2)	3	5	9	6	3
TBT Platinum Route RTI Equipment Upgrades	11	14	2	14	14	(0)
METRO						
Bradley Lane Park and Ride	39	43	4	249	249	0
RAIL						
Aldridge Rail Station Study	10	32	22	32	32	0
Dudley Port Integrated Transport Hub	0	6	6	50	50	0
Park and Ride Delivery	2	0	(2)	660	660	0
Tipton Park and Ride	0	0	0	24	24	0

[PUBLIC]

OTHER						
Asset Management- RTI Upgrades	0	0	(0)	170	170	(0)
Gateway Controlled Project Development	0	0	0	154	154	0
LTP Technical Development Nims Mattisse	0	0	0	19	19	0
Project Development Costs	1	2	1	7	7	0
Top Slice	25	0	(25)	141	141	0
PROGRAMME TOTAL	286	237	(49)	3,234	3,232	3

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Briefing note – Covid-19 Transport Recovery Cell

DATE – 2nd September 2020

Background

This multi-modal and multi-organisation Transport Recovery Cell has been established to assess the ongoing threat of Covid-19 from a Strategic perspective, within the LRF framework and with a focus on 'recovery/restart'. This forum will ensure that there is consistency in approach regionally, that risks are identified as early as possible and mitigated in the most appropriate way.

The Strategic Objectives under which the Transport Recovery Cell operate are:

- **Keep Passengers Safe**
- **Keep Colleagues Safe**
- **Keep the network running and providing a managed recovery**
- **Keep the public informed**
- **Supporting Vulnerable People**

The Transport Cell is Chaired by Transport for West Midlands (TfWM), and includes representation from bus, rail and tram operators, Highways England, Local Authorities (Highways), Police and Network Rail.

Guidance Overview

The current Government guidance was published on 12th May 2020. The guidance is twofold, with advice given to passengers and advice given to operators.

Subsequent to this guidance the Secretary of State for Transport announced that face coverings on Public Transport would be made mandatory from the 15th June.

Face coverings must be worn in additional enclosed public spaces from 24 July in England, as the government takes further steps to help curb the spread of the virus.

For transport hubs in England, the requirements mean face coverings must be worn in indoor train stations and terminals, airports, maritime ports, and indoor bus and coach stations or terminals.

Anyone who doesn't abide by the regulations – and is not exempt under one of the categories set out in the regulations – could face a fine by the police of up to £100, as is currently the case on public transport.

The Transport Cell has been working to ensure that this guidance is implemented in full, and passengers are advised throughout their journeys as to their responsibilities and measures they can take to reduce risk.

An Operational Order has been put in place to log the framework in which recovery is being planned and delivered on transport. This is being reviewed and amended on a weekly basis.

Bus

Bus patronage has risen to approximately 60% and continues to rise. This is the fastest growth in the UK on bus networks. The bus network is currently operating at 103% pre-COVID levels to help support social distancing which is largely being maintained. Bus operators are working on the basis of a 1m + social distancing on vehicles across the network to increase available capacities of buses across the network.

The bus network timetable change has now taken place with more capacity added to the network and new services put in place to meet new demands.

The use of face coverings remains high with operators reporting 90% compliance. CCTV suggests that these figures are lower amongst young people and lower on stop, in station and on platform, where compliance levels are more like 50%. Face coverings are being distributed to young people at bus stations across the region and a pro-active communications campaign is taking place with posters, audio messages and vinyl's across the network. This is further supported by Safer Travel who are carrying out education and enforcement activities.

National Express, as the largest commercial operator are continuing to have several dynamic

spare vehicles at each depot which will be deployed where routes are busy and require additional capacity.

WMCA/TfWM have been successful in their bid to DfE for £2.3 million of funding to assist with 'back to school' schemes from 1st September until October half term. TfWM have been working with Local Authorities and operators to seek to utilise this money to best support the network and add value and capacity.

To support NHS staff attending site with reduced public transport services, Ring and Ride services repurposed to provide shuttles to key hospital sites from transport stops have been deployed. This has been running on a demand and responsive service and has seen a good take up with NHS colleagues, currently at around 1,000 journeys per week and as of 26th August 17,896 since it started.

Rail

The new rail timetable is due to go live on the 6th September, where additional capacity will be added to the network.

West Midlands Trains are reporting manageable patronage levels across their network with only minor increases being seen in relation to the return to school, however this may increase over the next 7 days and also again at the end of September with the return to Universities.

Using data obtained at the end of August, patronage remains at around 15% pre-COVID levels. This is being monitored closely in line with the push for return to offices.

At present data suggests high levels of compliance with face coverings during the peaks, with lower compliance off peak. Face coverings are available to the public at a number of stations.

Tram

Patronage remains at over 55% of pre-COVID levels and on Tuesday 1st September the Metro returned to normal service, with 6-minute services

in the peak and 8-minute services out of peak. Additional services have also been added during potential school peaks.

At present Metro are carrying no greater numbers of young people than in previous weeks, indicating no early impact in relation to the return to school.

Compliance with face coverings on Metro remains well over 90%, with face coverings being distributed across the tram network.

Roads

Roads is the area where demand has increased most markedly with vehicle counts on both the SRN and KRN is showing that demand on the road network continues to show a day by day and week by week increase.

Highways England have reported that use of the SRN is now over 90% pre-COVID-19 restrictions. The A38 (M) tidal system is now again being utilised for the am and pm peaks. These figures are being replicated on areas of the KRN as well with a 7% increase seen on the return to school week.

RTCC and Return to School

The RTCC has returned to full operational hours, operating from 06.00 to 21.00 Monday to Friday and 09.00 to 21.00 on a Saturday with an on call and remote facility operating at all other times to provide 24/7 provision.

The RTCC has in place a detailed 78-page Operational Order detailing all activities in relation to the return to school.

The RTCC is using real time access to a range of data sources to continually evaluate the transport network, including public transport and highways, pushing out live communications to the public to help inform their journeys. The social media accounts run by the RTCC now have over 10k followers and growing on a weekly basis.

The RTCC is not only being staffed by TfWM, but

also by bus operators and also through the initial return to school by West Midlands Police.

TfWM have pro-actively worked with Local Authorities, schools, colleges and transport operators to develop GIS maps of potential hot spots on the network during the return to school. At these locations, members of TfWM staff along with operators, are patrolling the network to ensure that service is meeting demand, highlighting in real time potential risks and instigating the use of sweeper services.

A robust communications plan has been put in place with a strong emphasis on travel demand management, encouraging passengers, where possible to spread their journeys.

Public Realm and Active Travel

Cycling and Walking – WMCA received notification of the Emergency Active Travel Fund Tranche 1 with an allocation of £3.85m being granted from DfT for an ambitious emergency active travel programme. The amount is more than the indicative allocation, with DfT noting the proposal as being “particularly strong.”

The funding, one of the largest allocations outside of London, is being used on a wide range of rapid schemes, including pop-up cycle lanes and pavement widening, as well as on activation and comms activities.

Tranche 1 is now being delivered across the network and the public will begin to see activities across the region

Further Forward Planning

On 10th August a ‘Lessons Learnt’ review was undertaken to review the initial TfWM and transport response to the Covid-19 pandemic. The outputs from this are helping refine planning assumptions as well as response structures and communication channels.

Whilst a significant amount of work has taken place to mitigate potential risks in relation to the return to school, further works are taking place to

plan for the return to Universities at the end of September when 87,000 students are projected to arrive.

In addition to this, TfWM are continuing to work with Local Authorities and other partners in relation to spikes in cases of COVID-19, making sure that transport is ‘plugged in’ and responsive to information being shared.

Finally, it is important to note that whilst this note is specifically written to update on COVID-19 matters, other events are taking place which are planned over the coming months, which may also have an impact on the network. These include works on the A34 around Perry Barr, construction works in Birmingham City Centre and preparation for Coventry City of Culture.

Risks

There are several key risks associated with the stepping up of transport across the region which have been captured by the Transport Cell. A risk matrix and dashboard has been developed.

- Demand exceeding the maximum capacity detailed within this report
- Lack of public compliance with social distancing rules and with face covering requirement
- Increased congestion on the road network
- Potential for disorder at locations where waiting times are longer than normal, or where services cannot meet demand.
- Localised Lockdown

Further Information

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Background

This report provides an update to the previous report from June 2020 in relation to the introduction of restrictions on the general public due to the COVID-19 pandemic in March, and subsequent bus network response. Since June, further changes have been made to the local bus network, working closely with Operators, and work has been undertaken regarding both social distancing and Emergency Active Travel Fund measures in conjunction with Operators and Local Authority Partners.

Network enhancements

Supporting Bus Operators

As lockdown restrictions have continued to be eased and the demand for travel and local bus travel has increased bus patronage has shown a steady rate of growth.

Most buses across the network continue to operate to around 50% of their standard seated capacity due to social distancing requirements on vehicles. It is anticipated these capacity restrictions will remain in place whilst social distancing is required.

To ensure the West Midlands Bus network has been able to continue to meet the demand for bus travel, despite these capacity restrictions TfWM have worked very closely with bus operators. This has ensured that the level of service available has continued to be sufficient, maintaining accessibility and connectivity for the region. With effect from Sunday 5th July bus service changes were introduced which brought service levels to around 100% of Pre-Covid provision (summer timetables). In some cases, this provision has been re-purposed and therefore is not exactly the same as the pre-Covid provision. Through necessity the network has been agile to meet changing passenger demand. For example, the routes in Coventry which operate between the City Centre and Warwick University have not been restored to their usual frequencies whilst the students have been working remotely, this has enabled these vehicles to be re-purposed elsewhere on the network.

The network has maintained flexibility to ensure where passenger demand grows quickly service levels can be revised accordingly. TfWM has worked with all operators to understand usage of bus services at a trip by trip level. This has enabled any journeys which are regularly busy to be identified and suitable mitigations implemented. In addition, National Express have provided a number of dynamic spare vehicles across the network which can be deployed to meet any acute increases in demand.

As of the week commencing Sunday 16th August the bus operators have reported across the whole network patronage is about 55% of Pre-Covid levels. Our understanding is that compared to all other regions except London this is the highest level of patronage in the country and demonstrates how important local bus services are to the West Midlands. In comparison to pre-Covid, the times when passengers are using buses has notably changed. Usage during the traditional busy morning and evening peak travel has reduced with a more even spread of travel throughout the day. Understanding this has ensured the network is tailored to meet demand.

Supporting Bus Operators

With bus patronage across the West Midlands showing recovery to around 55% is an improvement from 10% at the height of the pandemic. However, this has been and still is a difficult position for operators as revenue levels and the associated cash flow is much reduced. To support bus operators through this period and to ensure the bus network has continued running TfWM have worked with the Department for Transport (DfT) to develop and administer a number of measures.

TfWM have continued to provide support in the form of maintaining subsidised bus payments and English National Concessionary Travel Schemes and Child Concessionary Travel reimbursement.

In addition, commercial bus operators and TfWM are receiving funding from the DfT's COVID-19 Bus Services Support Grant (CBSSG) and restart funding which is designed to ensure bus services

can continue to run during the pandemic. The grant has now been extended to run through to September 2020 and the DfT have committed to a 8-week notice period ahead of any discontinuation of the funding which has not been realised as yet. The funding is designed to cover any loss of operating costs which are not picked up through the TfWM or Government support already in place including the furlough scheme.

Supporting Passengers

Information

TfWM has been carrying out a complete refresh of roadside printed information to update and reflect all services running at 5th July. This has resulted in the production of 9,807 posters and 1,345 flags which has taken around 6 weeks to roll-out.

The next set of service changes are happening on 30th August and TfWM will also be updating roadside information to reflect these, prioritising key areas with significant changes such as Northfield, Coventry and Smethwick.

The data is currently being input into the system but it is expected to be another high quantity update which will start appearing on street from 27 August.

From then on, TfWM has agreed with bus operators to update roadside information approximately every 4 weeks. Digital information, through journey planners and apps, is being kept up-to-date on a weekly basis and real-time information screens are being updated as service changes occur.

Social Distancing & Key Messaging at Stops

TfWM has worked to improve social distancing, and compliance with new regulations, at bus stops and in bus stations as lockdown has been released. This has involved a series of messages being displayed in bus stations and across roadside infrastructure, which has included reminders to Stay Safe – Stay Apart, and the need to wear face coverings when travelling by public transport. A robust campaign saw every

bus shelter in the West Midlands receive prominently displayed vinyls with these key messages. This was further supported in central locations and key interchanges with stencilling on footways reminding customers to socially distance whilst waiting for their service.

At key points on the network there have been changes to service stopping arrangements. For example, set-down only stops were introduced in Walsall near to St Paul's bus station to reduce the conflict between alighting and boarding passengers in the same location. Similar work was undertaken in Solihull Town Centre and Chelmsley Wood Interchange. In Birmingham City Centre and Coventry City Centre, additional temporary stops were added at key points in order to spread out services, and thus their waiting passengers, to reduce the potential for crowding around certain areas. To assist with narrow footways, some stops on Carrs Lane have been retained as set-down only, so as to reduce pavement congestion for pedestrians passing through the area.

Supporting Local Authorities

Throughout Lockdown and Recovery TfWM has been working closely with Local Authorities on social distancing measures at bus stops, and both tranches of the Emergency Active Travel Fun, which has seen pop-up and more permanent measures being developed, such as cycle lanes.

Regular monitoring has been undertaken across the network to highlight areas where further interventions may need to be made, either through physical measures in conjunction with the Local Authority, or engagement with other stakeholders, for example around business parks where there had been peak demands observed at bus stops.

Whilst preparations are underway regarding the return of schools in September, further stop-level analysis is planned across the region, in order to enable TfWM, the Local Authorities and bus operators respond to demand patterns as they emerge, to promote social distancing, and keep

the public transport network functioning in a safe and sustainable manner.

Supporting Key Workers

Free public transport use on bus and tram for NHS workers in the West Midlands by showing their ID card, continued until 28th June 2020. The NHS Shuttle services, which were introduced through TfWM's work with National Express Accessible Transport (NEAT) to support NHS Trusts, their staff and partner organisations, by repurposing the use of the Ring & Ride service to support the wider public transport network, continue to be provided free of charge to NHS staff at the present time.

The initial service for the NHS provided a combination of shuttles at some key sites, with other locations being supported through a Demand Responsive model. As the public transport network provision has increased post-lockdown, the NHS services have been scaled back to linking four shuttle operations from Good Hope, Russells Hall, New Cross and Manor Hospitals, with Park & Ride and Transport Interchange facilities.

The service has carried over 17,000 passengers since its inception at the beginning of April 2020, with there regularly being around 200 passengers carried per day during the week.

Next Steps

Service changes 30th August & School Travel

With effect from Sunday 30th August network changes are introduced across the region to co-inside with the return of schools for the commencement of the new school term.

A significant amount of planning has taken place across TfWM, bus operators and other bodies such as Local districts, Local Education Authorities, schools and Further Educational Establishments. This has informed potential areas of the network which need additional capacity and wider bus network design.

TfWM and bus operators has also accessed funding from the Department for Transport and the Department for Education to provide additional journeys at school times to meet the anticipated demand. Along with other measures such as ensuring double deck vehicles are on the most appropriate routes, duplication of journeys at school times, some dedicated school bus provision and the availability of spare vehicles to be deployed where required.

The network changes detailed above have coincided with a comprehensive marketing and communications strategy which has covered multiple aspects of return to school travel including;

- Timetable information
- How to travel and use the bus safely
- Ticketing information
- Travelling via other modes and encouragement of active travel for suitable journeys

For up to date details of the bus network and forthcoming service changes please visit:

<https://www.networkwestmidlands.com/plan-your-journey/network-overview/bus-updates-during-the-coronavirus-outbreak/>

For up to date information regarding school travel:

<https://www.networkwestmidlands.com/plan-your-journey/back-to-school/>

If you do require any further information please do not hesitate to contact the team:

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Further Information

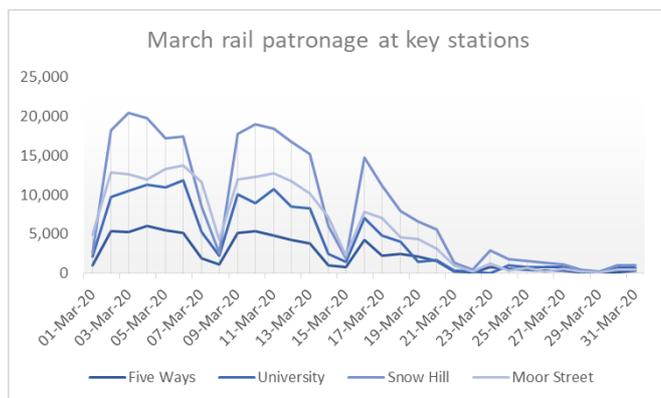
Lead Officer	PETE BOND DIRECTOR – INTEGRATED TRANSPORT SERVICES pete.bond@tfwm.org.uk 0121 214 7388
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August 2020

Passenger numbers

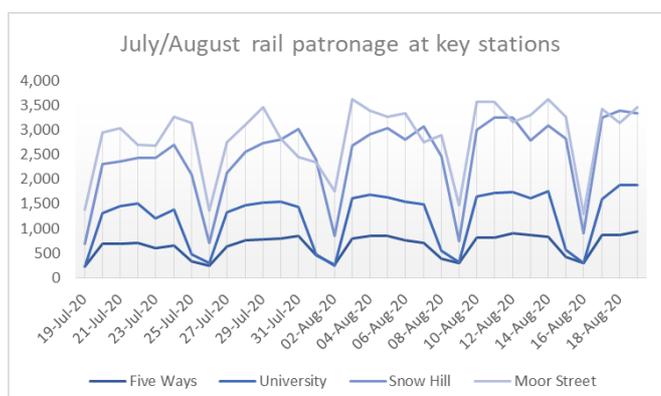
Initial phase

As lockdown was introduced in March, rail passenger numbers fell dramatically by around 95%. On a typical weekday, New Street station would see around 200,000 people travelling through; this fell to between 6,000 and 12,000 per day as a result of lockdown. Trajectories at other key stations across the West Midlands rail network are shown below:



Recovery phase

As lockdown measures have been eased, passenger numbers have started to recover from the initial sharp drop. This recovery has, however, been slow and patronage still sits at less than 30% of pre-COVID levels. Compared to other transport modes, rail usage has been slower to recover¹.



¹ For comparison, bus ridership is around 50% of pre-COVID levels and traffic levels on the highway network are already back up to 85% of levels prior to lockdown.

Timetable changes

Initial phase

In response to the vastly reduced numbers of passengers travelling on the network, as well as an increasing number of staff self-isolating, the rail industry introduced emergency timetables which reduced service frequencies across the region. These timetables initially took effect on the 23rd March, with further changes to services coming on the 6th April. The below table gives an example of how these timetables affected services on one line in the region:

Cross-City south line² trains per hour (tph)

Pre-COVID timetable	3tph Birmingham to Redditch 3tph Birmingham to Bromsgrove
23 rd March timetable	2tph Birmingham to Redditch 2tph Birmingham to Bromsgrove
6 th April timetable	2tph Birmingham to Redditch 1tph Birmingham to Bromsgrove

Recovery phase

On the 18th May, as passenger numbers stabilised and in order to prepare for future easing of lockdown, an enhanced timetable was introduced which saw limited increases in frequency on some routes compared to the 6th April. Further uplifts in frequency came with another change to the timetable on the 6th July. An example of how these timetable changes in the recovery phase affected services is below:

Avanti West Coast trains per hour (tph) to London

Pre-COVID timetable	3tph Birmingham to London
6 th April timetable	1tph Birmingham to London
6 th July timetable	3tph Birmingham to London

² Cross City electric services only, does not include additional Worcester/Hereford services which also serve Bromsgrove

Future timetable changes

From the 7th September, a further timetable change will restore many routes across the region to near normal levels (approximately 90%-95% of pre-COVID services). There are then no further material timetable changes planned until 2021.

Capacity

Requirements for social distancing mean that passengers should, where possible, not travel in close proximity to other passengers. For rail, which usually relies on people travelling at close quarters (both seated and standing) to deliver its maximum capacity, this presents challenges. Train operators have individually assessed the new maximum capacity that is available in order to facilitate social distancing. Inevitably, this leads to a significantly reduced number of passengers per train that can be accommodated. Combined with reduced service frequencies, albeit offset with longer trains in some cases, the total capacity of the rail network is currently much reduced from pre-COVID levels. This will remain the case for as long as social distancing measures are required, even with a return to a near full timetable. West Midlands Rail Executive has carried out an assessment of seated capacity levels on key routes in the region taking into account the changes in timetable, train lengths and social distancing requirements. The results are summarised in the table below, assuming a 1m+ social distancing requirement³:

Route	Pre-COVID spph*	COVID spph*	% of normal capacity
Cross City line	2,312	696	30%
Wolverhampton line	2,829	1075	38%
Coventry line	3,073	1174	38%
Leamington Spa-Coventry-Nuneaton	124	50	40%

³ Based on the 6th July timetable and assuming social distancing requirements of 1m+ (i.e. passengers need to be 1m away from each other, with other social distancing measures in place). Note that this compares seated capacity, when standing capacity is factored in to pre-COVID services, the difference will be greater.

Worcester and the South West	1,062	400	38%
Stourbridge shuttle	150	60	40%
Snow Hill lines: Stourbridge	1,668	448	27%
Snow Hill lines: Stratford	834	224	27%
Snow Hill lines: Solihull/Dorridge	1,602	422	26%
Leicester/ Nottingham/ N. East	1,344	368	27%
Trent Valley	238	96	40%

*seated passengers per hour

Social distancing measures

Messaging to passengers

During the early stages of lockdown, a clear message of “essential travel only” was communicated to passengers. In line with messaging co-ordinated at a national level by the Rail Delivery Group, this was designed to keep rail capacity free for key workers. As lockdown has relaxed, this message has softened to “travel safely this summer”. Passengers are encouraged to follow social distancing guidelines and, where possible, to travel outside busy periods.

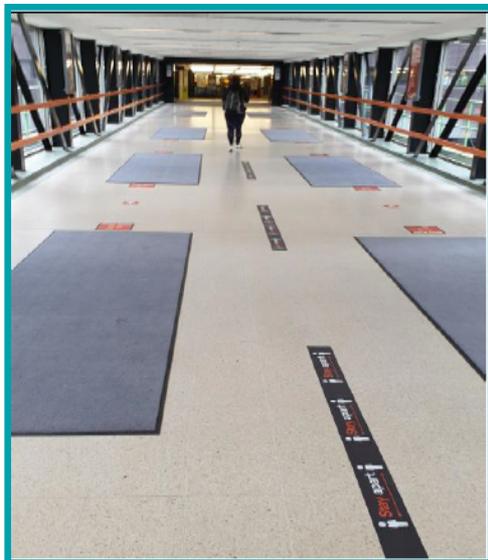
A number of social distancing measures have been implemented across the network, both at stations and on board trains. A selection of these are outlined below.

At stations

- Each individual station has a specific COVID plan in place, reflecting local circumstances
- Enhanced cleaning regimes with a focus on high touch point areas
- Hand sanitiser points installed at some stations
- Signing and other visual indications to remind passengers of the importance of social distancing
- Wearing of face mask in enclosed areas of stations is mandatory for most passengers, with some exemptions
- At some larger stations, one way systems have been introduced

3 | Briefing note – impact of COVID19 on the West Midlands rail network

- Perspex dividers have been installed at stations where ticket offices have multiple windows



Above: floor signing in place at Birmingham Snow Hill station



Above: social distancing signing in place on board a CrossCountry train

On board trains

- Wearing of face masks on board trains is mandatory for most passengers, with some exemptions
- Signing to encourage passengers to observe social distancing
- Extra on board announcements to remind passengers of social distancing requirements
- Long distance operators Avanti and CrossCountry are encouraging passengers to book on specific trains prior to travel; it has been clarified that this is a specific measure to manage demand rather than an attempt to stop walk-on travel in the West Midlands
- Enhanced on board cleaning measures
- Passengers are encouraged to sit in a socially distanced way: Avanti booking systems will only allow certain seats to be booked and CrossCountry is encouraging passengers to use only window seats

Operational delivery

The rail industry's approach to enforcing social distancing measures is based on the 5 Es:

- Encourage
- Explain
- Encourage
- Enable
- Enforce

Enforcement is intentionally the last measure that will be used where other approaches have not been successful. Rail staff are enabling but not attempting to enforce social distancing. British Transport Police have the power to remove non-compliant passengers and are able to issue fines where appropriate. This approach is being carried out with an awareness that some passengers will be exempt from complying with certain measures e.g. wearing of face masks.

Train operators are monitoring capacity closely. In order to encourage passengers to choose trains which are less busy, West Midlands Trains is providing both live information on social distancing issues across its network and information for future travel on which trains are likely to be near to or at social distancing capacity⁴. An example from the West Midlands Railway website is illustrated below⁵:

⁴ See <https://www.westmidlandsrailway.co.uk/travel-information/journey-planning/social-distancing-live-updates>

⁵ Example for trains travelling from Birmingham New Street towards Rugeley

4 | Briefing note – impact of COVID19 on the West Midlands rail network

11:12		8	11:59	47 mins	230		Details
12:12		8	13:00	48 mins	230		Details
13:12		8	13:59	47 mins	230		Details
14:12		8	15:03	51 mins	230		Details
15:12		8	15:59	47 mins	230		Details

With patronage across the network still well below pre-COVID levels, services are generally coping well with social distancing measures in place. A few peak services on the Rugeley and Snow Hill lines are the only current West Midlands Railway services which are operating near to their socially distanced capacity.

Rail industry structural changes

On the 23rd March, in response to the downturn in passenger numbers precipitated by COVID and the consequent significantly changed commercial circumstances, the Department for Transport (DfT) offered all train operating companies the opportunity to transfer to temporary Emergency Measures Agreements (EMAs). These EMAs effectively suspended the normal contractual franchise arrangements and transferred cost and revenue risk from the train operators to the DfT. For the West Midlands Railway franchise, West Midlands Rail Executive (WMRE) has been working closely with the DfT to ensure that these new contractual arrangements are implemented with a view to driving the best possible outcomes for passengers in the region under the current circumstances.

The EMAs are due to expire on the 20th September. The DfT is currently exploring options for the contractual arrangements that will apply to the rail industry after this date. It is unlikely that train operators will go back to pre-COVID franchise arrangements, as the continuing low passenger numbers make these contracts commercially unviable. WMRE will continue to work hand-in-hand with the DfT to implement whatever new arrangements are put in place for West Midlands Railway.

Irrespective of how the contractual structure changes, delivery of the wider rail service across the region will still be overseen via the multi-lateral Grand Rail Collaboration, an organisation that has been working across the region's different rail organisations to support the delivery of the West Midlands rail service response to COVID-19.

Further Information

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Transport Delivery Committee

Date	14 th September 2020
Report Title	Bus Alliance Update
Accountable Director	Pete Bond, Director of Integrated Network Services Email: pete.bond@tfwm.org.uk Tel: 07824 547465
Accountable employee(s)	Edmund Salt, Network Development Manager Email: Edmund.salt@tfwm.org.uk Tel: 07827 662197
Report Considered by	Chair of Putting Passengers First Lead Members

Recommendation(s) for action or decision:

The Transport Delivery Committee is recommended:

1. To note the content of the report and current status of the West Midlands Bus Alliance.
2. To submit the report to the West Midlands Combined Authority Board for information.

Purpose of Report

1. To report matters relating to the governance, operation, delivery and performance of the West Midlands Bus Alliance.

West Midlands Bus Alliance Board Governance

2. Stuart Everton has been asked to re-join the Board to represent the Black Country Officers Group, replacing Amy Harhoff on the Board.
3. As a result of Covid-19 the West Midlands Bus Alliance Board has adapted to meeting virtually, three full Board meetings have taken place in May, June and July with the Board being kept updated on developments via weekly virtual meetings.
4. Bus Alliance Board member Graham Vidler and the CPT has been working extremely hard to ensure that bus services and operators have been given the priority they deserve in high level discussions with the DfT throughout the pandemic.

A Bolder Bus Alliance 2020

5. At the Bus Alliance Board meeting on 5th February 2020, the Bus Alliance Board approved the 'Bolder Bus Alliance' aspirations and associated governance structure.

The Bolder Bus Alliance

- THE GREENEST
- THE BEST VALUE
- THE SIMPLEST TICKETING
- THE MOST RELIABLE
- THE SAFEST

6. Subsequently, with the development of pressures associated with Covid-19, the Board has asked for further development and confirmation of the deliverables and commitments under each aspiration noting that the Alliance needs to be stronger than ever to ensure that bus is safe, available and accessible to help in the economic and wider recovery of the region.
7. Under each of the aspirations there are specific commitments for the different partners to work together to deliver improvements for bus users. These are 'live' commitments and will grow as the recovery from COVID-19 is achieved and further investment for bus users can be committed too. This includes the development of a new sub-group as part of the COVID-19 transport response, recovery and re-start with bus operators.
8. The table below gives a breakdown of Individual Commitments from each of the subgroups in seek to deliver the wider aspirations of the West Midlands Bus Alliance.

Covid-19 Transport Recovery & Re-start (1)

Covid-19 Transport Recovery; Safe Network

- Apply, promote and enforce social distancing standards in a uniform way across all bus operators
- Apply, promote and encourage social distancing measures at stops, shelters and bus interchanges.
- Apply, promote and enforce government guidelines on face coverings and other safety measures when using public transport and public space.
- Promote safety elements of the customer charter and encourage supportive customer behaviour.

Covid-19 Transport Recovery; Cleaner Network

On-board;

- Enhanced cleaning of buses using anti-viral products with particular focus on high touch points and driver cab controls.
- Introduction of on-bus kits and other processes to enable in service cleaning.

Infrastructure and passenger waiting facilities;

- Periodic 'deep clean' at key locations
- All bus shelters cleaned weekly with additional reactive cleaning within 4Hr response time.
- Frequency of cleaning at busiest locations increased to every 48 hrs.
- Cleaning to be done outside of busiest times to reduce risk to passengers.
- Bus Stations – enhanced daily cleaning regime including sanitizing all touch points and public toilet facilities with a high impact sterilising cleanser.
- Travel Centres to be deep cleaned twice each day with periodic sanitisation of surfaces in between visiting customers.
- Social distancing measures being implemented and monitored across the estate.

Bus Operators Panel

- All vehicles to be a minimum of Euro VI emission standard by April 2021.
- Update the Low Emission Bus Delivery Plan to determine infrastructure needs and roadmap for the transition to zero emission buses.
- 30 electric buses operating across at least 3 different locations.
- £11m Hydrogen Bus Pilot Project
- Bid for the UKs first all-electric town/city to deliver zero emission buses across at least 10% of the fleet.
- Develop and deliver a new transport interchange in Dudley.
- Coventry Pool Meadow refurbishment

Swift

- Develop and deliver Swift account-based ticketing and Best Value capping
- Develop and deliver Swift One App as a complete mobility solution.
- Consider suite of available tickets and consider new ones to align with revised travel patterns in a post Covid world.

Bus Performance

- Deliver a new and enhanced Real Journey Time (RJT) approach to reporting and managing bus journey speeds for the passenger.
- Create a robust process for reporting, addressing and monitoring highways issues affecting bus journey times including better enforcement of inconsiderate and illegal parking on key corridors to unlock congestion impacting daily bus operations.
- Implement highway 'quick wins' to tackle congestion and speed up buses.

Develop and deliver £120 million Bus Priority Programme;

- Sprint (A34 / A45)
- Sprint Hagley Road enabling works
- Birmingham City Centre cross-city bus priority
- Dudley – Druids Heath cross-city bus priority
- Alcester Road
- QEH Interchange / Hospital Way
- Harborne Road

Local Authority Capital Programmes;

Birmingham City Council (£2.9m);

- Clean Air Zone Early Measures
- Moor Street Queensway Bus Gate
- Bus Lane Enforcement Phase 2
- Journey Reliability Improvement Growth Areas
- Bus priority - Emergency Active Travel Schemes

Coventry City Council (£5.8m);

- Capacity improvements B4106 Spon End
- Bus Gate Michaelmas Road / Warwick Road

Dudley MBC (£1m)

- Completion of DEFRA funded junction improvements A491/A461 corridors.
- Development of highways package to provide improved bus accessibility to Dudley Interchange.
- Traffic signal upgrades at key junctions on high frequency bus corridors.

Communications & Marketing

- High quality and consistent communication and joined up social media strategy resulting in better informed passengers of delays to bus services on-board and to waiting passengers.
- Colour coded network information covering all modes of public transport
- Joined-up public transport marketing, with a targeted pooled marketing budget.
- Clear communication of all network changes, including “you said, we did” messaging.
- Develop and deliver £2m programme for Transforming Real Time Information.

Safer Travel Partnership

- Retain and expand the front-line Safer Travel Policing service through Special constables and other complimentary policing.
- Implement and utilise new and existing civil enforcement powers in relation to Safer Travel, including bus byelaws.

Community Transport Operators Panel

- Launch a Demand Responsive Transport (DRT) pilot.
- Investigate opportunities to integrate CT / R&R / DRT into the wider public transport provision.
- Increase awareness and positive perception of Community Transport within the West Midlands Bus family.
- Assist with the Covid-19 recovery and restart and particularly for the most vulnerable members of the West Midlands community.
- Transition to cleaner greener vehicles.

Multi-Modal Interchange

- Cross-partnership and organisational working to deliver improvements on multi-modal timetables, interchange facilities and ticketing to ensure bus, rail and metro information is best in class for the passenger.

Passenger Satisfaction

- A structured approach to surveying passenger satisfaction and requirements, to action feedback and priorities.
- Conduct a review of the Bus Champions scheme to ensure it is fit for purpose and delivers against the objectives of the Alliance.
- Measure the success and reach of the Bus Alliance Customer Charter.

Improving Bus Emission Standards

9. The Bus Alliance has a target for every bus in the region to a minimum emission standard of Euro VI by April 2021. This target is proving to be a significant challenge due to the impact on the sector and suppliers due to Covid-19. It is expected that there will be circa 100 buses operating in the region that are not Euro VI by April 2021. Operators remain committed to achieving this target and are working closely with TfWM to explore options on delivering this in a timely manner. All operators will be meeting any air quality requirements such as Birmingham CAZ and Solihull and Wolverhampton AQPSs.
10. Operators have invested over £95 million in new Euro VI vehicles since 2015, along with £18.1 million secured by TfWM for bus upgrades to Euro VI, including the most recent £340,000 for 2020/21. TfWM have £530,000 of unallocated funding to support operators upgrading vehicles to Euro VI through bus retrofit.
11. National Express, supported by £3m of government grant funding, have introduced 19 electric vehicles on service 6 between Solihull and Birmingham. National Express contributed £11m to the project which also included introduction of power and charging infrastructure in to their Yardley Wood garage. The new buses came into service from the 5th July and have been very much welcomed by passengers. The next set of 10 electric buses will be introduced in Coventry to serve the hospital in the coming weeks. This is the first part of NXs commitment to have purchased their last diesel bus and for their bus fleet to be zero emission by 2030.
12. On behalf of the West Midlands Bus Alliance, TfWM have submitted two bids to the All Electric Bus Town Scheme. If both are successful the bids could see all buses in Coventry and / or West Bromwich being fully electric. The funding meets 75% of the difference in cost between an electric bus and the equivalent diesel vehicles and the associated infrastructure. Operators, TfWM and the associated local authorities will also be required to contribute towards the schemes.

Passenger Satisfaction Autumn 2019 results

13. The figures by independent watchdog Transport Focus from their Autumn 2019 independent survey were released on 26th March 2020. These 2019 results showed 85 per cent of the region's bus passengers are satisfied with their overall journey. This was an improvement on the 2018 overall journey score, improvements have been seen in most of the sub-criteria, including a high 84 per cent of passengers – up 2 per cent on the previous year – who were fairly or very satisfied with journey time and also a 2 per cent increase in those who were fairly or very satisfied with punctuality, up to 73%.
14. Transport Focus is currently looking at how to carry out the national survey this year and further updates will be provided.

Bus Performance

Scheme under Development;

Cross City Region Bus Priority

15. Transport for West Midlands' Vision for Bus sets out the need for a step-change in delivering bus priority infrastructure; to increase the region's effective size and create larger catchments to new and productive socio-economic markets. To achieve this and to combat increasing delays caused by congestion, a first phase of bus priority packages has been proposed, complementing the Sprint, metro and rail networks.

16. The packages are as follows;
 - Package 1: Birmingham City Centre
 - Package 2: Perry Common/Hamstead – Hawksley/Longbridge (North-South)
 - Package 3: Dudley – Druids Heath (North-South)
 - Package 4: Sutton Coldfield – Longbridge (Universities)
 - Package 5: Harborne – Castle Bromwich (East-West)
 - Package 6: West Bromwich – Meadway (East-West)

17. Through the West Midlands Bus Alliance Pell Frischmann have developed concept designs and costs for all the scheme packages (1-6) within Birmingham and Package 3 in Sandwell & Dudley, with the local councils. This provides concept designs and costs to take forward to preliminary design as necessary and subject to funding. Completion of the concept designs has allowed the realisation of passenger benefits to be identified; estimating £122 million of benefits and an overall benefit cost ratio of 2.8: 1.

Priority Packages 1 & 3 – Funding

18. On 30th September 2019, the UK Government announced over £200 million to transform bus services in the Spending Round 2020/21 as part of 'A better deal for bus users' announcement. This included £24.225 million to fund new bus priority measures in Birmingham City Centre (package 1) and Dudley to Druids Heath cross-city corridor (package 3). This is matched by £4.225 million of funding from BCC through the Clean Air Zone (CAZ) revenue. The packages will deliver;
 - Journey times benefits to almost 90million passenger per annum.
 - 10 bus gates
 - 5.5km of new bus lanes
 - 10 junction upgrades
 - Improved passenger waiting facilities and accessibility.

Packages 1 (Birmingham City Centre)

19. In light of COVID-19 and the Emergency Birmingham Transport Plan TfWM, on behalf of the Alliance, asked Pell Frischmann to review the designs to identify any interventions that could be implemented as part of the COPVID-19 recovery and

response. Several interventions have been identified and Pells are preparing the detailed designs for 3 interventions in a priority 1st wave inclusive of;

- Bus gate on Margaret Street and associated pavement widening Edmund St / Cornwall St with removal of parking (temporary form)
- Proposed bus lane on Bristol St from Irving St to Lee Bank Middleway
- Proposed bus gate on New Town Row

Packages 2 & 5 (Local Pinch Point Fund)

20. TfWM and BCC submitted a joint bid for £10 million to the DfT Local Pinch Point Fund in January 2020. The decision on the Fund has been deferred due to COVID-19.

A41 Soho Road BID Transport & Connectivity Study / Package 6

21. TfWM have worked with BCC, Soho Road BID and GBSLEP to undertake concept feasibility designs to improve transport connectivity to, from and along the A41 Soho Road. The designs including bus gates and bus lanes, have been developed by Jacobs. A review of the designs is being undertaken by Jacobs due to the COVID-19 circumstances and recent BCC policies. The designs will enable further preliminary designs to be taken forward, as necessary and subject to funding as part of the package 6 development, enhancing the connection between Birmingham and the Black Country.

Black Country Bus Priority Measures

22. No further development between March and June 2020 has been undertaken on a second phase of cross-city region bus priority measures to speed up bus services in the Black Country conurbation due resource pressures and uncertainty from COVID-19.
23. TfWM will be looking to re-start this work with BCT authorities, to agree the approach and scope of development in light of COVID-19 and ahead of any further announcement in the Spending Review on the £5 billion for overhauling bus and cycling.

SuperBus Fund

24. On behalf of the Alliance TfWM had been developing a submission to the SuperBus Fund which, if successful, would have been significant improvements in journey times and also fares. Unfortunately, due to pressures created by Covid-19 the DfT cancelled and withdrew the Superbus fund on 7 April 2020.

Bus Schemes at Delivery stage;

25. Pipeline of bus priority highway projects at the implementation phase to support the cross-city region bus network;

Alcester Road

26. TfWM is working closely with Birmingham City Council to provide bus priority along the Alcester Road between (south of) Salisbury Road (Moseley) and the Middleway to cut bus journey times through Balsall Heath. The scheme is to be delivered in 2020/21.
27. The BCC Cabinet Member instructed on 4th May 2020, the deferral of the bus priority scheme for at least three months due to the on-going issues around Covid-19. At a time of increasing calls to provide more space for walking and cycling, the scheme would reduce available widths for pedestrians both during construction and in its final form. The Cabinet Member did re-affirm his absolute commitment to the scheme.
28. TfWM are currently reviewing the design due to the impact on utilities after receiving a utilities diversion cost from BT of £900,000, when the project budget for construction is £2.1m; and to understand the impact on pavement widths.

QEH Interchange / Hospital Way

29. TfWM is working closely with Birmingham City Council and the QEH hospital Trust to deliver a bus lane along Hospital Way, across both public highway and private land of the Trust. The scheme will commence on-site in late September/early October 2020.

Harborne Road

30. TfWM delivered the NPIF scheme for a bus lane along Harborne Road in October 2018. Following implementation requests for mitigation measures have been investigated and proposed for delivery, along with a complementary road safety scheme by BCC. TfWM and BCC plan to review the scheme following public consultation and the return of higher than expected construction cost estimates due to COVID-19, in the region of £300,000.

Birmingham CAZ Early Measures

31. Birmingham City Council are delivering a package of complementary bus priority measures to coincide with the implementation of the Clean Air Zone in the city. The first tranche covering schemes for Rea Street, Upper Dean Street, Smallbrook Queensway and Coventry Road had been planned for implementation between March and May 2020. Unfortunately, this has been delayed due to Covid-19.

Financial Implications

32. There are no direct financial implications as a result of this update report. The Bus Alliance has been successful at bringing together development budget funding and in identifying additional funding sources through successful funding applications and operator investment, with further successful funding bids recently announced. Bus operators have invested in their buses to support the objective to improve bus emissions standards. DfT Clean Bus Technology Funding and Tackling Nitrogen

Dioxide funding has also supported the objective to improve bus emissions standards. A £24.225m DfT Grant has been secured in principle to support further investment in highways infrastructure to improve bus journey times. The drawdown of the grant is contingent upon securing £4.225m of matched funding from local partners including TfWM. Any costs incurred by or support provided by TfWM as part of activity referred to in this report will be met from within agreed overall funding and resources.

Legal Implications

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

Equality Implications

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

Inclusive Growth Implications

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

Geographical Area of Report's Implications

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



Transport Delivery Committee

Date	14 September 2020
Report Title	Enhanced Partnership Plan and Scheme – Update
Accountable Director	Pete Bond, Director of Integrated Network Services Email: pete.bond@tfwm.org.uk Tel: 0121 214 7388
Accountable Employee	Edmund Salt, Network Development Manager Email: edmund.salt@tfwm.org.uk Tel: 0121 214 7305

Recommendation(s) for action or decision:

- To note the update on the development of the Enhanced Partnership and the proposed next steps.
- To note progress with the formal (public) consultation as authorised by TDC at its meeting in March 2020.

1.0 Purpose of Report

- 1.1 To provide an update on the development of the Enhanced Partnership Plan being developed for the West Midlands and associated Scheme covering the A34(north) and A45/Lode Lane corridors.
- 1.2 The public consultation for the Enhanced Partnership will finish on 13th September. A update of the main themes from the responses will be provided as part of a verbal update to TDC.

2.0 Background

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

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

- 2.3 Authority was also delegated to the Transport Delivery Committee to oversee the development and subsequent making of the Enhanced Partnership Plan and Schemes.
- 2.4 TfWM issued the Notice of Intention to prepare an EP Plan for the area of the West Midlands Combined Authority¹ excluding the three existing Advanced Quality Partnership Scheme (AQPS) areas due to the way the legislation is written and applied, as they cannot both apply within the same geography; and associated EP Schemes for the A34 (north) and A45/Lode Lane corridors. This was published on 17th July 2019 on the TfWM website. All local bus operators were also made aware of this notice and invited to participate in the formal discussions for the EP.
- 2.5 The formal discussions have been held, with the drafting of an EP Plan and an EP Scheme. The EP Plan is a high-level vision and objectives for bus services in the West Midlands. The strategic Vision for Bus provides a blueprint and starting point for the EP Plan to be discussed during the formal discussions. Through the formal discussions, it has been agreed by the partners to prepare one EP Scheme covering both the corridors of the A34 (north) and A45/Lode Lane.
- 2.6 Within the EP Scheme the details of the infrastructure commitments, service specification and standards, customer standards, performance requirements and maintenance will be agreed between partners. It is intended that this Enhanced Partnership Scheme will complement the introduction of Sprint by providing bus priority as well as higher bus standards for all bus services in the area, in readiness for the 2022 Commonwealth Games.
- 2.7 A notice was published on 20th December 2019 by TfWM (<https://www.tfwm.org.uk/operations/enhanced-partnership/>), giving operators until 24th January 2020 (at least 28 days as required by legislation), within which to make an objection to either the Plan and/or Scheme. TfWM must assess any objections using two criteria – if either is satisfied, it is a legal requirement that the consultation exercise on the Plan and Scheme cannot go ahead. TfWM did not receive any operator objections to the EP Plan or the EP Scheme.
- 2.8 Subsequently, a further review of the EP Scheme has been undertaken with partners. It was agreed to undertake a further operator objection period on the EP Scheme. TfWM issued a further notice on 28th February 2020, giving the relevant local bus operators until 27th March 2020 to lodge a formal objection to the EP Scheme.
- 2.9 No operator objections were received and the scheme proceeded to formal (public) consultation as approved by TDC at its meeting in March 2020.

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

3.0 Public Consultation

- 3.1 The Covid-19 pandemic necessitated a delay in the commencement of the consultation and necessitated a change to the consultation strategy to limit any physical interaction with members of the public whilst ensuring the widest coverage and accessibility.
- 3.2 The revised consultation strategy made greater use of digital technologies including on-line response forms and greater promotion through social media. Awareness of the consultation was raised through printed media and radio.
- 3.3 The consultation commenced on 6th July 2020 and will run through to 13th September.
- 3.4 To date nearly 300 responses have been received to the consultation and a further round of communications is proposed for September ahead of the the process closing on 13th September.
- 3.5 To date there has been a varied response but a healthy amount of participants agreeing with the vision to improve the network through the partnership. The exercise has also generated further suggestions on improvements to the network which will also be collected and considered as part of the process.

4.0 Next Steps

- 4.1 A full report on the outcome of the formal public consultation will be presented to the November meeting of TDC along with any subsequent changes to the enhanced partnership plan or scheme.
- 4.2 Subject to approval the November report will also seek formal sign-off of the Enhanced Partnership Plan and Scheme for the West Midlands.

5.0 Financial Implications

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

6.0 Legal Implications

- 6.1 It is noted that paragraph 2.9 (above) confirms that there have been no objections to EP Plan and or EP Scheme. Notwithstanding this, it should be noted that whilst most of the proposed infrastructure and WMCA/TfWM commitments relate to highway land or otherwise land over which appropriate property rights will be secured; the EP Scheme contains commitments on the part of WMCA/TfWM to

deliver infrastructure on third party land. This relates to land in the control and or ownership of network rail ('NR') (at Birmingham International train station) and airport land (Birmingham International Airport) ('BHX').

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

7.0 Equality Implications

- 7.1. The revised consultation strategy has considered how to best engage with all groups within the West Midlands. With regards the overall scheme, an Equality Impact Assessment has been undertaken, which noted some groups of people are more likely to be reliant on public transport and are more likely to face barriers to public transport. The Enhanced Partnership is likely to enhance the travel experience for everyone but will especially positively impact these groups. From a disability perspective measures such as audio-visual availability will help address some of the key information barriers.

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

8.0 Inclusive Growth Implications

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

9.0 Geographical Area of Report's Implications

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

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Transport Delivery Committee

Date	14 September 2020
Report title	West Midlands eScooter trial - update
Accountable Chief Executive	Laura Shoaf, Managing Director, TfWM 0121 214 7444 laura.shoaf@tfwm.org.uk
Accountable Employee	Mike Waters 07584333540 Mike.Waters@tfwm.org.uk
Report has been considered by	TDC Lead Members

Recommendation(s) for action or decision:

Transport Delivery Committee is recommended to:

1. Note the progress in planning the eScooter trial
2. Note the intended rollout plans and next steps for this programme.

1. Purpose

- 1.1 This report details the activity undertaken during July and August on the eScooter trial throughout the West Midlands region. Reference is also made to the plans and objectives for September and October 2020.

2. Background

- 2.1 eScooters are one of the new forms of emerging transport mode, enabled by evolving technology, cost effective manufacturing and improving batteries. As with electric bikes, they are starting to be used by private owners. They are also being used in various cities across the world as part of public

sharing and hire schemes. In an urban context they can help with providing easy first and last mile access to points of interest and transport interchanges. Being generally more portable they can be more easily carried on public transport and into workplaces - and so can make multi-mode journeys easier.

- 2.2 In a wider initiative to promote walking and cycling as part of a green and healthy recovery from COVID 19 the Secretary of State for Transport announced the acceleration of eScooter trials. Originally planned for 2021 these were to have been limited to the new Future Transport Zones (FTZ), of which the West Midlands is the UK pathfinder. However, in a bid to see wider engagement and take-up of trials across both rural and urban areas the call for trials is open to any interested area.
- 2.3 The West Midlands, led by Birmingham City Council, developed a regionally coordinated programme that incorporated trial zones within each constituent authority. Additionally, areas within Warwickshire form a key part of the programme connecting Coventry to Kenilworth, plus offering opportunities within Leamington and Warwick. A close partnership was formed between Local Highway Authorities and TfWM. Local Highway Authorities led the zone identification, road safety and traffic management issues, with TfWM being asked to provide support through coordination, resourcing and facilitating, plus Monitoring and Evaluation and maximising Future Transport Zone synergies.

3. The Programme

- 3.1 To guide the programme several key documents have been created. These include

APPENDIX I: **Trial zone overview** – detailed geography of each trial zone where deployment is planned. As the deployment activity is developed it is likely the larger zones areas will be subject to a phased rollout.

NOT IN APPENDIX **Deployment Specification** - includes requirements for the e-scooter trial, alongside supplementary technical requirements, that are assumed fixed and apply across all zone areas e.g. training requirements, PPE use.

NOT IN APPENDIX **Zonal Operational Playbook** - this document sits alongside the Deployment Specification document. Where the aforementioned document contains fixed elements, the Operational Playbook contains details that will have to be updated and matured, reflecting the specific areas they govern e.g. parking locations, non-operational roads. *A work-in-progress example is attached to this report.*

4. Objectives

- 4.1 Objectives for the trial can be summarised in both general terms and ones specifically related to transport. More generally success of the trial will constitute the demonstration of:

- Supporting a healthy and green re-start post COVID
- Supporting clean air and de-carbonisation, including a cultural shift to a shared economy and sustainable active travel
- Enabling inclusion and increasing accessibility across the social spectrum
- Stimulus to drive manufacturing and management of micro-mobility to the West Midlands
- Provides a catalyst to attract further innovation schemes

- 4.2 Specific transport related objectives include:

- Provide another financially viable and sustainable mode of transport that encourages a transition from single occupant car travel.
- Providing faster access to more places.

- Accelerating the ability of the transport system to return to normal.
- Off-setting the potential for a mass reversion to car use in urban areas.
- Providing learning:
 - Improving the evidence base, which globally is inconclusive
 - Understanding if eScooters could be made safer for wider deployment
 - Informing future legislation and/or regulation
 - Better understanding pricing / operational models

5. Procurement Update

- 5.1 TfWM continues to work on behalf of all Local Authority areas to procure supplier(s) for the trial. TfWM (WMCA) is acting as the sole contracting body with chosen supplier(s). MOU contractual agreements are being put in place with each constituent authority to formalise their engagement in trial.
- 5.2 A detailed tender was released on 7th July, preceded by two rounds of supplier consultation. Engagement with other 30 separate operators/suppliers was achieved in advance of tender release, ensuring a balanced set terms and conditions were included. The tender was operated on a “one lot” basis whereby all zones were offered on equal footing. An option of procuring a maximum of two suppliers was maintained, a decision on the final number was made on review of the tender responses.
- 4.3 16 responses were received by the deadline on 29th July. These were scrutinised on an 80/20 Quality/Financial ratio by members of TfWM, Birmingham City Council, Coventry City Council and Walsall Council. The moderating group were impressed with the overall quality of responses. There were 8 high scoring bids, of which two stood out specifically due to their regional commitment and detailed understanding. After a second round of clarifications on their financial commitments offered, it was decided to nominate a single supplier to operate regionally. This was a balanced judgement based on:
- Not wanting to dilute significant regional investment made by either supplier
 - Proven record of successful deployments elsewhere from highest scoring bidders meant there was reduced risk for a West Midlands deployment. Mitigation by having multiple operators was viewed as unnecessary
 - Allows for a more streamlining mobilisation
 - Allows for a clear division of responsibilities during operation
 - Allows for a clear customer proposition and communications message
- 4.4 On Friday 14th August WMCA published supplier response letters, detailing their intent to nominate. On publication of this draft note (24th August) we remain in a procurement stand-still period. This ended on Tuesday 25th August, so the contract is currently being negotiated, with a target date of completion w/c 31st Aug.

6 Nominated eScooter operator

- 6.1 **Voi** have been awarded the exclusive contract for all West Midlands zones.
- 6.2. An operator since 2018 they are one of the fastest growing providers globally, having completed over 25 million rides already, operating in 11 countries.

- 6.3 They have committed up to £40million as investment in the total scheme over the next 12months, giving an allocation of up to 10,000 eScooters.
- 6.4 Highlights of capabilities and offer:
- Have unique and AA affiliated rider training programme – RidelikeVoi
 - Have sub 1m geofence capability and tracking on all eScooters to allow for appropriate restrictions and delineation of roads / parking / no go areas etc.
 - Offer a 24/7 service that always has teams on the ground to address issues, conduct maintenance, cleaning, battery swapping and rebalancing.
 - Comprehensive pricing strategy including concessions for students, NHS staff, low income households and access for unbanked. Highlight includes a Voi-for-all package that is available for all those earning under £15k per annum access to unlimited riders for £10 a month.
 - Free helmet giveaway for all registered users and incentivised use is also possible.

7 Local Authority activities / obligations (pre-deployment)

- 7.1 As part of this trial there is remains no financial commitment (apart from officer time) on behalf of either the Local Authorities or TfWM.
- 7.2 In advance of the trial starting each Local Authority has responsibly for refining the zone plan, as per the Operational Playbook. This must be concurred with the eScooter provider, ensuring a robust set of instructions for deployment. Key elements include (but not limited to):
- Agreements on local generalised rules (e.g. no use on any >30mph road) beyond those already agreed in the Deployment Specification.
 - Specific road use or exclusions
 - Specific speed restrictions in defined areas (e.g. pedestrian dense areas)
 - Parking areas defined
 - Infrastructure features / junctions to avoid or limit speed
- 7.3 Each Local Authority has responsibility for amending and/or raising relevant Traffic Regulation Orders (TRO's)
- 7.4 Each Local Authority has responsibility for amending and/or raising relevant licensing agreements to enable highways installations (e.g. parking signs)

8 Wider pre-deployment activities and considerations

- 8.1 Dedicated sessions with the supplier and West Midlands / Warwickshire Police have been arranged. These will also include live demonstrations and tutorials for officers to understand eScooters more comprehensively. Close collaboration with Police is a key consideration to ensure rider compliance. The nominated supplier will have a sizeable ground team in each deployment zone to assist in addressing concerns, rebalance eScooters and educate riders.
- 8.2 Similarly to the Police, dedicated sessions have been arranged with West Midlands Fire Service to complete an education and familiarity agenda.
- 8.3 TfWM and Birmingham City Council have held several wider stakeholder engagements including members of various cycling bodies, organisations representing blind or partially sighted, ROSPA amongst others. These sessions have proved valuable in agreeing suitable programmes for rider

training and establishing solutions to mitigate impact on pedestrians. With the provider now nominated, these sessions will continue to focus on rollout and applying the learning to date.

- 8.4 In order for the trial to legally operate a license must be granted from Secretary of State for the specified operator in a specified geography. Each eScooter provider must demonstrate separately that their vehicle meets a required standard and that the provider can supply a list of data streams to the DfT, suitable for their Monitoring and Evaluation programme. On release of the nomination letters TfWM submitted a proposal to the DfT, seeking license approval. On receipt of initial feedback it is expected this will be granted in the w/c 31st August.

9 Rollout plans

- 9.1 When the DfT initially announced the trial, July and August were targeted as the start dates for the 12-month programme. The Tees Valley were the only local authority that were able to meet this timing, but it is understood they ran a light touch procurement process, nominating a relatively inexperienced supplier, Ginger. For the West Midlands it was decided to run an accelerated, yet established procurement programme that still targeted a rollout in late August / early September. We are still on track to have one of the first and also the largest deployment in the UK.

- 9.2 Key dates in August and beyond include (these a subject to adjustment as rollout matures)

- **25th August:** Stand still ends and contracting completes
- **3rd September:** Press launch of scheme
- **10th September:** First widescale deployments – anticipated to be elements of Birmingham Zone (circa 600 eScooters) and Coventry Zone (circa 200 eScooters)
- **14th September – 12th October:** Weekly launch events covering all other Zones and scaling in each established zone with a total fleet deployment after six weeks of circa 3,500 eScooters)
- **12th – end Nov:** Continued scaling of each area, rebalancing where necessary. West Midlands has access to an allocation of up to 10,000 eScooters, should market demand necessitate and LA's agree to their deployment.
- **September 2021:** Trial ends. It is anticipated that in early Summer TfWM will present Monitoring and Evaluation findings to DfT and further decisions about potential extensions, licensing options for eScooters be discussed in advance of the trial ending. This would enable a local dialogue on how to manage eScooter use post September 2021.

10. Parking strategy

- 10.1 All Local Authority areas are committed to a robust policy and enforcement of eScooter parking. In order to be most effective, dedicated parking locations need to be in areas where riders want to begin and end journeys. Given this is a new mode of personal mobility not all trip generators are known. Many new opportunities may arise, especially if eScooters attract current car drivers out of existing behaviours. To understand this behaviour, the provider strongly recommends that in the first month parking locations are relaxed. Geo-location data will be used to define where parking locations are then most appropriately positioned from month two. In order to mitigate the risk of parked eScooters causing a hazard during this time the following mitigations are proposed:

- Incentivised parking where areas are set up from day 1 which are agreed with the LA at areas of expected high use. Riders are incentivised financially to park at these locations.
- Education and training via the app as to best practise even if not parking in a dedicated bay.

- Photographic proof that the eScooter is upright and not parked obstructively in order to complete ride.

- A dedicated team (circa 20) be deployed on site (24/7) to rebalance all eScooters and to ensure parking guidelines are met

10.2 After month one, rider application mapping, rider incentivisation and rider education matures, reducing the reliance on ground teams to rebalance. This method of rollout has been repeated numerous times globally and through careful management generates a user centred parking map, which ultimately improves customer experience and ridership.

11 Equalities Impact Assessment

11.1 An equality impact assessment was conducted in relation to the e-scooter trial which identified a number of actions that would help mitigate any adverse negative impact for different protected characteristics. These recommendations will, where possible, be embedded within the trial contract requirements.

12 Monitoring and Evaluation

12.1 The chosen supplier has the ability to generate and publish data on how, when and where each eScooter is being used. This is valuable information in establishing how eScooters fit into the wider transport ecosystem.

12.2 The DfT are running a central Monitoring and Evaluation programme, taking a data stream from each regional deployment to form a national picture of usage. They anticipate also doing selected detailed studies. Given the West Midlands' position in running an existing Future Transport Zone (FTZ) programme it is anticipated we will be asked to support their activity.

12.3 As part of FTZ, there is already a plan in place to monitor eScooter usage regionally. This will be controlled via TfWM but will rely heavily on Local Authority input to draw its conclusions. In summary it will focus on four high level objectives:

- Propose and estimate impacts in trial areas.
- Monitor live trials and data gathering across numerous domains and transport services.
- Compare observed and expected outcomes and establish elasticities
- Forecast results for a bigger roll-out and expected benefits – combination of forecasting and the M&E learnings

Report Ends

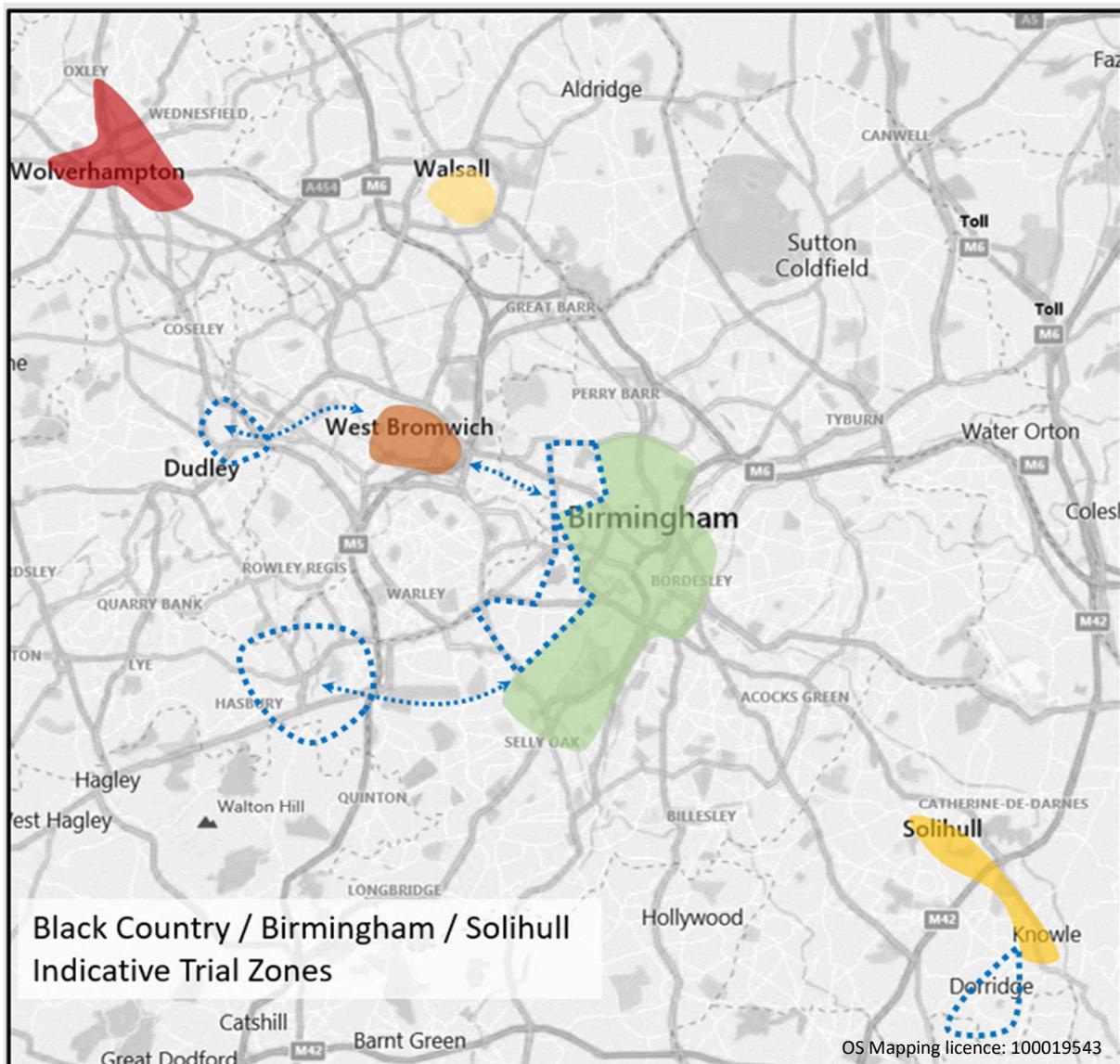
West Midlands Region eScooter Trial: Proposed Zones Details

The West Midlands Regional core trial area is formed of six distinct zones comprising approximately 100 sq. km in across several of the region's individual Authority areas. Our individual zone components are predominantly located within our densely populated principal urban areas, covering seven town and city centres, seven major university campuses, four of the region's principal hospitals and numerous commercial and retail centres and residential areas.

In addition to the core zone, we have identified a number of complementary zones that offer opportunities for follow up trial phases to be implemented but that are not specifically included in this tender response quotation. Details of our core and further phase trial zones are summarised below with further information on each of our core zones provided overleaf.

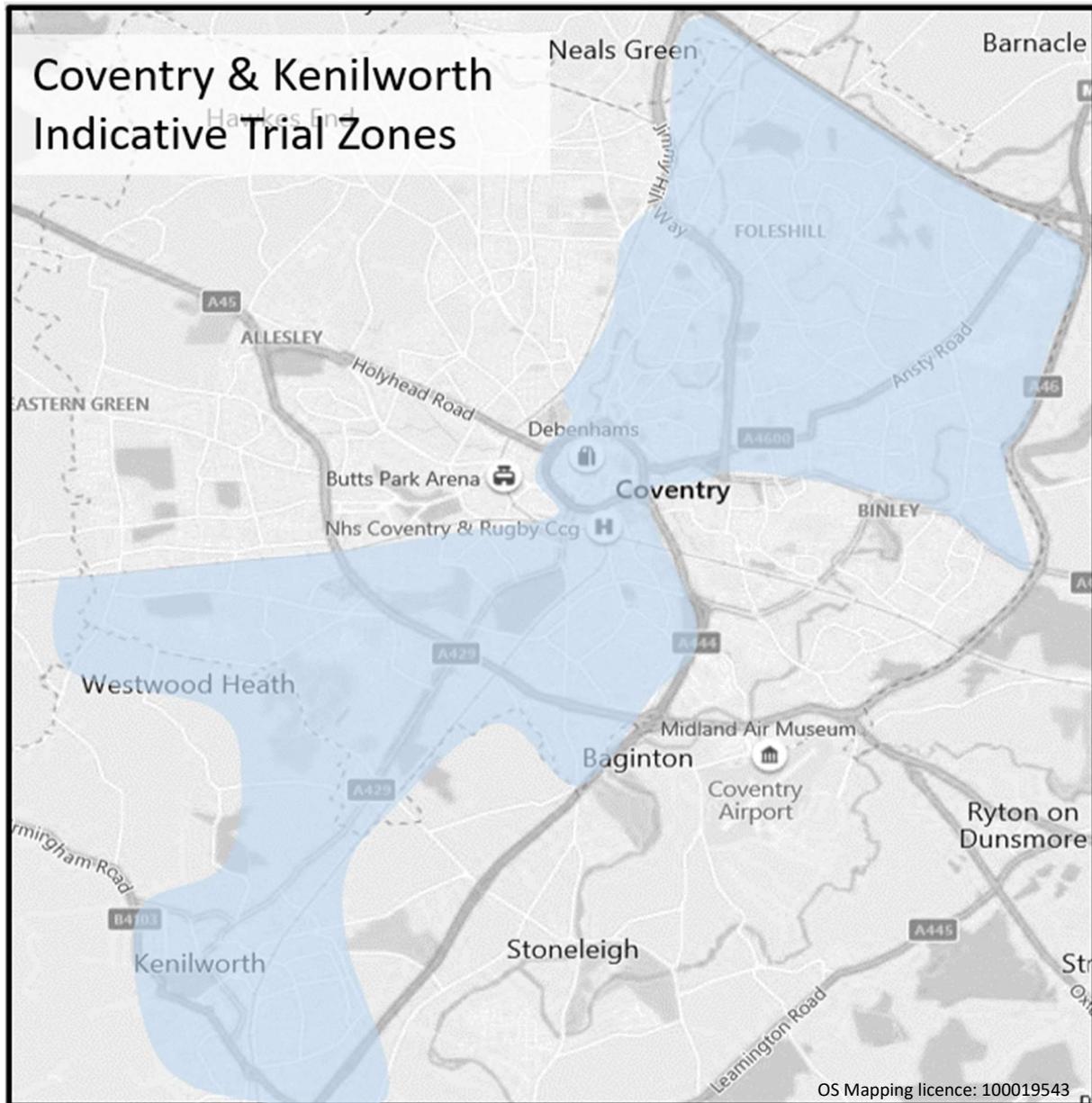
Core Trial Zones

Overarching Trial Zones (Birmingham / Solihull / Black Country)



*blue dashed lines indicate potential scheme expansion areas

Overarching Trial Zones (Coventry & Kenilworth)



- **Birmingham:** Our initial core trial zone covers the city centre plus areas to the north and south broadly following the routes of the A34 Walsall Road and A38 Bristol Road “blue route” cycleways respectively. The scheme also includes coverage of both the City and QE Hospital sites plus the University of Birmingham campus. Subject to successful operation of an initial trial period, we have identified potential scope to expand the trial area potentially linking zones together more comprehensively and possibly connecting through to interlink with trial zones in adjacent authority areas;
- **Coventry & Kenilworth:** Our core trial zone includes Coventry city centre plus near comprehensive coverage of the north-east of the urban area out to the M6 / M69 corridors, bounded by the A46 to the east, Binley Road to the south and the approximate route of the Coventry – Nuneaton rail line to the west. This zone includes the Walsgrave Hospital campus, several local retail and commercial centres including Foleshill Road plus sporting and leisure

facilities. To the south of the city centre, the core trial zone includes Coventry central rail station and covers the majority of the built-up area of the south-west of the city, including comprehensive coverage of the University of Warwick campus site. Further south, the zone continues, connecting into and covering the town of Kenilworth in its entirety;

- **Solihull:** Our trial zone connects the commuter town of Knowle to Solihull town centre via an existing indicative cycle route running alongside a combination of the A141 Warwick Road and B4025;
- **Sandwell:** Our trial zone is focussed upon West Bromwich town centre and residential areas to the west and south. To the north a spur route running along Hallam Street provides a direct connection to the Sandwell Hospital campus and further spurs running to the north-west and south-east of the town centre link to the existing Metro line and stops providing cross regional connections through to Birmingham city centre to the south-east and Wolverhampton city centre to the north-west. A further spur route via Bromford Lane to the south provides a direct link through to Oldbury town centre;
- **Walsall:** Our trial zone is focussed on a combination of Walsall town centre and the University of Wolverhampton campus site located in the vicinity of the Broadway ring road and A34 Birmingham Road;
- **Wolverhampton:** Our trial zone focusses upon delivering connections across and throughout the city centre via several routes to the north, east and west connecting into Park & Ride sites at the University of Wolverhampton Science Park approximately 2.0 km to the north and at Plascom Road c. 2.0 km to the east. The zone also covers leisure routes enabling access to both East and West Parks and to local, regional and national transport links via Midland Metro stops and Wolverhampton central rail station.

Success Criteria & Expansion

The opportunity to expand the scope of any existing trial will be determined by meeting criteria listed in Annex 4 of the Commercial Outline Document. Specific measurables for qualification will be outlined in advance of the trial.

Additional Trial Phases / Zones

In addition to potential opportunities for organic expansion of the core trial zones set out above, the following areas offer potential for additional operations during the trial period:

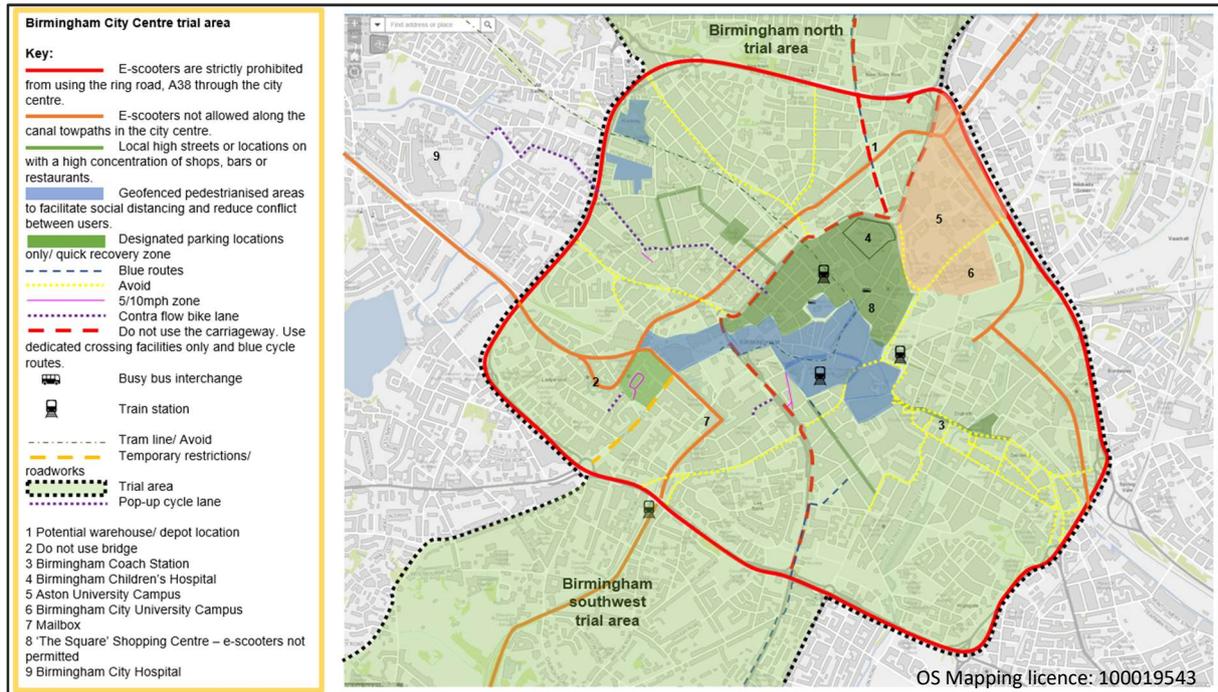
- **West & South Birmingham:** As indicated on the overarching trial zones plan, subject to successful initial trial operation in Birmingham there is scope to expand coverage to include further areas to the west and south-west of the city centre broadly following the line of the Hagley Road corridor. Subject to agreement with Sandwell Borough, there may also be scope to provide for a route connecting West Birmingham through to the trial zone centred around west Bromwich town centre;
- **Solihull – Dorridge link:** Subject to successful initial trial operation, there is potential to expand the scheme boundary by including a link between Knowle and Dorridge Station approximately 2.0km to the south-west;
- **Dudley:** Potential trial zone centred on area to the north of Dudley town centre encompassing major tourist attractions including the Black Country Living Museum and Dudley Zoo and Castle. There may be potential to link such a scheme across authority boundaries into core

zones already operational in Sandwell, Wolverhampton and Walsall. In the south of the Borough there may be an opportunity to make a connection into the southern section of the Birmingham trial zone in the vicinity of the QE Hospital and University of Birmingham campuses;

- **Warwick & Leamington Spa:** Our potential trial zones in Warwick and Leamington are currently under development and will be further detailed in short order. It is likely that the trial will take the form of a single, consolidated zone covering a significant majority of the built-up area of both towns.
- **Other areas:** Whilst not specified there is potential, subject to discussions and agreement with the relevant authorities within the non-constituent area of the WMCA, to include other trial zone areas within the wider non-constituent area of the WMCA. These would also have to be agreed with the DfT.

Birmingham Core Trial Zone

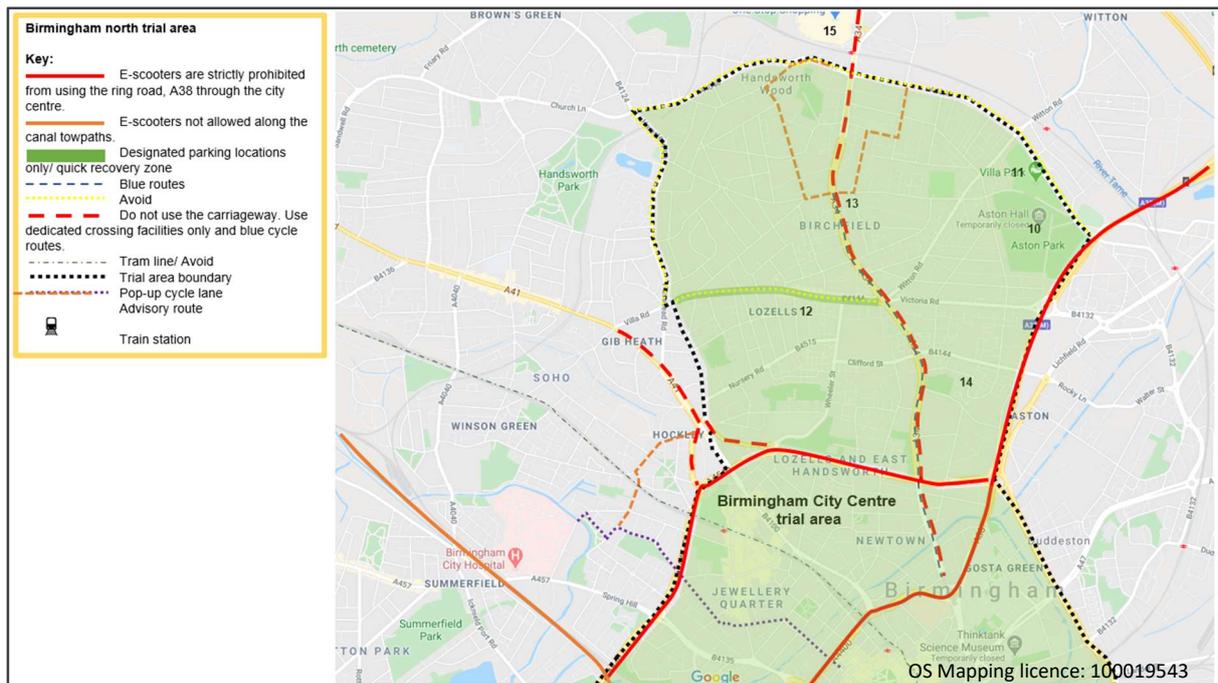
Overview (City Centre)



key information

- Unmarked roads are 20mph zones where e-scooters will be permitted on the carriageway
- Proposed temporary warehousing location: Brewery Street Coach and Lorry parking
- Yellow lines denote roads in the central area on which eScooters will not be permitted to operate
- Quick recovery locations: where there are high volumes of pedestrians and limited traffic / high PT volumes, faulty / inappropriately parked e-scooters must be recovered in under 1 hour
- E-scooters not permitted in the Brookfields cemetery
- Works on Victoria square to start in January 2021 therefore there will be a need to implement measures to prevent eScooter access into and through this area

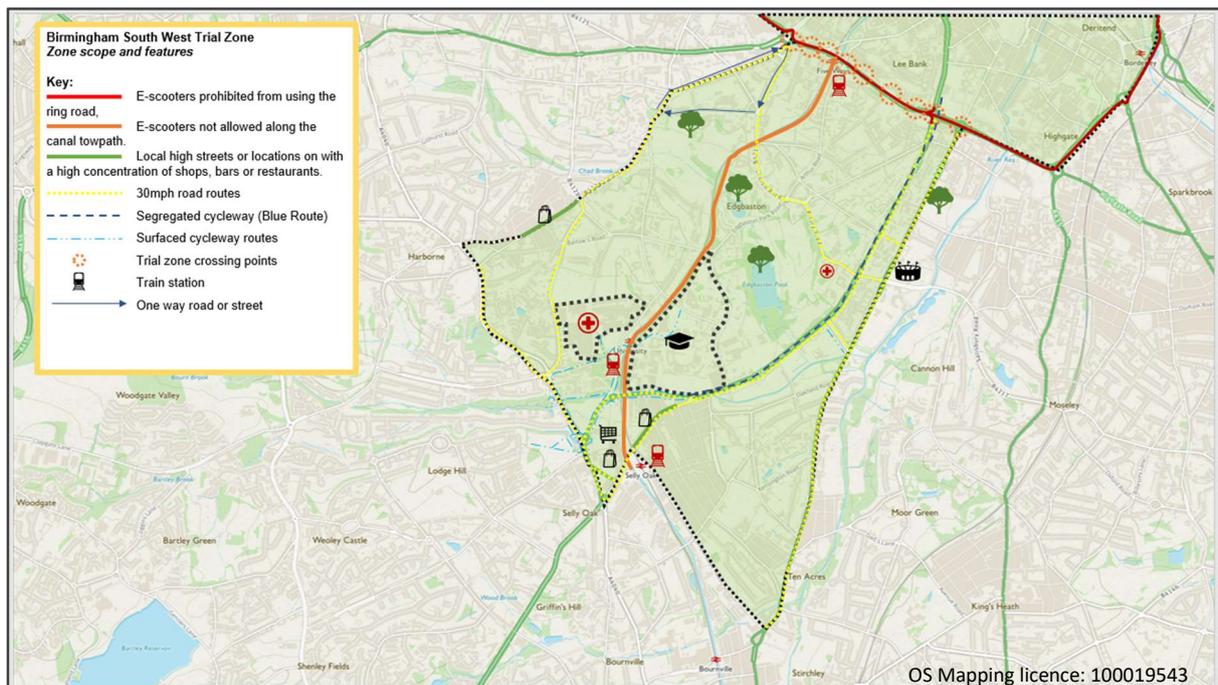
Overview (North)



key information

- (10) Aston Park
- (11) Villa Park Stadium – No e-scooters on match days
- (12) Lozells low traffic neighbourhood
- (13) Blue route ends, use advisory routes
- (14) Geofence shared footways/ cycleways in residential areas
- (15) One stop shopping centre

Overview (South-west)

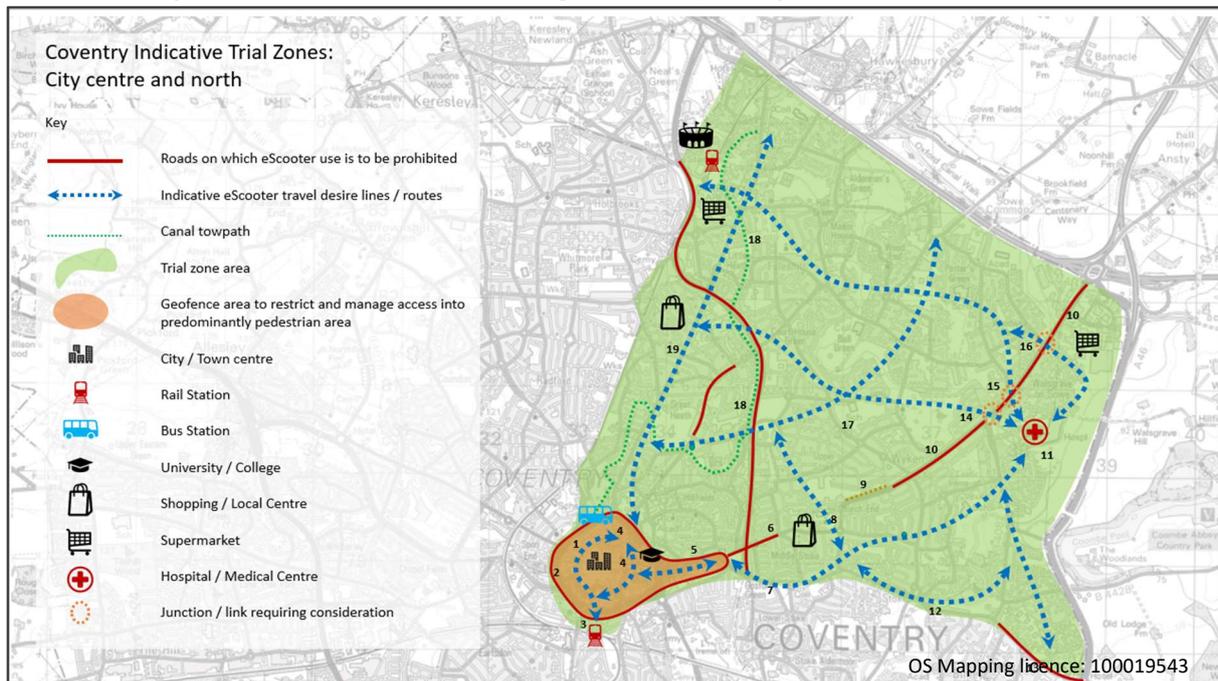


key information

- eScooters will not be permitted to operate along the canal towpath although there may be potential to permit access if agreement can be secured in due course
- Major trial zone linkages with central city centre zone that cross Ring Road (A4540)
 - A38 to city centre via segregated cycle route
 - Pershore road – consider measures to assist crossing movements (most likely will need to cross at A38 segregated cycle route by connecting through Bellevue Road)
 - Fiveways Station – Pedestrian crossing on Wheelleys Road to Wheelleys Lane as prohibited from canal towpath
 - Five Ways Roundabout into Broad Street provide for use of surfaced routes underneath roundabout and ring road connecting into Broad Street
- Boundary roads to be included within the trial zone except for Ring Road to the north (A4540)
 - East – Pershore Road (A441)
 - South – Heeley Road, Umberslade Road, A4040/A38 junctions (surfaced cycleway routes) and A4040
 - North west – Harborne Road
- Notable Destinations/potential trip generators
 - Queen Elizabeth Hospital Birmingham (Private Land)
 - The Priory hospital
 - Harborne High Street (need to consider parking locations due to pedestrian traffic; potentially consider this a quick recovery area)
 - Selly Oak High Street (need to consider parking locations due to pedestrian traffic; potentially consider this a quick recovery area)
 - University of Birmingham (Private Land; potential slow zone?)
 - Battery Retail Park (Selly Oak; need to consider parking locations due to pedestrian traffic; potentially consider this a quick recovery area)
 - Birmingham Botanical Gardens
 - Edgbaston Cricket Ground
 - Winterbourne House and Edgbaston Pool and the Vale (Private, owned by University)
- Areas and streets prohibited to e-scooter use
 - All public parks (none within the South West Trial Area)
 - Unmarked roads are 20mph zones where e-scooters will be permitted on the carriageway
- Existing features relevant to the trial
 - Cycle routes/infrastructure
 - Segregated cycle route along A38/Bristol Road from Birmingham University to City Centre
 - Surfaced Routes from A38 segregated cycle and around University Station and QE Hospital

Coventry & Kenilworth

Overview (City Centre / Foleshill Road / Walsgrave Road / Ansty Road)



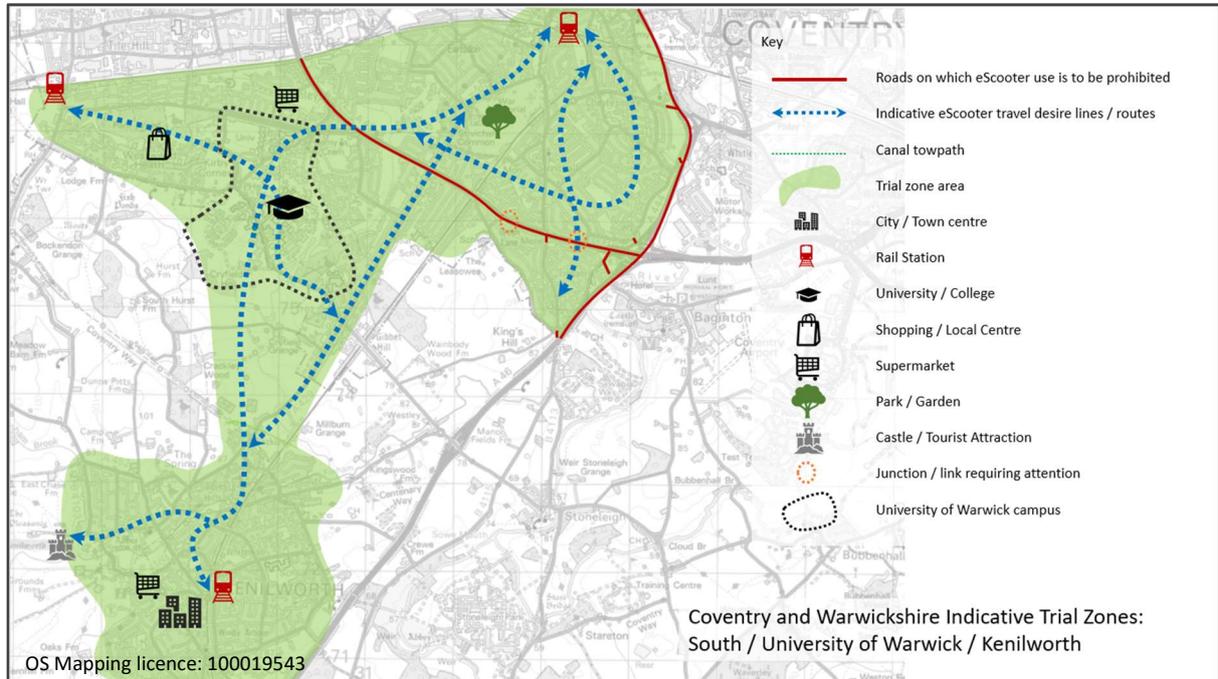
key information

1. eScooters not permitted to operate in pedestrianised areas of the city centre but can use the rest of the road / highway network
2. eScooters strictly prohibited from using inner ring road
3. Consideration to be given to how to access city centre from rail station potentially altering status of pedestrian link or using local road network. Potential interaction with shared space areas
4. Cross city centre linkage to / from Pool Meadow bus station, Coventry University and Cathedral
5. Link to FarGo Village – potential use of inbound bus lane on Sky Blue Way to provide access into the city centre but strictly no use of outbound carriageway by eScooters
6. eScooter use of lower end of Walsgrave Road to be prohibited due to high traffic flows and heavy pedestrian use. Access to shops via Brays Lane
7. eScooters can use existing on-carriageway advisory cycle lanes on Binley Road
8. Could the inbound bus lane be converted to a two-way cycle / eScooter –way along the section of Walsgrave Road between Dane Road and Longfellow Road
9. Potential pop-up cycle route measures in this area of Walsgrave Road although TRO's require clarification
10. eScooters to be prohibited from using dual-carriageway sections of Walsgrave Road where there is no off-carriageway cycleway
11. Access to and through Walsgrave Hospital campus
12. Binley Road included in the scheme but the majority not designated as a priority route
13. Access prohibited to the eastern end of Binley Road to prevent incursion into A46
14. Measures to be put in place to assist riders crossing Walsgrave Road navigating between the hospital and routes through Wyken Croft Nature Park
15. It will be necessary to ensure scheme provides for safe crossing opportunities for eScooter riders across Ansty Road in locations 15 & 16
16. As above
17. Sewall Highway open to scooter riders but not identified as a priority route
18. eScooters prohibited from riding along canal towpath but may be potential for access in future

19. Foleshill Road corridor will need to consider the frequency of parking and issues with potential for pedestrian conflict

Coventry & Kenilworth

Overview (South-west / University of Warwick / Kenilworth)

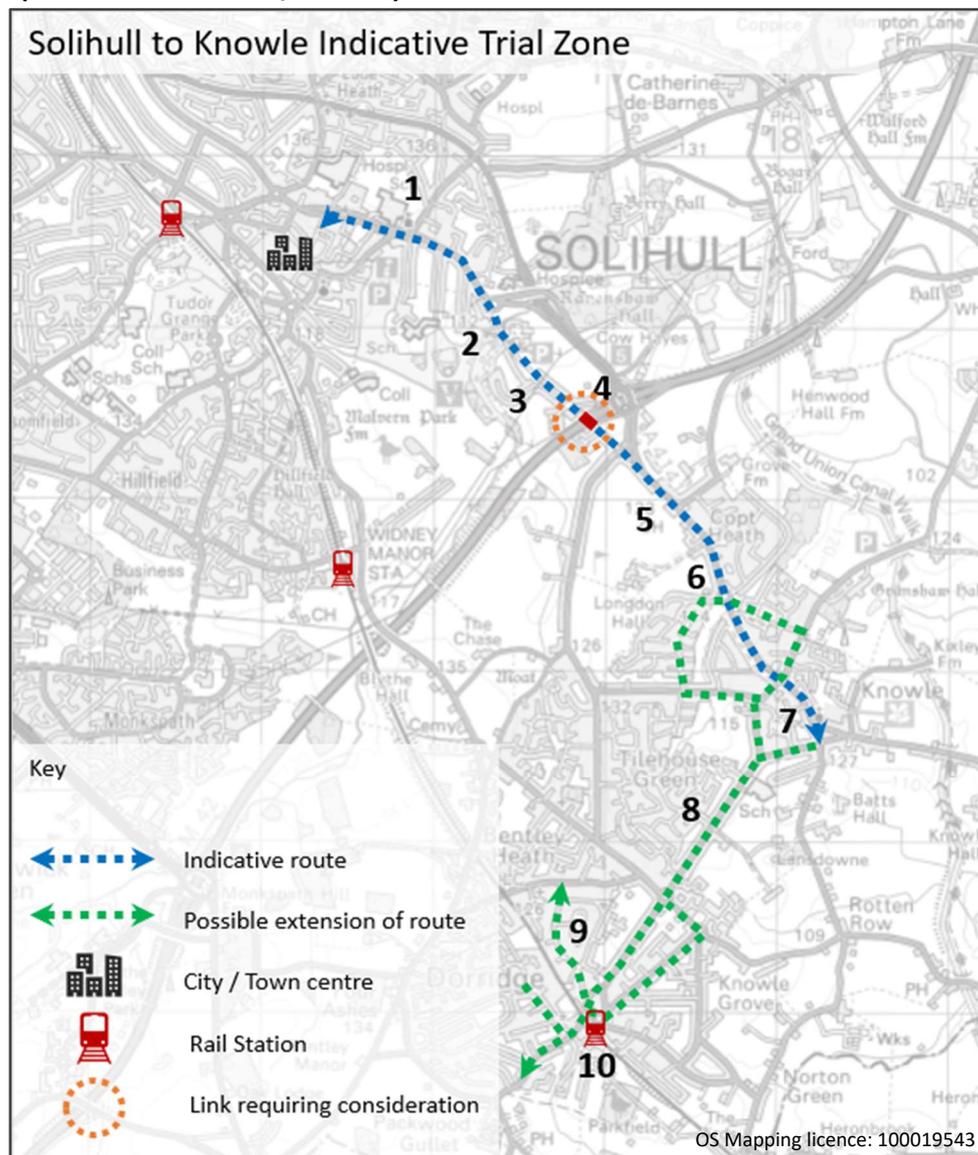


key information

- Routes into / out of Coventry rail station require careful consideration
- Potential to use NCR 52 leading out from south of Coventry station to south-west, through the University of Warwick campus and on to Kenilworth beyond
- Care needs to be taken to ensure that scooters are not able to gain access to the A4114 London Road / A444 that forms the eastern boundary of the zone
- The zone is bisected by the A45 that runs along an east / west alignment. It will be necessary to ensure that the scheme architects provide for safe crossing points allowing access between the northern and southern sections of the zone. eScooters will not be permitted on the A45 carriageway
- The University of Warwick campus covers a significant proportion of the central section of the zone. It will be necessary for the operator to discuss gaining access to the University site by way of a separate agreement
- Connectivity between the University campus / south Coventry and Kenilworth are via the existing off-road section of NCR 52 and a shared footway / cycleway running alongside the A429 Coventry Road. It will be necessary to clarify that eScooter riders are legally permitted to use these facilities through amendment of relevant TROs
- Key routes into / out of Kenilworth include the connection through to the central rail station and town centre to the south and the castle to the west. The remainder of the built-up area of the town is indicated for inclusion within the trial zone although further consideration of the suitability of routes and specific zones within the town will require further, more detailed consideration during trial scheme design

Solihull

Overview (Solihull town centre / Knowle)

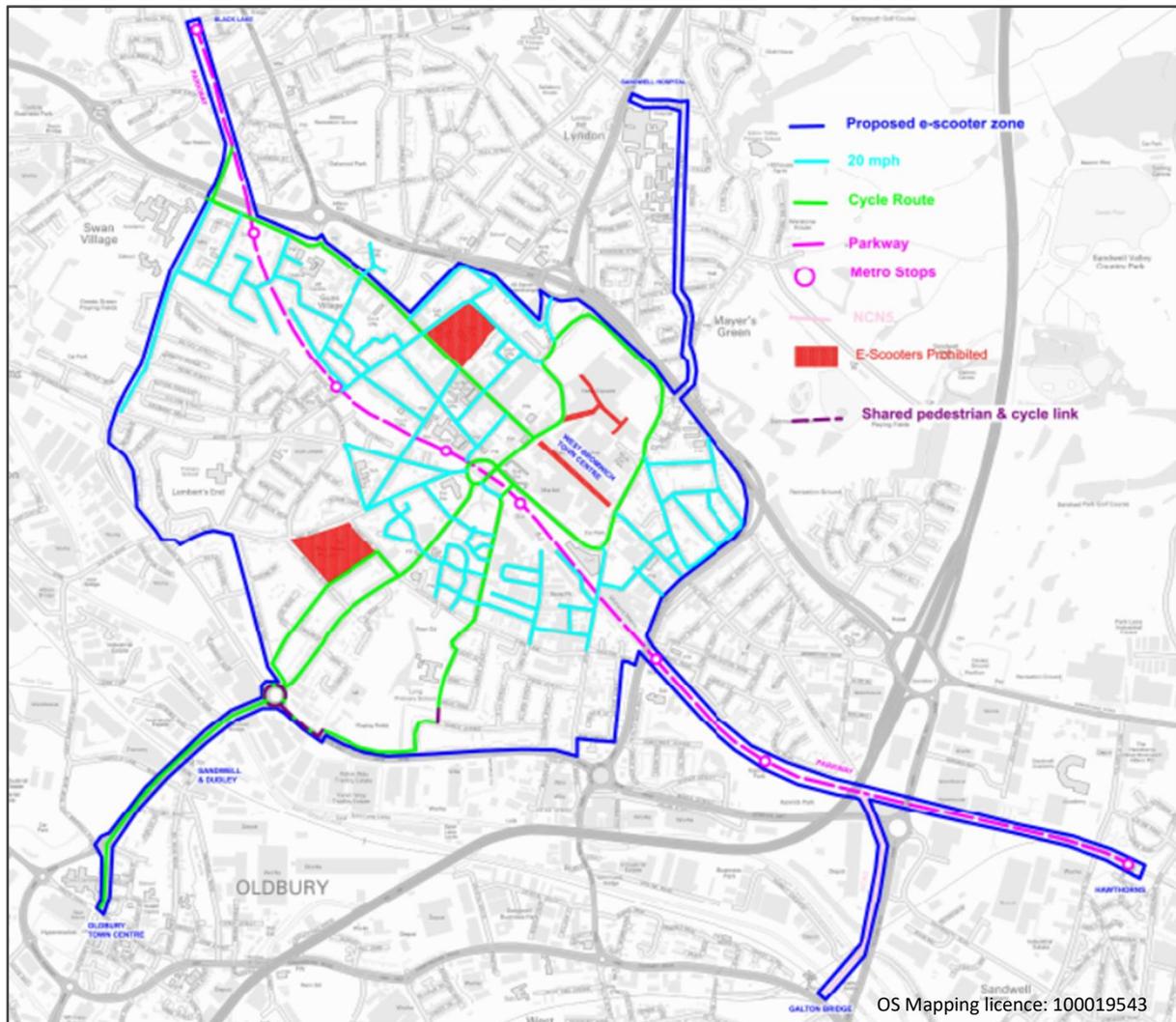


key information

1. Restrict right turn to New Road, access to Solihull via Mill Lane – possible storage area
2. Users will be required to use the Brueton Park Roundabout (B4025/A41)
3. Low traffic volume and therefore suitable for E scooter
4. Footbridge – Geofencing required as riders will be required to dismount due to existing regulations
5. Advisory cycle lanes – low level of protection for e-scooter users
6. Busy roundabout with minimal cycle/scooter protection
7. Consider storage options for scooters – possible signage requirements as well
8. Station Road, long corridor with only a few busy junctions
9. Consider enabling E scooters along nearby residential roads
10. Possible Scooter storage at Dorridge Station

Sandwell

Overview (West Bromwich town centre / Oldbury)



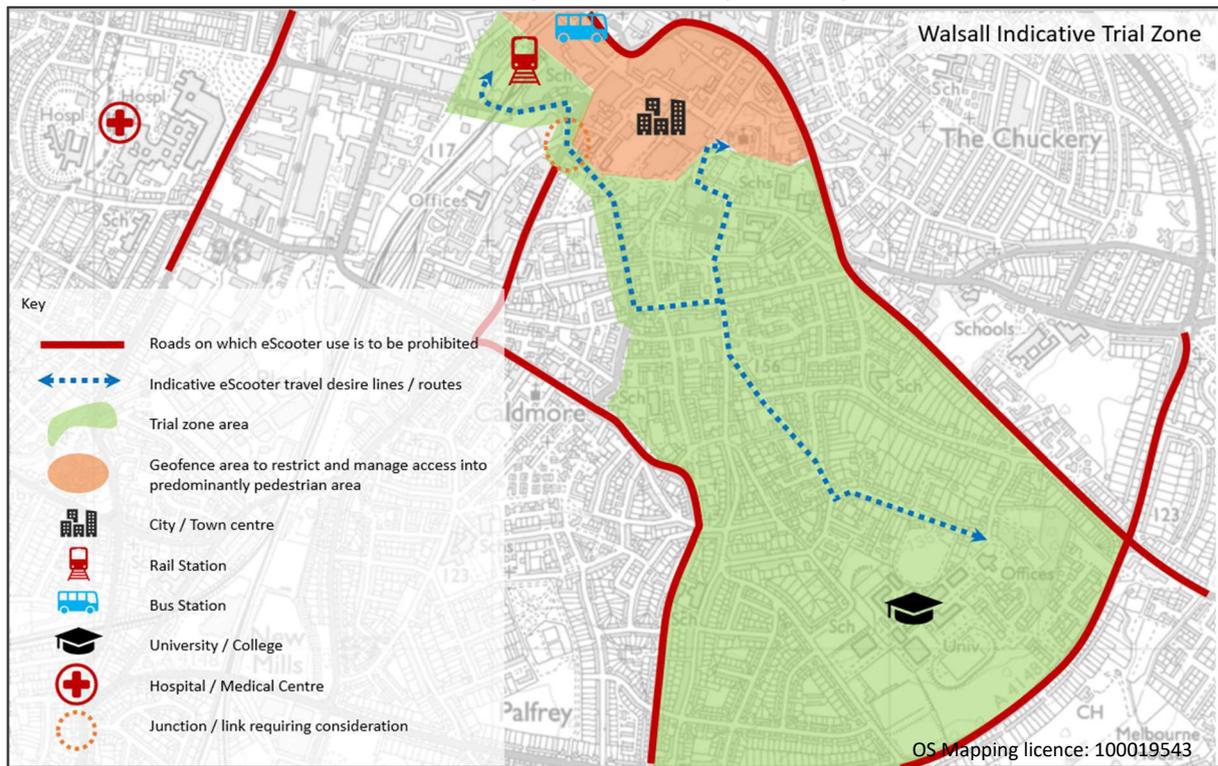
key information

- Bromford Lane, from Cambridge St to the roundabout has limited capacity with parked vehicles and regular bus services. We would advise that e-scooters use Westbourne Rd & Emily St as the roads are quieter and have more capacity
- The roundabout at the bottom of Bromford Lane is not a suitable location for e-scooters, though there is a shared pedestrian and cycle route on the surrounding footways
- eScooters prohibited from using canal towpath at Bromford Road and Galton Bridge although potential to use towpath in future if agreement can be secured
- From Bromford Lane Roundabout to the Toucan Crossing at West Bromwich is a shared footway pedestrian and cycle route that crosses over to a segregated cycle route outside West Bromwich Academy. This could then lead onto Kelvin Way Service Road, as Kelvin Way itself is not suitable for e-scooters
- Lyng to Oldbury Cycle Route has a pinch point in an alley between Dawes Rd and Maud Rd. It also has a segregated pedestrian and cycle route over Lyng Lane Bridge
- Crossing from Claypit Lane to Millward St via Woods Lane needs to be considered in relation to ongoing plans being proposed as part of cycling and walking infrastructure improvements

- Dudley St to Carters Green is a segregated pedestrian and cycle route on footway in one direction, the opposite direction is on a traffic calmed road with large speed tables (SCWIP Proposal to make a 2-way cycle lane on footway by reallocating road space) EATF Tranche 2
- In order to avoid pedestrianised sections of the town centre, it will be necessary to create a dedicated link from West Bromwich Ringway to Parkway via Metro Plaza
- Potential to expand the pilot area on the A457 from Smethwick Galton Bridge to Smethwick Rolfe St if Tranche 1 of EATF goes ahead
- NCN5 Route from Roebuck Lane to Galton Bridge is partially a shared pedestrian and cycle route, light pedestrian footfall (Tree Roots lifting path?) Will investigate if trial goes ahead

Walsall

Overview (Walsall town centre & University of Wolverhampton campus)



key information

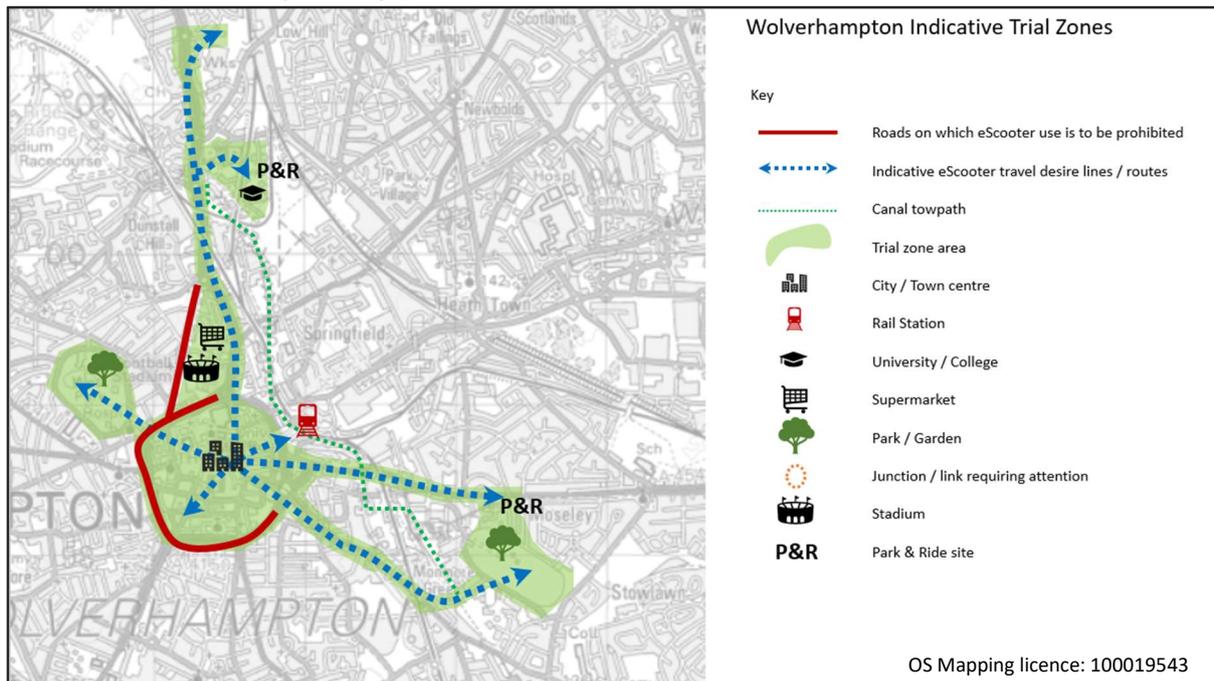
- eScooters to operate at reduced speeds in pedestrian priority areas, near shops, schools, health care facilities etc
- No entry to pedestrianised precincts or inside buildings / public transport hubs/ shopping centres: e.g. Saddlers Centre
- No entry to private areas e.g. cricket ground or golf course
- One-way zones – eScooters must obey rules of the road
- All bus lanes allow cyclists already, so eScooters should also be authorised but this will require clarification / amendment of TROs
- Crossing of major road corridors needs consideration
 - Upper Rushall Street crossing
 - Utilise existing crossings where feasible (additional space provided at some crossings due to COVID-19 measures in place)
- Key destinations & eScooter parking demand
 - Outside travel hubs (bus and train station)
 - Near to Crown Warf Shopping Centre
 - Outside Walsall College
 - Within the University campus (more secure)
- Existing cycling routes
 - National Cycle Network 5 Route Walsall Town Centre Section - Hatherton Street, Upper Rushall Street, Sandwell Street. Walsall University Section - Sandwell Street, Highgate Drive, Delves Road

- The following temporary ‘pop-up’ sustainable travel measures in Walsall also have potential to impact on the eScooter trial zones:
 - (*in place*) Road closures in Walsall Town Centre to aid social distancing and create temporary cyclist/pedestrian zones - example: Wolverhampton Street Closure - Barriers out at Lower Hall Lane and George Street
 - (*proposed*) Potential to make some of the temporary road closures and pedestrian zones permanent, as part of the Walsall Town Masterplan
 - (*proposed*) Additional cycle parking proposed to be installed in Walsall Town Centre using Emergency Active Travel Funding

Other comments

- TRO modification will need to be undertaken
 - Pedestrianised areas will be the key issue in Walsall Town Centre, and more clarity from the DfT is required on this front
 - Subject to DfT guidance, TROs in pedestrianised zones will require amendment to include eScooters
 - Exemptions from the Wolverhampton Street temporary road closure includes cyclists, which fall into the same category as E-Scooters according to the DfT
 - Also need to enforce one-way systems to ensure that e-scooters obey rules of the road
- Overarching approach to parking and maintenance
 - A Section 50 planning order will be needed to install the charging docks if required
 - If planning is required, an application will need to be prepared and a planning fee will need to be paid
 - Docking locations will need to allow service van access (for maintenance) and therefore cannot be located in a parking or pedestrian only zone
 - eScooter parking/docks will need to be in sight of existing CCTV cameras
- Would ideally want the supplier to provide safety equipment and training on-site
- Storage of safety equipment will therefore also need to be considered – there may already be a town unit suitable for this purpose

Wolverhampton Overview (Wolverhampton city centre)



key information

- Streets suitable for scooters to operate on (more drops out of the identification of prohibited areas rather than requires defining per se)
- Unless stated otherwise all highway speed limits are 30mph without traffic calming and any crossing points are without facility
- Asterisk* marks a potential TRO issue
- City centre within ring road 20mph zone calmed with speed tables mainly at junctions on School St/Waterloo Road/Darlington St*/Lichfield St*
- Railway drive closed to all traffic. Tram rail concern in Piper's Row* and Bilston St.
- Segregated cycleways and toucan crossings in Princess St*/Market St*/Garrick St*/St George's Parade*/Darlington St*/Lichfield St*/Worcester St*/Darlington Street*(temp.)/Lichfield St*(temp)
- Ring road crossing points – toucan crossings at Stafford St/B road St/Cleveland Rd/Snow Hill/St John's Square/Penn Rd/Peel St/Chapel Ash
- Ring road subways with cycling permission Bilston St Roundabout*/Penn Road Roundabout*/Great Brickkiln St*/Chapel Ash Roundabout*/Molineux St*
- Ring road carriageway to be excluded. Normally 40mph although temporary speed limit of 30mph in operation. However the sale of the road makes eScooter use unwise
- Ring road footway to be included where designated shared use – most of eastern arc from Stafford Road to Penn Road
- Link to West Park (marked in green) via Darlington St/Ring Road Toucan Crossing*/Segregated cycle path*/Park Crescent/across Park Road East to nearest park entrance
- Within West Park any limitations to be agreed with Parks management
- Molineux Quarter – all streets 30mph apart from Stafford St (40mph). trial to include all internal streets plus shared use footway on Stafford St

- Stafford Road corridor – use of shared use footpaths and toucan crossings Five ways to Mercury Drive
- Science Park – internal roads to be used. 30mph traffic calmed
- Canal towpath – Stafford Road to Lower Walsall St – to be negotiated with Canal & River Trust – link along Lower Walsall St on-road cycle lane to off-road path Lower Walsall St to Sutherland St – Use of Sutherland Street as link to East park
- Within East Park any limitations to be agreed with Parks management
- A41 Bilston Road use of shared use footpaths and toucan crossings not carriageway
- Geofencing to be used where effective to permit/deny access
- Reduced speed (level to be agreed) to be enforced on towpaths and parks, possibly parts of the city centre



Transport Delivery Committee

Date	14 September 2020
Report title	Follow-Up Question- National Railcard Pandemic Compensation
Accountable Chief Executive	Laura Shoaf, Managing Director, Transport for the West Midlands
Accountable Director	Malcolm Holmes, Director of Rail, Transport for the West Midlands
Report to be/has been considered by	none

Recommendation(s) for action or decision:

The Transport Delivery Committee is recommended to:

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

1.0 Purpose

- 1.1 To consider a question submitted by Councillor Worrall on Wednesday, 2 September 2020.

2.0 Background

- 2.1 The question was submitted by Councillor Worrall on 2 September :

‘At the meeting of TDC on 8 June, I asked whether TfWM would lobby the organisers of the national railcard scheme (the Rail Delivery Group), with a view to them compensating railcard holders for pandemic-related loss of discounted rail travel opportunities, by extending the validity of senior, disabled and young persons’ 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.

TfWM in its response stated its support for the extension of validity of Railcards to reflect non-use as a result of Covid-19 travel restrictions, and said that it had raised the matter directly with the DfT, who confirmed it was working directly with the Rail Delivery Group to consider options for customers, but that, as of late May 2020, no decision had been made. TfWM were seeking an appropriate contact at RDG and would then raise the matter directly with them.

On 6 July, Andrew Rosendell, MP for Romford, in a Parliamentary question, asked the Secretary of State for Transport what steps his Department was taking to ensure that railcard users who had been unable to use their card during the Covid-19 outbreak receive appropriate compensation or an extension, and was advised in a written response that the Rail Delivery Group was working with train companies on a number of ways to assist railcard holders in light of the Covid-19 restrictions, and that Departmental officials had been engaging regularly with the RDG as they consider possible changes to the railcard conditions.

My understanding at the time of writing is that, well over two months on, there has still been no decision on extension of validity, whereas many other organisations, for example, the National Trust, and in our own region, the Black Country Museum, have extended the validity of one-year passes, so my question is: can TfWM confirm:

- That the RDG still has not come to a decision?*
- Assuming there still is no decision, whether TfWM did identify a contact at RDG, and if so, what came out of it?*
- That TfWM will encourage the RDG both directly, and by asking all West Midlands MPs to lobby RDG, for an early, fair (and arguably long-overdue) decision on compensation by way of an extension of, say, four months, to the validity of railcards that are to be, or already have been, renewed, since the start of the pandemic restrictions?'*

The Director of Rail has provided the following response:

'Transport for the West Midlands (TfWM) has contacted the DfT and has been informed that there has not been much change in the position since the question was originally raised.

DfT officials have been engaging with colleagues at RDG to explore what options may be possible regarding a potential redress offer to railcard holders.

TfWM has been informed by the DfT that they are close to reaching a decision on the preferred option, although they haven't been able to share any details at this stage. The DfT advised that they are expecting an announcement to be made this month, and that this will likely come from RDG.'

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>
9 November	28 October	<ul style="list-style-type: none"> • Financial Monitoring Report (Linda Horne) • Capital Programme Delivery Monitoring Report (Sandeep Shingadia) • Update on Enhanced Partnership (Edmund Salt) • Bus Business Update (Richard Hardman/Richard Mayes) • Regional Road Safety Partnership Update (Anne Shaw) • Freight Update (Anne Shaw) 		19 October
11 January 2021	23 December	<ul style="list-style-type: none"> • Financial Monitoring Report (Linda Horne) • Capital Programme Delivery Monitoring Report (Sandeep Shingadia) 		14 December

TRANSPORT DELIVERY COMMITTEE

COMMITTEE MEETING		REPORT AND AUTHOR	AGENDA SETTING MEETING	
<i>Date of Meeting</i>	<i>Date Final Reports to be submitted to Governance Services</i>		<i>Date of Meeting</i>	<i>Date Reports to be submitted to Governance Services</i>
		<ul style="list-style-type: none"> • PPF LMRG Annual Report (Edmund Salt) 		
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) • Capital Programme Delivery Monitoring Report (Sandeep Shingadia) 		22 February
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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