



Transport Delivery Committee

Date: Monday 11 January 2021

Time: 1.00 pm **Public meeting** Yes

Venue: This meeting is being held entirely by video conference facilities
[Click here to view the meeting](#)

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 Linda Bigham	Coventry City 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

The quorum for this meeting is seven members

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

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

AGENDA

No.	Item	Presenting	Pages	Time
Meeting business item				
1.	Apologies for absence	Chair	None	
2.	Declarations of Interest Members are reminded of the need to declare any disclosable pecuniary interests they have in an item being discussed during the course of the meeting. In addition, the receipt of any gift or hospitality should be declared where the value of it was thought to have exceeded £25 (gifts) or £40 (hospitality).	Chair	None	
3.	Chair's Remarks	Chair	None	
4.	Minutes of the meetings held on 9 November and 14 December	Chair	1 - 8	
5.	Action Tracker	Chair	9 - 10	
6.	Matters Arising	Chair	None	
7.	Correspondence/ Petitions	Chair	None	
8.	Financial Monitoring Report	Linda Horne	11 - 22	
9.	Capital Programme Delivery Monitoring Report	Sandeep Shingadia	23 - 30	
10.	Freight & Logistics in the West Midlands - Information Briefing	David Harris	31 - 42	
11.	Safer Travel and Emergency Planning Update	Mark Babington	43 - 50	
12.	Putting Passengers First Lead Member Reference Group Annual Report	Chair	51 - 56	
13.	Presentation : Travel Survey Update	Sarah Bayliss	57 - 96	
14.	Notices of Motion To consider any notices of motion by the deadline of 12 noon on 7 January 2021.	Chair	None	

15.	Questions To consider any questions submitted by the deadline of 12 noon on 7 January 2021 for written questions and 12 noon on 8 January 2021 for oral questions.		None	
16.	Forward Plan	Chair	97 - 98	
17.	Date of Next Meeting - 8 February 2021		None	
18.	Exclusion of the Press and Public [To pass the following resolution: That in accordance with Section 100A4 of the Local Government Act 1972, the press and public be excluded from the meeting during the consideration of the following items of business as they involve the likely disclosure of exempt information relating to the business affairs of any particular person (including the authority holding that information).]	Chair	None	
19.	WMCA Board Transport Reports (For Information Only)	Laura Shoaf	None	

This page is intentionally left blank



**West Midlands
Combined Authority**

Transport Delivery Committee

Monday 9 November 2020 at 1.00 pm

Minutes

Present

Councillor Kath Hartley (Chair)	Birmingham City Council
Councillor Richard Worrall (Vice-Chair)	Walsall Metropolitan Borough Council
Councillor Timothy Huxtable (Vice-Chair)	Birmingham City Council
Councillor Pervez Akhtar	Coventry City Council
Councillor Shaheen Akhtar	Sandwell Metropolitan Borough Council
Councillor Robert Alden	Birmingham City Council
Councillor Adrian Andrew	Walsall Metropolitan Borough Council
Councillor Linda Bigham	Coventry 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 Mary Locke	Birmingham City Council
Councillor Ted Richards	Solihull Metropolitan Borough Council
Councillor Alan Taylor	Dudley Metropolitan Borough Council

Item Title

No.

49. Apologies for absence

Apologies for absence were received from Councillor Fazal.

50. Chair's Remarks

The Chair welcomed Councillor Linda Bigham to her first meeting of the committee, replacing Councillor David Welsh who had been appointed to a Cabinet position by Coventry City Council. The Chair thanked Councillor Welsh for his contributions on the committee.

51. Minutes of the last meeting

The minutes of the meeting held on 14 September 2020 were agreed as a true record.

52. Matters Arising

Minute no.45 e-scooters

In relation to a request from Councillors Holl-Allen and Huxtable to receive an update on e-scooters including more information on usage, the Managing Director TfWM, Laura Shoaf, undertook to circulate a briefing note on the matter to the committee.

53. Correspondence/ Petitions

None submitted.

54. Financial Monitoring Report

The committee considered a report of the Finance Director that set out the financial position to the end of September 2020.

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

In relation to a comment from Councillor Holl-Allen regarding the need to present some of the figures in report in a bigger font, the Finance Director, Linda Horne undertook to take this forward for the next report.

In relation to projects for the Birmingham Commonwealth Games in 2022 and the need for the committee to receive an update on schemes, it was agreed that informal briefing session would be arranged for a Monday during December that would focus on the transport capital projects and this would include rail stations and Sprint.

Resolved:

1. That the year to date net revenue expenditure to the end of September 2020 shows a favourable variance of £0.579m compared to budget and the second revenue forecast of the year takes place during October to be included in the November report be noted and
2. That total capital expenditure to the end of September 2020 for the overall transport programme was £64.6m, which was £50.4m below the year to date budget of £115.0m and the second capital forecast was completed during September and has been reduced to £215.2m, which is £65.3m below the annual budget of £280.5m be noted.

55. 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 capital programmes 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.

Resolved:

1. That the achievements since the September meeting of the Transport Delivery Committee be noted;

2. That the progress of deliverables and outturn of the 2020/21 Capital Programme be noted and
3. That the variations from the baseline programme as outlined in paragraph 4.0 of the report be noted.

56. Rail Business Report

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

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

In relation to comments from Councillor Lal regarding the design of the new Perry Rail Station that he considered poor and not a fitting legacy for the Birmingham Commonwealth Games, the Head of Rail Franchising and Partnerships, Tom Painter, reported that he was aware of the lively debate surrounding the designs for the station and these was currently being reviewed and updated. He added that the design of the station however, had to be balanced against the cost/budget and the timing of the Commonwealth Games.

Councillor Huxtable asked that the design of Perry Barr Rail Station be considered as part of the committee's briefing session on the Commonwealth Games in December.

In relation to an enquiry from Councillor Worrall regarding the proposed location for a new rail station at Tettenhall, the Head of Rail Franchising and Partnerships undertook to follow-up the matter with colleagues and to respond in due course.

Resolved: That the contents of the report be noted.

57. Bus Business Report

The committee considered a report of the Director of Integrated Network Services that provided an update relating to the performance, operation of delivery of bus services in the West Midlands.

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

Richard Hardman, Bus Services Manager and Richard Mayes, Bus Infrastructure Manager, outlined key highlights of the report.

In relation to a comment from Councillor Worrall that he has not witnessed any enforcement of face coverings on buses, the Chair and Lead Member for Putting Passengers First reminded members to report any such incidents to the Safer Travel Task Force as per the email sent to all TDC members on 5 November and asked that they all shared the information with their council colleagues and constituents.

In relation to concerns expressed by Councillor Worrall with regards to a bus driver disregarding Covid-19 social distancing rules and allowing too many people on the bus, the Director of Integrated Network Services, Pete Bond, reported that bus operators have clear guidelines to follow and there are plans in place to mitigate against overcrowding on buses as the health and safety of passengers was critical. The Director of Integrated Network Services asked that councillors report any such incidents of overcrowding on buses to TfWM for investigation.

In relation to a request from the Chair for the committee to receive the latest travel survey results, the Director of Integrated Network Services reported that the item would be added to the forward plan for consideration at a future meeting.

Resolved : That the report be noted.

58. Enhanced Partnership Plan & Scheme

The committee considered a report of the Director of Integrated Network Services that provided an update on the development and sought approval of the Enhanced Partnership Plan (EP) for the West Midlands and associated EP Scheme covering the A34 (north) and A45/B425 Lode Lane corridors.

The Bus Development and Partnership Manager, Edmund Salt, outlined the report and advised that no changes had been made to the Plan that was presented to the committee in March. He added that the modified scheme would now be taken forward and that wording relating to other sustainable modes would be strengthened, reference to voluntary partnerships removed and alignment with the Sprint infrastructure programme.

Resolved:

1. That outcomes from the formal (public) consultation be noted;
2. That TfWM issue a notice of intention to make the Enhanced Partnership Plan and modified Enhanced Partnership Scheme be approved;
3. That the making of the Enhanced Partnership Plan and associated Enhanced Partnership Scheme with modifications, subject to passing the operator objections be approved and
4. That the WMCA Head of Governance be authorised to 'make' the Enhanced Partnership Plan and associated Enhanced Partnership Scheme, subject to passing the operator objections, as set out in

section 4 (Next Steps) and within section 4.4 of the report be agreed.

59. Notices of Motion

None submitted.

60. Questions

The committee considered a question submitted by the Vice-Chair, Councillor Worrall on 4 November 2020.

[Councillor Worrall declared an interest in the matter as a holder of a Senior Railcard]

'Nationally, 5.1 million citizens, many of them vulnerable, and unable to afford non-discounted rail travel, having purchased senior, disabled, young persons' and other railcards in good faith, were robbed of the opportunity to use them for the duration of the first pandemic lockdown,

The Government recently confirmed its refusal to compensate customers, for example, by extending Railcards' validity (attached letter of 28 October 2020, from Chris Heaton Harris, Rail Minister, to Meg Hillier MP circulated refers).

Given that a further lockdown is now in place (and with more in prospect), would Transport for West Midlands now contact all MPs within the Combined Authority area, asking them to lobby Government, in the interests of fairness and decency, to reverse their decision going forward?'

The committee, following discussion of the question, agreed that TfWM and the WMCA should lobby the DfT and West Midlands MPs on the matter along with the minister with responsibility for consumer rights.

The Managing Director TfWM, undertook to discuss with the Chair of TDC how the matter would be taken forward with the WMCA Board following a conversation with the WMCA Portfolio Holder for Transport, Councillor Ward.

Resolved:

1. That the question be noted;
2. That TfWM lobby West Midlands MPs on of behalf of the committee, for the DfT to refund railcard holders the cost of their annual rail card and
3. That the Managing Director TfWM raise the matter with the WMCA Portfolio Holder for Transport as to how the matter should be taken forward with the WMCA Board.

61. Forward Plan

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

Resolved : That the report be noted.

62. WMCA Board Transport Reports (for information only)

The committee considered three transport reports that would be submitted to the next meeting of the WMCA Board on 13 September.

Resolved: That the reports be noted.

63. Date of Next Meeting -11 January 2021

The meeting ended at 3.00 pm.



Transport Delivery Committee

Monday 14 December 2020 at 2.30 pm

Minutes

Present

Councillor Kath Hartley (Chair)	Birmingham City Council
Councillor Richard Worrall (Vice-Chair)	Walsall Metropolitan Borough Council
Councillor Timothy Huxtable (Vice-Chair)	Birmingham City Council
Councillor Pervez Akhtar	Coventry City Council
Councillor Robert Alden	Birmingham City Council
Councillor Linda Bigham	Coventry City Council
Councillor Mary Locke	Birmingham City Council
Councillor Celia Hibbert	City of Wolverhampton Council
Councillor Diana Holl-Allen	Solihull Metropolitan Borough Council
Councillor Chaman Lal	Birmingham City Council
Councillor Roger Lawrence	City of Wolverhampton Council
Councillor Alan Taylor	Dudley Metropolitan Borough Council

Item Title

No.

64. Apologies for absence

Apologies for absence were received from Councillor Richards.

65. 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 the consideration of the following items of business as they involve the likely disclosure of exempt information relating to the business affairs of any particular person (including the authority holding that information).

66. Ring and Ride Customer Contact Transformation

The committee considered a report of the Director of Integrated Network Services that sought approval to transfer customer service staff and functions supporting Ring and Ride from the current supplier National Express Accessible Transport (NEAT) to WMCA as a first step towards wider service transformation.

The Head of Network Transformation, Steve Hayes, presented the report along with the Customer Relations Manager, Lee Eteo.

Resolved:

1. That the appended outline business case for moving Ring and Ride customer contact activity from National Express Accessible Transport (NEAT) and instead the service be provided directly (by the WMCA) be agreed, subject to the approval of the WMCA Board;
2. That a recommendation be made to the WMCA Board to approve this change and instruct officers to commence work to transfer activities and associated staff from NEAT to the WMCA to facilitate a seamless transition in the Spring and
3. That feedback be provided to the committee meeting in March with an overview of the process and implementation and how the service is bedding in following the transition.

The meeting ended at 3.00 pm.

Transport Delivery Committee – Action Tracker

Meeting Date	Minute No.	Action	Officer	Status/Completed
9 November 2020	52. (matters arising)	Update on e-scooters including info on usage requested. Laura Shoaf undertook to circulate a briefing note to the cttee.	Mark Collins	Completed 15 December 2020.
9 November	54. Financial Monitoring Report	Figures to be presented in a larger font for future reports.	Linda Horne/Louise Cowen	Completed for next meeting.
9 November	54. Financial Monitoring Report	An informal briefing session to be arranged on CWG transport schemes.	Wendy Slater	Completed. Held on 14 December at 3pm.
9 November	56. Rail Business Report	Cllr Worrall to be advised of the proposed location for a new station at Tettenhall.	Tom Painter	Completed on 9 November following TDC.
9 November	57. Bus Business Report	TfWM Travel Survey results to be presented to a future cttee meeting.	Pete Bond to advise of date for forward plan.	Completed. On the agenda for 11 January 2021.

This page is intentionally left blank



West Midlands
Combined Authority

Transport Delivery Committee

Date	11 January 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 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 November 2020 shows a favourable variance of £1.165m compared to budget.
2. Note that total capital expenditure to the end of November 2020 for the overall transport programme was £91.8m, which was £74.5m below the year to date budget of £166.3m. The capital forecast was reduced in September 2020 to £216.4m, which is £65.1m below the annual budget of £281.5m.

1. Purpose

- 1.1 This report sets out the financial position as at 30 November 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 November 2020 shows an overall favourable variance of £1.165m against budget.
- 2.2 This favourable variance is primarily driven by lower patronage volumes across the English National Concessionary Travel Scheme and Child Concessions reflecting operators continuing to be paid at pre-COVID-19 levels, as well as savings realised during the set-up of the RTCC through prudent purchasing decisions. The full year forecast also reflects government support in the form of Coronavirus Bus Services Support Grant and Light Rail Restart Grant along with favourable 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 The second detailed revenue reforecast of the financial year was completed during October 2020. This forecast has benefitted from more certainty regarding central government funding to support the region through the Covid-19 pandemic, as well as more actual data to support forward-looking assumptions.
- 2.5 However, it is important to note that the underlying assumptions used to forecast the latest position in the table overleaf do not reflect the impact of Tier 3 restrictions recently introduced in parts of the region.
- 2.6 It is also important to note that TfWM is continuing to see drops in income and the commercial bus and metro network are still seeing reduced levels of patronage, however, 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. An initial claim of £770k has been submitted, and the latest forecast includes an anticipated further £300k of grant funding.
- 2.7 The Department for Transport has announced that the short-term funding provided for Metro services (Light Rail Restart Grant) will be available throughout 2020/21, subject to a break clause in January 2021. DfT are determining the value of the grant award using their own calculations, however it is anticipated that the grant will leave WMCA in a position no worse than 2020/21 Budget.
- 2.8 This assumption means that the subsidy forecast to be paid to MML for the 2020/21 financial year has been bought back in line with Budget to £0.7m. This has relieved a significant source of pressure which had been anticipated as part of the first reforecast of the year.
- 2.9 Further details of net spending are set out in the table overleaf.

Transport for West Midlands financial monitoring position – 2020/2021

Headlines

As at the end of November 2020 there is a £1.165m favourable year to date variance. This is primarily driven by lower bus patronage leading to savings across Concessions budgets along with efficient RTCC purchasing decisions, offset by significantly reduced advertising revenue and a departure charge holiday for operators as a result of Covid-19 earlier in the year.

Key:

- Favourable Variance
- No Variance or Offset by Grant
- Adverse Variance

	NOVEMBER 2020 YEAR TO DATE			FULL YEAR 2020/21				VARIANCE EXPLANATION(S)
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000		
Specific resources:								
Transport Levy	76,483	76,480	3 0%	114,720	114,720	(0) 0%	●	The profile of CWG expenditure has been impacted by Covid-19, as such grant draw down will be lower than budgeted in year.
Commonwealth Games	656	1,286	(631) 49%	1,506	2,157	(651) 30%	●	
Use of Reserves	0		0 0%	3,633	3,633	0 0%	●	
TOTAL INCOME	77,139	77,767	(628) 1%	119,859	120,510	(651) 1%		
Concessions								
National Bus Concession	32,971	33,812	841 2%	48,961	51,006	2,045 4%	●	Forecast spending on concessions reflects the latest patronage and fare reimbursement assumptions. Discussions are ongoing regarding the most equitable payment schedule.
Metro / Rail	2,951	2,959	8 0%	4,558	4,575	17 0%	●	
Child Concession	3,912	4,859	946 19%	6,243	7,837	1,593 20%	●	
Bus Services	39,835	41,630	1,796	59,762	63,417	3,655		
Bus Stations / Infrastructure	4,979	2,953	(2,025) 69%	6,399	4,542	(1,857) 41%	●	Loss of bus infrastructure income (bus stations, shelter advertising, IBSS) as a result of Covid-19. Subsidised bus is currently being supported by the Bus Services Support Grant to help mitigate against the impact of Covid-19.
Subsidised Network	6,741	6,939	199 3%	10,409	10,409	(0) 0%	●	
Accessible Transport	4,352	4,411	59 1%	6,615	6,617	2 0%	●	
Rail and Metro Services	16,071	14,304	(1,767)	23,423	21,567	(1,855)		
Metro Services	660	815	155 19%	3,824	2,642	(1,182) 46%	●	The DfT Light Rail Restart grant has been extended to March, thus providing cover for losses up to budget while patronage is impacted by Covid-19. As such the YTD variance is primarily driven by realignment of insurance payments following updates from the insurance broker. Car park income has been reduced due to lower demand as a result of Covid-19.
Rail Services	1,915	1,808	(107) 6%	2,909	2,805	(104) 4%	●	
Integration	2,575	2,623	49	6,733	5,447	(1,287)		
Safety and Security	555	818	263 32%	1,145	1,274	129 10%	●	Driven by increased CCTV income
Passenger Information	3,520	3,702	182 5%	5,266	5,729	463 8%	●	Favourable variance as a result of reduced printing and production costs from timetables, maps, etc due to Covid-19, in addition to an increase in the FMZ capital funding of IT development projects. Partly offset by a reduction in ticketing commission due to the drop in patronage.
Sustainable Travel	383	372	(11) 3%	546	567	22 4%	●	
Network Resilience	4,458	4,891	433	6,957	7,570	613		
Network Resilience	1,250	2,043	793 39%	2,252	3,100	848 27%	●	Favourable variance driven by efficient purchasing decisions meaning the budgeted contingency for delivery of RTCC is no longer required, alongside staffing variations.
Commonwealth Games	656	1,290	634 49%	1,506	2,157	651 30%	●	The CWG external advice budget has not been spent as plans and recruitment were updated to account for Covid-19. Fully offset by lower grant draw down.
Business and Democratic Support	2,293	2,357	64 3%	3,696	3,764	68 2%	●	
Strategic Development	2,373	2,160	(213) 10%	3,207	3,141	(66) 2%	●	
Transport Governance	84	88	4 5%	129	132	3 3%	●	
Capital Finance Charges	6,430	6,430	0 0%	10,214	10,214	(0) 0%	●	Adverse variance driven by an increase in costs associated with the CAV testbed project.
TOTAL EXPENDITURE	76,024	77,816	1,792 2%	117,879	120,510	2,631 2%		
NET	1,115	(50)	1,165	1,980	(0)	1,980		

SECTION B

3.0 Summary Position TfWM Capital Budget

- 3.1 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.
- 3.2 Overall, TfWM Capital Programme expenditure totalled £91.8m at the end of November 2020, which was £74.5m (55%) below the year to date budget of £166.3m, with the variance primarily contained within the Investment Programme portfolio (£36.8m) and the CWG Programme (£22.2m).
- 3.3 The forecast variance is £65.1m (23%) below the annual budget £281.5m, representing a further reduction in expenditure of £39.1m compared to the July forecast. The primary variances to budget are contained within the Investment Programme (£36.8m) and CWG Programme (£22.2m), with the majority of the further reduction from the July forecast driven by the CWG Programme (£25m).

TRANSPORT PROGRAMME	NOVEMBER 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Investment Programme	59,917	96,741	36,824	119,853	147,414	27,561
CWG Programme	19,268	41,444	22,176	60,046	85,536	25,490
Other Major Programmes	9,279	18,648	9,369	20,834	25,620	4,786
Minor Work Programme	3,117	6,623	3,506	13,434	14,719	1,285
Grants to Local Authorities	238	2,854	2,616	2,277	8,209	5,932
TOTAL	91,819	166,310	74,491	216,444	281,498	65,054

- 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 £147.4m (52%), including all the Rail, Sprint & Metro Extension Schemes. At the end of November, actual costs totalled £59.9m, which was £36.8m below the budget of £96.7m. The main variances at the end of November were contained within the Metro Programme totalling £28.1m. 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 Wednesday to Brierley Hill of £14.3m was reflective of Covid-19 restrictions, where utility operators were only responding to emergency works, resulting in diversions not commencing as scheduled. The Railway Corridor land has been acquired and limited construction has now begun to take place. WMCA are working on mitigation measures including the approval of advanced work packages and granting access to land under License.

- 3.7 The Birmingham Eastside extension variance of £5.5m relates to HS2 utility diversions which have not commenced due to final sign off on the development agreement with HS2 expected shortly, with work to catch up over the coming months, reflected in the annual forecast.
- 3.8 The favourable variance on the SPRINT-Hagley Road scheme of £3.1m reflects an ongoing review of design with Birmingham Council and a S278 agreement (public highway improvements notice) requires a revised Target Cost (TC2) so MMA works have not progressed as anticipated.
- 3.9 The other primary variance related to the Rail–Walsall to Wolverhampton Local Enhancements £3.1m (Package 1), where land acquisition earmarked for 20/21 will not now reach a conclusion until Q1 21/22 at the earliest.
- 3.10 The Commonwealth Games Programme with a budget of £85.5m (30%) 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 November 2020, actual costs totalled £19.2m, which was £22.2m below the budget of £41.4m. The main variances related to the Sprint A34 Walsall to Birmingham (£7.2m) and the Sprint A45 Birmingham to Airport & Solihull (£9.8m), both owing to the Covid-19 restrictions on the highways, impacting on utility diversion works. The Sprint A45 project is in the physical construction stage with the preferred contractor having submitted a cost programme which was formally approved in October 2020.
- 3.11 Other Major schemes budget of £25.6m (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 to Connected and Autonomous Vehicles trialling new technology, and Key Route Networks, to manage congestion and keep the West Midlands moving. At the end of November 2020, actual costs totalled £9.3m, which was £9.4m below the budget of £18.7m. The main variance relates to A435 Alcester Road Bus Priority Revitalisation (£2.5m) where a revised scheme has been proposed, following a review in liaison with Birmingham City Council. Consequently, most of the works are not anticipated to progress until 21/22 pending approval by Birmingham City Council Cabinet in Q4 20/21. The Connected and Autonomous Vehicles Testbed (CAV) variance of £1.0m was due to rescheduling of the construction contract award, coupled with Covid-19 restrictions. Work commenced in Q1 20/21 allowing some of the backlog to be addressed.
- 3.12 The Minor Works Programme with a budget of £14.7m (5%) includes a broad range of relatively small schemes. At the end of November 2020, actual costs totalled £3.1m, which was £3.5m below the budget of £6.6m, with only minor variations at this early stage of the year. The Annual Budget was increased in September to include the upfront costs relating to the West Midlands Cycle Hire project (£5.0m).
- 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. At the end of November 2020, actual costs totalled £0.2m, which is £2.6m below budget. Legal agreements with local authorities have been received and claim payments should now continue.

- 3.14 A review of the annual forecast was completed in September 2020, resulting in a revised forecast of £216.4m, a reduction of £65.1m against the annual budget of £281.5m. The main variances are contained within the Investment Programme £27.6m, and CWG Programme £25.5m with only relatively minor variances against the other Programmes. Within the Investment Programme, the variance is primarily contained within the Metro Programme (£20.3m), relating to Wednesbury Brierley Hill (£12m), and Network Enhancements (£3.8m), reflective of actual spend to date. Within the Rail Programme, the Walsall-Wolverhampton (Package 1) variance of £2.3m is due to a deferral of land acquisition costs (Willenhall Land Triple R Site) now projected for Q1 21/22 put back from Q2 2020.
- 3.15 Within the CWG Programme, the annual forecast variance of £25.5m is primarily contained within the SPRINT schemes. The A45 Birmingham to Airport and Solihull £13.3m, and the A34 Walsall to Birmingham (£8.3m) have both been hampered by Covid-19 restrictions, which has led to a rescheduling of the utility diversion work, and consequently the construction works originally anticipated to follow on, have in the main been reprofiled into Q1 21/22. In both cases, the scheme delivery dates are not impacted by this change.

TfWM Delivered Investment Programme Schemes

INVESTMENT PROGRAMME	NOVEMBER 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Rail						
Rail - Camp Hill Line Enhancements (Package 2)	1,896	4,203	2,307	3,535	6,299	2,764
Rail - Walsall to Wolverhampton Enhancements (Package 1)	1,919	5,044	3,125	4,021	6,812	2,791
Rail - Sutton Coldfield Gateway	0	35	35	127	127	0
Coventry South Package - Tile Hill Station Improvements	0	60	60	100	100	0
Metro						
Programme Level Services	10	0	(10)	0	0	0
Metro Birmingham Eastside Extension	10,745	16,275	5,530	26,822	28,064	1,242
Metro Wolverhampton City Centre Extension	1,372	2,519	1,147	3,091	4,057	966
Metro Wednesbury to Brierley Hill Extension	19,928	34,281	14,353	39,015	50,941	11,926
Metro Centenary Square/Edgbaston Extension	18,190	19,779	1,589	27,005	28,345	1,340
Bilston Road Track Replacement Phase 2	9	0	(9)	875	884	9
Metro Network Enhancements - Traction Power & OLE	190	1,235	1,045	1,341	2,892	1,551
WIP Station and Car Park works	987	1,084	97	1,084	1,084	0
Metro Network - Wednesbury Depot Upgrades	1,359	2,175	816	3,019	4,561	1,542
Metro Network Enhancements – Comms and Control	922	2,687	1,765	1,879	4,105	2,226
Buy Before Boarding	62	439	377	317	743	426
MML Life Cycle Projects	1,198	2,377	1,179	4,437	3,555	(882)
Metro Programme Management	(30)	0	30	0	0	0
2GT Car-Body Works	0	226	226	523	523	0
Sprint						
Sprint - Hagley Road Phase 1	1,090	4,190	3,100	2,530	4,190	1,660
Sprint - Sutton Coldfield to Birmingham (via Langley)	70	132	62	132	132	0
TOTAL	59,917	96,741	36,824	119,853	147,414	27,561

- 3.16 Expenditure against the TfWM delivered Investment Programme schemes totalled £59.9m at the end of November 2020 which was £36.8m below the budget of £96.7m. The main contributors to the favourable variance were as follows:
- Metro Wednesbury to Brierley Hill Metro Extension (£14.35m) reflective of Covid-19 restrictions, where utility operators were only responding to emergency works, resulting in some of the diversions not commencing as scheduled. The railway corridor with Network Rail was secured on 10th July 2020, which has only allowed limited construction to take place to-date. WMCA are working on mitigation measures including the approval of advanced work packages and granting access to land under License.
 - Metro Birmingham Eastside extension (£5.53m) relating to HS2 Utility diversions which have not commenced due to final sign off with the development agreement with HS2, which is expected imminently, with work to catch up over the coming months, as reflected in the annual forecast.
 - SPRINT-Hagley Road (£3.1m) 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.
 - Rail – Walsall to Wolverhampton Local Enhancements (£3.13m) (Package 1) where land acquisition costs (Willenhall Land Triple R Site) have been reprofiled to April 2021.
- 3.17 The annual forecast is £119.9m as at November 2020, which is £27.6m below the budget of £146.9m. The main variances are as follows
- Metro Wednesbury to Brierley Hill Metro Extension (£11.93m) reflects actual spend to date and reduced construction costs anticipated in year. This has no impact on overall delivery schedules.
 - Metro Birmingham Eastside Extension (£1.2m) utilities works relating to HS2 diversions are expected to begin in the coming months as the development agreement with HS2 is due imminently. The HS2 spend profile has been re-phased as a but there is no impact on overall delivery schedules.
 - Rail-Walsall-Wolverhampton Local Enhancements (Package 1) (£2.79m) is due to land acquisition costs now projected for April 2021 (from Q2 2020).
 - Rail –Camp Hill Local Line Enhancements (Package 2) (£2.76m) is reflective of land acquisition costs being reprofiled to Q1 21/22, together with Network Rail Industry and Risk fees, which are rescheduled to Q2 21/22, to align with changes to the Programme.
 - Metro Network Enhancements (£2.23m) is due to commissioning work for PID (Passenger Information Display) & PAU (Passenger Assistant Unit) upgrades, which have proceeded later than anticipated due to COVID-19 restrictions. The Subcontract Package (e.g. SmarTrams Enhancements & Radio system) has been rephased and pushed back to Phase two of the project after further review with MML to identify optional Enhancements.

Commonwealth Games Programme

COMMONWEALTH GAMES PROGRAMME	NOVEMBER 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
DfT- Regional Integrated Control Centre (RICC)	25	53	28	53	53	0
Perry Barr Interchange Development	0	6	6	12	12	0
University Station Improvement Project	4,490	5,514	1,024	11,859	13,693	1,834
Perry Barr Rail Station	3,352	4,986	1,634	9,337	8,308	(1,029)
Sprint - A45 Birmingham to Airport and Solihull	6,245	16,036	9,791	18,520	31,773	13,253
Sprint - A34 Walsall to Birmingham	3,118	10,290	7,172	9,981	18,329	8,348
A34 Sprint Park & Ride	34	182	148	200	200	0
RTCC-Design & Layout/Commercialisation	126	926	800	1,805	1,853	48
RTCC-Data (Tactical & Operational Intelligence)	516	648	132	1,110	1,110	0
RTCC-ICT	0	19	19	58	58	0
RTCC-Operations	181	249	68	317	317	0
RTCC-Customer Information	5	79	74	107	107	0
RTCC-Highway Interventions	751	1,602	851	5,251	8,287	3,036
RTCC NWM Customer Interface Tool (Journey planner/Web)	179	472	293	672	672	0
Perry Barr Mitigation Package	246	382	136	764	764	0
TOTAL	19,268	41,444	22,176 ^{54%}	60,046	85,536	25,490 ^{30%}

3.18 Expenditure against the Commonwealth Games Programme totalled £19.27m at the end of November 2020 which was £22.18m below the budget of £41.44m. The main contributors to this favourable variance were as follows:

- SPRINT – A45 Birmingham to Airport and Solihull (£9.79m) due mainly to lower than expected progress of utility diversion costs, as a result of temporary Covid-19 restrictions on the highways.
- SPRINT – A34 Walsall to Birmingham (£7.17m) also owing to the Covid-19 restrictions impacting on utility diversion works.
- University Station Improvement Project (£1.02m) Network Rail Industry and Risk fees originally anticipated in June 2020, have been reprofiled to Q4 20/21, to align with changes to the programme.

3.19 The annual forecast was reduced in September 2020 to £60.05m, which is £25.49m below the Budget of £85.54m. The main variances are as follows

- SPRINT – A45 Birmingham to Airport and Solihull (£13.25m). The reprofiling of the utility diversions into Q3, has had a knock-on impact on commencement of the construction works, the majority of which will take place in Q1 and Q2 21/22. There is however no impact on delivery of the scheme.
- SPRINT – A34 Walsall to Birmingham (£8.35m). In a similar vein to the A45, the forecast has been reduced owing to the re-profiling of the utility diversions and construction works.
- RTCC Highway Interventions (£3.04m). The variance is a continuation of the current position, where the speed of work has reduced due to Covid-19 restrictions and rescheduled legal agreement sign-offs.

Other Major Works Programme

OTHER MAJOR MORKS PROGRAMME	NOVEMBER 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Snow Hill 3rd Access	51	301	250	50	570	520
Snow Hill Public Realm	0	0	0	150	150	0
Dudley Bus Station Development	16	11	(5)	16	16	0
Clean Bus Technology Fund 2017-2019	681	1,149	468	1,765	1,764	(1)
Cross City Bus - City Centre Package	107	245	138	412	412	0
Cross City Bus - Dudley – Druids Heath Package	74	292	218	391	465	74
Longbridge Connectivity Package	474	760	286	760	760	0
Connected and Autonomous Vehicles TestBed (CAV)	1,236	2,223	987	2,240	2,239	(1)
NPIF 2 Birmingham Growth Point	36	660	624	705	705	0
Key Route Network Safety	99	1,112	1,013	1,283	1,413	130
Dudley Interchange	367	500	133	444	1,110	666
Autonomous Highway,Rural & Parking Test (Meridian 3)	1,099	1,881	782	3,015	3,015	0
Future Mobility Zone - Human Centered Data	64	55	(9)	179	179	0
Future Mobility Zone - Enabling Data Exploitation	194	417	223	883	883	0
Future Mobility Zone - Innovation Showcases	188	585	397	1,287	1,287	0
Future Mobility Zone - Programme Mgmt / M&E	217	251	34	425	425	0
5G	570	1,244	674	880	1,992	1,112
ConVEx-Connected Vehicle data Exchange	2,070	2,015	(55)	2,294	2,015	(279)
Major Route Network - Programme	4	0	(4)	101	101	0
A435 Alcester Rd Bus Priority Revitalisation	91	2,607	2,516	236	2,771	2,535
Future Mobility Zone - Enhanced Ticket Platform	1,258	1,378	120	1,695	1,695	0
MRN-A4123 Corridor -A4150 Ring Road to A456 Hagley Rd	0	100	100	200	200	0
MRN- A454 Wolverhampton to Neachells Phrases 1,2, And 3	0	137	137	274	274	0
MRN-A449 Stafford Rd M54 J2 to A4150 Ring Road	0	70	70	141	141	0
MRN- A46 Link Road Ph2 Coventry	0	75	75	150	150	0
MRN- A38 Kingsbury Road Birmingham	0	30	30	30	60	30
Future Mobility Zone - Transport Network Data	383	550	167	828	828	0
TOTAL	9,279	18,648	9,369 50%	20,834	25,620	4,786 19%

3.20 Expenditure against the Other Major Works Programme totals £9.28m at the end of November 2020 which was £9.37m below the budget of £18.65m. The main contributors to this favourable variance were as follows:

- A435 Alcester Rd Bus Priority Revitalisation (£2.52m) A review of the scheme has been conducted in liaison with Birmingham City Council, resulting in a revised scheme, which is expected to be approved by Birmingham City Cabinet in Q4 20/21. Consequently, much of the works are not anticipated to commence until Q1 21/22.
- Key Route Network Safety (£1.01m) Covid-19 has impacted the delivery of this programme, however, work is expected to accelerate in the remainder of the year.
- CAV's (Connected and Autonomous Vehicle) (£0.99m) variance is due to the physical construction contractor being appointed later than expected, coupled with the disruption of the Covid-19 restrictions.

3.21 The annual forecast has been reduced to £20.81m, which is £4.8m below the budget of £25.62m. The main variances are as follows

- A435 Alcester Rd Bus Priority Revitalisation (£2.54m) owing to the current position, with much of the works not anticipated until 21/22.
- 5G (£1.11m) Finalisation of internal agreements have slowed progress in the Programme, resulting in a rescheduling of some activity into 21/22.
- Dudley Interchange (£0.67m) 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	NOVEMBER 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Bus						
Shelter Appeals	0	6	6	3	9	6
TBT Platinum Route RTI Equipment Upgrades	11	14	3	11	14	3
DfT Tackling Nitrogen Dioxide - Dudley MBC	83	127	44	95	127	32
DfT Tackling Nitrogen Dioxide (Wolverhampton MBC)	553	783	230	707	1,024	317
Rail						
Park and Ride Delivery	7	165	158	139	461	322
Tipton Park and Ride	0	12	12	24	24	0
Dudley Port Integrated Transport Hub	13	14	1	50	50	0
Aldridge Rail Station Study	16	32	16	32	32	0
Metro						
Bradley Lane Park and Ride	210	348	138	348	348	0
Cycling						
Network Wide Cycling Programme (NWCP)	12	24	12	24	24	0
Bike Life Report	0	0	0	15	15	0
Emergency Active Travel Fund (EATF)	276	276	0	276	276	0
West Midlands Cycle Hire	830	1,247	417	5,000	5,000	0
Better Streets Community Fund	129	637	508	1,102	1,089	(13)
Priority One Development Workstream	34	372	338	536	638	102
Highway						0
ADEPT Live Lab	256	858	602	1,678	1,796	118
Asset Replacement						0
Network Wide Park and Ride Expansion Developments -Ph2	20	23	3	23	23	0
Network Wide Bus Station Refurbishment Phase 1	2	0	(2)	0	0	0
Network Wide P and R Lighting Enhancement	1	17	16	17	17	0
IDOX - Asset Management System	1	18	17	35	35	0
Asset Management Programme	530	809	279	1,592	1,592	0
Real Time Information Upgrades	62	458	396	1,073	1,473	400
Other						0
Road Safety Grant	0	0	0	2	2	0
Asset Management- RTI Upgrades	0	85	85	170	170	0
Project Development Costs	1	5	4	7	7	0
LTP Technical Development Nims Mattisse	0	0	0	19	19	0
Gateway Controlled Project Development	0	154	154	154	154	0
Top Slice	25	35	10	141	141	0
Transport Data Unification (traffic data)	0	25	25	61	61	0
AutopleX	45	79	34	100	98	(2)
TOTAL	3,117	6,623	3,506 53%	13,434	14,719	1,285 9%

3.21 Expenditure against the Minor Works Programme totalled £3.12m at the end of November 2020 which was £3.51m below the budget of £6.62m. The main variances of note were as follows:

- ADEPT Live Lab (£0.6m) The costs anticipated in Q1/Q2 have not materialised due to Covid-19 restrictions. It is anticipated most works will be caught up later in the year, however a marginal underspend is expected in year, reflected in the Annual Forecast.
- Better Streets Community Fund (£0.51m) Legal agreements have now been signed off with Local Authorities, however, this has resulted in rescheduling of the project.
- West Midlands Cycle Hire (£0.42m) The variance is due to the budget being flat profiled and the cost being incurred as the programme is rolled out.
- Real Time Information Upgrades (£0.4m) is due to rescheduling of procurement activity. It is anticipated phase 1 of the project to be completed in Q4 20/21.

3.22 The annual forecast was revised in September 2020 to £13.43m, which is £1.29m below the Budget of £14.27m. The variances are broadly reflective of the current position identified previously.

Grants to local Authorities

GRANTS TO LOCAL AUTHORITIES	NOVEMBER 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Low Emission Bus Scheme (Coventry CC)	237	237	0	237	237	0
B4106 Spon End (Coventry CC)	1	1,692	1,691	1,000	4,697	3,697
New St/High St/Victoria Sq Public Realm (Birmingham CC)	0	925	925	1,040	3,275	2,235
TOTAL	238	2,854	2,616 92%	2,277	8,209	5,932 72%

3.23 There is very minimal expenditure against the Grants to Local Authorities Programme as at the end of November 2020, resulting in a £2.62m favourable variance against budget.

3.24 The annual forecast has been reduced to £2.28m, which is £5.93m below the budget of £8.21m. The variances of note are as follows:

- B4106 Spon End (Coventry CC) £3.697m. The project will commence on conclusion of the funding agreement with the Local Authority. The forecast has been updated to reflect the anticipated spend profile for the scheme, which will roll over into 21/22.
- New St/High St/Victoria Square Public Realm (Birmingham CC) £2.235m due to a revised programme from the Local Authority. The full business case is scheduled for approval in January 2021, at which point, draw down against the budget is expected to begin.

This page is intentionally left blank



West Midlands
Combined Authority

Transport Delivery Committee

Date	11 th January 2021
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 November 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 November and December:
 - Longbridge Connectivity Project – Works to the car park have now been substantially completed.
 - University Station – Commencement of site set up and intrusive surveys.
 - West Midlands Bike Share Scheme – Contract with chosen supplier was signed on 23rd November 2020. Press launch of the scheme took place on 10th December 2020.
 - Digital Panel Rollout – Outstanding works for the remaining shelters have now been completed.

4.0 Variations to Baseline Programme

- 4.1 Dudley Interchange – Delay to programme due to ongoing discussions regarding funding package and land acquisition.
- 4.2 University Station – Revision of baseline date.

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. Sponsor has now reprofiled budgets to ensure that funds are available to complete the programme.

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	Summary
Major Works Programme							
1.	Longbridge Connectivity Project	Delivery and Handover	May 2020	May 2020	Green	Same	Works to the car park have now been substantially completed with the exception of a few minor snagging items. Final testing of the payment systems has also been undertaken. An opening date will be determined to reflect wider Park & Ride usage and Covid-19 restrictions in due course.
2	Dudley Interchange	Detailed Design	May 2022	September 2022	Amber	Worse	The RIBA3 design stage is complete for the Dudley Interchange scheme with the tender documents compiled in readiness for going out to market. Work continues to progress 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 applications for a funding contribution. There is ongoing dialogue with Dudley MBC and Midland Metro on project interfaces, and progress. Programme has slipped due to ongoing funding strategy. Key next steps remain as: secure funding to progress land acquisition; agree programme and interfaces with Metro & DMBC Highways; issue tenders to secure a D&B contractor.
3	Making the KRN Safer	Contribution	Mar 2019	Mar 2021	Amber	Same	The Regional Road Safety Strategic partnership met on 22nd October 2020 and work has continued across the region in delivering road safety initiatives. A trends in road safety report for 2019 is still in the process of being prepared. Alongside this, the first road safety action plan 2021-2024 is being concluded and a report on this will be presented to WMCA Board in January 2021.
4	Perry Barr Rail Station and Bus Interchange	Development	Dec 2021	Mar 2022	Amber	Same	Since the submission of the Hybrid Planning Application for the Rail Station and Bus Interchange, the Project Team have been engaging with the local planning authority to address the various consultation responses received to date. The Project Team continues to work closely with the local planning authority, Network Rail and West Midlands Trains to progress the formal planning application. Mobilisation on site for early demolition works commenced early November. FBC is continuing to progress through to the WMCA Assurance Process, with work ongoing on finalising funding sources. Birmingham City Council and their contractors have commenced work on the design for the Bus Interchange.
5	Snow Hill 3 rd Access	Closed Out				Closed Out	The close out of Snow Hill has been completed as per the recommendation presented to TDC in January 2020.
6	University Station	GRIP 4 – Outline Design	June 2022	June 2022	Amber	Same	The 'Design and Build' contractors are mobilising and commencing detailed design works as well as undertaking initial intrusive surveys and site set-up works. The project continues to work on other legal documents and consents required, notably Station Change, the Asset Protection Agreement with Network Rail and other agreements essential for main construction.
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: Resurfacing works at Lea Hall, Tipton, Hall Green & Marston Green have been completed.

	Project Name	Status	Baseline Comp Date	Forecast Date	DCA	DCA Trend	Summary
							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	March 2021	Amber	Same	7 sites have been completed and are awaiting confirmation from Network Rail regarding closure of Landlords Consent applications. There are 5 outstanding sites which include Sandwell & Dudley, Sutton Coldfield, Berkswell, Stourbridge Junction and Canley to deliver this financial year. Sponsor has now reprofiled budgets to ensure that funds are available to complete the programme.
11	Network wide Park & Ride Expansion Developments – Phase 2	Development / Feasibility	Mar 2020	Mar 2021	Green	Same	Work is being undertaken to revisit Park & Ride projects in development to ensure they reflect changes in demand and travel patterns as a result of Covid-19. A data review is also taking place to understand how better information on Park & Ride usage to fully inform future work streams. A paper on Park & Ride with further details will be brought to TDC in February.
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					A workshop was held in November with Walsall and TfWM officers, facilitated by Walsall's consultants for the Town Centre Master Plan. It is the intention to consider the Bradford Place project as part of the wider town centre aspirations to improve transport and connectivity, including St Pauls Interchange and the Walsall Rail Station. Ongoing engagement with Walsall MBC continues on the Town Centre Masterplan and transport connectivity.
15	Network Wide Cycling Programme 3A (NWCP)	Delivery and Handover	Mar 2019	December 2020	Green/Amber	Same	Coventry and Wolverhampton Bus station cycle parking complete, as well as Solihull rail station. Installation of cycle parking at Birmingham New Street completed, with minor works remaining to complete opening of facility. Slight delay to scheme completion due to availability of contractors to complete final Comms setup, which is currently being worked through by Network Rail and the contractor.
16	West Midlands Bike Share Scheme	Procurement	March 2022	March 2022	Green	Same	Contract with chosen supplier signed on 23rd November 2020. Press launch of scheme to take place on 10th December 2020. The preferred supplier has met with the Mayor and attended STOG to provide an overview of the scheme. Mobilisation underway, with scheme trial to take place on 8th February 2021, with extensive scheme rollout to follow on from March 2021. Various workstreams underway with supplier to progress scheme development.
17	Digital Panel Rollout	Rolling Programme	July 2020	November 2020	Green	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. All of these works have now been completed. Contract year 5 (July 20 to July 21) – a further 30 digital advertising panels to be installed in TfWM bus shelters by Clear Channel. TfWM are awaiting confirmed sites from Clear Channel to determine how many new shelters will need to be installed.

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

TRANSPORT PROGRAMME	NOVEMBER 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Investment Programme	1,090	4,190	(3,100)	2,530	4,190	1,660
CWG Programme	34	188	(154)	212	212	0
Other Major Programmes	731	4,792	4,061	2,497	5,680	3,183
Minor Work Programme	639	1,412	773	2,456	2,786	330
TOTAL	2,494	10,582	1,580 15%	7,695	12,868	5,173 40%
INVESTMENT PROGRAMME	NOVEMBER 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Sprint						
Sprint - Hagley Road Phase 1	1,090	4,190	3,100	2,530	4,190	1,660
TOTAL	1,090	4,190	3,100 74%	2,530	4,190	1,660 66%
COMMONWEALTH GAMES PROGRAMME	NOVEMBER 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Perry Barr Interchange Development	0	6	6	12	12	0
A34 Sprint Park & Ride	34	182	148	200	200	0
TOTAL	34	188	154 82%	212	212	0 0%
OTHER MAJOR MORKS PROGRAMME	NOVEMBER 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Snow Hill 3rd Access	51	301	250	50	570	520
Snow Hill Public Realm	0	0	0	150	150	0
Dudley Bus Station Development	16	11	(5)	16	16	0
Longbridge Connectivity Package	474	760	286	760	760	0
Key Route Network Safety	99	1,112	1,013	1,283	1,413	130
A435 Alcester Rd Bus Priority Revitalisation	91	2,607	2,516	236	2,771	2,535
TOTAL	731	4,791	4,060 85%	2,495	5,680	3,185 56%
MINOR WORKS PROGRAMME	NOVEMBER 2020 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Bus						
Shelter Appeals	0	6	6	3	9	6
TBT Platinum Route RTI Equipment Upgrades	11	14	3	11	14	3
Rail						
Park and Ride Delivery	7	165	158	139	461	322
Tipton Park and Ride	0	12	12	24	24	0
Dudley Port Integrated Transport Hub	13	14	1	50	50	0
Aldridge Rail Station Study	16	32	16	32	32	0
Cycling						
Network Wide Cycling Programme (NWCP)	12	24	12	24	24	0
Bike Life Report	0	0	0	15	15	0
Asset Replacement						
Network Wide Park and Ride Expansion Developments -Phase 2	20	23	3	23	23	0
Network Wide Bus Station Refurbishment Phase 1	2	0	(2)	0	0	0
Network Wide P and R Lighting Enhancement	1	17	16	17	17	0
IDOX - Asset Management System	1	18	17	35	35	0
Asset Management- Shelter Replacement	0	0	0	0	0	0
Bridges (Assest Management)	0	0	0	0	0	0
Asset Management Programme	530	809	279	1,592	1,592	0
Other						
Asset Management- RTI Upgrades	0	85	85	170	170	0
Project Development Costs	1	5	4	7	7	0
LTP Technical Development Nims Mattisse	0	0	0	19	19	0
Gateway Controlled Project Development	0	154	154	154	154	0
Top Slice	25	35	10	141	141	0
TOTAL	639	1,413	774 55%	2,456	2,787	331 12%



**West Midlands
Combined Authority**

Transport Delivery Committee

Date	11 January 2021
Report title	Freight & Logistics in the West Midlands – Information Briefing
Accountable Chief Executive	Laura Shoaf, Managing Director, TfWM laura.shoaf@tfwm.org.uk
Accountable Employee	David Harris, Transport Strategy & Place Manager david.harris@tfwm.org.uk
Report has been considered by	TDC Lead Members

Recommendation(s) for action or decision:

Transport Delivery Committee is requested to:

1. To note the attached briefing which provides an update on Freight & Logistics matters in the West Midlands.

1.0 Purpose

- 1.1 To provide this committee with an overview of key issues relating to freight & logistics in the West Midlands and an update on relevant TfWM activity.

2.0 Background

- 2.1 Freight and logistics movements are vital to the West Midlands economy and supply the goods and services used by people every day. Freight movements do not simply occur but rather they reflect our economic activity and provide the means to trade nationally and internationally.
- 2.2 Pre-pandemic, the West Midlands was the fastest growing region outside London, with GVA reaching a record high in 2017 and the region also experiencing record numbers of job creation. The region is served by a complex network of freight and logistics movements, which impose a variety of demands on our transport networks.
- 2.3 The West Midlands metropolitan area is located at the heart of the UK and is at the centre of the UK's motorway and railway networks. Our location gives us strong access to major domestic and international markets and provides the West Midlands with a strategic economic advantage.

3.0 An overview of Freight & Logistics in the West Midlands

- 3.1 Attached to this report (Appendix 1) is a detailed briefing which provides an overview of:
- 3.2 The West Midlands Freight and Logistics Context including key trends on:
- Road freight,
 - Rail freight,
 - Air Freight,
 - Urban freight and,
 - Regional employment in the freight & logistics sector.
- 3.3 Strategic challenges for freight and logistics in the West Midlands including:
- Brexit,
 - The impacts of the Covid-19 pandemic
 - Overcoming supply constraints to meet changing demand patterns and maintain supply resilience
 - Preventing productivity losses and maintaining competitiveness of UK plc
 - Addressing road safety, tackling air quality and supporting decarbonisation to meet the net zero target.
- 3.4 Action by TfWM to the support Freight & Logistics in the West Midlands including short term and longer term activity to improve the relationship between Public Sector Policy and the Freight & Logistics Sector.

4.0 Financial Implications

4.1 There are no financial implications arising from this report.

5.0 Legal implications

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

6.0 Equalities implications

6.1 There are no equality implications arising from this report. Any policies, strategies or programmes developed in relation to Freight & Logistics will be subject to relevant equalities impact analysis as appropriate.

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 primarily issues within the Metropolitan Area, but action to improve and support freight and logistics activity will potentially have benefits across the wider WMCA area.

10.0 Other Implications

10.1 No implications

This page is intentionally left blank

Introduction

This briefing provides Transport Delivery Committee with an overview of key issues relating to freight & logistics in the West Midlands and an update on relevant TfWM activity to support improvements to the relationship between Public Sector Policy and the Freight & Logistics Sector.

The West Midlands Freight and Logistics Context

Freight and logistics movements are vital to the West Midlands economy and supply the goods and services used by people every day. Freight movements do not simply occur but rather they reflect our economic activity and provide the means to trade nationally and internationally.

Pre-pandemic, the West Midlands was the fastest growing region outside London, with GVA reaching a record high in 2017 and the region also experiencing record numbers of job creation.¹ The region is served by a complex network of freight and logistics movements, which impose a variety of demands on our transport networks.²

The West Midlands metropolitan area is located at the heart of the UK and is at the centre of the UK's motorway and railway networks. Our location gives us strong access to major domestic and international markets and provides the West Midlands with a strategic economic advantage.

As such we are within the so called 'golden triangle'; a concentration of haulage companies around Birmingham and Sandwell alongside the M5 and M6, and between Leicester and Nottingham alongside the M1. The 'golden triangle' sits within relatively close proximity to multiple

distribution centers, East Midlands Airport, nationally important ports and a 4 hour drive from much of the country, reflecting the associated importance of national and international supply chains.³

The 'logistics and transport technologies' sector (which includes some non-freight transport related jobs) employed 108,145 people in the West Midlands (including non-constituent authorities) in 2017.⁴ According to the Black Country Consortium jobs in this sector will increase by 16% by 2030, a figure that may change due to the ongoing Covid-19 events.

Freight and Logistics Key Trends

Road

Of the 189 billion tonne km of domestic freight moved in the UK in 2017, 78% was moved by road.⁵ Road freight and logistics transport are strategically important for meeting organisational objectives around congestion, air quality and safety and carbon.⁶

Of all goods lifted domestically by GB HGVs in 2018, 43% remained in the same unitary authority. 23% moved to a different unitary authority, but remained within the same wider region (e.g. West Midlands). This helps to support the idea that the road haulage network consists of a mixture of long distance journeys to local distribution centres, followed by shorter journeys towards the goods' destination.⁷

Locally the West Midlands Key Route Network, comprising 605km (7%) of all the roads within the local authority road network, is crucial for the movement of national and regional road freight. The Black Country route and the Coventry to Birmingham route experience the highest rates of

¹ <https://www.wmca.org.uk/news/west-midlands-growth-outpaces-rest-of-the-uk-state-of-the-region-report-2019-reveals/>

² <https://www.tfwm.org.uk/media/1207/west-midlands-freight-strategy.pdf>

³ <http://www.rcslogistics.co.uk/blog-and-news/golden-triangle/2935>

⁴ Black Country Consortium

⁵ <https://www.gov.uk/government/statistical-data-sets/tsgb04-freight#table-tsgb0401>

⁶ <https://www.gov.uk/government/statistical-data-sets/tsgb04-freight>

⁷ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/815839/domestic-road-freight-statistics-2018.pdf

KRN HGV traffic (averages of 8% and 5% of all traffic respectively).⁸

National data suggests that HGV traffic has been gradually increasing since 2012 and in 2016 reached 27.1 billion vehicle kilometres. However, it has still not reached its pre-recession peak of 29.3 billion vehicle kilometres achieved in 2007. By comparison, LGV traffic has increased steadily from 60 billion vehicle-kilometres in 2004 to 79 billion vehicle kilometres in 2016, an increase of 31%.⁹

LGVs including vans are therefore becoming increasingly important to the freight and logistics industry. Crude PRISM analysis (based on DfT assumptions) shows that LGV trips are expected to increase by 47% in the West Midlands from 2016 to 2046, whereas HGV trips are expected to increase by 5%.¹⁰

Rail

Rail freight carries more than £30bn of goods each year and each freight train takes about 76 HGVs off the roads.¹¹ Nevertheless, compared to road freight rail freight moves a significantly smaller proportion of goods across the UK (9% in 2017).¹²

Around 92% of the national rail network is shared by freight and passenger trains which can lead to a lack of capacity for new rail freight services.¹³ In the West Midlands rail freight competes with passenger rail in terms of timetabling, capacity and port access, although HS2 is set to release capacity to allow for more freight timetabling.

Air

East Midlands Airport is the largest freight handler outside of Heathrow.¹⁴ Birmingham Airport on the

other hand is more utilized for passenger transport, although the airport still accounted for 28,112 tons of freight handled (2016/17).¹⁵

Reliable surface access to both airports is critical for meeting 'just in time' supply chain needs and for ensuring that we remain connected to the national and international economy.

Urban Freight

Urban freight is primarily concerned with the so-called "last mile" delivery to businesses and consumers and as such van traffic makes up more than 80% of urban and city goods vehicle traffic.

Last-mile delivery is defined as the movement of goods from a transportation hub to the final delivery destination. The final delivery destination is typically a personal residence. Last-mile delivery is driving some of the growth in the freight transport industry in terms of the increasing number of LGV (light goods vehicles) on the UK's roads.

There has been a steady increase in the number of vans on the roads and is the only segment of traffic that is growing significantly. There was a 48% increase in the number of LGVs licensed between 2000 and 2015, and LGV traffic has increased steadily from 60 billion vehicle-kilometres in 2004 to 79 billion vehicle kilometres in 2016, an increase of 31%.¹⁶ Van traffic grew by 2.0 per cent between 2018 and 2019 alone¹⁷. LGV traffic growth has been more rapid than for any other vehicle type both nationally and in London. LGV use is for more than freight.

It should also be noted that this growth has also been driven by that downsizing from lighter HGVs to LGVs which is occurring as a result of less stringent driver regulations associated with LGVs and with companies looking to deploy more agile

⁸ <https://www.tfwm.org.uk/strategy/network-resilience/congestion-management-plan/key-route-network/>

⁹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/777781/fom_understanding_freight_transport_system.pdf

¹⁰ https://www.tfwm.org.uk/media/47392/prism52_futureyearreport_v8_20190906.pdf

¹¹ <https://www.networkrail.co.uk/industry-and-commercial/rail-freight/>

¹² <https://www.gov.uk/government/statistical-data-sets/tsgb04-freight#table-tsgb0401>

¹³ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/777781/fom_understanding_freight_transport_system.pdf

¹⁴ <https://www.midlandengine.org/wp-content/uploads/Midlands-Connect-Update-EB6.19.2.2.pdf>

¹⁵ <https://www.birminghamairport.co.uk/media/5540/birmingham-airport-surface-access-strategy-2018-2023.pdf> & Motts Macdonald job density per KM mapping (procured)

¹⁶ <https://www.gov.uk/government/statistics/national-travel-survey-2018>

¹⁷ <https://www.racfoundation.org/motoring-faqs/mobility#:~:text=Alongside%20the%20106%20per%20cent,cent%20between%202018%20and%202019>

<https://www.racfoundation.org/motoring-faqs/mobility#:~:text=Alongside%20the%20106%20per%20cent,cent%20between%202018%20and%202019>

logistics solutions, particularly for deliveries into congested and restricted urban areas.

Strategic challenges for freight and logistics in the West Midlands

The freight and logistics industry operates almost entirely within the private sector, with little government intervention usually required beyond the provision of roads and rail infrastructure. Because of this, the public sector has historically found it difficult to overcome challenges in the industry both in terms of challenges to supporting sector growth, and in overcoming the negative consequences of the sector itself.

The sector faces a number of strategic challenges which not only impact the sector, but also have wider impacts on the region and the UK. If solved, the resultant benefits will not only help the West Midlands but the UK more widely build back better, stronger, and more sustainably. Protecting jobs, maintaining the industry base and levelling up the West Midlands alongside the need to address the impacts of freight on society and the environment are key areas for action

Brexit

The impacts of Brexit on the freight and logistics sector are difficult to accurately predict. Birmingham City University recently conducted a study on the impacts of Brexit on West Midlands supply chains, and argued that the West Midlands car industry in particular has vulnerabilities around Brexit, in part due to supply strong supply chain links with the rest of Europe.

As a result of Britain's exit from the EU, there will likely be increased friction at the ports as a result of tighter customs requirements and increased checks.¹⁸ It is also expected that there will be additional duties imposed on shipments which will mean that some parts of the freight industry become financially and economically unsustainable. Additional to the technical barriers to trade, there may be potential reduction (at least

in the short term) in investment into the sector. The combination of these factors will likely result in job losses and/or consolidation of the freight and logistics market in the UK.

The sector faces staffing shortages with an ever-shrinking pool of active jobseekers from which to recruit drivers. Longer-term there is a dearth of new people entering the profession. Required qualifications are a barrier, while the poor standard and condition of rest and overnight areas in the UK make the profession unattractive. The workforce is ageing, it has very little gender diversity, and with a disproportionately high percentage of EU nationals at risk of leaving the UK (Around 13% of HGV drivers are EU nationals).

The impacts of the Covid 19 Pandemic

The 2020 Covid-19 pandemic presents a break from the norm of freight and logistics operations. Some freight and logistics firms, particularly those involved in food distribution, have experienced increased demand whereas in other industries demand has stalled. Companies that are still moving goods have been affected by staff absences due to shielding, childcare or sickness, and with the average age of a HGV driver being, those that are working are at risk of infection.¹⁹

The pandemic has exacerbated the decline of high street retailing has declined due to the increasing consumer trend to buy good online. As a consequence, delivery of goods and services are increasingly happening at home or at places of work, which are likely to be distributed by vans. The Covid-19 pandemic has further exacerbated this trend and as a result the growth in van traffic has continued to increase.

Possible longer term impacts of Covid-19 on the freight and logistics industry include:

- Reduced demand for freight in logistics in some sectors if we enter into a post-Covid recession
- Increased resilience in supply chains as businesses are more wary of 'just in time'

¹⁸ Logistics UK, *The Logistics Report 2019*

¹⁹ <http://blog.policy.manchester.ac.uk/posts/2020/04/transport-and-logistics-during-the-covid-19-pandemic/>

approaches, and instead invest in stockpiling measures

- A long term trend away from deliveries to shops to deliveries to the home. TfWM survey data shows an increase in online shopping in the West Midlands

Overcoming supply constraints to meet changing demand patterns and maintain supply resilience

The reliance on freight and logistics is expected to grow significantly with the construction of new infrastructure and capital projects over the next decade to support wider economic growth, as the West Midlands hosts national flagship projects such as HS2, Midlands Metro extension, the strategic rail freight interchange, significant motorway works and the Midlands rail hub. This expected growth will push the current capacity of the existing infrastructure to support the freight and logistics industry to its limit. To give a sense of the order of magnitude of the challenge created by a proportionate growth in vehicle numbers, one construction site alone near Coventry will generate up to 4,000 Heavy Goods Vehicle (HGV) movements per day.

At the same time and as noted Covid-19 has dramatically accelerated underlying long-term challenges facing the sector's transition. E-commerce and pharmaceuticals are among the sectors which depend most on freight and logistics.

Whilst growth in e-commerce was a pre-existing trend prior to Covid-19, this is now becoming the new reality for all major retailers and logistics providers. Last mile logistics carriers have seen significant growth since the start of the pandemic, for example in the last 6 months Amazon opened 15,000 new full- and part-time positions and delivery driver opportunities across the UK in its fulfilment centres and logistics network.

However, courier logistics and the last mile delivery present challenges. ULEV zones, pedestrianisation, outdated operating hours limits and other urban initiatives make city access difficult. Unsuccessful deliveries (currently 10%)

and returned goods (currently 25%)²⁰ push up the number of journeys, while high urban land prices push depots out-of-town, increasing journey distances and times. The large portion of building services, and growing demand for outsourced specialist services and rapid response add to this further.

Preventing productivity losses and maintaining competitiveness of UK plc

This increased demand on public infrastructure requires public investment to ensure the West Midlands and the UK can keep pace with the new world. The importance is not in meeting projected increase in demand, but also in needing to address the additions to urban congestion.

Not only is congestion bad for the environment, it has a detrimental impact on the UK's productivity and raises the cost of living. It costs HGV operators £1 for every minute stuck in congestion²¹. Variable congestion is even more problematic, with operators always planning and costing for worst case journey

The reliance on freight and logistics is expected to grow significantly with the construction of new infrastructure and capital projects over the next decade to support wider economic growth, as the West Midlands hosts national flagship projects such as HS2, Midlands Metro extension, the strategic rail freight interchange, significant motorway works and the Midlands rail hub.

This expected growth will push the current capacity of the existing infrastructure to support the freight and logistics industry to its limit. To give a sense of the order of magnitude of the challenge created by a proportionate growth in vehicle numbers, one construction site alone near Coventry will generate up to 4,000 Heavy Goods Vehicle (HGV) movements per day.

Engagement with industry representatives including the Freight Transport Association (FTA) and Road Haulage Association (RHA) suggest that variability on the road network can make journey

²⁰ Post & Parcel, *The True Cost Implications of Failed Deliveries*, <https://postandparcel.info/93399/news/e-commerce/true-cost-implications-failed-deliveries/>

²¹ Logistics UK, *Fast Forwarding the Future of Freight*

times unpredictable and impact profit margins for the freight and logistics industry.

Addressing road safety, tackling air quality and supporting decarbonisation to meet the net zero target.

'Levelling up' public health and social outcomes in the region is also a key strategic challenge for the West Midlands. Road Safety continues to be a challenge with a need to further reduce the number of people injured in collisions involving HGVs and vans.

Between July 2018 and July 2019 West Midlands incidents classed as involving a goods vehicle included 11 fatalities, 80 serious incidents and 489 slight incidents.²² Road safety in the industry is a key challenge for the West Midlands, and one that the West Midlands Regional Road Safety Strategy sets out to resolve.

Air pollution in the West Midlands affects some 2.8 million people, reducing average life expectancy by up to 6 months, and being responsible for direct and indirect economic costs of several hundred million pounds per year. The West Midlands urban area was predicted to have the fourth highest nitrogen dioxide levels by 2019 and the region's urban air quality has already been identified to be at above the legal limit in urban areas.

Per vehicle, HGVs and LGVs tend to be the greatest polluters of NOx, only mitigated by the smaller number of total miles that they travel compared with cars. Thus, whilst not the only road traffic polluter, LGVs and HGVs contribute significantly to poor air quality in the West Midlands.²³

Measures in the West Midlands including Birmingham's Clean Air Zone are intended to help address some of the air quality, however, it is noted that further improvements are likely to be required as a result of the need to tackle particulates. It is

noted that this creates conditions of uncertainty for the freight industry.

Freight transport currently represents one third of carbon emissions from all transport (which in turn represents one third of all carbon emissions), but represents only 18% of road mileage²⁴, i.e. has two times the carbon impact. To hit the West Midlands WM2041 target as well as the Government's 2050 net zero target, the freight and logistics sector will require considerable decarbonisation.

However, as of yet, freight and logistics is the hardest transport sector to decarbonise as long as diesel remains the only viable fuel. There is no Electric Vehicle (EV) solution for HGVs, and while there is an EV solution for Light Goods Vehicles (LGVs), the recharging infrastructure needed is missing.

Alternative forms of vehicle, such as delivery drones, are not yet proven nor will be sufficiently scalable in the timeframe. This requires intervention from a policy perspective to harmonise standards and create environment for industry to scale, as well as the funding for infrastructure (and signalling effect of government) to demonstrate commitment and achieve ambitions targets on decarbonisation.

According to a recent Midlands Connect study the two main barriers constraining the uptake of electric charging are a lack of access to suitable charging infrastructure for larger vehicles and a lack of information about the benefits and operational suitability of this technology. For gas and hydrogen vehicles there is uncertainty around which fuels will be widespread. Currently the cost of the industry adopting alternative fuel technology can be challenging, particularly for SMEs.²⁵

Through the WMRE Rail Investment Strategy the West Midlands is seeking to develop options for overcoming (wider) regional capacity challenges around rail freight, such as through increased capacity via the Midlands Rail Hub and maximising shared benefits for passenger and freight services

²²<https://tableau.tfwm.org.uk/#/views/RoadSafetyDashboard-NewBirminghamWards/SeasonalVariation?iid=1>

²³https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/633270/air-quality-plan-detail.pdf

²⁴ Department for Transport, *Transport Statistics Great Britain 2018*

²⁵ Midlands Connect study – ULEV for Freight and Logistics

via a range of measures including the use of capacity released by HS2 and better integrated passenger and freight service timetable planning

Improving the relationship between Public Sector Policy and the Freight & Logistics Sector

It is clear that there is a need for more collaborative working between the public and private sectors to ensure that policy measures support a broad range of outcomes.

In the short term TfWM has continued to ensure that the West Midland network operates efficiently through the Regional Traffic Co-ordination Centre and the Transport Cell which was established at the start of the first national Lockdown.

To assist with impacts of the UK leaving the EU after 31st December, the Government have created an Inland Border Facility at Birmingham Airport from 1 January 2021 for 24 months.

The site will act as a location for starting and ending transit movements of goods from the UK with facilities to enable the checking of vehicles and goods entering and exiting the site. TfWM has been working with operators to ensure that they are resilient in terms of staffing and supply chain during this period. In addition WMCA is exploring opportunities to establish a West Midland's Freeport.

The next few years will see a number of events such as Coventry City of Culture and the Commonwealth Games which could add further pressure to the network. TfWM is working closely with businesses and stakeholders to seek to provide travel demand management support to help mitigate impact on business as usual operations. This is also important in terms of the array of significant infrastructure projects being undertaken in the West Midlands such as HS2 which will generate additional traffic whilst also affecting existing sections of the road and rail networks.

In the longer term Government and regional authorities have acknowledged a need to address their 'freight blindness'. There is currently a lack of

data around freight and logistics, meaning that it is challenging for policymakers to fully understand the needs and impacts of the industry.

It is the TfWM view that a lack of data is often the key challenge that threads across all challenges regarding freight and logistics in the West Midlands.

To address the freight evidence gap TfWM are working with public and private sector partners to develop a consolidated freight evidence base. This includes working with Midlands Connect and the National Infrastructure Commission to share knowledge around freight and logistics. We are also working with academics and industry trade bodies such as the FTA to help us to reflect the anecdotal needs of the industry in our analysis.

A new West Midlands Local Transport Plan

In 2016 TfWM published the West Midlands Freight Strategy. This outlines a series of objectives and actions to ensure that efficient freight and logistics is promoted in the West Midlands, whilst lowering the sectors' impact on communities, the environment, and the transport infrastructure. However, there was not money or extensive resources available to support the delivery of the strategy, meaning that little progress has been made on meeting the strategic objectives.

Given the implications of the issues set out above and in particular, the climate emergency and the impact of the pandemic, TfWM is now reviewing the statutory Local Transport Plan (LTP), Movement for Growth, and have adopted 'Five Motives for Change' to help guide and shape the development of new objectives and priorities for transport policy and strategy development. These are set out below:



The new Local Transport Plan will be supported by a number of documents including an updated West Midlands Freight & Logistics strategy.

Improving freight & logistics is not solely a transport policy matter and also needs to be supported with action in a number of policy areas. Freight & logistics is a to most sectors of the economy as well as significant in its own right and forms a key element of the West Midlands Industrial Strategy

Urban planning is also key and often fails to accommodate for the movement of freight, causing

pinch points and compromising safety²⁶. Similarly the jobs and skills agenda is also key to ensure that the sector has a pool of adequately trained labour and improving the overall perception of the industry.

Figure 1, appended, sets out an emerging package of actions which TfWM and WMCA have started to develop in partnership with Industry that could help to address some of the challenges across a number of the key policy agendas. These will need further development and work to identify potential funding.

It will be also important to continue to work with Midlands Connect as many if the freight movements in our region start or end elsewhere or even pass right through and crossing central England on the Strategic Road Network.

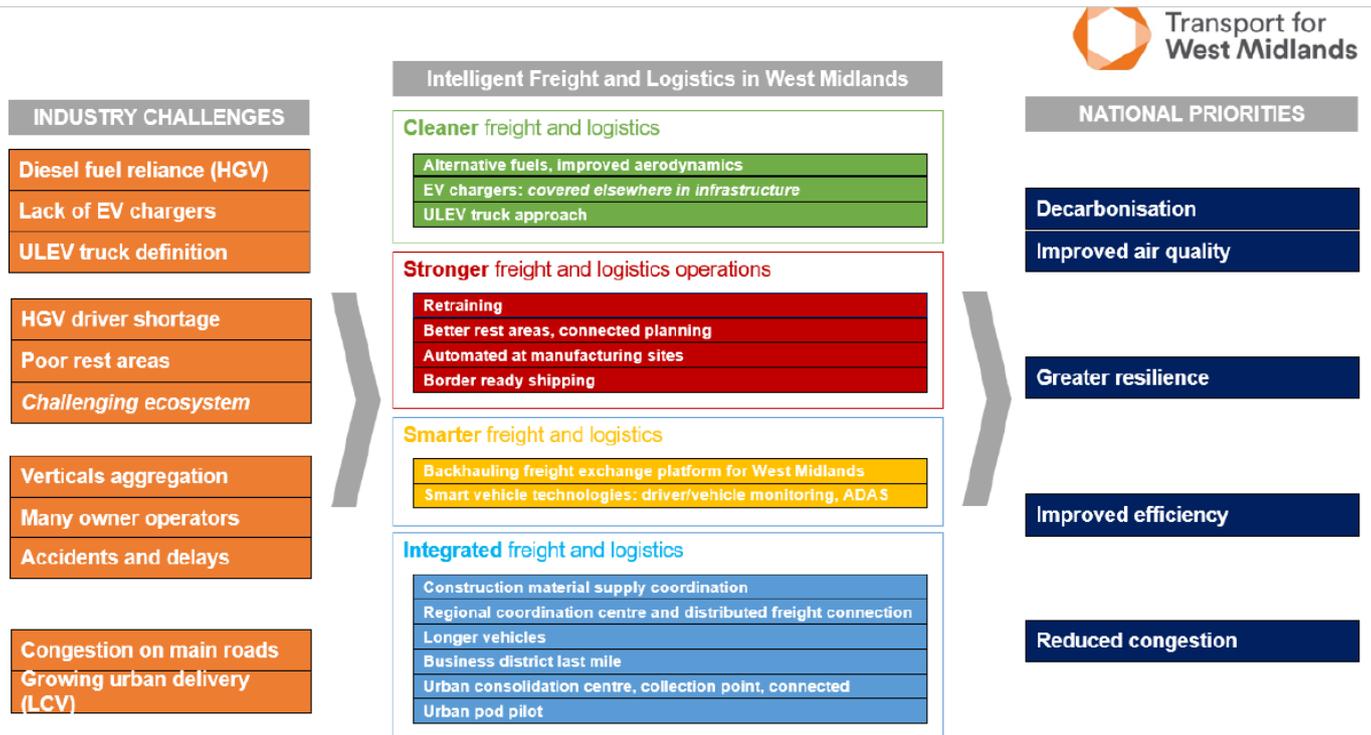
In addition WMRE working in partnership are seeking to bring forward a number of improvements such as the Midlands Rail Hub scheme and timetabling improvements related to capacity released by HS2 to support the growth in rail freight in the region.

Nationally the recently published National Infrastructure Strategy indicates that the Government intends to publish a national Future of Freight strategy in 2021.

Further Information	
Accountable Director	Mike Waters Director of Policy, Strategy and Innovation mike.waters@tfwm.org.uk
Lead Officer	David Harris Transport Strategy & Place Manager david.harris@tfwm.org.uk

²⁶ <https://www.nic.org.uk/publications/better-delivery-the-challenge-for-freight/>

Figure 1 – Developing a West Midlands Freight & Logistics Action Plan





Transport Delivery Committee Meeting

Date	11 January 2021
Report title	Safer Travel and Emergency Planning Update
Accountable Director	Anne Shaw, Director of Network Resilience Email anne.shaw@tfwm.org.uk Tel (0121) 214 7881
Accountable Employee	Mark Babington, Head of Safety, Security and Emergency Planning Email mark.babington@tfwm.org.uk Tel (0121) 214 7286
Report has been considered by	Cllr Holl-Allen, Lead Member for Safe and Sustainable Travel

Recommendation(s) for action or decision:

The Transport Delivery Committee is recommended to:

1. Note the details of the report.
2. Note the overall current crime trends in 3.1-3.3
3. Note the crime analysis within section 4
4. Note the latest work by the Emergency Planning Team

1.0 Purpose

- 1.1 The purpose of this report is to provide Transport Delivery Committee Members with an update on the performance and operations of the Safer Travel Partnership as well as their recent work. This will cover passenger perception as well as crime data linked to all 3 modes.
- 1.2 The purpose of this report is also to provide Transport Delivery Committee with an overview of the progress made against the 12-month Interim Safer Travel Plan.

- 1.3 This report will also provide Members with an update on several projects, programmes and operations carried out within and by the Safer Travel Partnership.
- 1.4 The report will provide an overview of the work carried out by the wider team on COVID-19 and EU Exit.

2.0 Background

- 2.1 The Safer Travel Partnership consists of just over 100 staff brought together from several organisations including TfWM, West Midlands Police, British Transport Police, operators and private security companies. Managed through TfWM, the Partnership has the main objectives of delivering the Safer Travel Plan, reducing/managing crime levels on public transport and making passengers feel safe.
- 2.2 The Safer Travel Partnership is nationally unique and has received National and European praise for its innovative crime reduction methods and for bringing together a range of partners to deliver the results. The Safer Travel Partnership utilises deployment models such as SARA (Scan, Analyse, Respond, Assess) and POP (Problem Orientated Policing), following the Police National Intelligence Model (NIM). This approach has ensured that the right resource is in the right place, at the right times, doing the right things to reduce crime and make passengers feel safer.
- 2.3 The Safer Travel Partnership analyst produces on a monthly basis a tactical assessment of crime which highlights geographic profile, thematic profile, temporal analysis, victim profile and offender profile. This assessment supports a monthly Partnership tasking process where resources of the team, as well as operators are deployed according to need.
- 2.4 The Emergency Planning team within TfWM acts a Category 2 level within the Local Resilience Forum structure under the Civil Contingencies Act and acts as the single point of contact for public transport, working alongside Highways England and other partners.

3.0 Performance Update

- 3.1 From April 2020 to the end of November 2020 total recorded crime on the bus network showed a significant decrease of 22% compared with the same period 12 months previous. This equates to a decrease of 55 offences per month. Reductions were seen in almost all crime types, with a slight increase seen in public order offences (7 offences total).
- 3.2 From April 2020 to the end of November 2020 total recorded crime on the rail network showed a significant decrease of 38.8% compared with the same period 12 months previous. This equates to a reduction of 627 offences. Crimes reduced in every recorded area, with an increase of just 1 offence in 'aggression towards staff'.

- 3.3 From April 2020 to the end of November 2020 total recorded crime on Metro showed a decrease of 25.7%, but as a nationally very low crime network this equates to 18 offences. Almost all crime types reduced, of note bucking this trend were theft of passenger property which increase by just 5 offences and common assault which has increased by 4 offences.
- 3.4 It is important to ensure that these crime figures are considered in the context of COVID-19, national restrictions, regional restrictions, and the public transport specific regulations. Patronage levels have decreased significantly through 2020, with the biggest decrease being seen on rail
- 3.5 The most recent wave of survey results from Transport Focus has shown that there has been a moderate improvement in passenger perception of personal safety. Areas of concern most commonly cited within the survey were rowdy behaviour, feet on seats and loud music.

4.0 Public Transport Crime Analysis

- 4.1 As described in section 2.2 and 2.3, the Safer Travel Partnership and all of its resources are deployed entirely based on intelligence. To inform this, data is gathered from West Midlands Police, British Transport Police, online reporting, See Something Say Something and operator reports. The Partnership then utilise their dedicated analyst and intelligence officer to produce an annual strategic assessment, monthly tactical assessment and daily hot tasking document. The following sub sections provide some detail of the current position with this regard
- 4.2 Temporal analysis is the analysis of crime and how this fluctuates by time. For the purpose of the Partnership, this is done by time of day and day of week. The current temporal analysis shows that there had been a change early in the year to previous analysis but in recent months, for the majority of crime types the peak time of the day has returned to be from 15.00 to 18.00.
- 4.3 Seasonality profiling is the analysis of crime and how this fluctuates through the year. For the purpose of the Partnership this is done by month of the year, considering specific variances (such as Easter etc) from crime patterns over the preceding 5 years. The current seasonal analysis shows that there is variance by mode, with bus crime peaking in October, November and March, and rail crime peaking in July, August and October. For future planning, i.e. from April 2021, it is likely that 2020 will be discounted from this process because of the extraordinary circumstances.
- 4.4 Geographic analysis is the analysis of crime and this changes by location. For the purpose of the Partnership this is based on not only geographic location, but also by service route (by mode). The current geographic analysis shows that the highest volume crime location continues to be Birmingham City Centre, which is unsurprising considering the density of public transport and high patronage levels. The routes with highest volume of crime are likewise, those with high patronage and those serving Birmingham City Centre and the Outer

Circle. There has also been a recent increase in some areas of the black country with incidents at West Bromwich, Halesowen and Stourbridge bus stations. These areas have subsequently received much more Police coverage, with many perpetrators identified.

The geography of crime on the West Midlands bus network follows the results of national research which has shown that public transport crime is higher in areas which are generally higher in non-transport crime, and lower in areas that are generally lower in non-transport crime. This shows that crime on the bus network largely reflects the crime profiles of the areas they serve.

5.0 Safer Travel Plan

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

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

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

5.3 Working with various partners and utilising the various data sources mentioned above, work is currently underway to complete a detailed strategic assessment of crime on the transport network. To ensure the partnership remains data led, it is envisaged that this work will inform a new Safer Travel Plan to run concurrently with the term of the PCC, i.e. up to May 2024.

6 Recent Safer Travel Projects and Operations

6.1 Throughout the COVID-19 pandemic, the Safer Travel Police Team have continued to support the public transport network. This work has included supporting the initial push for social distancing at interchanges and onboard. This work was further developed into supporting the enforcing the wearing of face coverings, with up to 1,000 people a day being engaged to achieve this an innovative collaboration between the Safer Travel Police Team, National

Express and Bus Station Staff was established to form a mask taskforce visiting our bus stations. It is important to note that of those approached, not wearing a face covering, just 11.5% had a valid exemption. These works continue, and Safer Travel as with the wider police forces continue to follow the 4 E's of Engage, Explain, Encourage and Enforce. Fortunately, high levels of compliance with the former has meant a limited requirement for enforcement.

- 6.2 Following a significant amount of discussion with the Ministry for Housing, Communities and Local Government (MHCLG), there has been some progress on the implementation of bus byelaws. TDC will have seen a report that was received and approved by WMCA Board in November, and following their direction, at the time of writing, WMCA have submitted a regulatory assessment document, and it is hoped that these will progress with pace in early 2021.
- 6.3 There has been significant progress in the recruitment and training of Transport Safety Officers under the Community Safety Accreditation Scheme (CSAS). Although national restrictions have delayed the training of the team, training is planned to commence on 11th January, and it is hoped deployment will commence in February. This team will have the primary focus on tackling low level nuisance and ASB, with a secondary ability to support the direction of traffic.
- 6.4 Working with Local Authority colleagues, TfWM have assisted in securing funding for the upgrade of every public space CCTV camera in Walsall Borough. This has come in addition to the significant savings and initial upgrade works that took place a couple of years ago. Areas such as Brownhills, Bloxwich, Palfrey, Leamore, Willenhall and Darlaston will all benefit from new HD cameras. In addition to this through the RTCC project, TfWM have been able to support the roll out of additional roadside cameras in Sandwell helping Highways Officers from the authority to get real time visibility of the network.
- 6.5 As mentioned in a previous report to TDC, the current Safer Travel Partnership brand has been in place for the last 11 years, and now sits outside the wider West Midlands transport branding family, design work has been conducted and a new 'West Midlands Safer Travel' brand has been agreed by Partners. Following this new artwork has been put in place for 2 key Safer Travel campaigns, namely the See Something, Say Something campaign and the Hate Crime campaign. These artworks are being rolled out across the bus network through December, January and February.

7 Emergency Planning

- 7.1 Emergency Planning is an area which has to date had minimal visibility with Members, but this report will help provide some background, context and information on what this includes and involves.

- 7.2 The Emergency Planning work within Transport for West Midlands is underpinned by the Network Emergency Plan (NEP). The NEP provides structure and guidance on what action will be taken in the event of an 'incident'. What constitutes an 'incident' within the plan is broad but covers all forms of unplanned event. The NEP pulls together all site-specific plans into one place, provides step by step direction on actions that should be taken in an incident and provides the support structure (both internal and external) in which these actions will be taken.
- 7.3 The NEP has ensured that TfWM has 24/7/365 cover and resilience in its operation, and in the operation of the public transport network. The NEP sits within the regional Local Resilience Forum (LRF) response, which ensures that activities are co-ordinated with blue light organisations, Local Authorities and others. The NEP is set up in a familiar Gold, Silver and Bronze form, supported by on call arrangements at each level. The NEP is tested every 12 months and refresher training is provided to all officers providing on call support.
- 7.4 The Emergency Planning team, sitting within the LRF structure represents public transport within the region, co-ordinating the efforts of operators. By way of an example, under the current COVID pandemic, the Emergency Planning team have provided the direct interface with partners at a strategic and tactical level, ensuring that the transport network responds to the needs of the region, co-ordinating minimum cleaning standards, standard messaging and communications, providing testing for people in the transport industry as key workers, ensuring that transport waiting facilities in busy city centre locations support wider social distancing requirements. This work has also included assisting in planning assumptions for seasonal impact, Government National Restrictions and Tiered structure across the region. Working with partners to evaluate Testing and Vaccination sites for suitability, accessibility and mapping these sites against other key functions such as gritting routes. Coordinating a multi-agency response to EU-Exit and the upcoming Inland Port within the region.
- 7.5 From a practical point of view, the NEP has been instigated on a number of occasions over the last 12 months, some examples include the murder and stabbings in Birmingham City Centre (which saw road closures, amended bus routes etc), for a large RTC which impeding buses from serving a station (where fall back positions were implemented, transport operators were communicated with and passengers were supported with human resource), and for an ICT issue which impacted on Swift (where rectification works were planned, out of hours communications were put out and websites were updated)
- 7.6 The Regional Transport Coordination Centre (RTCC) provides a key function in supporting the transport networks response to an incident. The RTCC ensures there is a coordinated approach across all modes and takes into

consideration a West Midlands wide impact of an incident, not focused solely on one local authority area. Using established communication channels information is relayed to partners for them to make appropriate amendments to services if required. Importantly there is a dedicated communications team to inform the public of what services or roads are impacted to inform their travel choices.

8 Financial implications

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

9 Legal implications

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

10 Equalities implications

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

This page is intentionally left blank



Transport Delivery Committee

Date	11 January 2021
Report Title	Putting Passengers First Lead Members Annual Report
Accountable Director	Pete Bond, Director of Integrated Network Services Email: pete.bond@tfwm.org.uk Tel: 07824 547465
Accountable Employee	Stephen Holloway, Network & Partnership Coordinator Email: stephen.holloway@tfwm.org.uk Tel: 07824 547475
Report has been considered by	Putting Passengers First Lead Members

Recommendation(s) for action or decision:

- To note the contents of this report.

1.0 Purpose of Report

- 1.1 To report on the Lead Member and Lead Member Group for the Putting Passengers First (PPF) portfolio for the past twelve months from January to December 2020.

2.0 Background

- 2.1 In July 2019, Cllr. K. Hartley was reappointed as the Transport Delivery Committee (TDC) Lead Member for PPF. Due to the Covid-19 Pandemic all membership was carried over into 2020. The following TDC members are part of the wider Lead Member Group for PPF.

- Cllr. M. Locke (Birmingham City Council)
- Cllr. M. Fazal (Birmingham City Council)
- Cllr. A. Taylor (Dudley Metropolitan Borough Council)

In November 2020, following a decision taken at Coventry City Council, Cllr. L. Bigham replaced Cllr. D. Welsh and was invited to also join the Lead Member Group for PPF and has since been attending the monthly meetings.

- 2.2 Cllr. R. Worrall (Walsall Metropolitan Borough Council) is also invited to attend the monthly LMRG PPF meetings.

3.0 Key Initiatives

- 3.1 Section 3 of this report highlights initiatives that the PPF Lead Member Group has been involved in over the past 12 months including:
- Customer Services
 - Informal Carers Pass

- Numerous planned and emergency bus service changes
- Bus Access Standards
- Devolution Funding
- Enhanced Partnership Plan and Scheme
- Electric Bus Town or City bid
- Passenger Information
- Coventry Pool Meadow refurbishment
- Dudley Interchange project
- Sprint, including shelter design
- Metro operations
- Longbridge multi-story park and ride
- Bradley Lane park and ride

3.2.1 Customer Services

PPF has been involved in discussions regarding a wide range of customer driven initiatives to improve the service provided to customers by TfWM including:

3.2.2 The enormous task of moving the customer services team to home working at the start of the Covid-19 Pandemic whilst handling a surge in calls from Direct Debit customers and the development of a self-service hub which resulted in a dramatic reduction in the number of calls and improved service to customers at this difficult time.

3.2.3 Informal Carers Pass

After a request put forward by Cllr. M. Locke, TfWM have been in discussions with Birmingham City Council and National Express West Midlands on a proposed trial of a carers travel pass.

3.3 Bus Matters

3.3.1 Bus Related Petitions

The group has discussed one petition in the last twelve months, which as it contained less than 250 signatures was Officer led with a solution able to be provided to the satisfaction of the Petitioners:

- Bus Service 34 – Birmingham-Kings Heath – Review of diversionary route.

3.3.2 Bus Shelter Appeals

There have been no shelter appeals taken to the group during 2020.

3.3.3 Over the past twelve months, PPF have been involved with planned service changes and kept informed of emergency service changes as follows:

- West Dudley National Express commercial changes introduced from 26th January 2020, a number of revisions to the original plans following feedback and representations.
- Service 40 Partnership. The third partnership route to launch from 15th March 2020. The service runs from Wednesbury to West Bromwich via Friar Park. Jointly operated by National Express West Midlands and Diamond Bus
- Response to the Covid-19 pandemic, requiring short notice changes to bus services.

- The Administration of local operator Travel de Courcey, which required TfWM to act very quickly to work with Coventry City Council to protect several school services that were at risk.

3.3.4 Bus Access Standards

TfWM agreed to review Access Standards with more of a focus on multi-modal travel. An outside consultancy has been commissioned.

3.3.5 Bus Devolution Discussions

Members kept updated on the proposal for devolved recovery funding for bus to be managed through the West Midlands Bus Alliance as part of a multi-modal co-ordinated network review.

3.3.6 Enhanced Partnership Plan and Scheme for Buses in the West Midlands

TfWM with local bus operators and local highway authorities have been preparing an EP Plan for the region that provides the strategic vision and an EP Scheme for the A34 (north) and A45 corridors to improve bus services in readiness for the 2022 Commonwealth Games. PPF have input to the preparation of an Enhanced Partnership (EP) Plan and Scheme for buses in the West Midlands, which uses the new powers available in the Bus Services Act 2017. PPF have overseen and considered details in the Plan and Scheme, consultation strategy and reporting to Transport Delivery Committee.

3.3.7 Electric Bus Town/City

In June the WMCA made a submission for Coventry and West Bromwich. At the October meeting Members were informed that DfT had announced that Coventry and Oxford have been selected to put forward an outline business case.

3.3.8 Passenger Information

PPF have input to the provision of passenger information and received updates on the full refresh of the whole network at TfWM cost that started in July following the pause in production of any roadside information during the early stages of the Covid-19 pandemic.

3.3.9 Transport Delivery Committee Reporting

PPF have continued to provide input and oversight on bus related reports submitted to TDC, including the Bus Alliance Update, Bus Business Update and Enhanced Partnership Update.

3.4 Bus Stations and Travel Shops

- #### 3.4.1
- PPF have assisted TfWM during the year with consultation and feedback on the development of refurbishment projects to bus stations and travel shops. This regular challenge has focussed on the customer experience and PPF have enabled involvement and improvement of the following projects; Dudley Interchange, Coventry Pool Meadow and Birmingham New Street travel shop.

3.5 Sprint

PPF have received updates on the progress of delivering the Sprint project and provided feedback with regards to the design of the Sprint shelters.

3.6 Metro Operations

The group has received regular updates on the operation of the Metro service, including the introduction of new ticket machines and the initiative to introduce staff to some Metro stops to retail tickets in advance of boarding. The group also received updates on the impact of Covid-19 to the service, staff levels and the introduction of new flexible ticketing.

3.7 Park & Ride

PPF were involved in discussions around the construction and opening of the Longbridge railway station multi-storey car park and the opening of the car park at Bradley Lane metro stop. The group have also been updated on the WMCA Park and Ride strategy. Policies and principles have been approved and there will be three key outputs including where to focus the investment and charging.

3.8 Member Tours

As a result of the Covid-19 Pandemic no member tours have taken place during 2020.

4.0 Wider Engagement

4.1 PPF has played a key role this year with Members engaging across many different passenger transport groups including the Bus Satisfaction Steering Group as part of the West Midlands Bus Alliance, Bus Users UK and the West Midlands Pensioners Convention quarterly meetings with TfWM. PPF members also attend the Passenger Champion meetings. All these meetings have transferred online since March 2020, with virtual attendance remaining good throughout.

5.0 Forward Plan

5.1 Monthly PPF Lead Member Group meetings are in place for the remainder of the municipal year.

6.0 Financial Implications

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

7.0 Legal Implications

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

8.0 Equality Implications

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

9.0 Inclusive Growth Implications

9.1 This report is for information only, however, bus is a vital component to inclusive growth as it directly supports access to the labour market, and allows people to

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

10.0 Geographical Area of Report's Implications

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

This page is intentionally left blank

Covid-19 Phase 4 - Travel Intentions Post November lockdown

Travel intentions post the second national lockdown in November and potential plans for Christmas related travel

Methodology

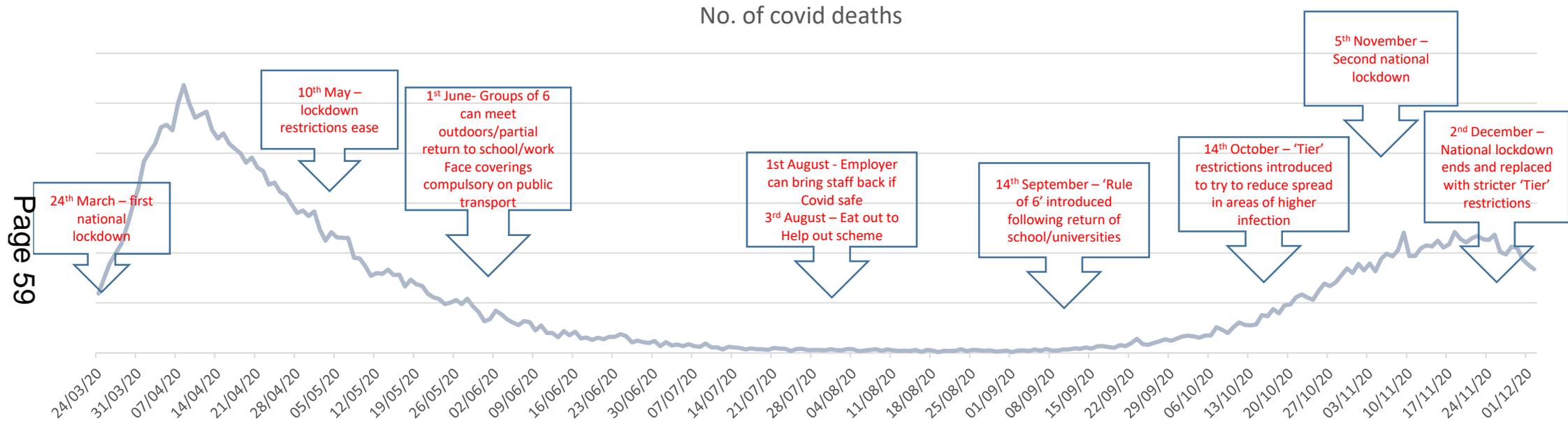
As a result of rising Covid-19 cases a second national lockdown was put in place in England from November 5th to the 2nd December, this lockdown replaced more localised Tier restrictions. During the second lockdown people living in England, must stay at home and avoid travel unless it was for work, education or other legally permitted reasons. Non essential shops and hospitality were closed (with the exception of takeaway services). Essential shops, schools/colleges and universities remained open.

TfWM has tracked travel behaviour throughout the Covid-19 pandemic in the P1 – P3 Covid-19 Travel Surveys. The P4 Covid-19 travel survey looks at travel patterns during the second lockdown period and travel intentions post lockdown as restrictions are lifted, including any potential Christmas related travel. The results will be used to support transport planning as the lockdown is lifted and ensure that the west midlands transport network continues to meet the needs of its residents.

The survey was live from the 11th November to 30th November 2020. It was emailed to members of the Human Intelligence Teams's respondent database as well as being promoted on social media. All completed surveys were eligible to be entered into a prize draw with a chance to win one of 3 prizes of £50 in Amazon Vouchers.

In total 916 responses were received, where relevant results are compared to previous Covid-19 survey phases.

Survey timeline



March	April	May	June	July	August	September	October	November
		P1	P2			P3		P4
		Travel Change	Operational change			Future Travel		Travel Post Lockdown

Key findings

- More people were travelling during the second lockdown compared to the first, shopping and outdoor exercise were the main reasons for travel, with car owners more likely to make trips than non car owners.
- Car was the main way to travel during lockdown, particularly for shopping trips (55%), however, just under a third were travelling to work or education by bus.
- During the second lockdown, car owners had become more reliant on car travel and less reliant on public transport, especially for work trips where car use increased from 42% to 53%. Non car owners had reduced bus use and replaced it with more walking trips, particularly for shopping purposes where bus use decreased (from 65% to 51%) and walking increased (from 21% to 40%).
- The vast majority of respondents would continue to travel by the same mode post lockdown, this rose to 92% amongst commuters; dipping to 86% amongst scholars. Of the 44 respondents who would change mode 56% would return to using the bus, 11% to rail.

Similar proportions (two fifths) were found to be working from home or working from their usual location. The proportion working at their usual location was at its highest level since monitoring began, and while home working had increased from the last survey wave, it had not returned to levels seen at the start of the pandemic. That said, home working seemed likely to continue with 80% of those working from home thinking they would do so post-lockdown.

Over a third of those not currently travelling by public transport would return when the second lockdown eases - public transport use was effected by the current restrictions on meeting friends/families and access to leisure facilities. A third, however, would not return to public transport until there was a vaccine.

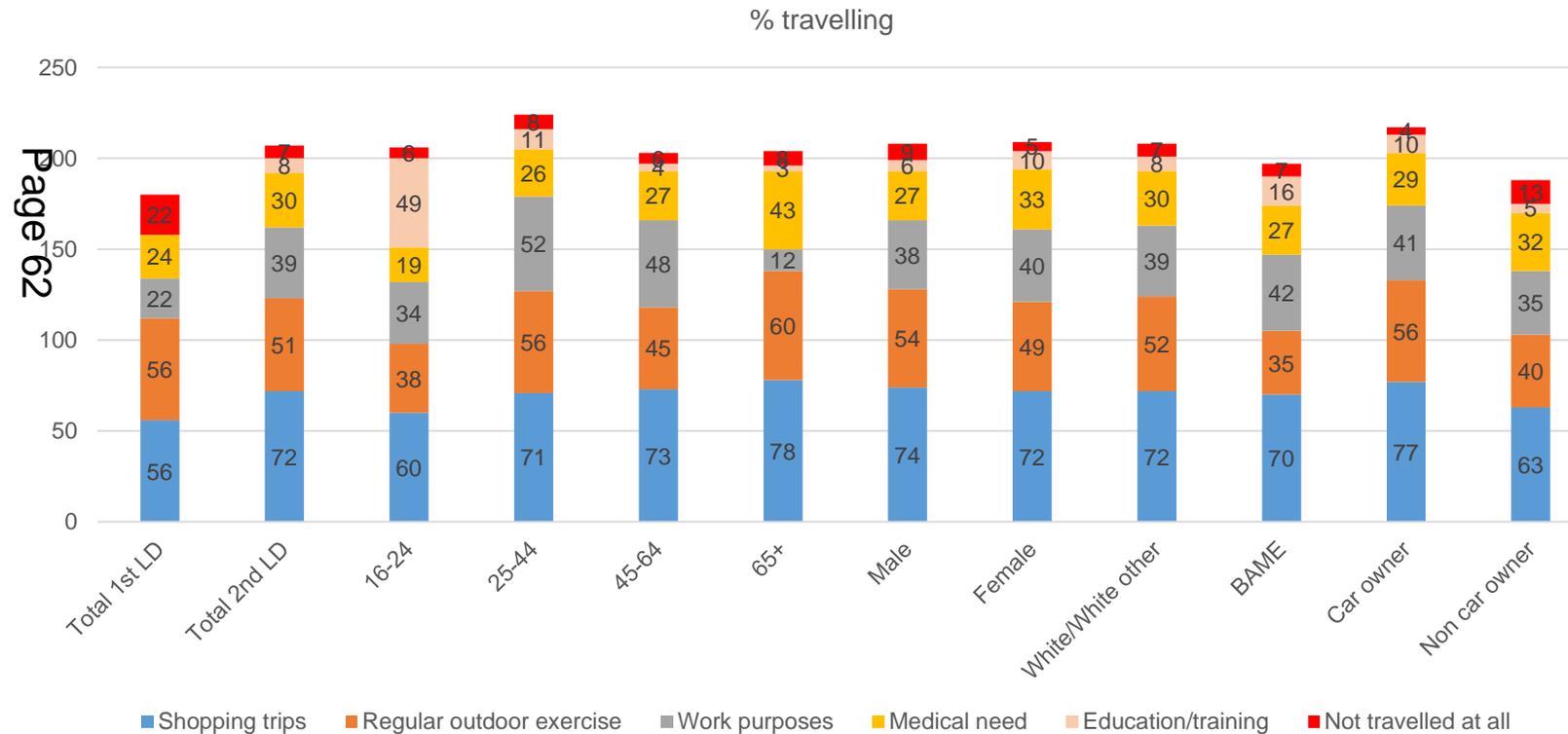
- Post 2nd lockdown, respondents were most likely to want to visit friends/family in their own home (73%), only half intended on going Christmas shopping. Younger respondents were most likely to take part in leisure and shopping activities post lockdown.
- While trips post lockdown would mainly be made by car; particularly those made to meet friends/family at home, over a third would make Christmas shopping trips by bus. Birmingham City centre and Merry Hill would be the main shopping locations, with bus being the most popular mode of travel to Birmingham City centre and car the most popular way to get to Merry Hill.
- Christmas shopping plans this year would see an increase in online shopping for gifts (50%) and food (26%). A third would shop more at local retailers, while a fifth would give more cash/vouchers as presents. 1 in 10 people commented that they had already done their Christmas shopping prior to lockdown.
- Further restrictions would affect two thirds of people's Christmas plans, however, 38% of respondents realised Christmas would be restrictive/not a normal Christmas this year.

Travel during 2nd Lockdown

Type of journeys made during the 2nd lockdown and any changes in travel patterns

Reasons for travelling

More people were travelling during the second lockdown compared to the first, shopping and outdoor exercise remained the main reasons for travel, with car owners more likely to make trips than non car owners

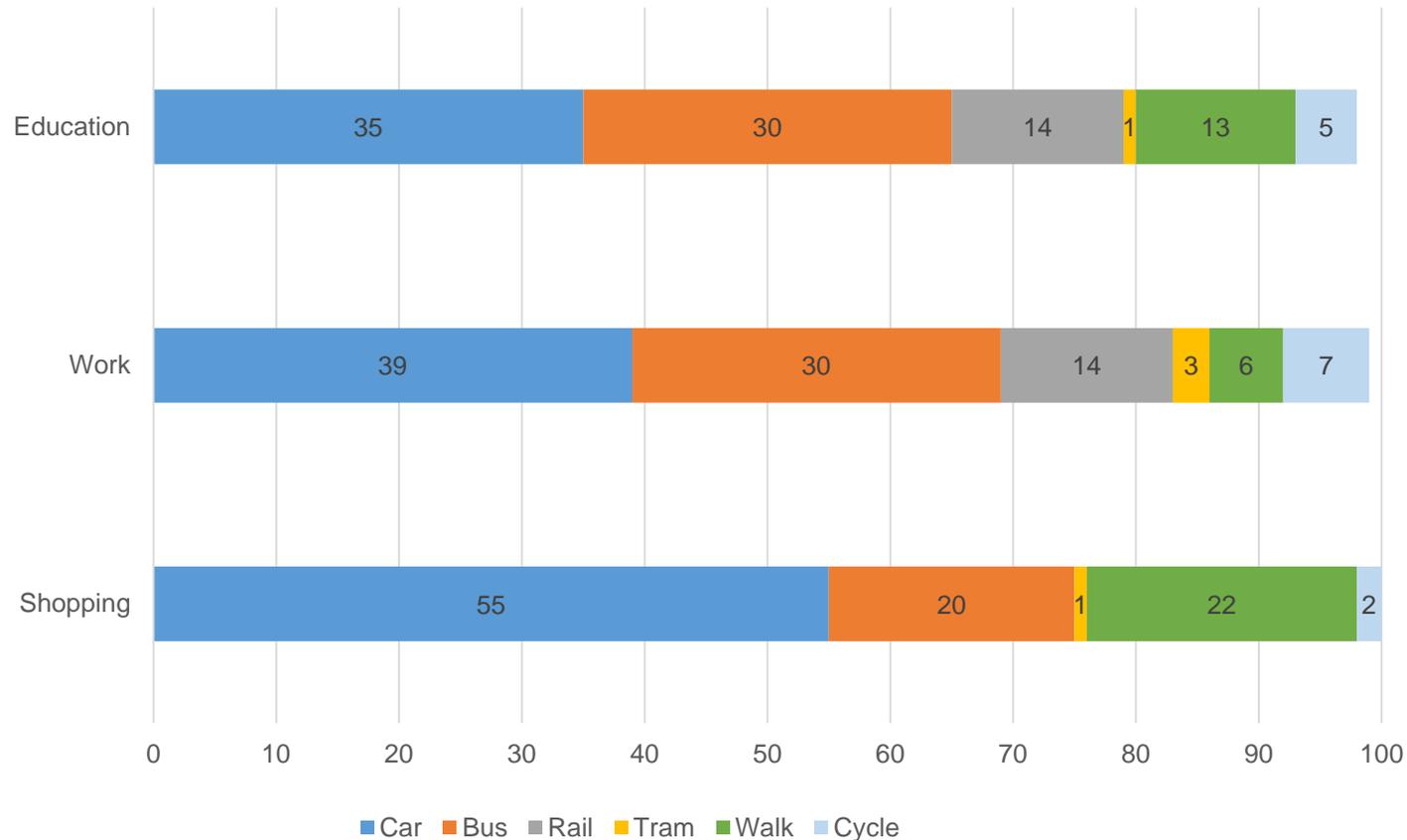


- The main reasons for travel during the 2nd lockdown were shopping (72%) and exercise (51%).
- 39% travelled to work, 30% for medical needs and 8% for education.
- 7% had not travelled - a much lower figure than the 22% reported during the 1st lockdown.
- Car owners were more likely to have made trips than non car owners – 13% of non car owners hadn't travelled compared to 4% of car owners.

Question: Since the start of the second lockdown, which of the following journeys, if any, have you made? Base 902 respondents; % exceed 100 due to multiple travel reasons

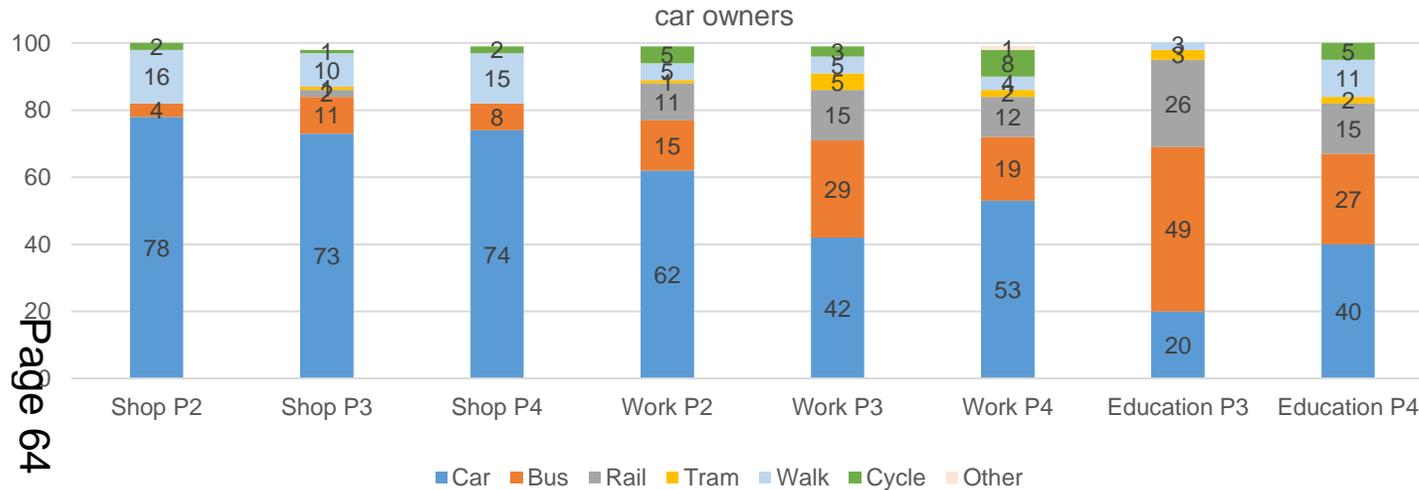
Mode of travel

Car was the main way to travel during lockdown, particularly for shopping trips, however just under a third were travelling to work or education by bus

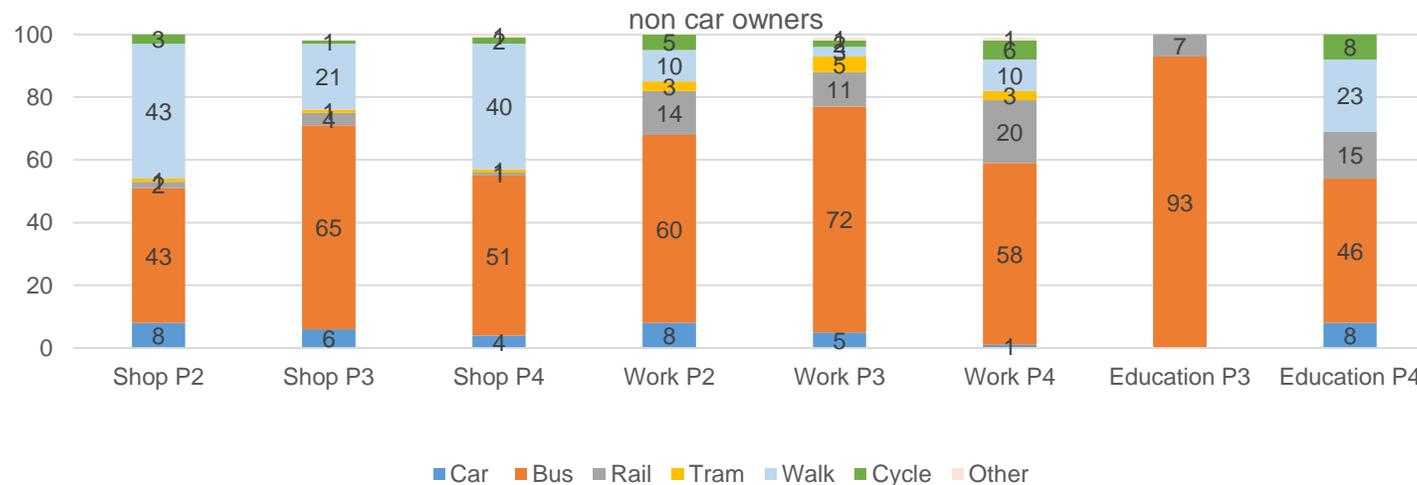


- Car was the main mode of travel during the second lockdown particularly for shopping (55%). Two fifths travelled by car to work and just over a third to education.
- Bus use peaked at 30% for work and education trips, while 14% of commuters and scholar travelled by rail.
- 7% of commuters were cycling.

Trends in Mode of travel



Page 64



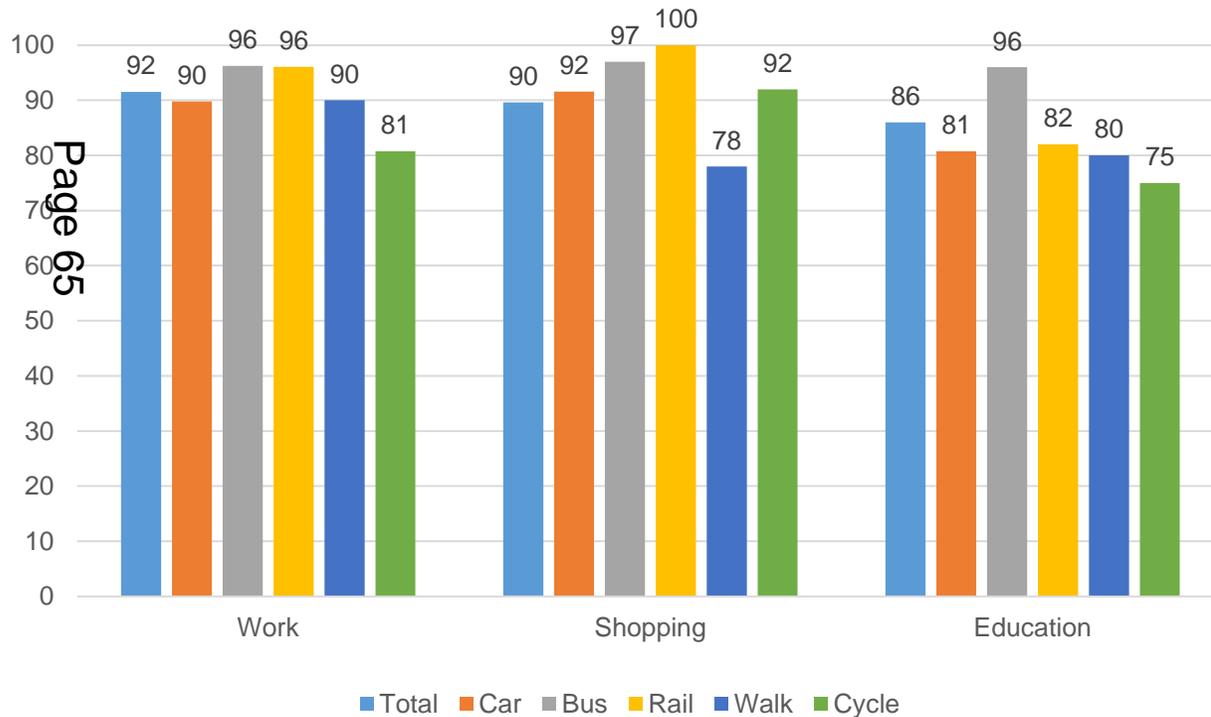
During lockdown car owners had resumed their reliance on car travel while non car owners had reduced bus use and replaced it with more walking trips

- Compared to P3 survey results, car owners were more likely to travel by car and less likely to use public transport. This was especially apparent for trips to work (car use increased from 42% to 53%) and education (car use increased from 20% to 40%).
- Amongst non car owners, although bus remained the main mode of travel during lockdown there was a decline in use compared to P3. This was particularly so for shopping (bus use decreased from 65% to 51%) whilst walking saw an increased share of these trips (21% to 40%).

Travel intentions post lockdown

The majority of respondents would continue to travel by the same mode post lockdown, particularly those travelling for work and shopping purposes.

% who will travel by same mode



- 92% of commuters and 90% of shoppers will travel by the same mode following lockdown, this figure dipped to 86% amongst those making education trips.
- Those travelling currently by bus were least likely to change mode; while walkers and cyclists were more likely to change particularly those walking to shops (78%) and those cycling to school (75%) or work (81%).
- Amongst the 44 respondents who would change mode, the most likely change would be to travel by bus (56%), or walk (20%). 11% would return to train.

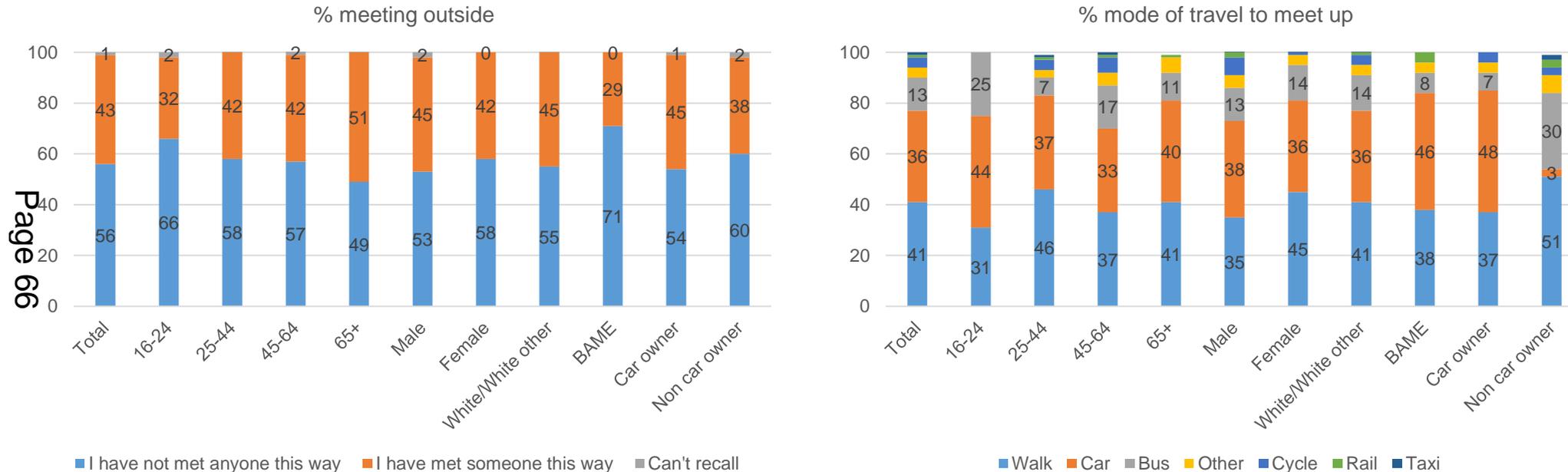
Change of mode	All	Work*	Education*	Shopping*
Bus	25 (56%)	7	5	13
Rail	5 (11%)	3	1	1
Cycle	6 (14%)	2	2	2
Walk	9 (20%)	0	0	9
Taxi	3 (7%)	0	0	3
Tram	1 (2%)	0	0	1
Base	44	10	5	29

Question: Will this be your main method of travel to/from work as the second lockdown travel restrictions are eased? Base 650 Shopping; 355 work; 76 education.

Question: How do you think you will mainly travel when making these journeys to/from as the second lockdown travel restrictions ease? Base work 10; Education 5; shopping 29 *NB caution advised when looking at numbers by journey purpose due to low base

Meeting people during lockdown

Only around half of people had met up outside during lockdown, most people walked or travelled by car when making these trips

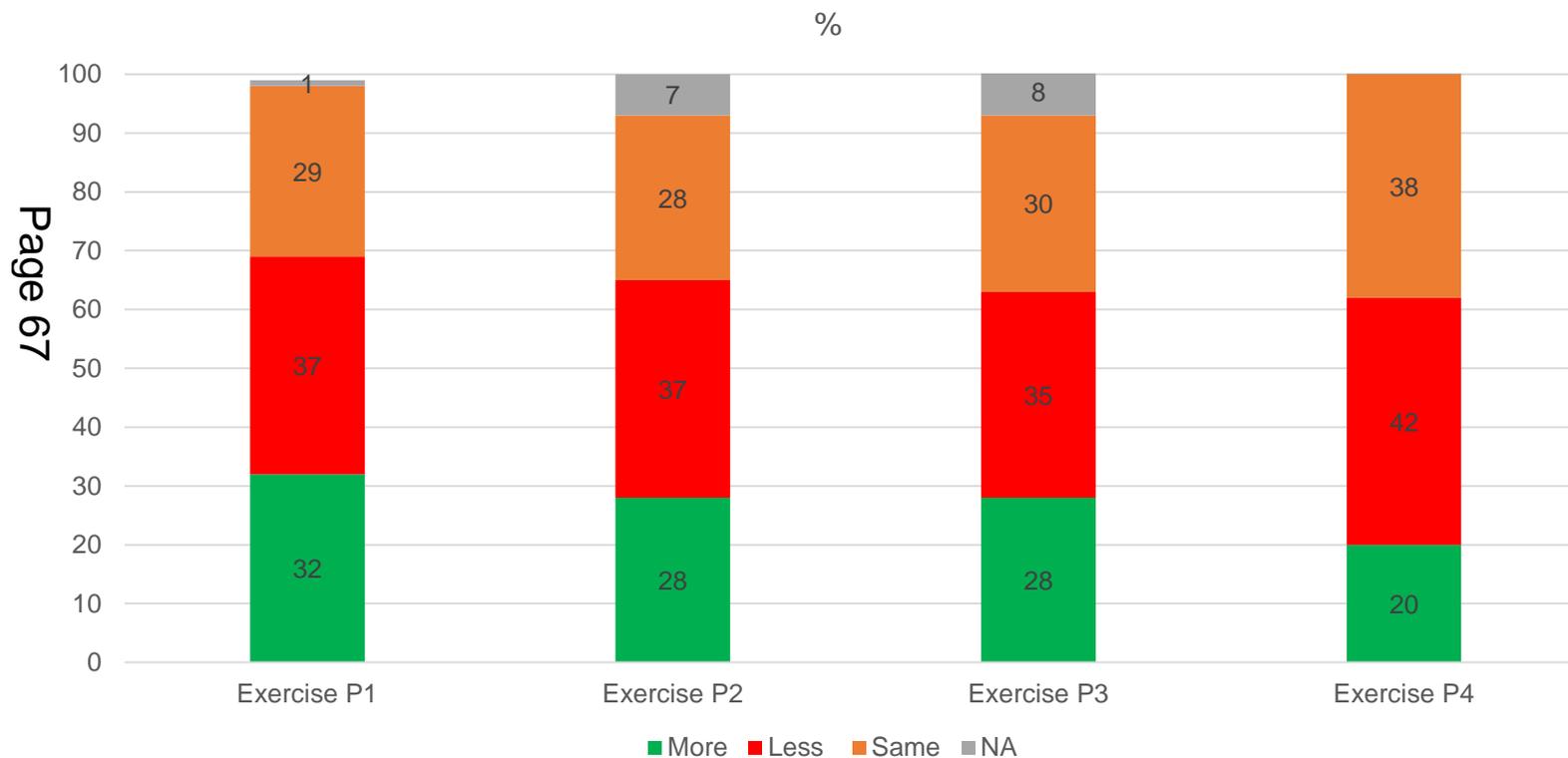


- Just over half of respondents had met one person from another household outside during the lockdown. This rose to 66% amongst those aged 16-24 and to 71% amongst those from BAME backgrounds.
- When meeting up, respondents tended to walk (41%) or travel by car (36%) to their meet-up location. Only 13% would travel by bus, albeit this rose to 30% amongst non car owners and to 25% amongst those aged 16-24.

Question: Since the second lockdown, you are allowed to meet one person from another household as you long as you are outside and two metres apart. Have you met with anyone in this way? Base 837 respondents; Question: How did you mainly travel when making these journeys? Base 361 respondents who had met up with people.

Exercise level during lockdown

Over two fifths or respondents thought they were exercising less since the start of the pandemic, with this figure being at its highest level since the Covid monitoring surveys started.



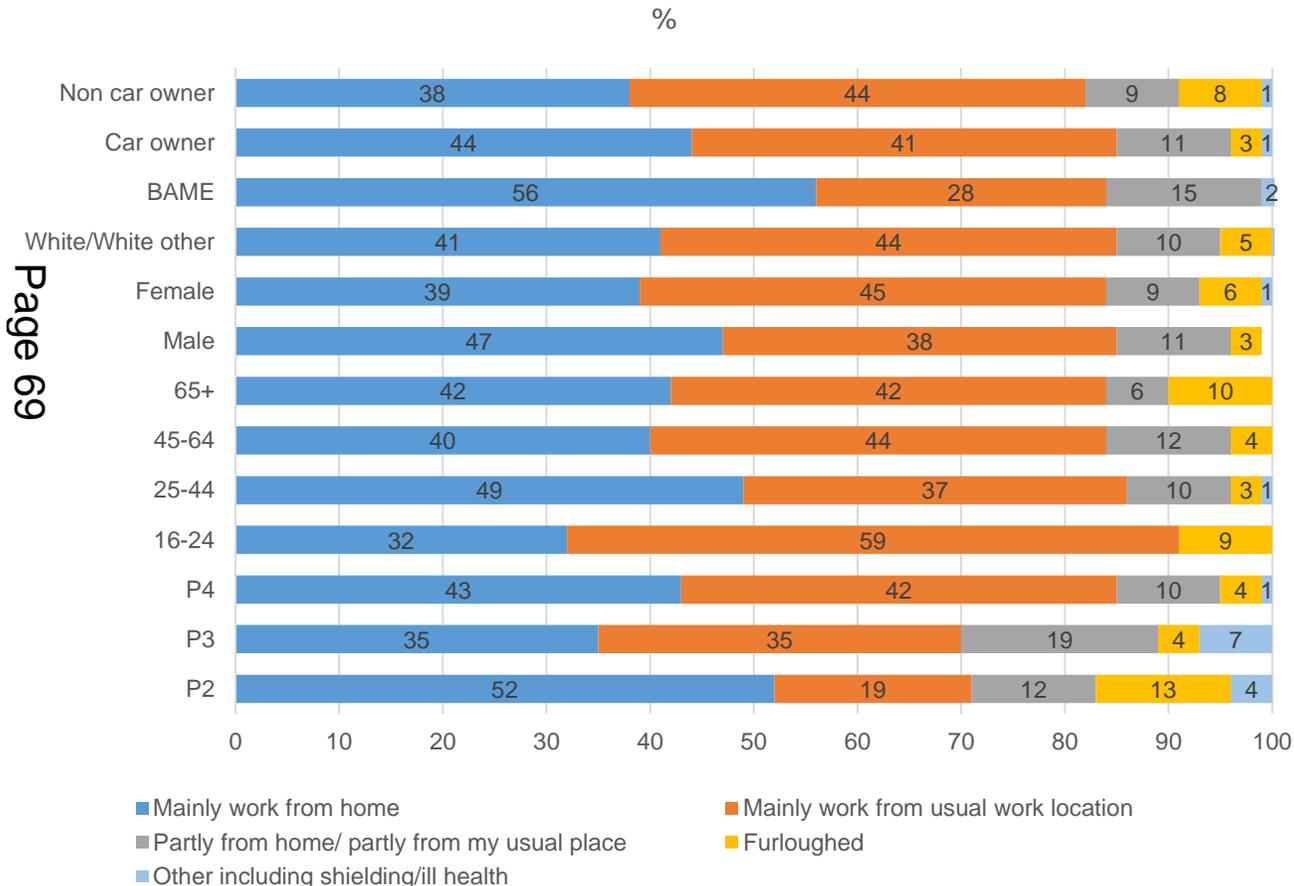
- The second lockdown illustrates the detrimental effect of lockdown on people's exercise levels. [NB Some of this may be seasonality as other waves were conducted in Spring/Summer]
- Nevertheless, 42% considered they were exercising less since the start on the pandemic.
- In this phase, the proportion who thought they were exercising more was at its lowest level (20%).
- Those most likely to be exercising less were female (44%) and those from the youngest and oldest age groups (45% equally).

Working patterns during lockdown

Level of home working during lockdown and potential changes post lockdown

Work patterns

During lockdown similar proportions were working from home or working from their usual location. The proportion working at their usual location was at its highest level since monitoring began

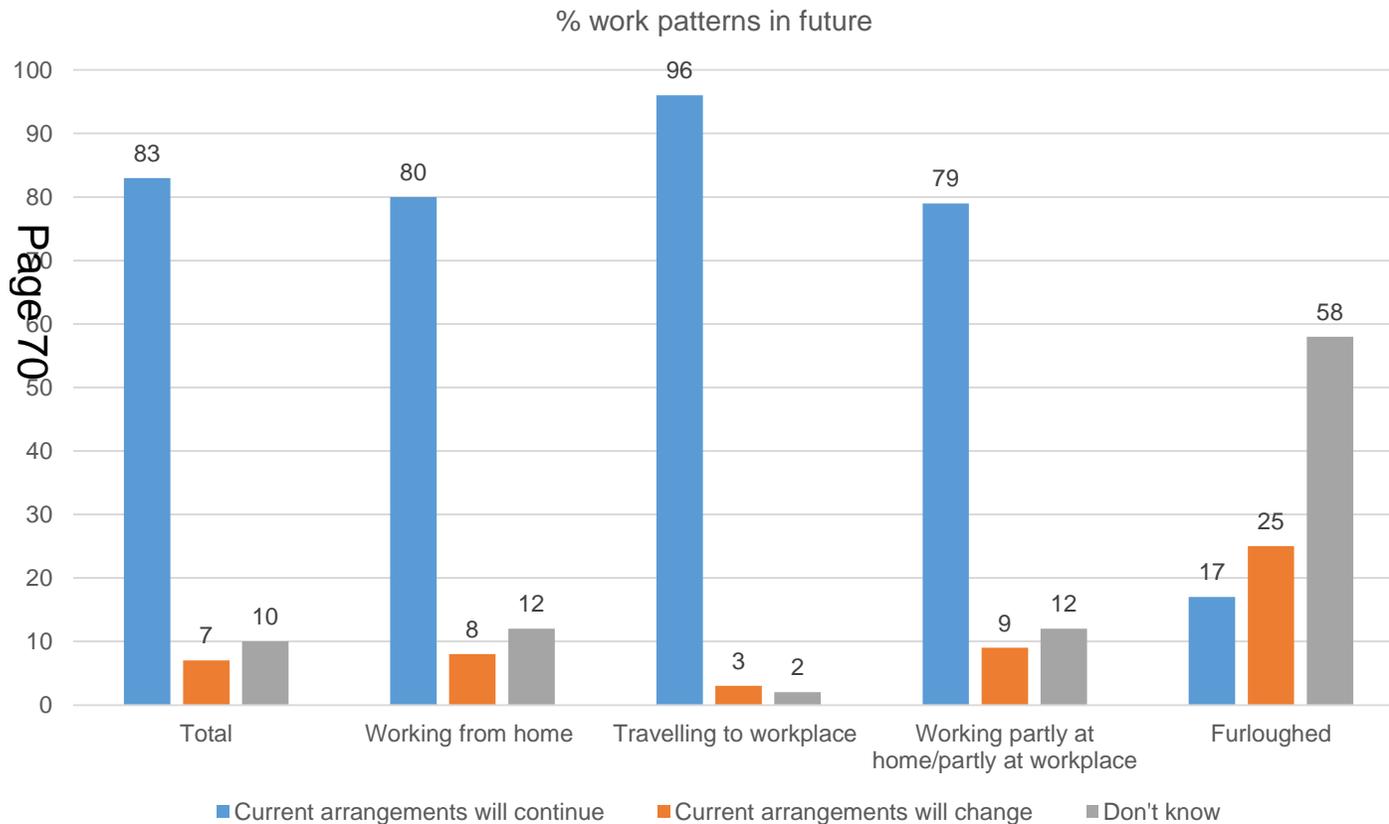


- 43% were working from home, this had increased from the last wave of surveys (35%), albeit it wasn't as high as figure reported at the start of the pandemic (52%).
- 42% were working at their usual location with this figure being at its highest reported level since the surveys began.
- Fewer respondents were working partly at home/partly at usual location (10% from 19%), while there was also a decline in the proportion shielding.
- Younger people (59%) were most likely to be working from their usual location.
- Male respondents (47%) and car owners (44%) were more likely to be working from home.

Question: Which of the following best describes the way you work currently? Base 558 respondents in employment

Work patterns post lockdown

80% of those working from home thought this would continue post lockdown; as did 79% of those doing a mix of work from home/work at usual location



- Working from home seemed to be likely to continue for many post lockdown with 80% thinking this arrangement would continue.
- 79% working partly from home partly at work also thought that this arrangement would continue.
- Those on furlough were most uncertain about their future (58%, don't know)

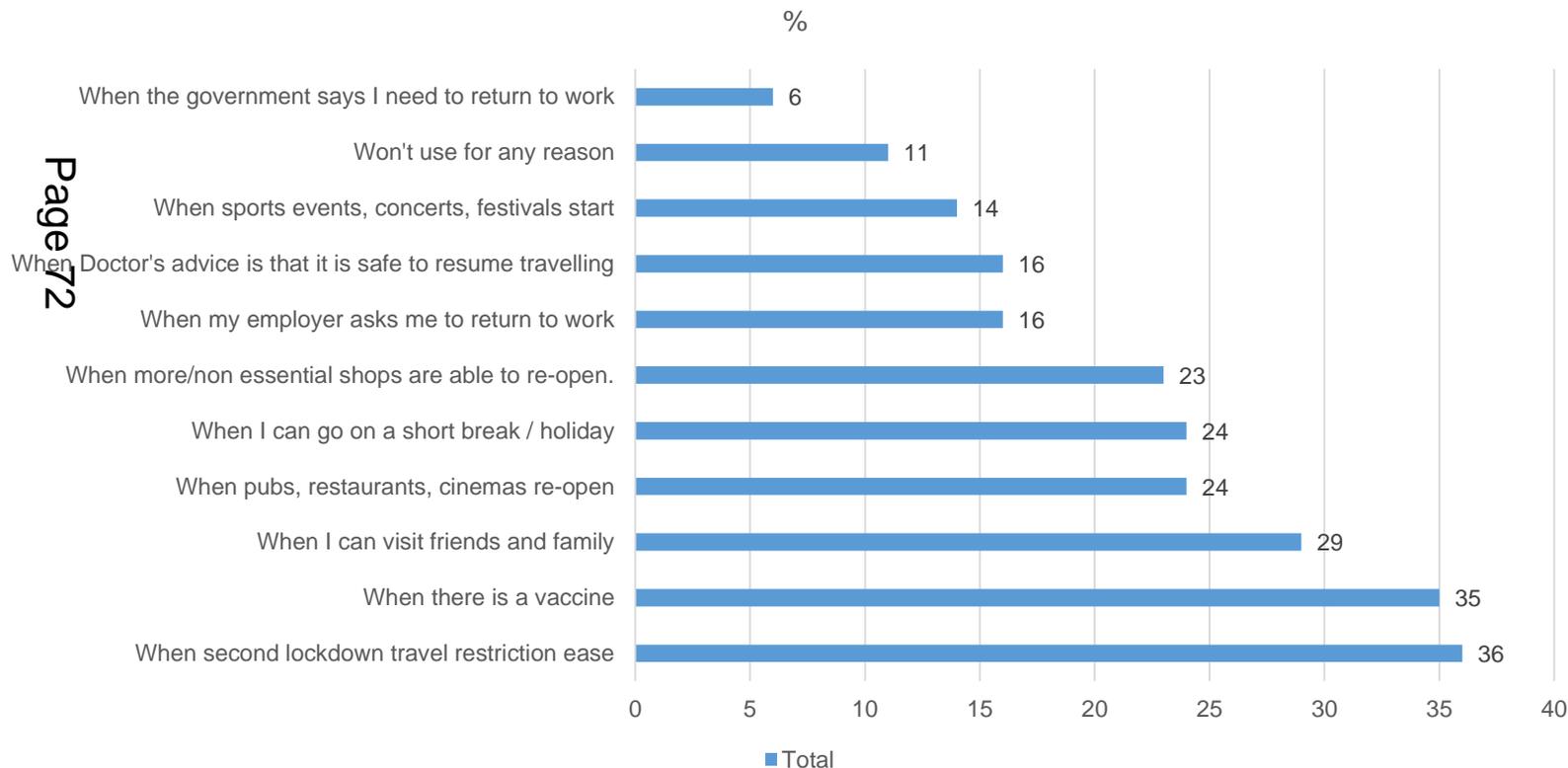
Question: Do you think this arrangement will continue after the second lockdown travel restrictions are eased? Base 557 respondents in employment

Travel intentions post lockdown

Return to public transport use and travel intentions post lockdown

Future public transport use

Over a third of those not currently travelling by public transport would return when the second lockdown eases. Restrictions around leisure activities and visiting friends/family were also stopping some from returning to public transport. A third would not return until there was a vaccine.

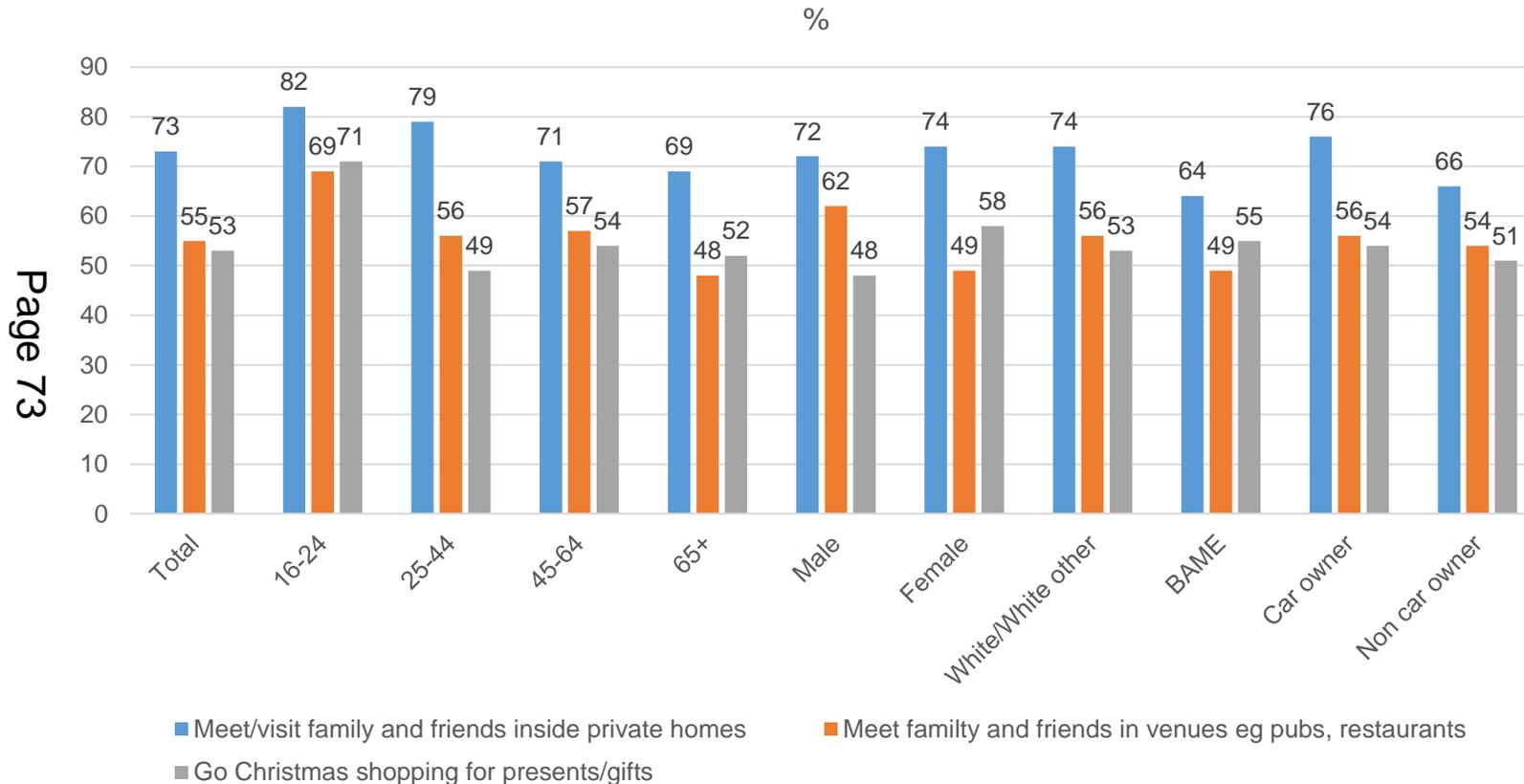


- Over a third (36%) would start to travel by public transport again as lockdown restrictions ease. However, a similar proportion (35%) will only return to public transport when there is a vaccine.
- 29% would return when restrictions around visiting friends and family are removed – this figure rose to 47% amongst non car owners.
- A quarter would reuse when restrictions around leisure facilities, holidays and non essential shops are lifted.
- 16% would return to public transport use when their employer asks them to return to work.

Question: Under which of the following circumstances, if any, would you consider using public transport? Base 607 respondents who had not travelled by public transport during lockdown. % exceed 100 due to multiple responses

Return to leisure activities

Respondents were most likely to want to visit friends/family in private homes post lockdown, particularly younger respondents. Only half intended to go Christmas shopping.



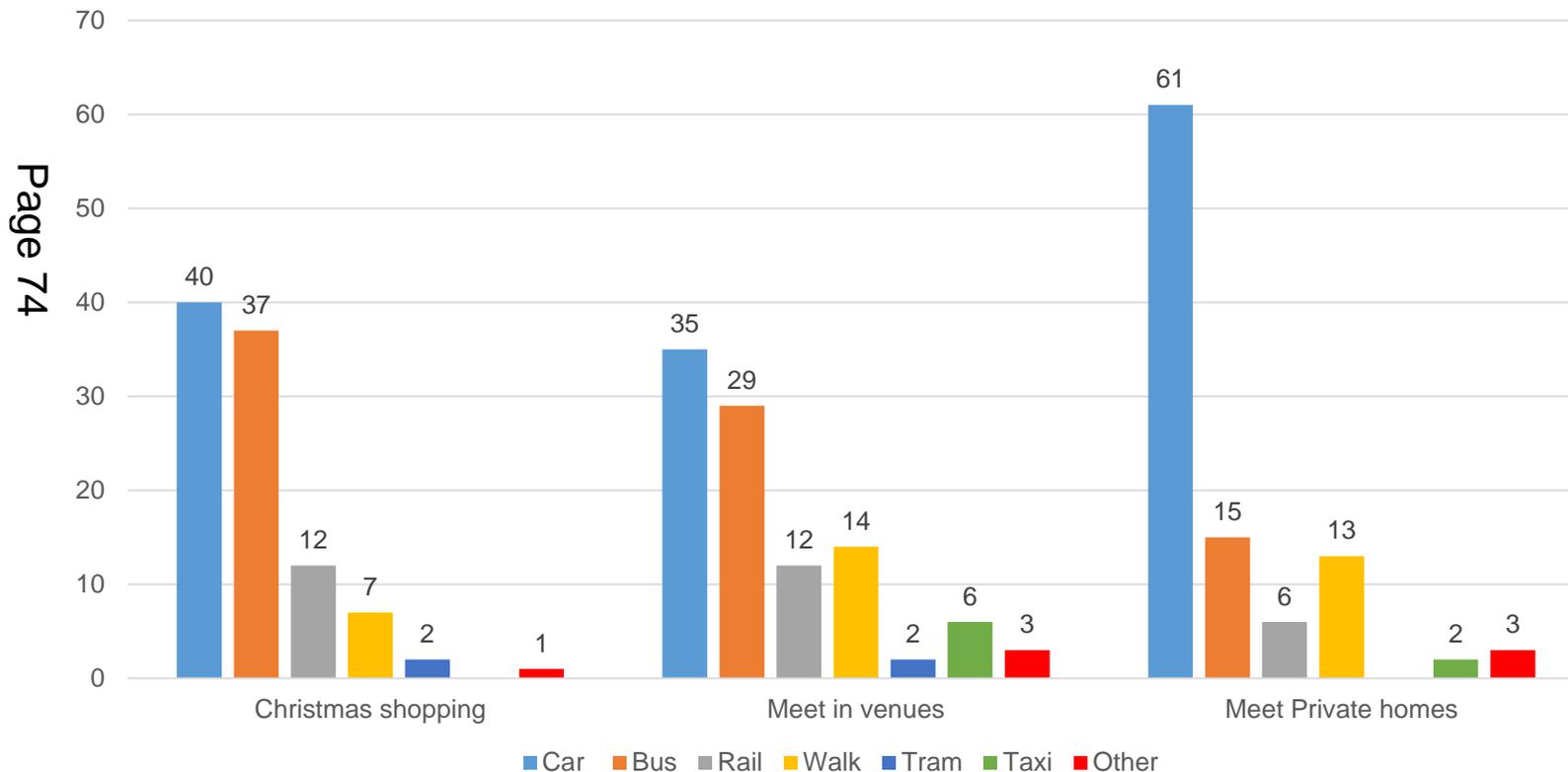
- 73% of respondents intended to return to meeting friends/family in private homes.
- Only just over half intended to meet friends and families in leisure venues (55%) or go Christmas shopping (53%).
- Respondents aged 16-24 were most likely to take part all activities after lockdown – as 82% would visit friends and 71% would go Christmas shopping.

Question: Which of the following do you intend to do after December 2nd (assuming restrictions are eased sufficiently to allow these activities)? Base 819 respondents

Potential mode of travel for trips

While trips post lockdown would mainly be made by car; particularly those to meet friends/family in private homes, over a third would make Christmas shopping trips by bus

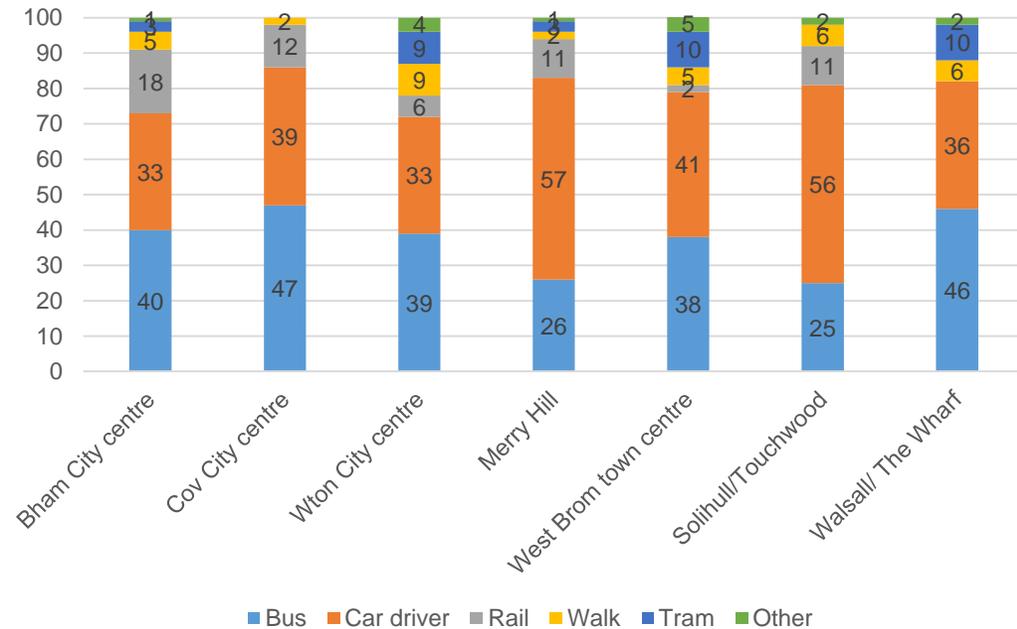
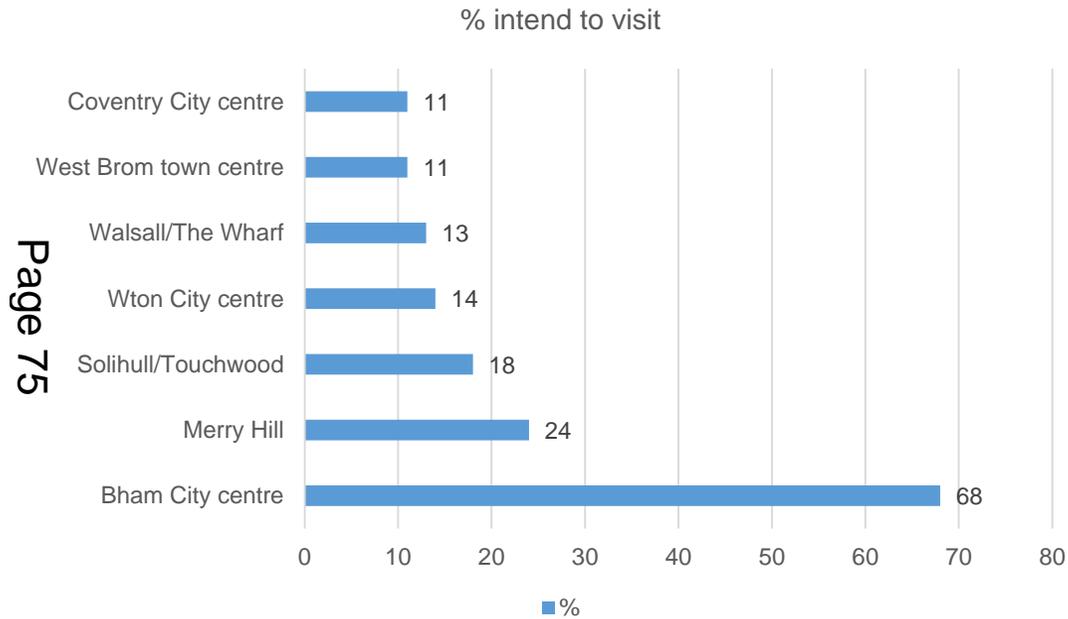
%



- Car would be the main mode of travel for all journeys, particularly to meet in private homes (61%), while two fifths (40%) would travel by car for Christmas shopping.
- However, 37% would travel by bus for Christmas shopping and 29% would do so to meet up in leisure venues.
- Roughly 1 in 10 would consider making shopping trips or meeting friends in venues by rail.

Christmas shopping venue

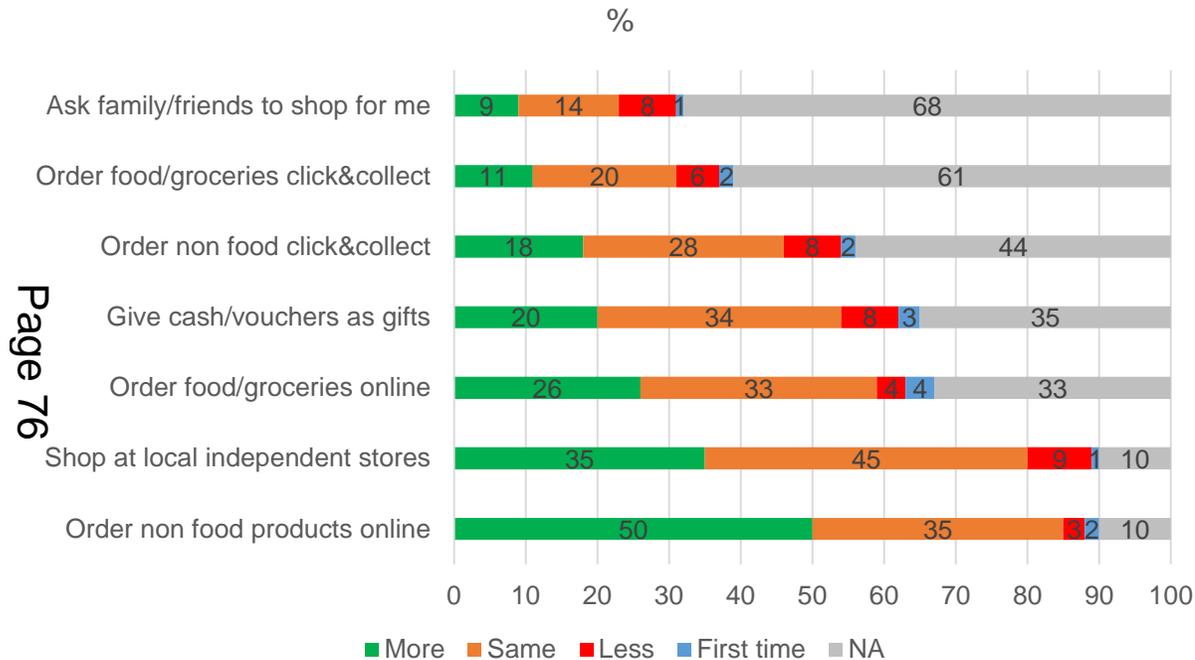
Birmingham and Merry Hill were the most popular Christmas shopping locations. Bus would be the main mode of travel to Birmingham, while car would be the main mode to Merry Hill



- Birmingham City Centre (68%) and Merry Hill (24%) would be the most popular shopping locations, followed by Solihull (18%).
- Bus would be the main mode of travel to Birmingham, Coventry and Wolverhampton City centres; while Merry Hill and Solihull were most likely to be accessed by car

Christmas shopping habits

This year respondents felt they were likely to shop online more for gifts and groceries. Shopping at local independent retailers would also be more popular



	16-24	25-45	45-65	65+	Male	Female	White/White other	BAME	Car owner	Non car owner
Order non food products online	57	61	49	37	46	54	50	46	53	43
Shop at local independent stores	53	38	35	29	31	39	35	36	37	32
Order food/groceries online	25	30	28	18	25	27	25	26	25	28
Give cash/vouchers as gifts	19	17	22	23	18	22	21	16	21	20
Order non food click&collect	26	26	17	11	17	21	18	25	22	10
Order food/groceries click&collect	15	16	9	8	12	11	11	19	13	8
Ask family/friends to shop for me	15	8	8	9	8	9	8	17	8	10

- This year respondents felt they were more likely to buy gifts (50%) and groceries (26%) online. 35% would shop more at local independent stores, particularly respondents aged 16-24, females and car owners.
- A fifth were more likely to give cash or vouchers this year.
- Fewer were more likely to use Click&Collect services or get friends and family to shop for them. Click&Collect appealed most to younger respondents and those from BAME backgrounds.

Question: Thinking about the following types of preparations and activities surrounding Christmas and the New Year this year, which are you intending to do more of, less of or do for the first time this year? Base all respondents

Further comments on Christmas shopping

A third stated they will shop more online this year, while 1 in 10 felt they had done most of their shopping before lockdown

	%
Will shop more via Internet/online	32
Have done most of it already/all done before lockdown	11
Will go to high st as usual/back to shops when able/prefer shops to online	11
Will shop more locally/independent retailers	11
Will be buying less/fewer gifts	10
Will be avoiding shops with lots of people	9
Don't know/difficult to make plans	6
Will food shop as usual/fresh food shop as normal	6
Do not/will not celebrate Christmas	5
Will try to visit shops less/be more focused when shopping	5
Shop as usual/same as other years	5
Will be sending cash/vouchers	4
Will be stopping at home over Christmas/less visiting	3
Don't feel safe on Public transport	3

- When giving further details on their Christmas shopping plans 32% re-emphasised they will shop more online this year.
- 11% felt they had done most of their shopping before lockdown.
- A further 11% equally would go back to the high street when the shops opened or would be shopping more locally.
- 10% would be buying less this year.

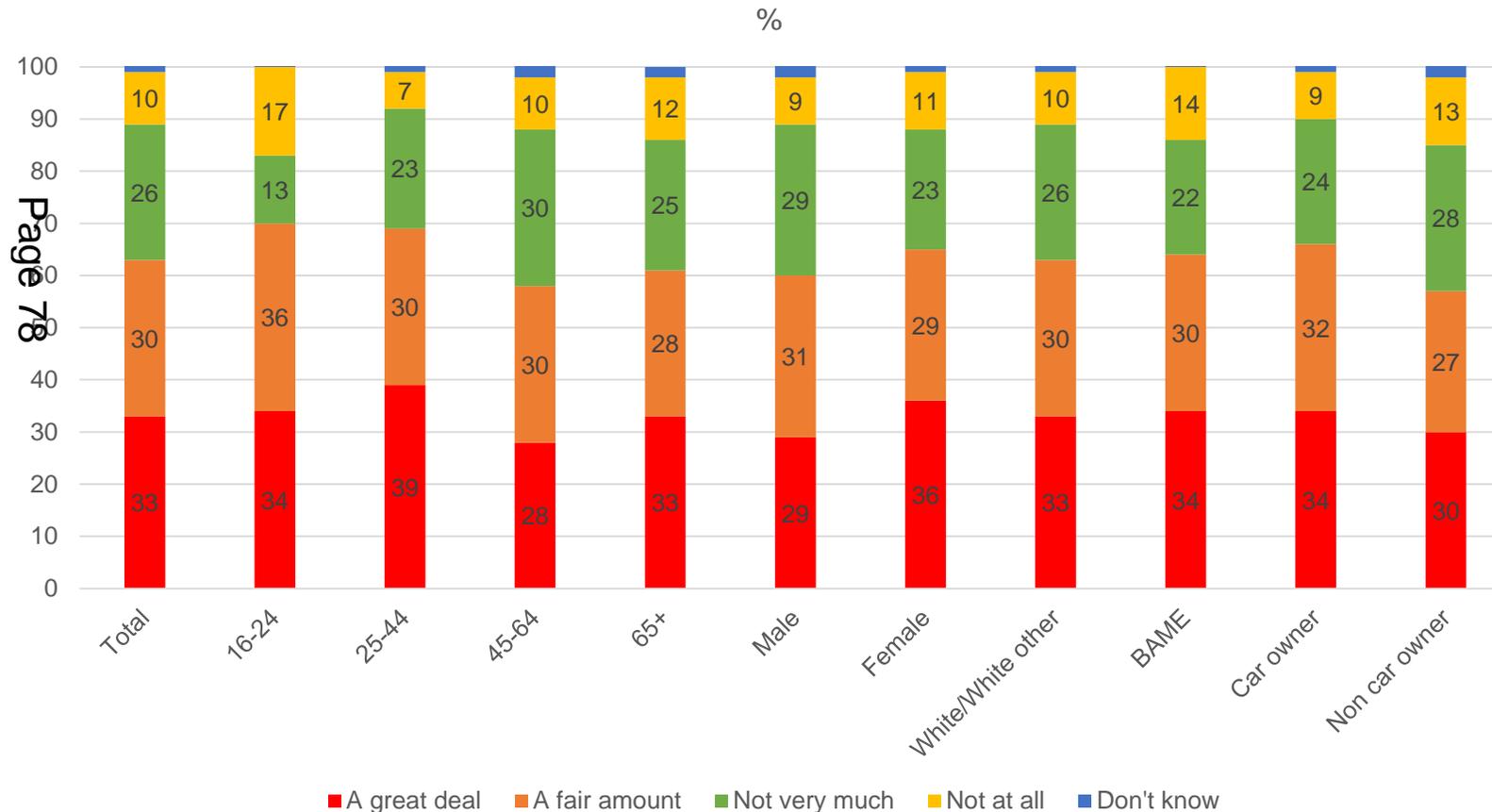
As much as possible will be done on line. Ultimately there will be much less purchased

Hoping to be able to get to shops when restrictions are lifted but likely to be in one big trip rather than several

Did it on my way home from work before shops shut. Doing last bit online

Effect of further restrictions

**Two thirds felt that further restrictions would affect their usual Christmas celebrations.
Only 1 in 10 would be unaffected.**



- 63% of respondents felt that if restrictions were still in place over Christmas that it would have a great/fair amount of effect on their usual celebrations.
- Only 1 in 10 respondents felt that restrictions would have no effect at all.
- Respondents aged 25-44 would be most effected (39%, effected a great deal); those aged 16-24 thought they would be least effected (17%, effected not at all).

Question: If there are restrictions still in place over the Christmas period (eg rule on how many people can meet together or visit each other's home etc), how much, if at all, would it effect your usual Christmas celebrations? Base 902 respondents

Further comments about Christmas plans

People by and large realised that Christmas this year was going to be restrictive/not a normal Christmas

	%
Will be limiting contact over Christmas/won't be a normal Christmas/restricted Christmas	38
Waiting and seeing what restrictions will be/can't plan until know what new guidelines are	13
Christmas will be lonely/will miss seeing people	8
Concern over lack of adherence to rules on Public transport	8
Planning to meet up with family/friends for Christmas	7
No change - Always spend Christmas at home with own household/always have quiet day	6

- 38% felt that Christmas this year was going to be restrictive in some ways (38%).
- A further 1 in 10 felt they can't make plans as they don't know what the guidelines will be at Christmas.
- A significant minority felt Christmas could be lonely this year (8%).

Christmas plans are still very up in the air given we don't know what regulations will be in place

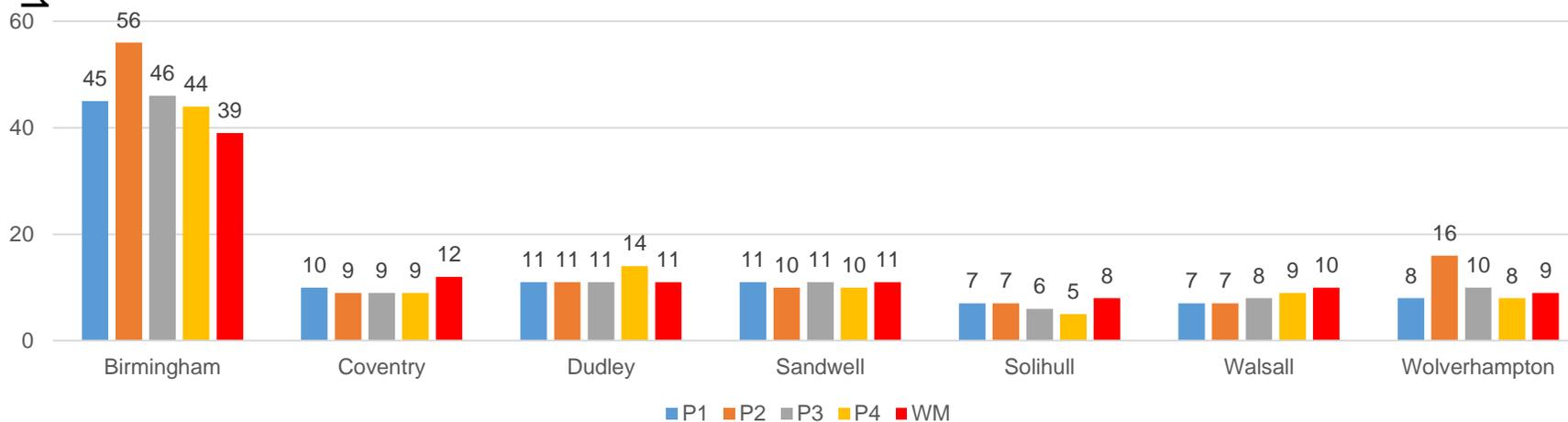
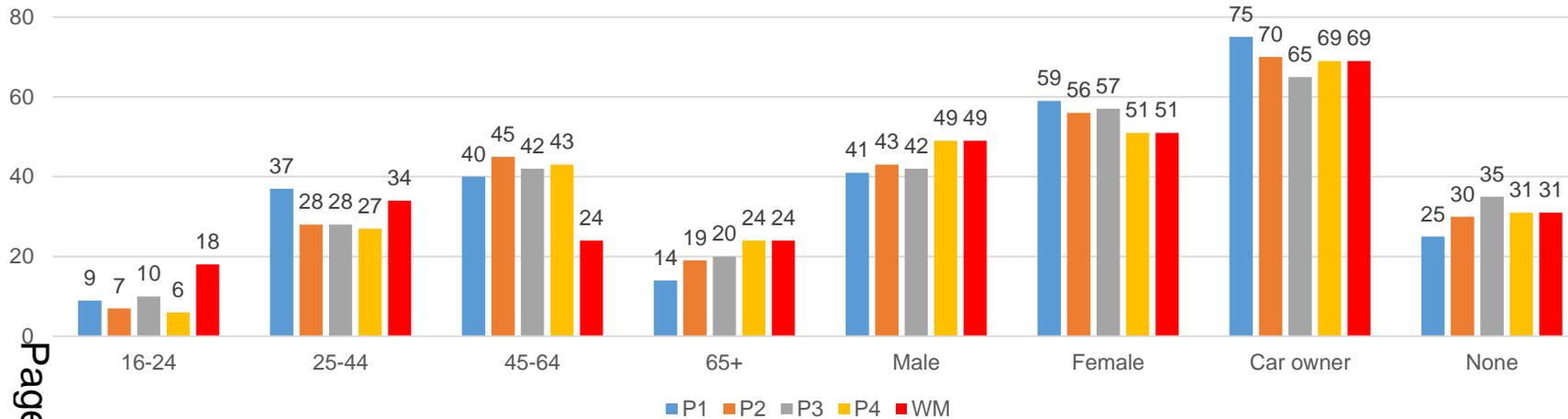
Even when we could meet up with another household, we haven't because the threat of Covid is still high and we don't want to put ourselves or our loved ones at risk

As a single person, It will be a lonely xmas if I can't mix with other households

Respondent Profile

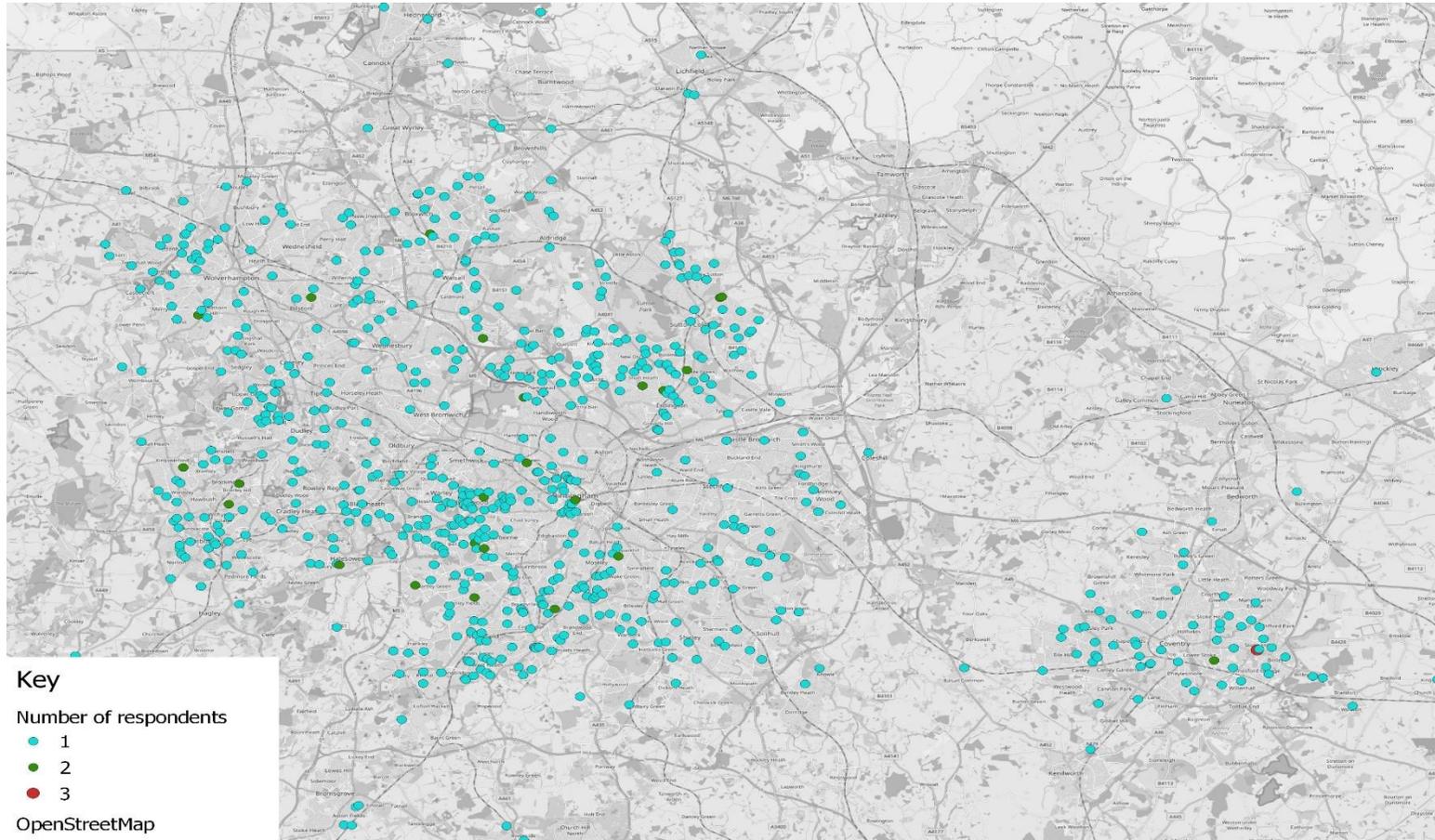
Respondents demographics

Respondent Profile



- As with previous survey phases there was a tendency for respondents to be aged 45-64 (43%) and from car owning households (69%).
- However in this survey phase there was less of a bias towards female respondents (51%).
- As one would expect most respondents came from Birmingham (44%). Dudley had the next highest response rate at 14%.

Home Postcode

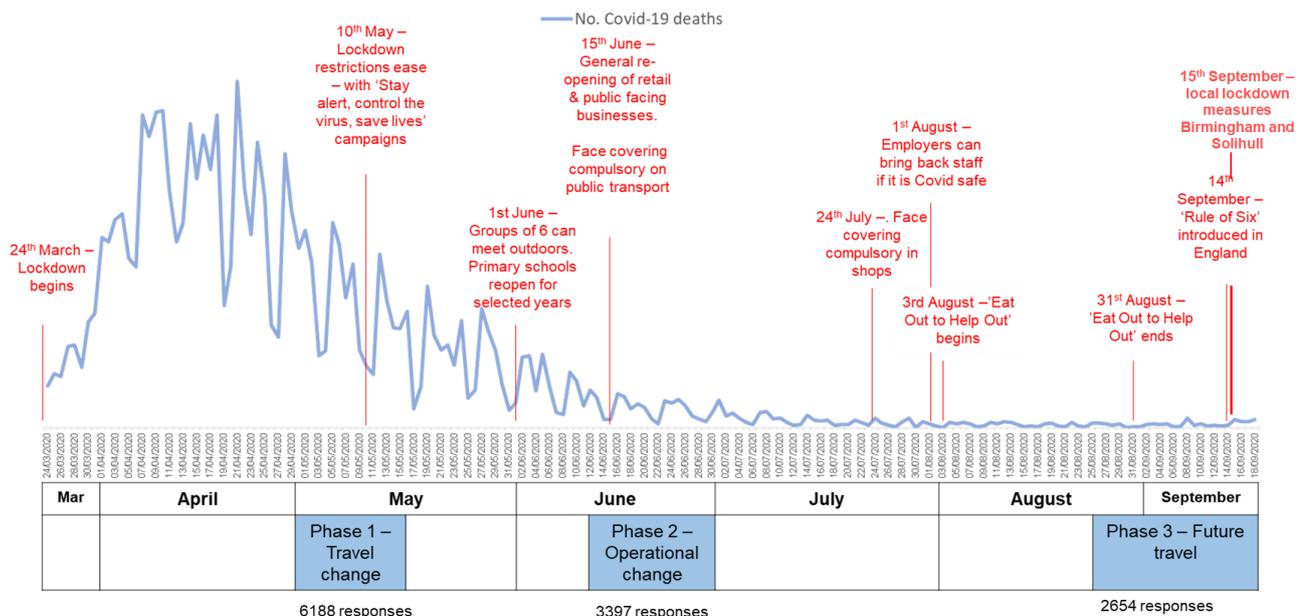


Purpose

This note will reflect on the results of three public engagement surveys undertaken by TfWM's Human Intelligence Team since the initial lockdown until mid September. All three phase of Covid-19 Travel Surveys were online survey promoted via WMCA social media channels and emailed directly to members of WMCA/TfWM databases.

Phase 1 took place at the height of lockdown from 30th April to 11th May 2020. Phase 2 took place from 11th June to 1st July following the easing of restrictions around people socialising, doing non essential shopping and the introduction of mandatory face coverings on public transport. Phase 3 took place from 26th August when restrictions on foreign travel and domestic holidays were eased and workers were encouraged to return to work in Covid safe environments and through the 'Eat out to Help Out' scheme. The survey closed shortly after new restrictions, nationally and locally, were introduced. Collectively, over 12,000 responses were received.

Survey Timeline



Introduction

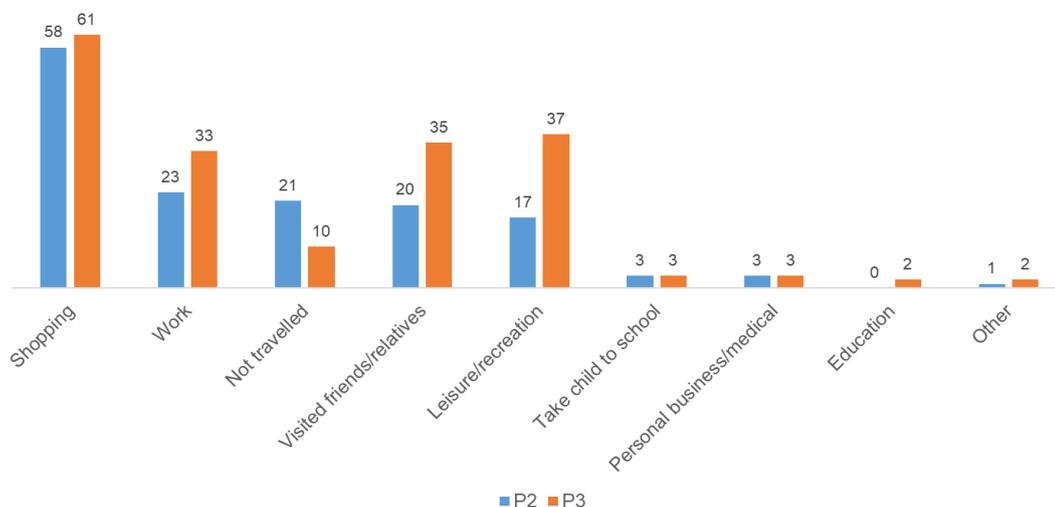
The impact of Covid-19 on transport and travel behaviour has been significant. This note will explore, using data and evidence gathered by these surveys, along specific 3 key findings and their related themes.

Key Findings

Public transport has been significantly impacted as a result of the lockdown, and this is likely to continue; evidence demonstrates that modal shift to walking, cycling and driving, along with more working from home, is likely to result in fewer trips being taken by public transport in the future. This will potentially impact the long-term viability of public transport operations.

- In lockdown (P1) one in five respondents (22%) had self-isolated and not travelled at all in the complete two months since lockdown in March – 71% had been shopping (essentials only) whilst 22% had travelled to work.
- By mid June, (P2), travel demand was still subdued - 21% has not travelled in the past week – albeit that people were now visit friends and relatives (20%) and make leisure trips (17%) (NB in P1 56% reported that they had ‘taken one form of exercise a day’).

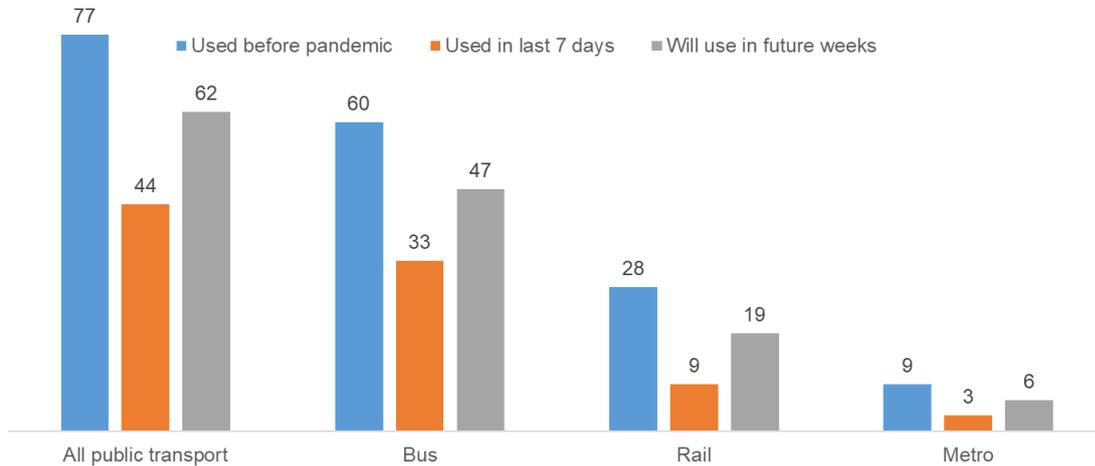
Purpose of travel in last 7 days



Question: Thinking about the last 7 days, have you travelled for any of the following reasons?

- By late August (P3) there was a noticeable increase in travel rates, and this was across all journey purposes – with leisure trips (37% v 17% in P2) seeing some of the biggest increases, followed by trips to see friends and relatives (up to 35% from 20%) and work trips (up from 23% in P2 to 33% in P3).
- Despite this upturn in travel witnessed during P3, all evidence suggests that suppressed travel demand will be sustained - when comparing public transport use in the coming weeks to current travel and travel pre pandemic, it would seem that the use of public transport will not return to pre pandemic levels (77%).

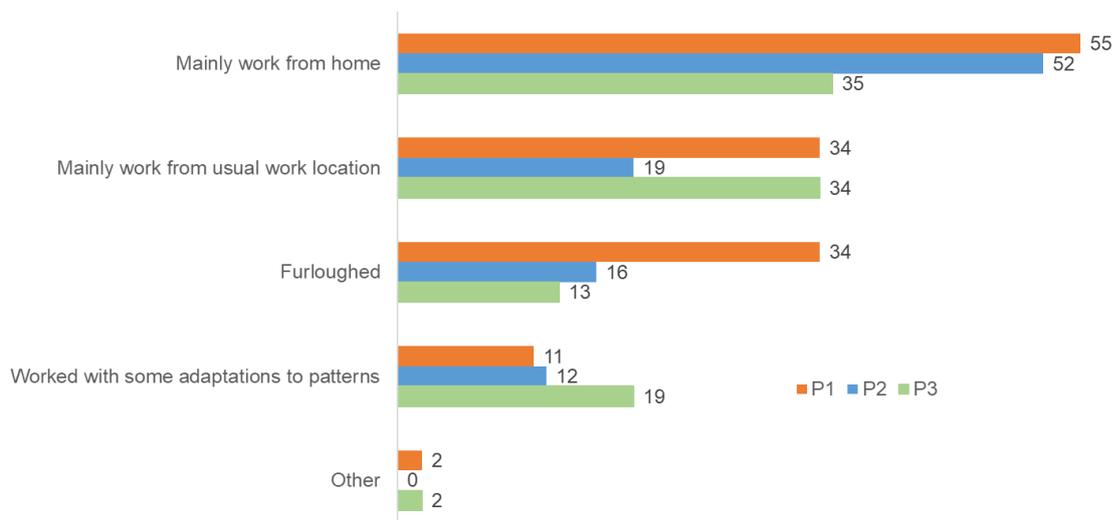
Public transport use prior, current, future



Question: How often did you travel by Bus/Rail/Metro prior to pandemic? Question how did you travel in last 7 days? Question: Over the coming weeks how you will mainly travel?. Base all 2654 respondents P3

- A major 'travel-suppressing' factor has been the seismic movement towards home working. Even by September, only a third of workers were mainly working from their usual/pre-Covid-19 work location.

Change in work patterns

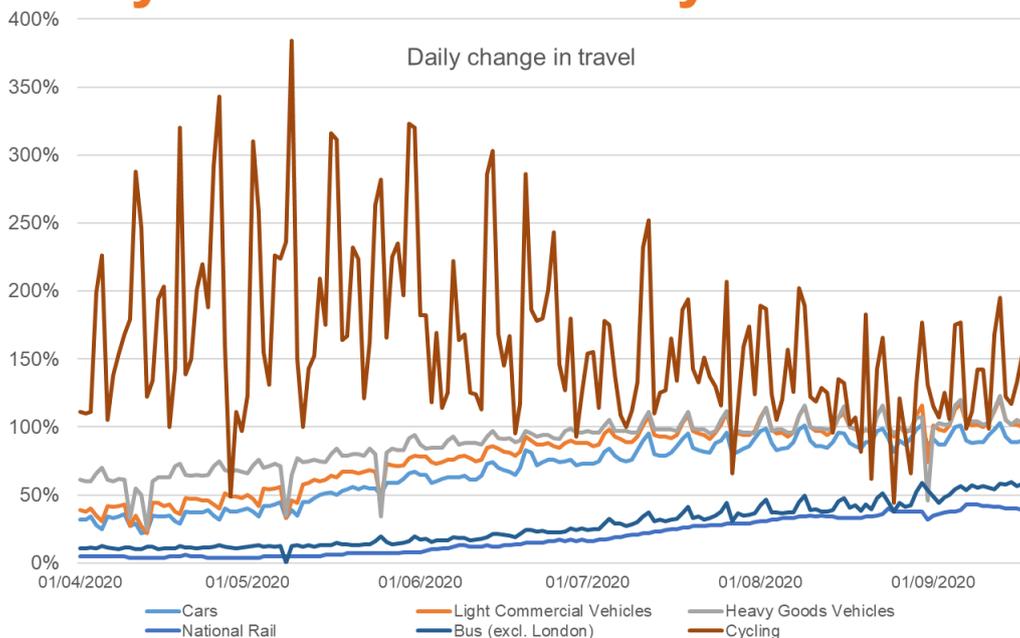


Question: Which of the following best describes your work situation since the Coronavirus (COVID-19) outbreak? Base respondents in full time/part time work

Secondly, as car use has almost recovered to pre-Covid 19 levels, there is a risk of a high carbon recovery as people retreat into their cars. This will not only risk achieving environmental goals, but will restrain economic recovery from the pandemic. If unchecked this trend could undermine the long term commercial viability of the public transport industry.

- At their lowest, car travel dropped to 32% of normal, rail to 4% and bus outside London to 10%. Car travel has grown back to approx. 90% of pre-Covid levels. Patronage on bus and rail has started to fall back mid September – with the latter seeing a much slower recovery than the former. Cycling is the only mode that has consistently recorded over 100% of pre-Covid-19 levels through the reporting period.

Daily movement data by mode.



(Data is indexed to the first week of February and the comparison is to the same day of the week, i.e., 100 would mean that traffic is the same as the equivalent day in the first week of February).

Source Department for Transport <https://www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic>

- In May, during lockdown (P1), respondents were aspirational for the future, they want lesson to be learned and wanted cleaner air (81%) and reduced traffic (75%), they wanted a better work life balance (67%) and to be fitter/healthier (65%). Thereafter, they wanted stronger community ties (59%), more wildlife and busy local shops and high streets (both 58%).

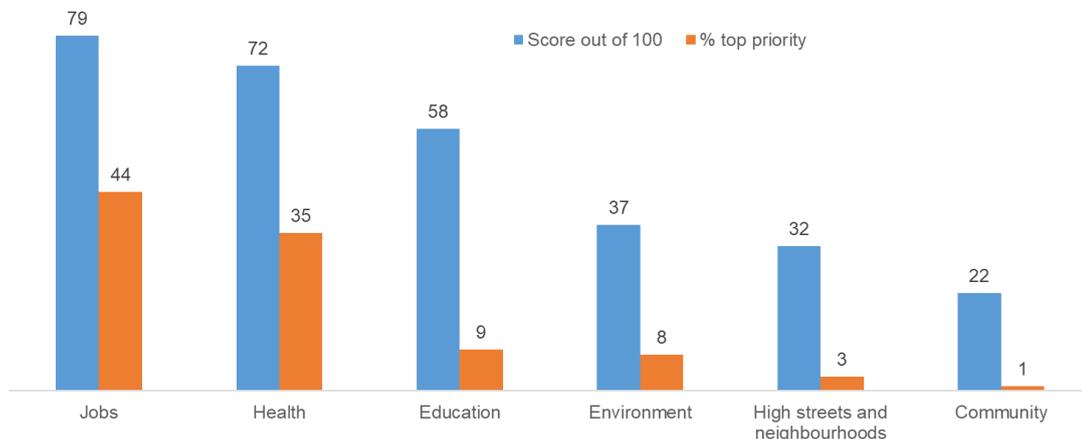
What would you like to see change as a result of the crisis?



Question: What, if anything, would you like to see change in your own life, and for the country as a whole to learn from the crisis? Base 6080

- By Summer (P2), fuelled perhaps by the increasing media attention on the economic impact of the pandemic/ changes to furlough scheme, when respondents were asked to rank priority areas for recovery post pandemic, Jobs was the top priority area (44% top priority) followed by Health (35% top priority) and Education (9% top priority). The Environment was ranked a lowly 4th.

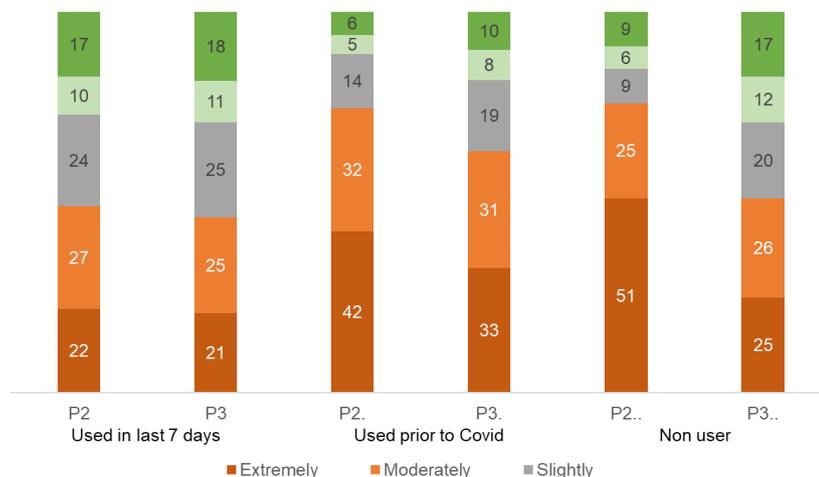
Priorities for recovery in West Midlands



Question: Which of the following do you consider to be a priority for the West Midlands recovery in the coming months? Please drag each option into the grid on the right in order of its priority where rank 1 is the most important rank 6 the lowest. Base all respondents. A score out of 100 has been calculated for each area on the basis of 1st priority =100; 2nd priority = 80; 3rd priority=60; 4th priority =40, 5th priority =20; 6th priority=0)

A key mitigation in stemming increased car dependence (and maintaining a commercially viable industry) is to maintain the public’s confidence in the public transport network. The research illustrates how when comparing levels of concern regarding public transport use by actual use, those who *had* used public transport in the last 7 days had the lowest level of extreme concern. Positively, over the survey timeline, extreme concern levels seem to be subsiding even amongst non users.

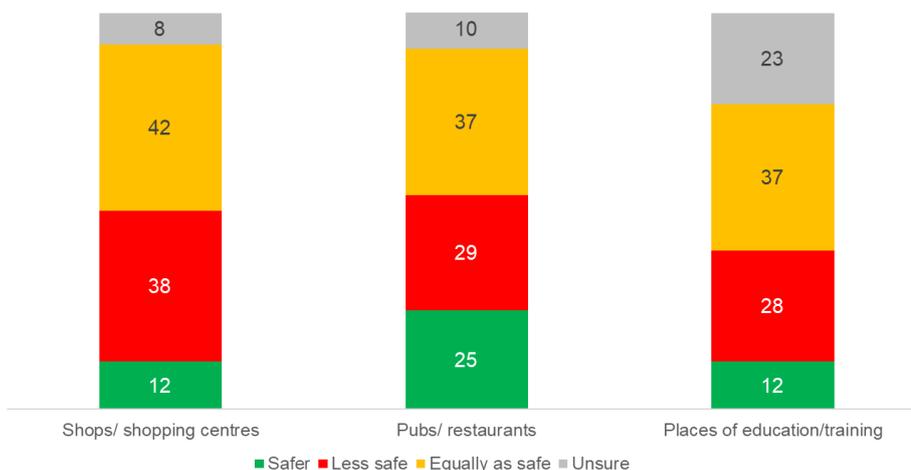
Concern about public transport use



Questions: How concerned are you about travelling by local public transport? Base all respondents

- The latest survey phase (P3) tried to place perceptions of public transport in context to other activities – such as shopping, going to schools and socialising in pubs and restaurants. Positively, around two fifths of respondents considered public transport to be equally as safe as shops, pubs/restaurants and places of education. However, a sizeable minority considered public transport to be less safe than shops (38%), pubs/restaurants (29%) or places of education (28%).

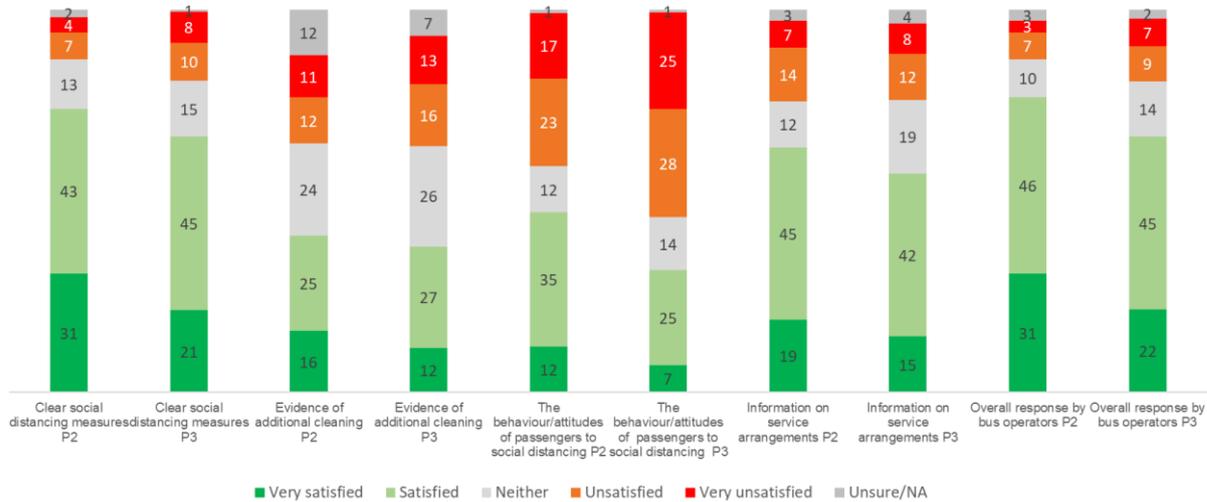
Relative safety of public transport



Question: Do you think that using public transport is more, less or equally as safe as? Base 2612 respondents

- Over late August/early September there was a general decline in satisfaction with the public transport experience in all aspects of service provision, albeit the overall response by operators remained highest rated.
- A key area of concern, paradoxically amongst respondents is the behaviour of their fellow passengers. Indeed, the biggest declines was noted with the behaviour/ attitudes of passengers to social distancing measures. This was evident across all modes, bus being the most popularly used mode, is shown below.

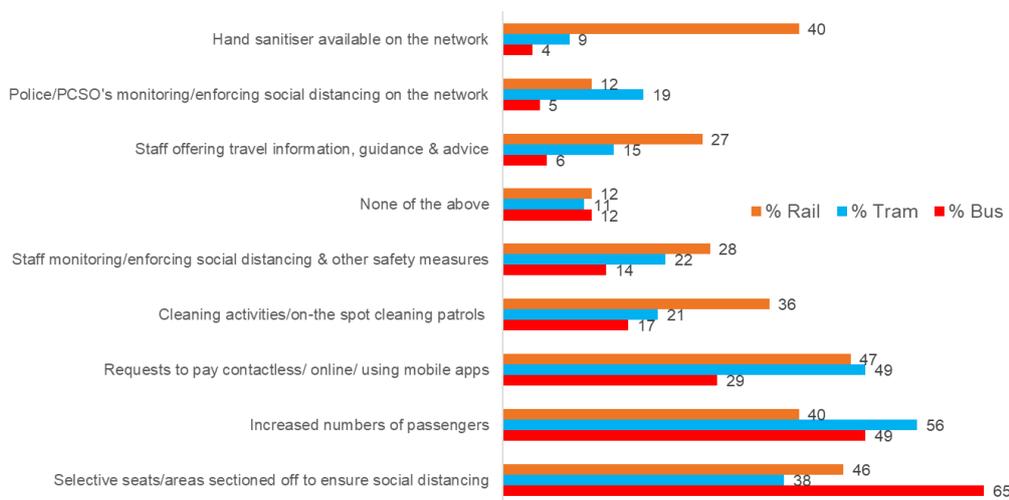
Satisfaction with bus travel



Question : Thinking about your experience of travelling by bus over the past 7 days, how satisfied or dissatisfied were you with? Base 876 respondents

- With 56% of metro, 49% of bus and 40% of rail users noting an increase in passenger numbers during late August to mid September P3, evidence of additional cleaning.
- Bus users were most aware of areas of bus being sectioned off (65%) – few were aware of cleaning activities (17%), staff-enforcement (14%) or hand sanitiser (4%) provision. This was contrasted by rail users who were most aware of requests to pay contactlessly (47%) and sectioned off areas to ensure social distancing (46%), they had high recall of the availability of hand sanitiser (40%), on-the-spot cleaning (36%), staff enforcing social distancing (28%) as well as offering advise/guidance (27%). Recall of Police/PSCO’s enforcing social distancing was highest (19%) amongst tram users, as was the request for contactless payments (49%). Around one in ten of all modal users saw none of these things when travelling.

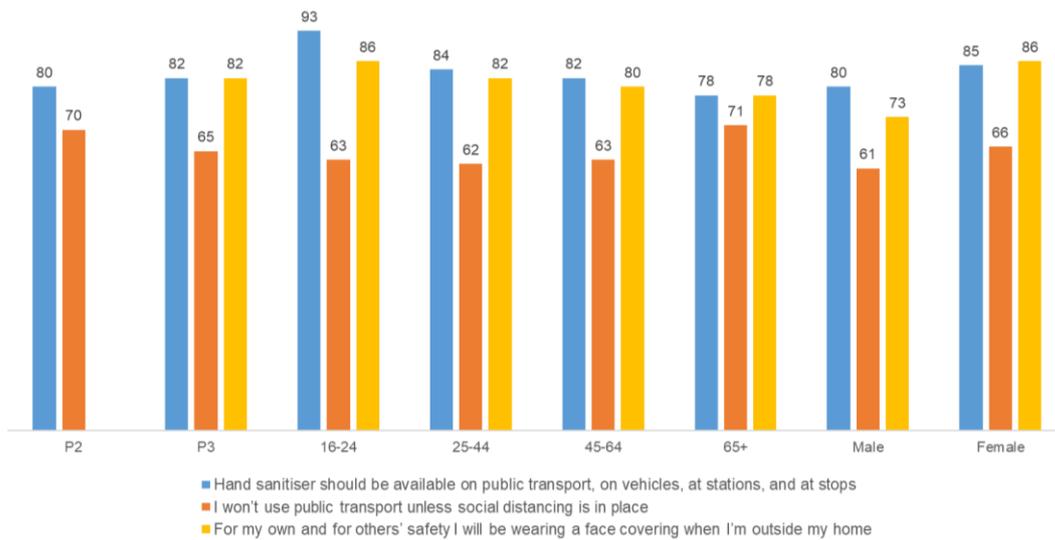
Awareness of safety measures/issues



Question: Thinking about your bus journeys in the last 7 days, which, if any, of the following have you noticed? Base 1212 public transport users

- There has been continued high level of support for the provision of hand sanitiser on the network and for taking responsibility to wear a face coverings when outside the home (82% equally). Support for all measures was highest amongst females, younger respondents and those from BAME groups, it was lowest amongst males – particularly with regards to wearing of face coverings (73%)
- Significantly, around two thirds (65%) agreed they won't use public transport without social distancing being in place.

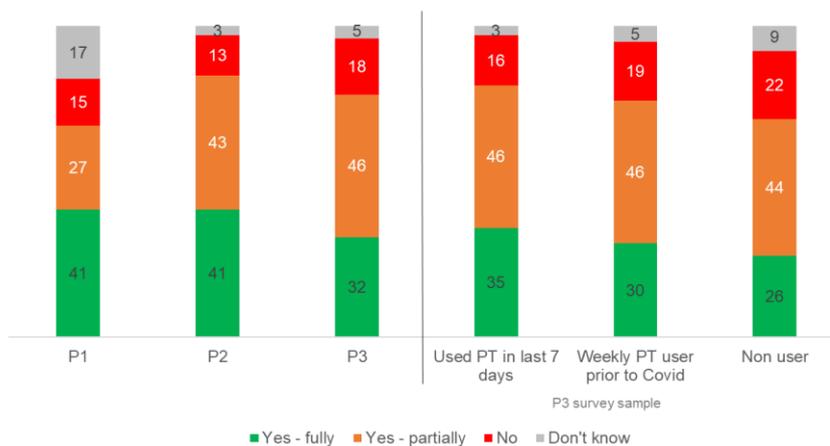
Agreement with safety measures



Question: To what extent do you agree or disagree with the following statements? Base 5953 respondents

- In addition, there is some evidence that there has been a decline in satisfaction with passenger information provision. In the latest survey wave, 35% of respondents who had used public transport in the last 7 days felt fully informed of changes to the transport network compared to 54% in P2.

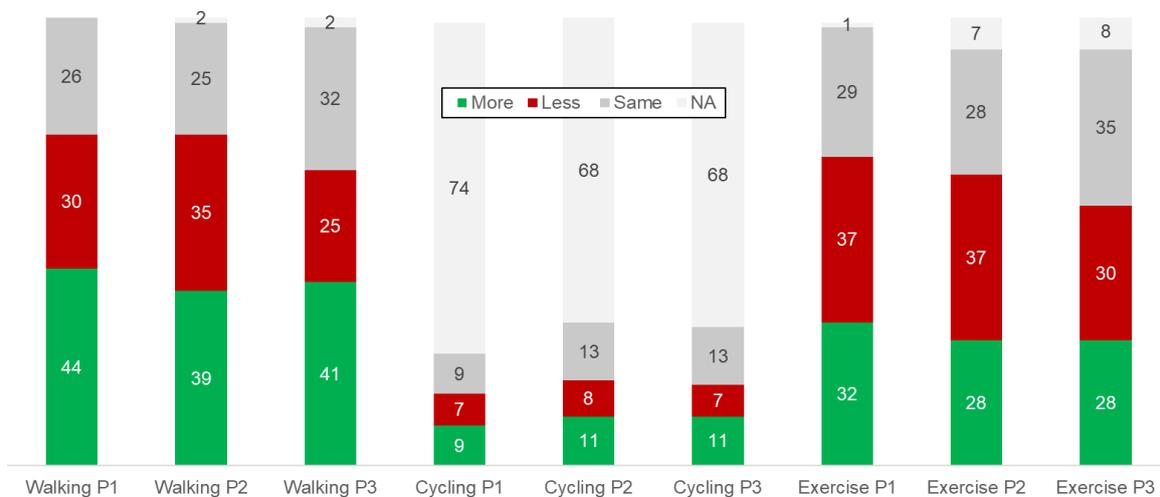
Opinion on information on changes to the transport network



Question: Do you feel you have been kept informed of changes to the transport network? Base 12122, P3 2612 respondents

- In lockdown (P1), nearly two fifths (37%) of season ticket holders had asked for a refund and a further 22% stated that their ticket had now expired. Only 15% were still using their season ticket.
- Positively, the public reacted well to most of the ticketing, payment and travel information initiatives implemented over this difficult period. Market testing in the second survey phase, showed a high interest in new ways of paying – 63% were likely to purchasing tickets via a mobile app, 59% were likely to purchase bundles of day tickets and 53% expressed interest in shorter duration season tickets.
- Overall 36% of tram users were aware of the MyMetro App and 47% felt they were likely to use the intention to travel App.
- When looking at potential use of e-scooters 28% stated they likely to do so - younger respondents aged 16-24 (50%) and 25-34 (41%), were most enthusiastic.
- Increased active travel has also been hailed as a positive trend to emerge and much attention has been placed on creating an opportunity to lock in this positive travel behaviour with the roll out of temporary and permanent measures to support walking and cycling.
- Most recently, there was a decline in the proportion of respondents who felt they were walking more (44% P1 v 41% P3) or exercising more (28% P1 v 28% P3) compared to before the pandemic.
- Consistently the numbers who thought they were exercising more continue to be outweighed by those who thought they were exercising less. However, since July, 11% thought they were cycling more.

Changes to active travel



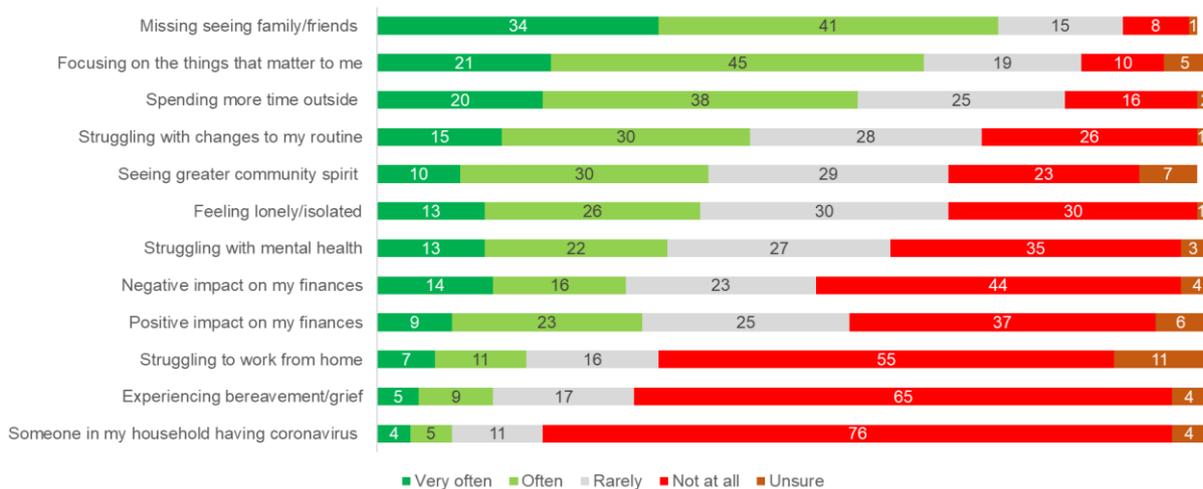
Question : Overall, do you think you are doing more, less or about the same of the following types of exercise as you were doing before the Coronavirus (COVID-19) outbreak? Base all 12221 respondents

Third, Covid-19 has exacerbated existing inequalities within the region, worsened by the significant disruption to public transport. It will be vital to develop the appropriate policies for ensuring that impacted groups are supported in the Covid-19 recovery period, and that transport interventions continue to focus on supporting the inclusive growth agenda.

- The pandemic has touched everyone’s lives - respondents were most likely to feel they missed seeing friends/family (75%). Two in five (39%) had often felt lonely, over a third (35%) had experienced poor mental health and 30% a negative impact on their finances.

- There have been some positively with two thirds (66%) focusing on the things that matter to them, over half (58%) spending more time outside and two fifths (40%) feeling a greater community spirit.

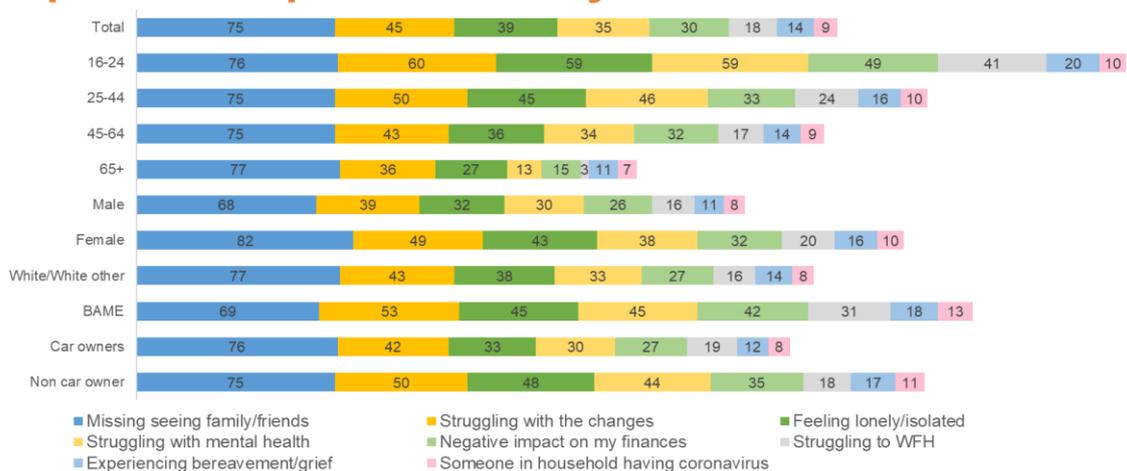
Effects of pandemic on individual



Question: Since the Coronavirus (COVID-19) pandemic, how often, if at all, you have experienced each of the following? Base P3 all 2654 respondents

- In this analysis, younger respondents were more likely to state they felt the negative effects of the pandemic. This was particularly the case for feeling lonely/isolated (59%), struggling with changes (60%), struggling with mental health (59%) or feeling a negative impact on finances (49%).

Effect of pandemic by demographics - Negative impacts % experienced very often/often



Question: Since the Coronavirus (COVID-19) pandemic, how often, if at all, you have experienced each of the following? % experienced very often/often Base all P3 2654 respondents

- Yet young people 16-14 year olds have shown some amazing resilience during these times. Young people were the group most likely to be more active as a 'result' of the pandemic:-



51% were walking more (v 41% other age groups)



20% were cycling more (v 11% other age groups). This figure rose to 24% amongst male 16-24 year olds.



36% were exercising more (v 28% other age groups)



33% thought they would cycle more as things got back to normal (v 27% other ages). This figure rose to 37% amongst female respondents.

- Post lockdown, 16-24 year olds were the age group most likely to have returned to public transport use - particularly the bus.
- Higher levels of public transport use amongst young people was partly driven by the lower levels of driving licence holding/ car ownership – but their desires to learn to drive and/or buy a car are high.



Post lockdown, 16-24 year olds were most likely to have returned to public transport use (58% v 41%), particularly the bus (51% v 37%).



They were most likely to return to using public transport in the future. Only 14% would not consider future use (38% other age groups).

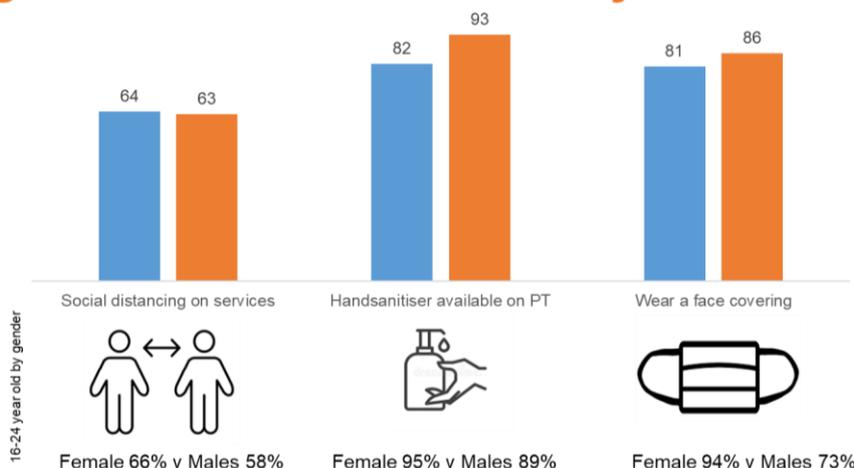


Higher levels of public transport was partly driven by the lower levels of driving licence ownership (23% v 58%).

However nearly half are considering learning to drive (47%) and a fifth are considering buying a car in next 6 months (19%).

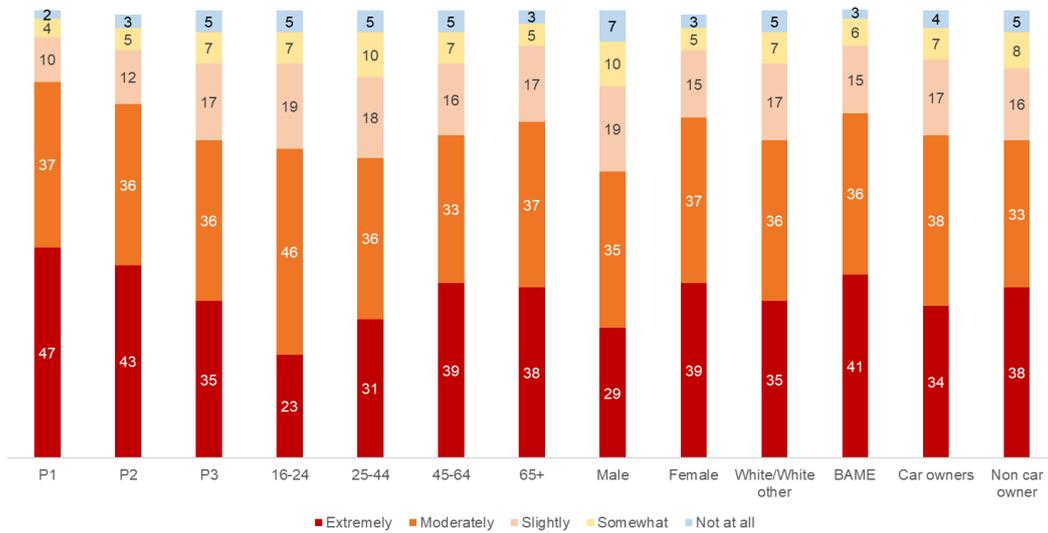
- Despite young people often being 'demonised' by the media as flouting social distancing rules and thereby spreading Coronavirus, compliance with all the guidelines is high amongst young people, perhaps with the exception of wearing face covering amongst young males (73% v 81% overall).

Agreement with Covid safety measures (%)



- Levels of extreme concern about using public transport are highest amongst those aged 65+ (38%) and those from BAME backgrounds (41%).

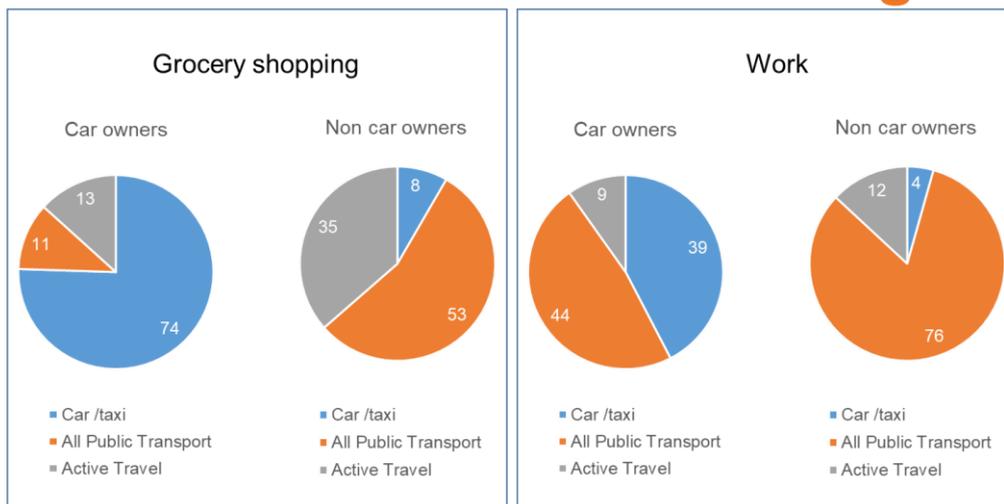
Level of Covid-19 Concern



Question: How concerned are you about Coronavirus (COVID-19)? Base 12122 respondents

- For some, using public transport will be the only viable travel option even for essential trips such as work and shopping as the data from P3 shows.

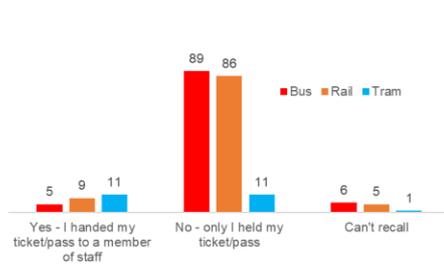
Mode of travel over the coming weeks



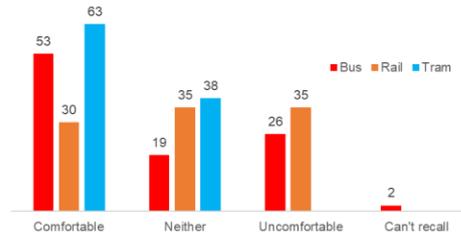
Question: Over the coming weeks how you will mainly travel when making the following types of journeys in the West Midlands: Base all 2654 respondents.

- Maintaining passenger safety remains paramount whilst making services accessible to all. In P2 discussion focussed on removing cashless payments, - a move which for 21% (rising to 36% of non car owners) would have a big/moderate impact. In P3, we discovered that the majority of passengers did not need to hand over their ticket when it was checked and those that did so were comfortable in doing so.

Paying for travel and ticket checks



Question: Did you hand your ticket or pass over to any member of staff to have it checked? Base 1213 public transport users



Question: How did this make you feel? Base 78 users who handed over ticket

Our Forward Research Plan

- The Coronavirus Covid-19 pandemic has culminated in the need for TfWM to revise its public engagement approach. Face to face, paper-based, self-completion, interceptor survey which have been suspended since March 2020 would be less effective due to suppressed travel demand /poorer 'hit rate' in. Online, such as that reported here, and telephone surveys have become increasingly important – but rely on having to recruit new respondents each time.
- HIT, in conjunction with Mustard Research, develop a Market Research Online Community (M.Roc) that will allow visual, interactive, and flexible interactive engagement with residents across the West Midlands. The Community will have a diverse audience (it can be aimed at niche or non user groups) and respondents can complete activities in own time in a safe and secure and environment.

This page is intentionally left blank

TRANSPORT DELIVERY COMMITTEE

COMMITTEE MEETING		REPORT AND AUTHOR	AGENDA SETTING MEETING	
<i>Date of Meeting</i>	<i>Date Final Reports to be submitted to Governance Services</i>		<i>Date of Meeting</i>	<i>Date Reports to be submitted to Governance Services</i>
8 February	27 January	<ul style="list-style-type: none"> • Bus Alliance Update (Edmund Salt) • Park & Ride Update (Babs Spooner) • Cycling Charter Update (Hannah Dayan) 	21 January	18 January
15 March	3 March	<ul style="list-style-type: none"> • Financial Monitoring Report (Linda Horne) • Capital Programme Delivery Monitoring Report (Sandeep Shingadia) 	26 February	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) 	TBA	24 May

This page is intentionally left blank