



Transport Delivery Committee

Date: Monday 15 March 2021

Time: 1.00 pm **Public meeting** Yes

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

Councillor Kath Hartley (Chair)	Birmingham City Council
Councillor Richard Worrall (Vice-Chair)	Walsall Metropolitan Borough Council
Councillor Timothy Huxtable (Vice-Chair)	Birmingham City Council
Councillor Pervez Akhtar	Coventry City Council
Councillor Shaheen Akhtar	Sandwell Metropolitan Borough Council
Councillor Samiya Akhter	Sandwell Metropolitan Borough Council
Councillor Robert Alden	Birmingham City Council
Councillor Adrian Andrew	Walsall Metropolitan Borough Council
Councillor 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 Mohammed Idrees	Birmingham City 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
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AGENDA

No.	Item	Presenting	Pages	Time
Meeting business item				
1.	Apologies for absence	Chair	None	
2.	Declarations of Interest Members are reminded of the need to declare any disclosable pecuniary interests they have in an item being discussed during the course of the meeting. In addition, the receipt of any gift or hospitality should be declared where the value of it was thought to have exceeded £25 (gifts) or £40 (hospitality).	Chair	None	
3.	Chair's Remarks	Chair	None	
4.	Minutes of the last meeting	Chair	1 - 4	
5.	Action Tracker	Chair	5 - 6	
6.	Matters Arising	Chair	None	
7.	Correspondence/ Petitions	Chair	None	
8.	Financial Monitoring Report	Louise Cowen	7 - 16	
9.	Capital Programme Delivery Monitoring Report	Sandeep Shingadia	17 - 24	
10.	Swift Go - the future of transport payment in the West Midlands	Matt Lewis	25 - 26	
11.	Presentation : Latest Travel Survey Summary	Sarah Bayliss	27 - 48	
12.	WMCA Board Transport Reports (for information only)	Laura Shoaf	None	
13.	Notices of Motion To consider any notices of motion by the deadline of 12 noon on 11 March 2021.	Chair	None	
14.	Questions To consider any questions submitted by the deadline of 12 noon on 11 March for written questions and 12 noon on 12 March for oral questions.	Chair	None	
15.	Forward Plan	Chair	49 - 50	

16.	Date of Next Meeting -14 June		None	
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**West Midlands
Combined Authority**

Transport Delivery Committee

Monday 8 February 2021 at 1.00 pm

Minutes

Present

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

84. Chair's Remarks

- (i) The Chair reported that she would like to express her condolences and deepest sympathy to the Mayor of the West Midlands on behalf of the committee following the recent death of his mother.
- (ii) The Chair reported that the pre-9.30am £1 fare for concessionary passholders would be waived for those travelling to a Covid-19 vaccination appointment on presentation of the appointment letter or text message to the bus driver.
- (iii) The Chair reported that she would be attending a meeting of the WMCA's Transport Scrutiny Sub-Committee on 22 February and would provide feedback to this committee in due course.

85. Minutes of the last meeting

The minutes of the meeting held on 11 January 2021 were agreed as a true record.

86. Action Tracker

The action tracker was noted.

87. Correspondence/ Petitions

The Chair referred to a letter she had circulated to the committee on 5 February 2021.

The letter set out the response from the Secretary of State for Transport to Pat McFadden MP on the issue of railcard refunds that had been raised on behalf of one of his constituents, Alderman Judith Rowley. The letter indicated railcards would remain non-refundable and would not be extended.

Resolved: That the letter be noted.

88. Bus Alliance Update

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

The Chair and Lead Member for Putting Passengers First introduced the report and reported on the increasingly important role for the Bus Alliance since the start of the Covid-19 pandemic.

The Network Development Manager, Edmund Salt, highlighted the critical role undertaken by the Bus Alliance in coordinating and managing the impacts of Covid-19 on the bus network by working with bus operators, CPT and UTG to introduce a number of measures in response to the pandemic (outlined in paragraphs 6-14 of the report).

In relation to comment from Councillor Lal regarding Swift Go and the need to accelerate best value capping with bus operators as more people work part-time/ travel less because of Covid-19, the Director of Integrated Network Services, Pete Bond, reported that customer research was being undertaken by the Human Intelligence Team that would look to develop products in accordance with customer needs. The Network Development Manager undertook to feedback Councillor Lal's comment to the Head of Swift.

Resolved:

1. That the contents of the report, the current status of the Bus Alliance and its work programme for 2021 be noted and
2. That the report be submitted to the West Midlands Combined Authority Board for information be noted.

89. Cycling Charter Progress Report

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

The Lead Member for Safe and Sustainable Travel, Councillor Holl-Allen, introduced the report.

The Cycling and Walking Development Officer, Hannah Dayan, presented

key highlights from the report. This included details of the Starley Network, Transforming Cities Fund, the Emergency Active Fund, Cycling for Everyone, Active Travel Partnerships and School Streets.

In relation to an enquiry from Councillor Locke regarding a school in her ward that has registered an interest in taking part in School Streets and whether they would be able to participate in the scheme, Hannah Dayan undertook to look into the matter and provide feedback to Councillor Locke.

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

90. Park and Ride Update

The committee considered a report of the Head of Park and Ride that provided an update on park and ride matters within the West Midlands Combined Authority area and the impacts of Covid-19 on car park operations and development.

Councillor Lawrence, Lead Member for Rail and Metro introduced the report.

The Head of Park and Ride, Babs Spooner highlighted key areas within the report. This included the impact of the pandemic on car park occupancy, Longbridge Park and Ride delivery and park and ride development.

Resolved: That the contents of the report be noted.

91. Presentation: e-scooters

Further to the presentation given to the committee on 14 September 2020, the Innovation Integration Lead, Mark Collins provided an update on the e-scooter trials.

The presentation provided an overview of the trials to date, the current status, key statistics for the three operating areas of the trial and the latest developments included the proposed expansion of the Birmingham trial and details of the University of Warwick's trial.

Resolved: That the presentation be noted.

92. Presentation: TfWM Post Covid Recovery Programme Strategy

The committee received a presentation from TfWM's Strategic and Engagement Manager, Andrew Purchase on TfWM's post Covid Recovery Programme Strategy.

The presentation included the impacts of Covid-19 on the transport network, new scenarios, the long-term recovery programme strategy goals and the 6 key areas of the recovery programme.

The Strategic and Engagement Manager reported that the challenges of the pandemic also brought with it opportunities to change people's travel behaviour and outlined the 2021 recovery campaign and next steps.

The Chair thanked Andrew Purchase for his informative presentation and

invited members to contact Andrew with any feedback.

Resolved: That the presentation be noted.

93. Bus Recovery

This item was withdrawn from the agenda.

The Chair advised the committee that they would receive a briefing note on the subject following the meeting.

94. Notices of Motion

None submitted.

95. Questions

None submitted.

96. Forward Plan

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

Resolved: That the report be noted.

97. Date of Next Meeting -15 March 2021

98. 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).

99. WMCA Board Transport Reports (For Information Only)

The transport reports that would be considered by the WMCA Board at its meeting on 12 February 2021 were submitted for information.

Resolved: That the reports be noted.

The meeting ended at 2.55 pm.

Transport Delivery Committee – Action Tracker

Meeting Date	Minute No.	Action	Officer	Status/Completed
11 Jan 2021	72. Financial Monitoring Report	Briefing note on A34 Sprint Park and Ride to be submitted to a future meeting.	Sandeep Shingadia	
11 Jan 2021	74. Freight and Logistics	Update on rail freight in the West Midlands to be submitted to a future meeting.	Tom Painter/Toby Rackliff	To be included as part of the next Rail Business Report (15 June)
8 February 2021	93. Bus Recovery	Briefing note to be circulated following the meeting.	Pete Bond	

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Transport Delivery Committee

Date	15 March 2021
Report title	Financial Monitoring Report
Accountable Director	Linda Horne Finance Director Tel 0121 214 7508 Email - Linda.Horne@wmca.org.uk
Accountable employee(s)	Louise Cowen, Financial Controller Tel 0121 214 7454 Email - Louise.Cowen@wmca.org.uk
Report to be/has been considered by	Councillor Akhtar

Recommendation(s) for action or decision:

The Transport Delivery Committee is recommended to:

1. Note that the year to date net revenue expenditure to the end of January 2021 shows a favourable variance of £3.437m compared to budget.
2. Note that total capital expenditure to the end of January 2021 for the overall transport programme was £116.9m, which was £99.8m below the year to date budget of £216.7m. The capital forecast was reduced in January 2021 to £169.7m, which is £107.5m below the annual budget of £277.2m.

1. Purpose

- 1.1 This report sets out the financial position as at 31 January 2021. 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 January 2021 shows an overall favourable variance of £3.437 m against budget.
- 2.2 This favourable variance is primarily driven by lower patronage volumes across the English National Concessionary Travel Scheme and Child Concessions, as well as savings realised during the set-up of the RTCC through prudent purchasing decisions.
- 2.3 These savings have been further supplemented by a reduction in the Accessible Transport service required from National Express during the pandemic, as well as the receipt of a Sales, Fees, and Charges (SFC) grant to offset losses arising from Covid-19.
- 2.4 These savings are partly offset by the impact of Covid-19 driving lower than budgeted digital advertising revenue and ticketing commission, as well as the implementation of a departure charge holiday until the end of June 2020, aiming to support bus operators during the crisis.
- 2.5 The third detailed revenue reforecast of the financial year was completed during January 2021. This forecast has benefitted from more certainty regarding central government funding to support the region through the Covid-19 pandemic, as well as more YTD actual data to support forward-looking assumptions.
- 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 remains able to access SFC grant throughout the remainder of 2020/21. The latest forecast includes an anticipated £1.6m of grant funding (including amounts already received) for this purpose to cover up to the end of the 20/21 financial year.
- 2.7 WMCA has also been able to access Covid Support Subsidised Bus Grant to cover the provision of additional services such as roadside information and enhanced cleaning.
- 2.8 The Department for Transport has announced that the short-term funding provided for Metro services (Light Rail Restart Grant) will continue to be available throughout 2020/21. 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.
- 2.9 As a result, the third revenue forecast for 2020/21 shows a favourable movement against budget of £4.146m.
- 2.10 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 January 2021 there is a £3.437m 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, and the drawdown of the Sales, Fees, and Charges (SFC) Grant to offset losses from the pandemic. As a result of the pandemic the Accessible Transport service provided by National Express has reduced, thus providing further savings. This has been partly 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

	JANUARY 2021 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	95,600	95,600	0	114,720	114,720	(0)	0%	●
Commonwealth Games	999	1,678	(680)	1,492	2,157	(665)	31%	●
Use of Reserves			0	3,633	3,633		0%	●
TOTAL INCOME	96,599	97,279	(680)	119,845	120,510	(665)	1%	
Concessions								
National Bus Concession	40,218	41,364	1,147	48,041	51,006	2,964	6%	●
Metro / Rail	3,687	3,699	13	4,558	4,575	17	0%	●
Child Concession	5,003	6,081	1,078	6,528	7,837	1,308	17%	●
	48,907	51,145	2,238	59,128	63,417	4,289		
Bus Services								
Bus Stations / Infrastructure	5,330	3,733	(1,598)	6,429	4,542	(1,888)	42%	●
Subsidised Network	8,750	8,674	(76)	10,325	10,409	84	1%	●
Accessible Transport	5,221	5,514	293	6,090	6,617	527	8%	●
	19,301	17,921	(1,380)	22,844	21,567	(1,277)		
Rail and Metro Services								
Metro Services	1,518	1,493	(25)	4,026	2,642	(1,384)	52%	●
Rail Services	2,232	2,304	72	2,692	2,805	113	4%	●
	3,750	3,797	47	6,718	5,447	(1,271)		
Integration								
Safety and Security	737	1,026	289	1,112	1,274	163	13%	●
Passenger Information	3,946	4,741	795	4,996	5,729	732	13%	●
Sustainable Travel	395	468	73	508	567	60	10%	●
	5,079	6,235	1,156	6,616	7,570	954		
Network Resilience								
Network Resilience	1,366	2,565	1,199	1,922	3,100	1,178	38%	●
Commonwealth Games	999	1,684	686	1,492	2,157	665	31%	●
Business and Democratic Support	2,937	3,018	81	3,670	3,764	94	2%	●
Strategic Development	2,613	2,697	84	2,968	3,141	174	6%	●
Transport Governance	105	110	5	127	132	5	4%	●
Capital Finance Charges	8,243	8,243	(0)	10,214	10,214	(0)	0%	●
TOTAL EXPENDITURE	93,300	97,416	4,116	115,699	120,510	4,811	4%	
NET	3,299	(138)	3,437	4,146	(0)	4,146		

The profile of CWG expenditure has been impacted by Covid-19, as such grant draw down will be lower than budgeted in year.

Forecast spending on concessions reflects the latest patronage and fare reimbursement assumptions. Discussions are ongoing regarding the most equitable payment schedule.

Loss of bus infrastructure income (bus stations, shelter advertising, IBSS) as a result of Covid-19. Partly offset by the drawdown of the SFC Grant. Subsidised bus is currently being supported by the Bus Services Support Grant to help mitigate against the impact of Covid-19.

The DfT Light Rail Restart grant has been extended to at least 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 the forecasted increase in lifecycle costs, partly offset by the realignment of insurance payments following updates from the insurance broker. Favourable variance driven by a reduction in maintenance costs, offsetting the reduction in park & ride income during the pandemic.

Driven by increased CCTV income alongside reduced maintenance costs.

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. Drawdown of the SFC Grant is contributing further to the favourable variance.

Favourable variance driven by efficient purchasing decisions meaning the budgeted contingency for delivery of RTCC is no longer required, alongside staffing variations.

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.

As a result of staffing variations and reduced monitoring costs during the pandemic.

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 £116.9m at the end of January 2021, which was £99.8m (46%) below the year to date budget of £216.7m, with the variance primarily contained within the Investment Programme portfolio (£46.2m) and the CWG Programme (£32.4m).
- 3.3 The forecast variance is £107.5m (39%) below the annual budget £277.2m, representing a further reduction in expenditure of £43.8m compared to the October forecast. The primary variances to budget are contained within the Investment Programme (£47.9m) and CWG Programme (£40.2m), with the majority of the further reduction from the October forecast driven by the Investment Programme (£20.4m).

TRANSPORT PROGRAMME	JANUARY 2021 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Investment Programme	73,836	120,009	46,173	99,358	146,891	47,533
CWG Programme	26,744	59,173	32,429	45,020	85,251	40,231
Other Major Programmes	11,209	21,227	10,018	15,472	25,178	9,706
Minor Work Programme	4,744	8,672	3,928	7,439	11,629	4,190
Grants to Local Authorities	398	7,609	7,211	2,397	8,209	5,812
TOTAL	116,931	216,690	99,759 46%	169,686	277,158	107,472 39%

- 3.4 The TfWM delivered Investment Programme portfolio comprises the largest of the five Programmes within the Transport Programme, containing the schemes which feature in the WMCA Devolution Deal Investment Programme to be delivered by TfWM. These schemes are all, to some extent, funded from the West Midlands Combined Authority Devolution Deal funding arrangements.
- 3.5 The Transport Programme has been categorised into five sub programmes. The largest of these is the Investment Programme with a Budget of £146.9m (53%), including all the Rail, Sprint & Metro Extension Schemes. At the end of January, actual costs totalled £73.8m, which was £46.2m below the budget of £120m. The main variances at the end of January were contained within the Metro Programme totalling £39.8m. Although delivery schedules are not currently anticipated to be impacted by rephasing of expenditure plans, it's likely that the Covid-19 pandemic will lead to further rescheduling and prioritisation of capital expenditure plans.
- 3.6 The variance against the Metro Wednesbury to Brierley Hill of £16.6m 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 £9.5m relates to utilities works around the HS2 diversions that have not commenced as forecast due to the final sign-off on the development agreement with HS being rescheduled, this has now been completed. The HS2 spend profile has been re-phased as a result and billing is expected to catch up in the next few months as work commences.
- 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 £2.8m (Package 1), where land acquisition earmarked for 20/21 will now reach a conclusion until Q1 21/22 at the earliest.
- 3.10 The Commonwealth Games Programme with a budget of £85.3m (31%) includes all the schemes (SPRINT, Perry Barr & University Rail Stations, and Games) scheduled to be delivered in advance of the Games in July and August 2022. At the end of January 2021, actual costs totalled £26.7m, which was £32.4m below the budget of £59.2m. The main variances related to the Sprint A34 Walsall to Birmingham (£13.5m) and the Sprint A45 Birmingham to Airport & Solihull (£9.6m), 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 £25.2m (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 January 2021, actual costs totalled £11.2m, which was £10m below the budget of £21.2m. 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 Key Route Network Safety variance of £1.2m was due to programme delivery not progressing, pending sign off of funding legal agreements.
- 3.12 The Minor Works Programme with a budget of £11.6m (4%) includes a broad range of relatively small schemes. At the end of January 2021, actual costs totalled £4.7m, which was £3.9m below the budget of £8.7m. This is made up mostly by various minor variances and the Real Time Information Upgrades project (£1.1m), where a tender has not yet been awarded therefore budgeted amounts have not yet been spent.
- 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 January 2021, actual costs totalled £0.4m, which is £7.2m below budget. Legal agreements with local authorities have been received and claim payments should now progress imminently.

- 3.14 A review of the annual forecast was completed in January 2021, resulting in a revised forecast of £169.3m, a further reduction of £43.8m against the annual budget of £277.2m. The main variances to Budget are contained within the Investment Programme £47.9m, and CWG Programme £40.2m with comparatively minor variances against the other Programmes. Within the Investment Programme, the variance is primarily contained within the Metro Programme (£40.2m), relating to Wednesbury Brierley Hill Extension (£15.2m), and Birmingham Eastside Extension (£12.3m), reflective of actual spend to date. Within the Rail Programme, the Walsall-Wolverhampton (Package 2) variance of £3.1m 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 £40.2m is primarily contained within the SPRINT schemes. The A45 Birmingham to Airport and Solihull (£17.4m), and the A34 Walsall to Birmingham (£12m) 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	JANUARY 2021 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Rail						
Rail - Camp Hill Line Local Enhancements (Package 2)	2,231	4,885	2,654	3,216	6,299	3,083
Rail - Walsall to Wolverhampton Local Enhancements (Package 1)	2,612	5,417	2,805	4,813	6,812	1,999
Rail - Sutton Coldfield Gateway	0	75	75	32	127	95
Coventry South Package - Tile Hill Station Improvements	0	80	80	0	100	100
Metro						
Metro Birmingham Eastside Extension	12,658	22,161	9,503	15,863	28,064	12,201
Metro Wolverhampton City Centre Extension	1,566	2,822	1,256	1,609	4,057	2,448
Metro Wednesbury to Brierley Hill Extension	25,874	42,447	16,573	35,775	50,941	15,166
Metro Centenary Square/Edgbaston Extension	22,263	24,320	2,057	26,923	28,345	1,422
Bilston Road Track Replacement Phase 2	8	0	(8)	875	884	9
Metro Network Enhancements - Traction Power & OLE Upgrades w Power Modelli	260	1,823	1,563	620	2,892	2,272
WIP Station and Car Park works	1,072	1,084	12	987	1,084	97
Metro Network Enhancements - Wednesbury Depot Upgrades	1,469	3,587	2,118	2,254	4,561	2,307
Metro Network Enhancements – Comms and Control	1,126	3,396	2,270	1,915	4,105	2,190
Buy Before Boarding	66	624	558	101	743	642
Project Support	0	0	0	410	0	(410)
MML Life Cycle Projects	1,436	2,966	1,530	2,133	3,555	1,422
Sprint						
Sprint - Hagley Road Phase 1	1,135	4,190	3,055	1,738	4,190	2,452
Sprint - Programme Management	(32)	0	32	0	0	0
Sprint - Sutton Coldfield to Birmingham (via Langley)	91	132	41	94	132	38
TOTAL	73,835	120,009	46,174 38%	99,358	146,891	47,533 32%

- 3.16 Expenditure against the TfWM delivered Investment Programme schemes totalled £73.8m at the end of January 2021 which was £46.2m below the budget of £120m. The main contributors to the favourable variance were as follows:

- Metro Wednesbury to Brierley Hill Metro Extension (£16.57m) 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 (£9.5m) relating to HS2 Utility diversions work which has now commenced after receiving final sign off on the development

agreement with HS2. The spend profile has been re-phased as a result and billing is expected to catch up in the coming months.

- 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 (£2.8m) (Package 1) where land acquisition costs (Willenhall Land Triple R Site) have been reprofiled to April 2021.

3.17 The annual forecast is £98.9m as at January 2021, which is £47.9m below the budget of £146.9m. The main variances are as follows

- Metro Wednesbury to Brierley Hill Metro Extension (£15.2m) reflects actual spend to date and reduced construction costs anticipated in year. This has no impact on overall delivery schedules.
- Metro Birmingham Eastside Extension (£12.3m) relating to HS2 Utility diversions work which has now commenced after receiving final sign off on the development agreement with HS2. The spend profile has been re-phased as a result and billing is expected to catch up in the coming months.
- Rail –Camp Hill Local Line Enhancements (Package 2) (£3.1m) is reflective of land acquisition costs being reprofiled to Q1 21/22.
- Sprint – Hagley Road (£2.4m) is due to the review of the design which is ongoing with Birmingham City Council.

Commonwealth Games Programme

COMMONWEALTH GAMES PROGRAMME	JANUARY 2021 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
University Station Improvement Project	6,755	9,290	2,535	11,467	13,693	2,226
Perry Barr Rail Station	4,617	6,515	1,898	8,542	8,308	(234)
Sprint - A45 Birmingham to Airport and Solihull	8,526	22,055	13,529	14,369	31,773	17,404
Sprint - A34 Walsall to Birmingham	3,995	13,559	9,564	6,354	18,329	11,975
A34 Sprint Park & Ride	112	182	70	200	200	0
RTCC-Design & Layout/Commercialisation	135	1,328	1,193	444	1,853	1,409
RTCC-Data (Tactical & Operational Intelligence)	549	837	288	649	838	189
RTCC-ICT	0	39	39	0	58	58
RTCC-Operations	205	283	78	237	317	80
RTCC-Customer Information	7	81	74	42	107	65
RTCC-Highway Interventions	977	3,596	2,619	1,634	8,287	6,653
RTCC NWM Customer Interface Tool (Journey planner/Website)	245	592	347	336	672	336
Perry Barr Mitigation Package	595	764	169	695	764	69
TOTAL	26,743	59,174	32,431	45,022	85,252	40,230
			55%			47%

3.18 Expenditure against the Commonwealth Games Programme totalled £26.7m at the end of January 2021 which was £32.4m below the budget of £59.2m. The main contributors to this favourable variance were as follows:

- SPRINT – A45 Birmingham to Airport and Solihull (£13.5m) 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 (£9.6m) also owing to the Covid-19 restrictions impacting on utility diversion works.
- RTCC – Highway Interventions (£2.6m) pending funding agreements have resulted in activity being reprofiled for 2021/22.

- University Station Improvement Project (£1.7m) Network Rail Industry and Risk fees originally anticipated in June 2020, have been reprofiled to Q4 20/21 and physical construction costs are lower than anticipated.

3.19 The annual forecast was reduced in January 2021 to £45m, which is £40.2m below the Budget of £85.3m. The main variances are as follows

- SPRINT – A45 Birmingham to Airport and Solihull (£17.4m). 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 (£12m). 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 (£6.7m). 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 WORKS PROGRAMME	JANUARY 2021 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Snow Hill 3rd Access	52	51	(1)	51	51	0
Snow Hill Public Realm	0	150	150	0	150	150
Dudley Bus Station Development	16	14	(2)	16	16	0
Clean Bus Technology Fund 2017-2019	727	1,424	697	1,119	1,764	645
Cross City Bus - City Centre Package	119	405	286	153	412	259
Cross City Bus - Dudley – Druids Heath Package	77	441	364	89	465	376
Longbridge Connectivity Package	523	760	237	610	760	150
Connected and Autonomous Vehicles TestBed (CAV)	1,710	2,239	529	2,032	2,239	207
NPIF 2 Birmingham Growth Point	61	695	634	323	695	372
Key Route Network Safety	256	1,413	1,157	481	1,413	932
Dudley Interchange	405	620	215	585	1,110	525
Autonomous Highway, Rural & Parking Test Facilities (Meridian 3)	1,682	2,004	322	2,676	3,015	339
Future Mobility Zone - Human Centered Data	94	116	22	143	179	36
Future Mobility Zone - Enabling Data Exploitation	223	601	378	432	883	451
Future Mobility Zone - Innovation Showcases	199	965	766	491	1,287	796
Future Mobility Zone - Programme Mgmt & Monitoring Evaluation	265	328	63	439	425	(14)
5G	756	1,400	644	946	1,992	1,046
ConVEx-Connected Vehicle data Exchange	2,276	2,094	(182)	2,511	2,250	(261)
Major Route Network - Programme	4	0	(4)	4	101	97
A435 Alcester Rd Bus Priority Revitalisation	67	2,562	2,495	42	2,621	2,579
Future Mobility Zone - Enhanced Ticket Platform	1,296	1,647	351	1,648	1,695	47
Major Road Network-A4123 Corridor -A4150 Ring Road to A456 Hagley Road	0	150	150	0	200	200
Major Road Network- A454 Wolverhampton to Neachells Phrases 1,2, And 3	0	206	206	0	274	274
Major Road Network-A449 Stafford Rd M54 J2 to A4150 Ring Road	0	106	106	0	141	141
Major Road Network- A46 Link Road Ph2 Coventry	0	112	112	0	150	150
Major Road Network- A38 Kingsbury Road Birmingham	0	45	45	0	60	60
Future Mobility Zone - Transport Network Data	402	679	277	681	828	147
TOTAL	11,210	21,227	10,017 47%	15,472	25,176	9,704 39%

3.20 Expenditure against the Other Major Works Programme totals £11.2m at the end of January 2021 which was £10m below the budget of £21.2m. The main contributors to this favourable variance were as follows:

- A435 Alcester Rd Bus Priority Revitalisation (£2.5m) 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 (£1.2m) Covid-19 has impacted the delivery of this programme, resulting in lower than budgeted costs.
- Future Mobility Zone – Innovation Showcases (£0.8m) expected project support costs have not materialised due to the Covid-19 lockdown which has impacted programme delivery.

3.21 The annual forecast has been reduced to £15.5m, which is £10.2m below the budget of £25.7m. The main variances are as follows

- A435 Alcester Rd Bus Priority Revitalisation (£2.6m) owing to the current position, with
- Key Route Network Safety (£0.9m) slippages in the sign off of the legal agreement with Wolverhampton City Council has caused works to be moved into 2021/22.

Minor Works Programme

MINOR WORKS PROGRAMME	JANUARY 2021 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Bus						
Shelter Appeals	1	8	7	2	9	7
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)	635	895	260	649	1,024	375
Rail						
Park and Ride Delivery	8	8	0	8	8	0
Dudley Port Integrated Transport Hub	14	20	6	14	50	36
Aldridge Rail Station Study	13	32	19	13	32	19
Metro						
Bradley Lane Park and Ride	232	348	116	348	348	0
Cycling						
Network Wide Cycling Programme (NWCP)	12	24	12	24	24	0
Bike Life Report	0	15	15	15	15	0
Emergency Active Travel Fund (EATF)	276	276	0	276	276	0
West Midlands Cycle Hire	1,397	1,428	31	2,340	2,393	53
Better Streets Community Fund	431	1,056	625	439	1,089	650
Priority One Development Workstream	113	472	359	141	638	497
Active Travel Fund-Tranche 2	38	36	(2)	97	59	(38)
Highway						
ADEPT Live Lab	530	1,171	641	1,262	1,798	536
Asset Replacement						
Network Wide Park and Ride Expansion Developments -Phase 2	23	23	0	23	23	0
IDOX - Asset Management System	1	18	17	19	35	16
Asset Management Programme	656	1,210	554	1,065	1,567	502
Real Time Information Upgrades	66	1,158	1,092	263	1,473	1,210
Other						
Road Safety Grant	0	0	0	2	2	0
Asset Management- RTI Upgrades	0	85	85	30	170	140
Project Development Costs	1	6	5	7	7	0
LTP Technical Development Nims Mattisse	0	0	0	19	19	0
Top Slice	25	35	10	25	141	116
Transport Data Unification (traffic data)	0	38	38	23	61	38
AutopleX	47	90	43	98	98	0
HS2 Modelling Framework	131	80	(51)	131	131	0
TOTAL	4,744	8,673	3,929 45%	7,439	11,631	4,192 36%

3.22 Expenditure against the Minor Works Programme totalled £4.7m at the end of January 2021 which was £3.9m below the budget of £8.7m. The main variances of note were as follows:

- Real Time Information Upgrades (£1.1m) tender for this project has not yet been awarded due to ongoing discussion of revenue/capital cost classification and therefore monies budgeted have not yet been spent.

- ADEPT Live Lab (£0.7m) The costs anticipated in Q1/Q2 have not materialised due to Covid-19 restrictions.
- Better Streets Community Fund (£0.6m) Legal agreements have now been signed off with Local Authorities, however, this has resulted in rescheduling of the project.

3.23 The annual forecast was revised in January 2021 to £7.4m, which is £4.8m below the Budget of £12.3m. The variances are broadly reflective of the current position identified previously.

Grants to local Authorities

GRANTS TO LOCAL AUTHORITIES	JANUARY 2021 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)	161	4,097	3,936	472	4,697	4,225
New St/High St/Victoria Sq Public Realm (Birmingham CC)	0	3,275	3,275	1,688	3,275	1,587
TOTAL	398	7,609	7,211 95%	2,397	8,209	5,812 71%

3.24 There is very minimal expenditure against the Grants to Local Authorities Programme as at the end of January 2021, resulting in a £7.2m favourable variance against budget.

3.25 The annual forecast has been reduced to £2.4m, which is £5.8m below the budget of £8.2m. The variances of note are as follows:

- B4106 Spon End (Coventry CC) (£3.9m) the final sign off on the legal agreements with the Local Authority has now been received as has the initial claim which is due to be paid imminently.
- New St/High St/Victoria Square Public Realm (Birmingham CC) (£3.3m) activity has been rescheduled for Q1 2021/22, specifically design work is now expected to conclude in May 2021 and physical work is expected to commence after this.



West Midlands
Combined Authority

Transport Delivery Committee

Date	15 March 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 January 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 January and February:
 - Dudley Interchange – Full Business Case approved at WMCA Board on 12th February 2021
 - Perry Barr Rail Station and Bus Interchange –
 - 1) Full Business Case approved at WMCA Board on 15th January 2021
 - 2) Planning permission granted for Perry Barr Station and outline planning permission granted for the bus interchange on 4th February 2021
 - Network Wide Bus Station Refurbishment Phase 1 –
 - 1) Bus Station asset renewal works have been completed at Wednesbury, Wolverhampton, Stourbridge and West Bromwich
 - 2) Resurfacing works have been completed at Lea Hall, Tipton, Hall Green and Marston Green
 - West Midlands Cycle Hire – Trial launch in Sutton Coldfield commenced on 8th February 2021

4.0 Variations to Baseline Programme

- 4.1 University Station – Revision of baseline date.
- 4.2 Network wide Park & Ride Expansion Developments – Phase 2 – Programme on hold due to postponing the majority of development works for Park & Ride expansion subsequent to the impacts Covid-19 has had on the demand for Park & Ride.

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	Full Business Case	May 2022	September 2023	Green	Better	Dudley Interchange has moved an important step closer with the Full Business Case being approved through the Investment Panel and approved at WMCA Board on Friday 12th February. This approval allows both the securing of the required land by colleagues at DMBC together with the commencement of the formal construction procurement process by TfWM. It is anticipated that the tender documents will go to market in March with the aim of securing the preferred bidder by the summer with potential start on site in February 2022 to align with Castle Hill returning to two way traffic following Metro works thus allowing for better access for Bus to the temporary site on Tower Street. Work continues to progress with Dudley MBC on the interface with the local highway improvement scheme with DMBC officers now looking closely at their procurement process and project timeline to meet the requirements of the Interchange. There remains ongoing dialogue with Dudley MBC and Midland Metro on project interfaces with these efforts now being intensified given the surety around delivery of the schemes. Key next steps are: 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	March 2019	March 2021	Amber	Same	The first road safety action plan (2021-2024) went to WMCA board on 12 February 2021. The Regional Road Safety Strategic Partnership will now finalise the action plan for publication. Elsewhere, Partners across the region work have continued to deliver road safety initiatives.
4	Perry Barr Rail Station and Bus Interchange	Development	Dec 2021	May 2022	Amber	Same	Planning permission has been granted for the Perry Barr Rail Station in early February. The Project Team, Principle Contractor and Local Planning Authority will work together to seek to discharge of the conditions as works progress. There has been a schedule impact on the programme as a result of the changes as a result of the revised planning application, which has been finalised with a mitigated programme. GRIP 5 Detailed Design is progressing. Demolition to the adjacent units to the rail station continues with site clearance and site compound set up ongoing. WMCA Board have approved the FBC for the project with work ongoing on finalising funding sources. Birmingham City Centre and their contractors are progressing with the design for the Bus Interchange, particularly liaising with the rail station project on the kerb line boundary.
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	July 2022	Amber	Same	Initial site works (compound set-up, intrusive surveys) are continuing in preparation for main piling works. Detailed design is underway, with some scope elements being finalised with stakeholders. The project continues to work on other legal documents and consents required, notably Station Change and other agreements essential for main construction. Note, the July 2022 completion is the programme baseline for the full project completion including the refurbishment to the existing station.
Minor Works Programme							
7	TBT Platinum Route shelter upgrades	Complete				Complete	The outstanding 21 shelters for the 19/20 period were all installed by the end of March 20. 40 new advertising panels have been delivered and are in storage awaiting future programme.

	Project Name	Status	Baseline Comp Date	Forecast Date	DCA	DCA Trend	Summary
8	Bradley Lane Metro Park and Ride	Complete				Complete	Park & Ride construction works completed 5 th Feb 2020 and car park officially opened on 6 th February 2020. Landscaping works to the adjacent playing fields will commence post COVID19 lock-down, completion is required by 1 st April 2021 in accordance with the associated planning condition.
9	Network Wide Bus Station Refurbishment Phase 1	Design & Delivery	March 2020	March 2021	Green	Same	The 2020/21 programme commenced in the middle of this financial year due to COVID19 restrictions. Bus Station asset renewal works have been completed at Wednesbury, Wolverhampton, Stourbridge and West Bromwich. This capital pot also includes asset upgrades across other areas. Resurfacing works at Lea Hall, Tipton, Hall Green and Marston Green have been completed. City centre shelter enhancements in Coventry, Cycling schemes at Wolverhampton and 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	June 2021	Amber	Same	Retrospective landlords' consent for installed LED lighting has been approved by Network Rail. Revised lighting designs for the remaining 5 sites are with the new supplier which are currently being finalised for the submission of landlords consents. Orders are about to be placed. Slight delay to scheme completion due to the landlord consent process taking up to a minimum of 8 weeks to process.
11	Network wide Park & Ride Expansion Developments – Phase 2	Development / Feasibility	March 2020	March 2023	On Hold	On Hold	Following an evaluation of existing Park & Ride schemes, a decision has been made to place the majority of development works for Park & Ride expansion on hold as we understand the impacts on demand for Park & Ride of Covid-19 and analyse whether that changes our priorities for investment. Where funding has already been allocated and there is evidence to show that a project is highly likely to remain a priority in the future, work is continuing to take place. The two schemes where this is the case are Park & Ride developments at Tile Hill which will be taken to Outline Business Case stage and Minworth where some high-level feasibility work is being undertaken. Further detail is set out in the Park & Ride update report which was presented 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	March 2019	March 2021	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. Issues encountered in terms of technology setup and data feeds, which are currently being worked through by Network Rail and the contractor. Works underway to complete these and open the facility before the end of March 2021.
16	West Midlands Cycle Hire Scheme	Delivery and Handover	March 2022	March 2022	Green	Same	Contract with chosen supplier signed on 23rd November 2020. Press release and scheme launch took place on 8th February 2021. A closed trial of 25 bikes and 5 docking stations is currently underway in Sutton Coldfield in order to test the infrastructure and technology that sits behind the scheme. Further scheme planning is ongoing, 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	June 2021	Green	Same	Contract year 5 (July 20 to July 21) – a further 30 digital advertising panels to be installed in TfWM bus shelters by Clear Channel. 14 have been installed as of end of January 2021. TfWM are awaiting the remaining confirmed sites from Clear Channel to determine how many new shelters will need to be installed.

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



Swift Go – the future of transport payment in the West Midlands

15 March 2021

Background

Swift Pay-as-you-go was launched in 2012 as the very first Swift product with the aim of providing a flexible and digital transport payment solution for irregular public transport users. This was developed following customer research which identified that having to have the correct change to travel on most bus services was a significant barrier.

The scheme has been a huge success with almost 100k cards issued and millions of journeys undertaken since launch.

However, one of the known limitation is that customers have to have an extensive knowledge of the ticketing options and offers to ensure they get good value. This is because Swift Pay-as-you-go is used to purchase a ticket in advance of travel. In London, through the Oystercard scheme, customers don't have to have this extensive knowledge as journeys are calculated and charged at the end of the day with good value guaranteed – this approach is known as 'capping'.

Swift Go

TfWM has been working hard with its suppliers and transport operators to deliver 'capping' for residents of the West Midlands and has made significant progress during 2020 and as such through Swift, adults can now benefit from 'capping' on the West Midlands Metro and 11 bus operators services (including National Express, Stagecoach and Arriva). Multimodal 'capping' is also available for those using the tram and any of the 11 bus operators' services.

This new and improved version of Swift Pay-as-you-go is called Swift Go in recognition of how much easier it is – customers are now encouraged to just 'go' as payment will be sorted out afterwards through 'capping'.

From the customer's perspective this means that, irrespective of how many times they use the service, they will never pay more than £4.80 per day if they only use buses or £6.80 per day if they use bus and tram services. The system also

knows all of the other available fares and as such, provides cheaper 'caps' if customers travel during the off-peak or only on the services of a single operator.

The fares are automatically deducted from customer bank accounts when they register their bank details with their Swift Account. Those that do not want to register their bank details can add money on-line or by visiting a Travel Information Centre with more top-up options available shortly.

Whilst huge progress has been made already, work continues during 2021 with the following developments planned:

- Rollout onto the remaining 9 bus operators services (on-going but expected to be completed by Summer 2021)
- Child Swift Go accounts (Summer 2021)
- Top-up at Swift Vending Machines (late spring 2021)
- Top-up at Payzone (summer 2021)
- An extensive marketing campaign linked to the wider marketing that will be undertaken to encourage people back to public transport as part of the Covid-19 recovery plan.
- Swift Pay-as-you-go will be carefully withdrawn with customers moved to Swift Go (c. autumn 2021).

Rail

TfWM is working with West Midlands Trains to rollout Swift Go on to the rail network. The following two significant projects are underway to enable this:

1. The rollout of platform validators across West Midlands' stations – this is being led by West Midlands Trains who have taken delivery of the validators and are currently awaiting sign off for installation from the Department for Transport (DfT).
2. Rail Settlement Plan (RSP) accreditation for all Swift retail solutions including Swift Go. This is a hugely complex project with an indicative delivery date of March 2022 – the team are currently working through the project planning exercise and as such a more precise delivery date will be available shortly.

Once these 2 projects are complete Swift Go will be fully multimodal with 'capping' across all operators and services.

Account Based Ticketing

Swift Go is an Account Based Ticketing (ABT) solution where the card is used as a token that is related to the customer's account which sits in computer servers accessed through the internet (the 'cloud'). This is a significant leap in technology compared with Swift Pay-as-you-go and provides the following two advantages over the old 'card' based solution:

1. An unlimited number of 'caps' can be applied to ensure the customer achieves good value at the end of the day – this is helpful in a deregulated environment where there are a large number of available fares.
2. It provides an opportunity to link other functions and services to the customer's account to offer them a holistic payment experience across all modes of transport.

TfWM are already taking advantage of these benefits through projects to deliver Swift payments for Cycle Hire, eScooters and Car Parking for example.

Therefore, Swift Go not only brings the benefits of 'capping' but also the opportunity to deliver a truly integrated payment solution for all modes of transport.

END

Further Information

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Travel Trends and Behaviours Tracking Survey

Wave 2 – January 2021

The Survey

The Travel Trends and Behaviours Tracking Survey (TTABS) aims to monitor travel patterns amongst residents in the West Midlands and opinion on different modes of travel. It will also look at the effect of the Covid-19 pandemic on travel patterns. 500 interviews will be conducted to quota each month from December 2020 to March 2021, the original intention was for interviews to be conducted via telephone with any shortfall in quotas to be remedied with face to face interviews.

As a result of the ongoing pandemic in January 2021 the UK entered into another period of national lockdown. Face to face interviewing was not permitted in this period as a result wave 2 data has been weighted on the basis of age.

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The survey will:

- Monitor travel habits in the last 7 days
- Measure satisfaction with journeys made in last 7 days by mode of travel
- Look at reasons for not travelling in the last 7 days
- Examine the effects of the Covid-19 pandemic on travel patterns
- Track awareness of WMCA, Mayor of West Midlands and TfWM

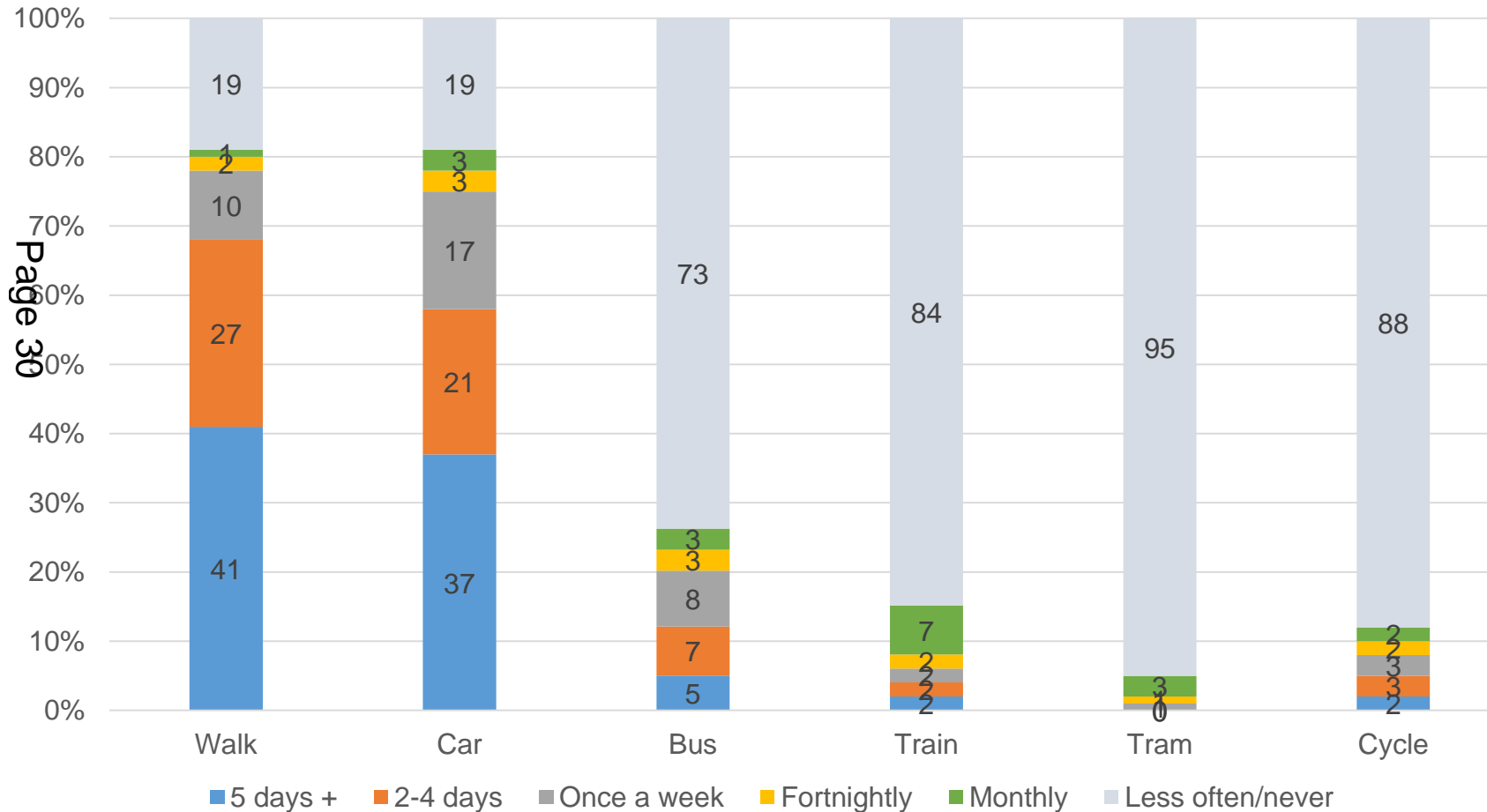
Note: Rail and Metro Satisfaction data not reported in wave 2 due to low base (*n 14 and 6 respectively*).

Travel in West Midlands

Travel patterns in West Midlands area, including nature and extent of travel in last 7 days and satisfaction with modes used

Frequency of travel

Frequency of travel by mode

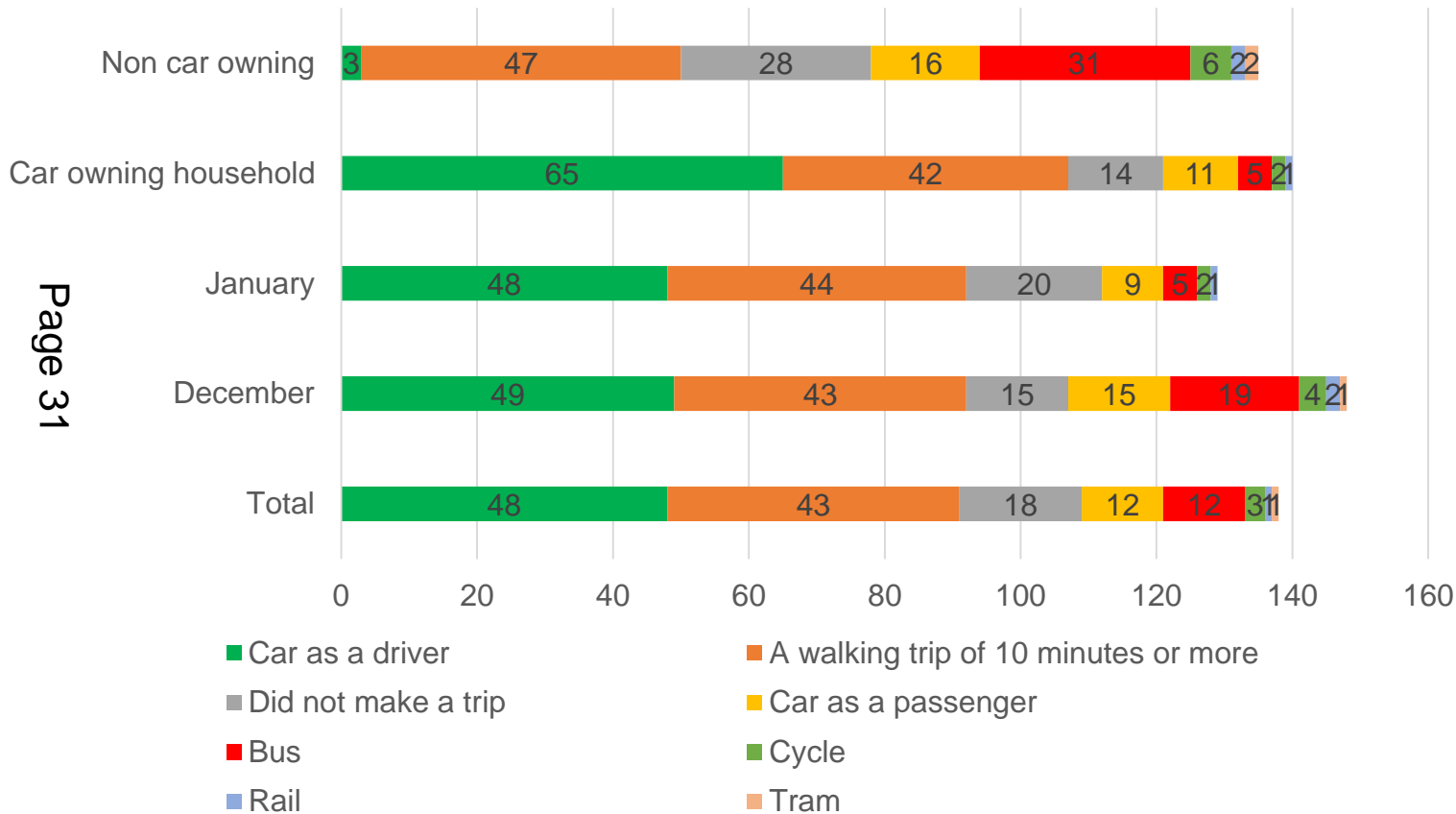


- When looking at travel patterns overall respondents travelled most regularly on foot (78%, made a weekly walk trip) or by car (75% made a weekly car trip).
- 20% travelled weekly by bus; 8% weekly by bicycle; 6% weekly by train.

Question: Thinking about the journeys you make in the West Midlands how often do you travel by the following. Base 1018 respondents

Travel in last 7 days

Mode(s) of travel used in last 7 days



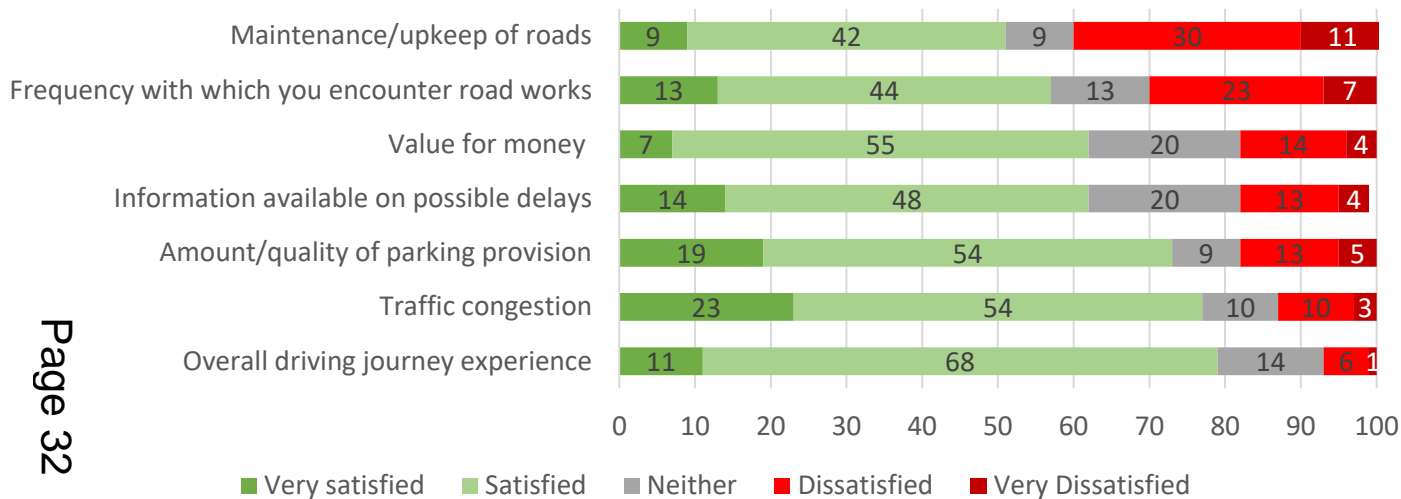
Page 31

- In January due to the national lockdown there was a reduction noted in travel compared to December with 20% having not made a trip in the last 7 days.
- Travel in the last 7 days was largely by car (48%, driving; 9% passenger) albeit there was a reduction noted in travel as a car passenger.
- There was little change noted in the proportion of walk trips (44%).
- Reductions were noted in bus use (19% to 5%), cycling (4% to 2%) and rail travel (2% to 1%).
- Non car owners were far more likely to have not made a trip (28%) compared to car owners (14%).

Question: Thinking about the journeys you made in the last seven days did you travel in any of the following ways within the West Midlands? Base 1018 respondents

Satisfaction with car journeys

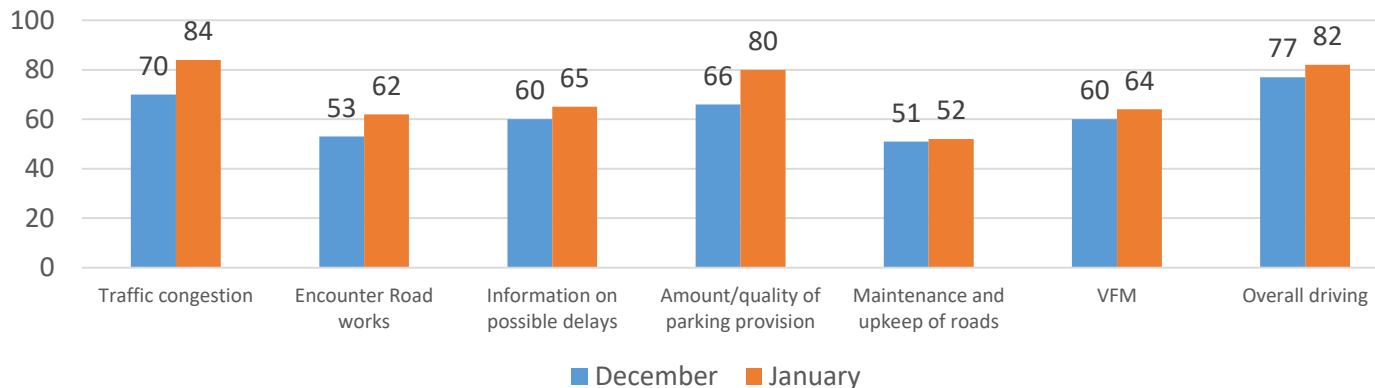
Overall satisfaction with aspects of car travel



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- 42% had made a car journey for work; 37% for shopping.
- Respondents were most satisfied with the overall driving journey experience (79%) and amount of traffic congestion (77%).
- They were least satisfied with the maintenance and upkeep of roads (51%) and frequency with which they encounter road works (57%).
- When comparing results from December to January it can be seen that there were improvements in satisfaction with the level of traffic congestion and with parking provision

Monthly satisfaction tracked



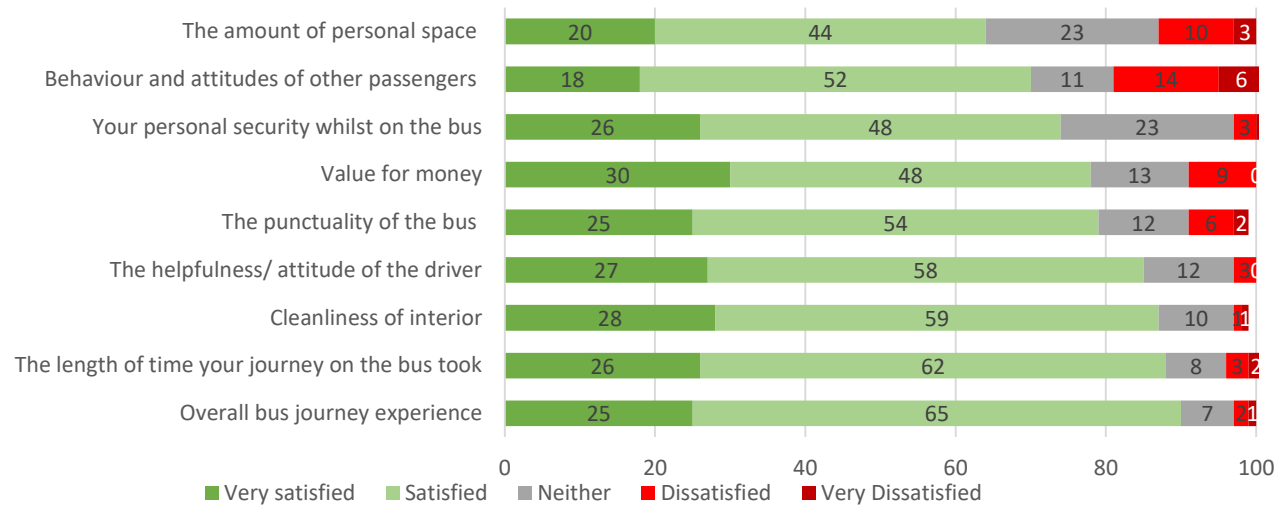
Reasons for dissatisfaction	%
Improve road surface/fix potholes	66
Fewer road works	36
More car parking/cheaper car parking	22
Better notification of delays/road works	19
More traffic enforcement/policing	11
Costs	9
Improvements to road layouts/Junctions	7
Traffic congestion	4
Other	3
Other drivers behaviour	1

Question: How satisfied or dissatisfied were you with the journey you made by car in terms of: Base 589 car users in last 7 days

Question: What were your main reasons for feeling dissatisfied? Base 362 respondents dissatisfied with aspect of car journey

Satisfaction with bus journeys

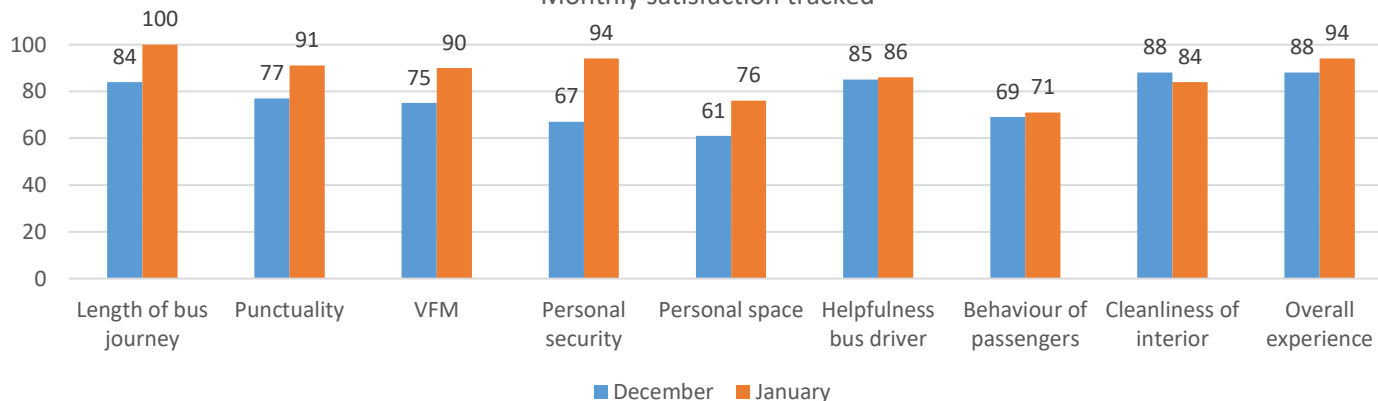
Satisfaction with aspects of bus travel



- 48% were travelling by bus for shopping purposes; and 19% for work, 17% on personal business .
- Respondents were most satisfied with the overall bus journey (80%) and length of bus journey (88%).
- They were least satisfied with the amount of personal space (64%) and behaviour and attitude of other passengers to reduce risks of Covid-19 infection (70%), with the latter having the highest level of dissatisfaction (20%).
- Interesting when comparing January results to December there was increased satisfaction with personal security and amount of personal space, perhaps as a result of decreased bus patronage due to lockdown.

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Monthly satisfaction tracked

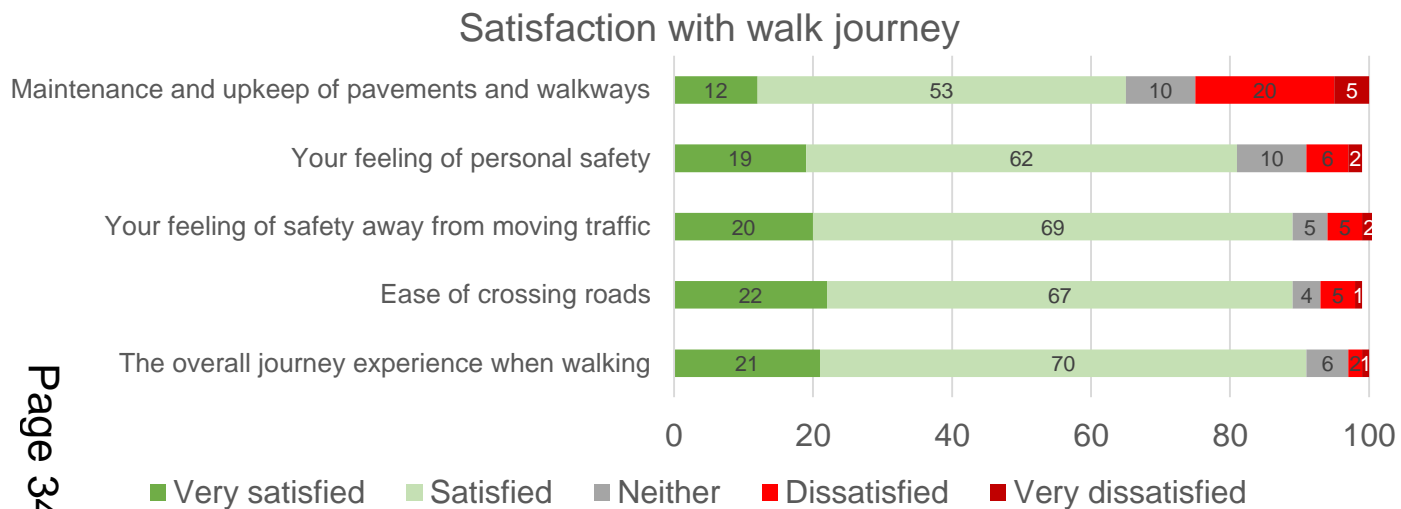


Reason for bus dissatisfaction	%
Passengers not wearing face coverings	42
Bus fares are too expensive	29
Bus service unreliable/didn't turn up on time	25
Unable to social distance/people not adhering to social distance rules	25
Bus journey took too long	21
Services overcrowded/too busy	21
Other	17
Felt unsafe/anti social behaviour	8
Drivers was rude/unhelpful	4

Question: How satisfied or dissatisfied were you with the journey you made by bus in terms of: Base 124 bus users in last 7 days

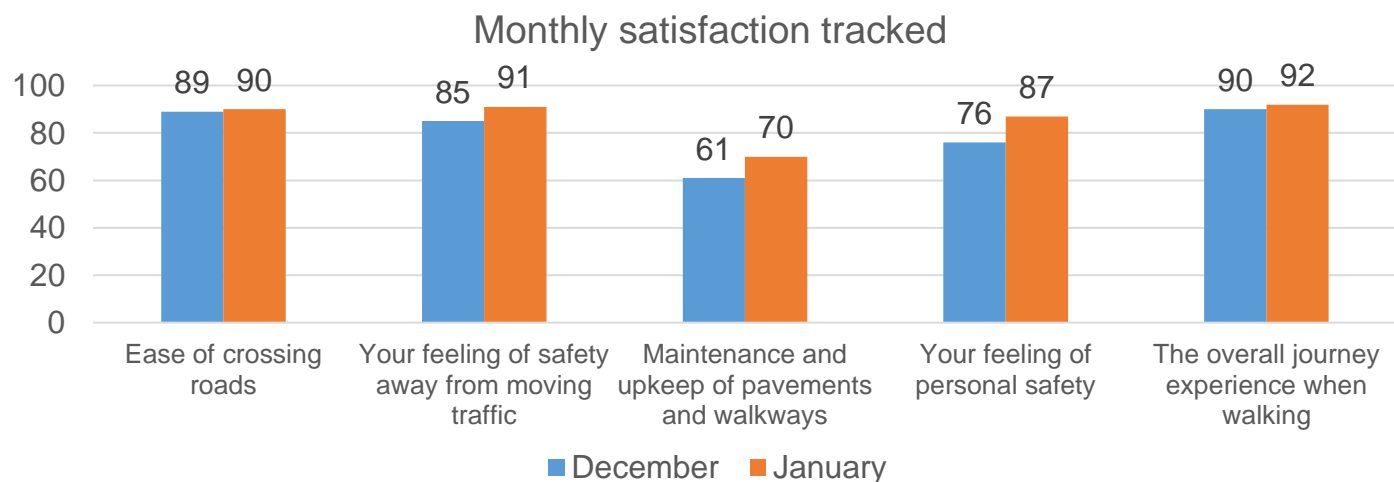
Question: What were your main reasons for feeling dissatisfied? Base 30 respondents dissatisfied with aspect of bus journey

Satisfaction with walk journeys



Page 34

- 45% made a walk trip for exercise, 21% for shopping and 14% for leisure/recreation.
- Respondents were most satisfied with the overall journey (91%), ease of crossing roads and safety from moving traffic (89% each).
- They were least satisfied with the maintenance/upkeep of pavements (65%) which had a dissatisfaction rating of 25%.
- There was an improvement in January in perceptions of personal safety compared to December.

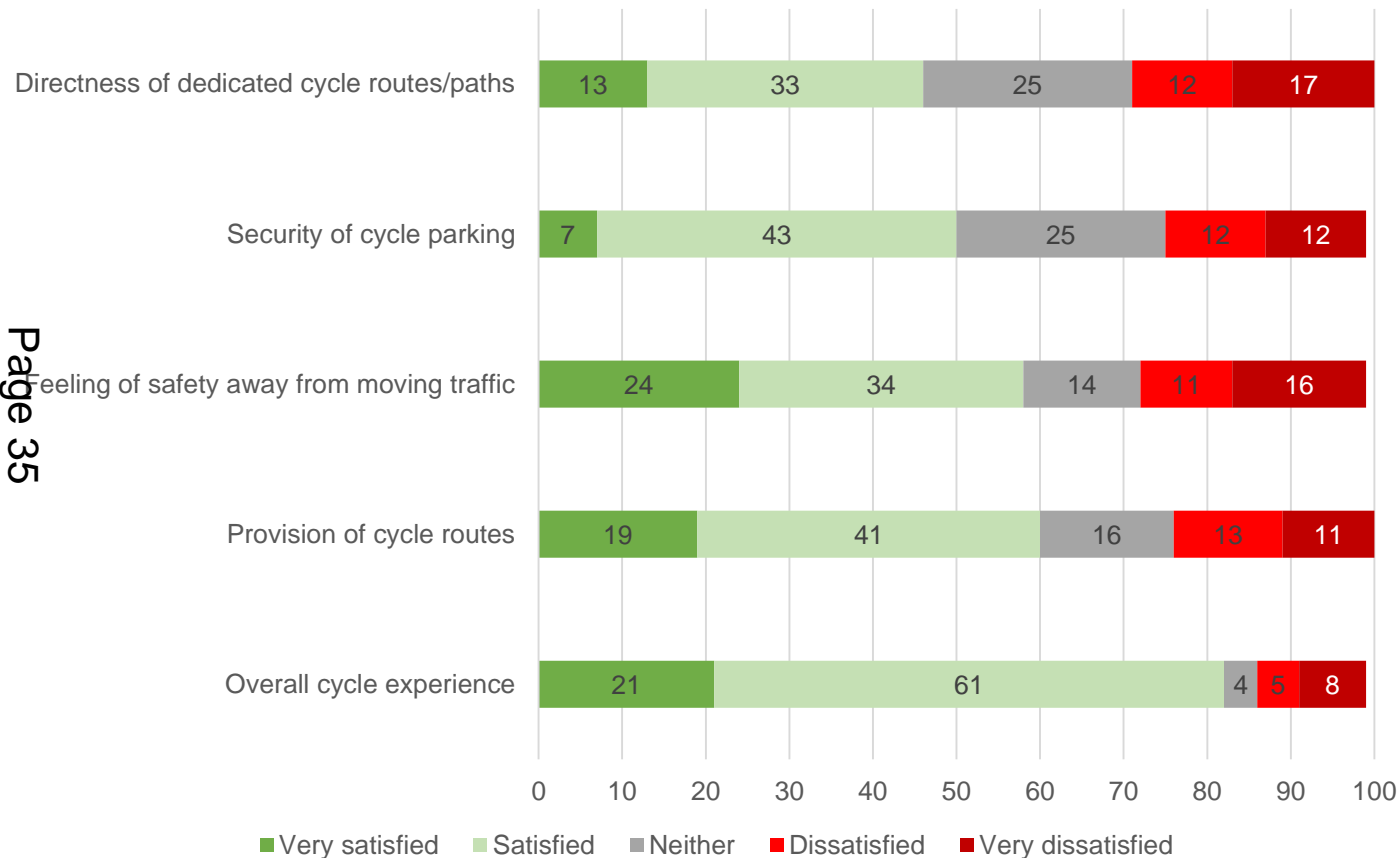


Reasons for dissatisfaction	%
Pavements uneven/need repairing	68
Roads busy/difficult to cross	21
Felt unsafe/anti-social behaviour	16
Need more safe crossing places	16
Rubbish/debris on pavement/litter	9
Other	6
Unable to social distance/people not adhering to social distance rules	5
Cars parked on pavements	4
Riding of e-scooters	2
Riding of bikes on pavements	2

Question: How satisfied or dissatisfied were you with the journey you made by walking in terms of: Base 441 walkers in last 7 days
 Question: What were your main reasons for feeling dissatisfied? Base 138 respondents dissatisfied with walking trip

Satisfaction with cycle journeys

Satisfaction with cycling journey



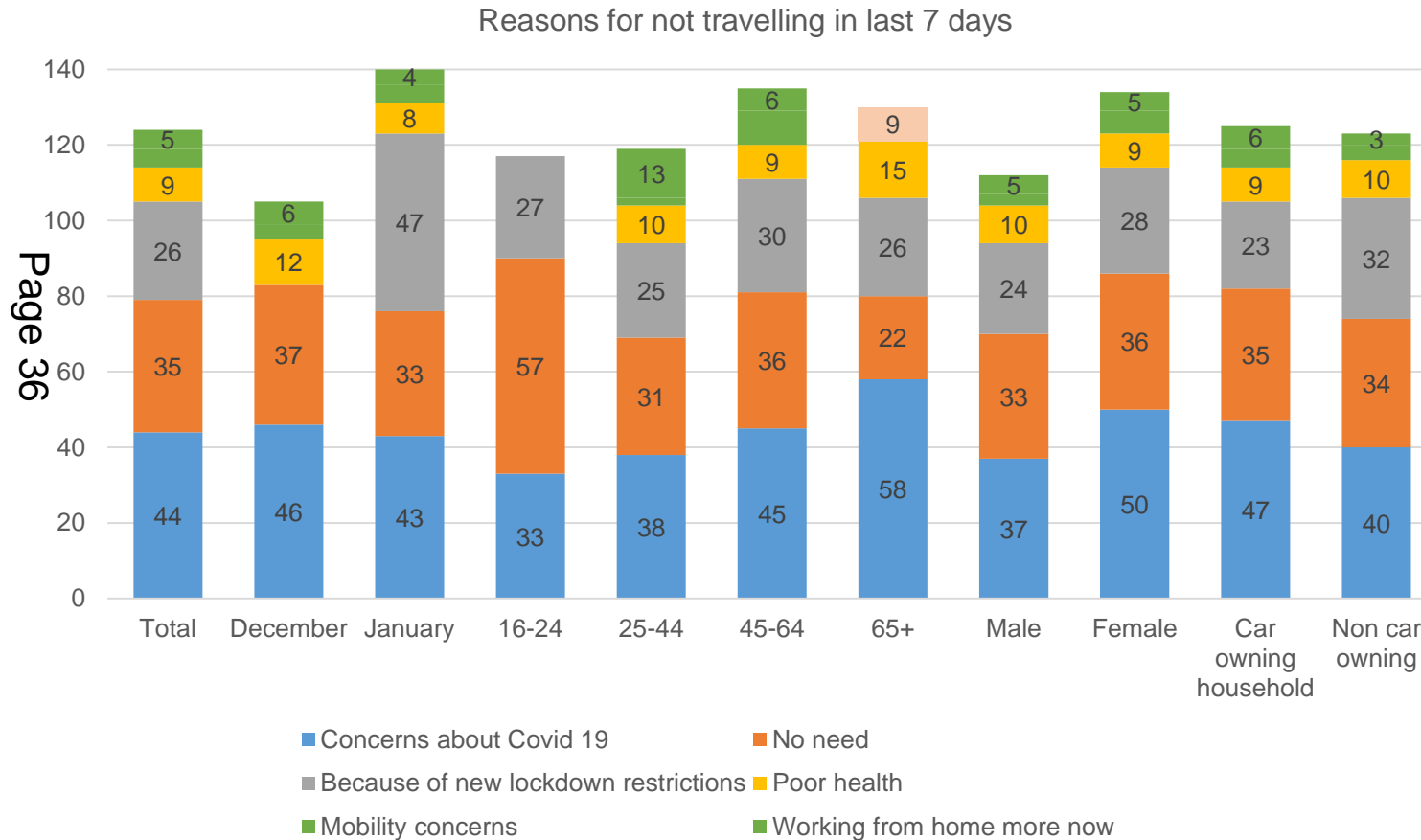
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- Cycle trips were largely made for leisure or exercise (39%).
- 43% were made on a dedicated cycle path, 36% on road without a cycle lane. 17% travelled on a canal tow path.
- Cyclists were most satisfied with the overall cycle experience (82%).
- They were least satisfied with directness of dedicated cycle routes (46%) and security of cycle parking (50%).
- Provision of cycle routes (60%) and safety from moving traffic (58%) were also lowly rated.

	%
Need more cycle lanes/separate cycle routes	61
Roads unsafe to cycle on	50
No where safe to leave bike	34
Other road users	28

Question: How satisfied or dissatisfied were you with the journey you made by bicycle in terms of: Base 31 cyclists in last 7 days
 Question: What were your main reasons for feeling dissatisfied? Base 11 respondents dissatisfied with aspect of cycling journey

Reasons for not travelling in last 7 days



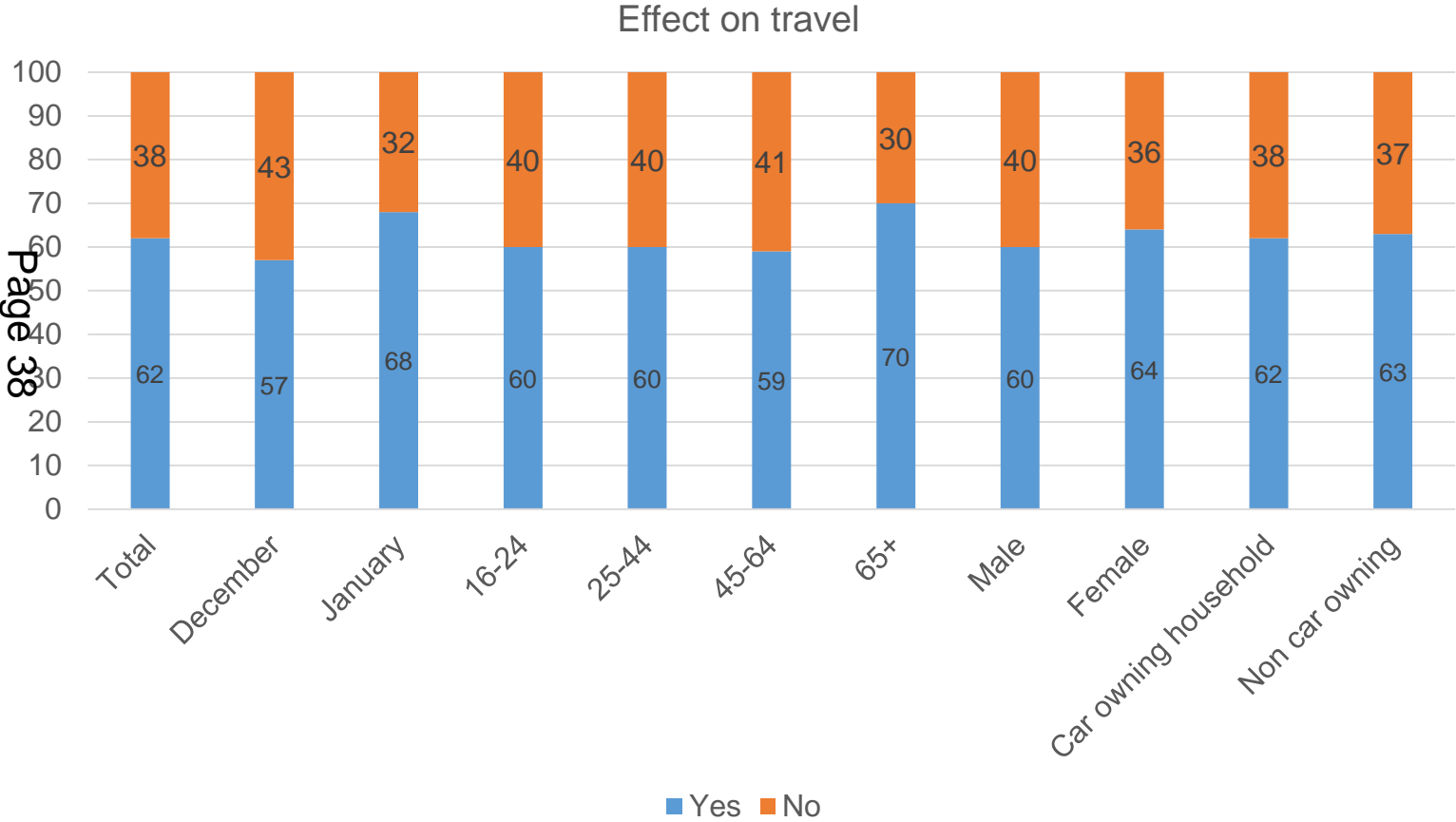
- The proportion of people not travelling in the last 7 days increased from 15% to 20%.
- Covid-19 related concerns and restrictions were still key reasons for not travelling, particularly with the return to new lockdown restrictions throughout January.

Question: Why did you not make a trip? Base 180 respondents who had not travelled in last 7 days. % exceed 100 due to multiple responses

Effect of Covid-19 on travel

The effect of the Covid-19 pandemic on the way people travel

Effect of Covid-19 on Travel

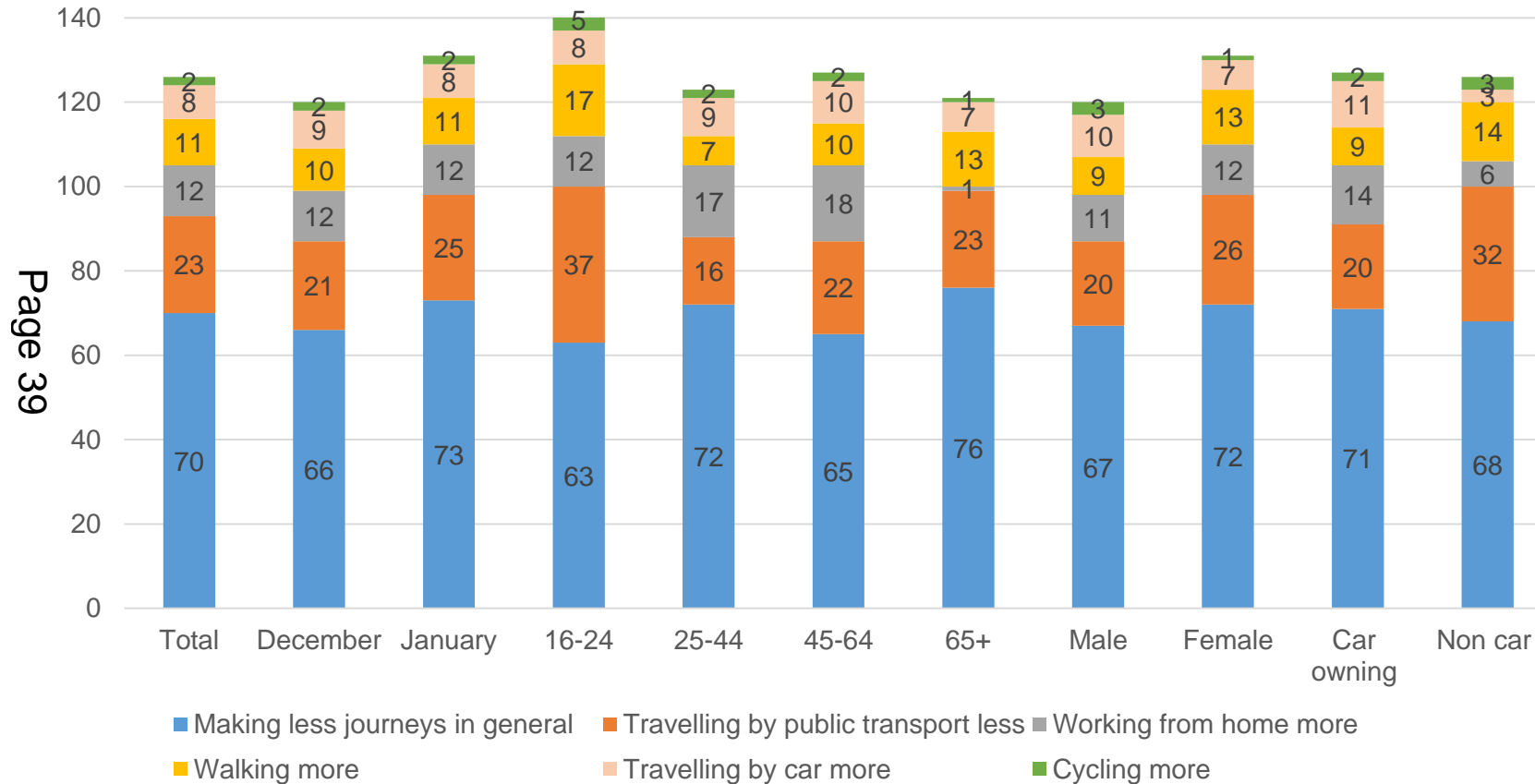


- Overall 62% felt that the Covid-19 pandemic had changed the way they travel, with this figure increasing significantly in January with the start of another national lockdown (57% December to 68% in January).
- Those aged 65+ were most likely to have made a change (70%), but changes were noted across all demographics

Question: Has the way you travelled changed as a result of the Covid-19 pandemic? Base 1018 respondents

Changes in Travel Patterns

Travel change noted

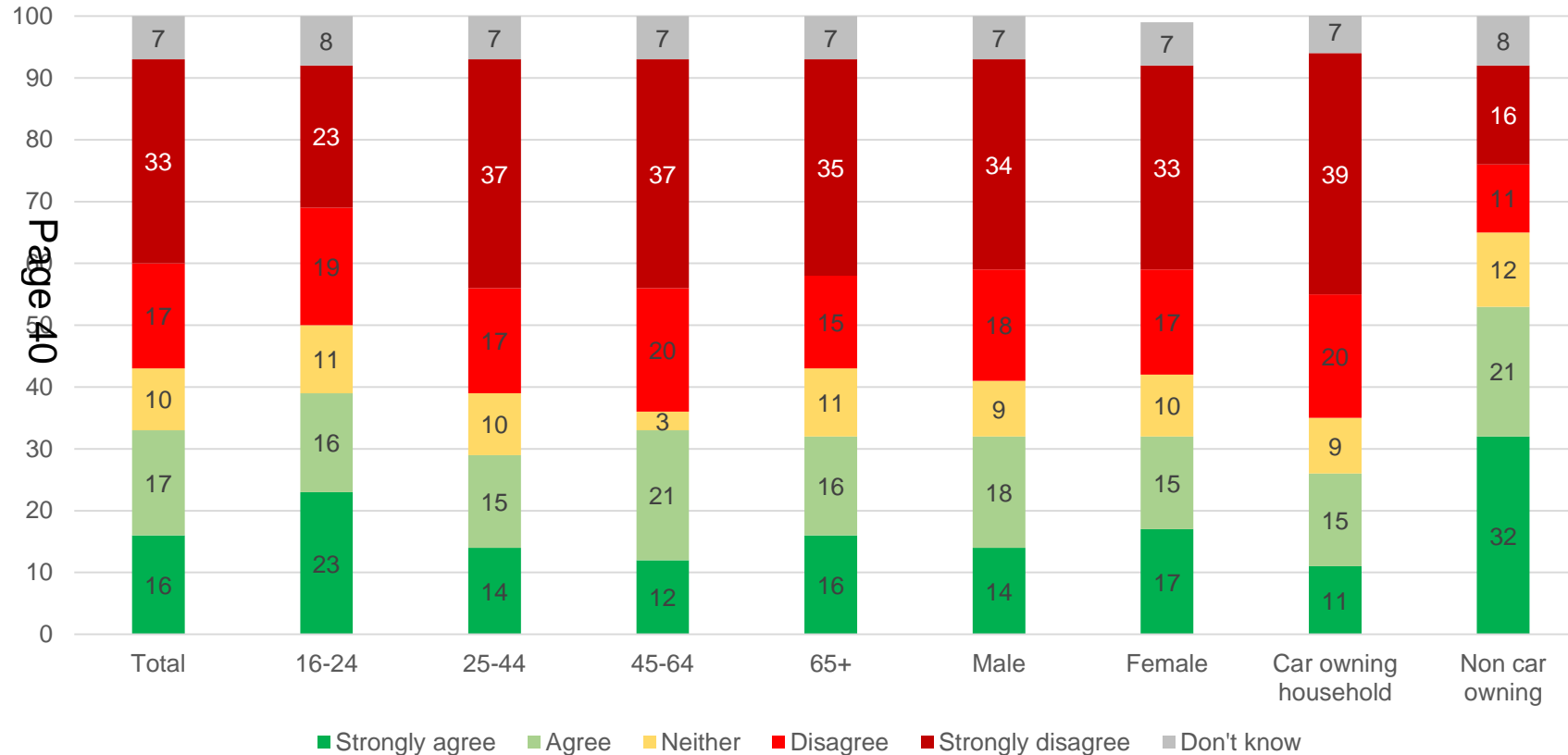


- Of those respondents who had changed the way they travelled, the majority (70%) reported making less journeys in general.
- Just over a fifth thought they were travelling less by public transport – with this figure increasing in January.
- 12% were working from home more. 11% felt they were walking more; 8% travelling by car more.

Question: In what ways have your travel patterns changed? Base 296 respondents who have changed the way they travel. % exceed 100 due to multiple responses.

Effect of vaccine on future public transport use

When enough people are vaccinated I expect to use public transport weekly



- A third agreed they would use public transport weekly following a successful vaccine roll out; 50% disagreed.
- Non car owners (53%) and respondents aged 16-24 (39%) were most likely to agree with this statement.
- Car owners (59%) were most likely to disagree with the statement.

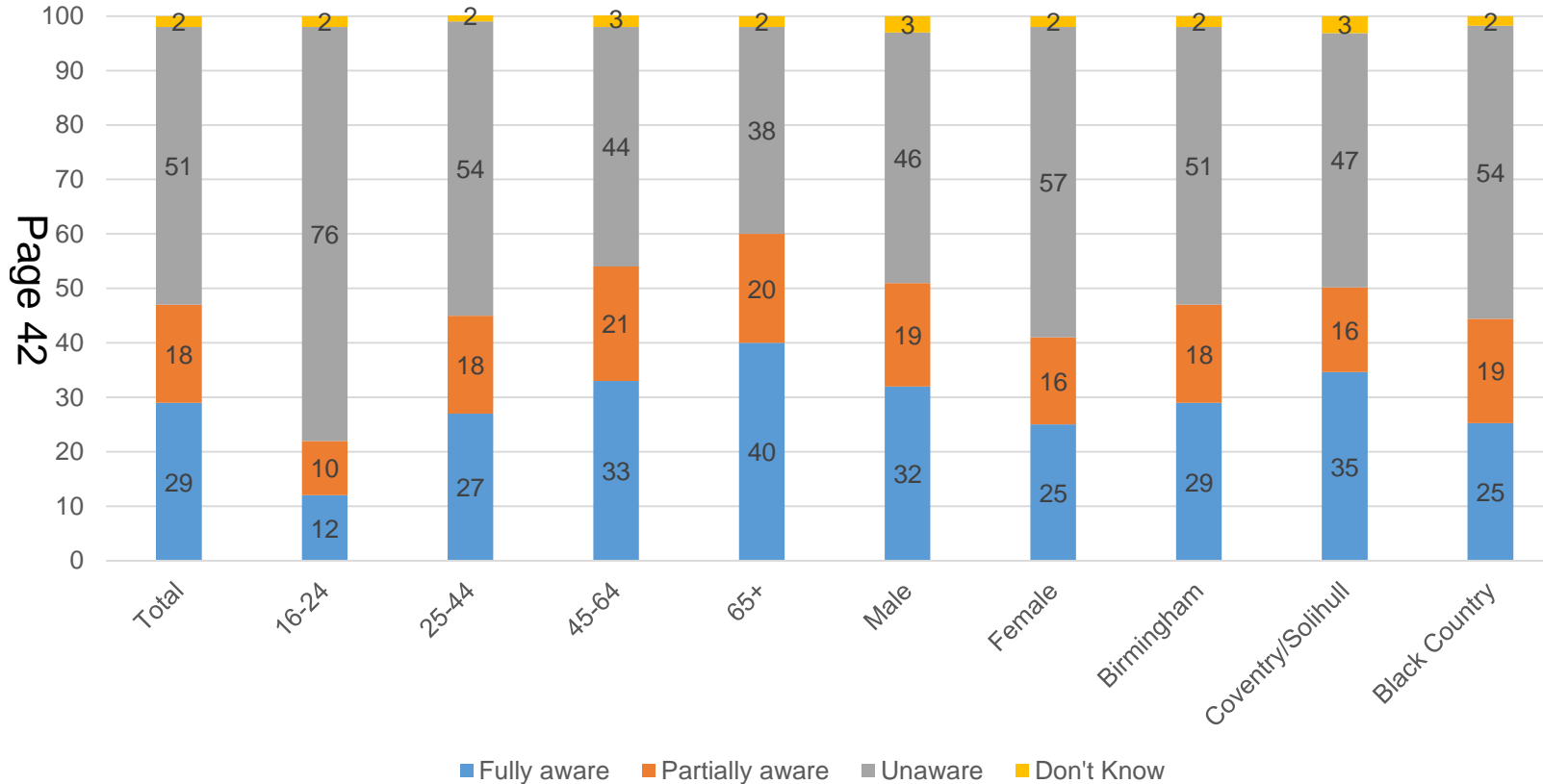
Question: How far do you agree or disagree with the following statement 'when enough people have been vaccinated against Covid-19 I expect to use public transport on a weekly basis? Base 512 respondents. Question introduced in January 2021

WMCA Awareness

Awareness of WMCA, Mayor for the West Midlands and TfWM

Awareness of WMCA

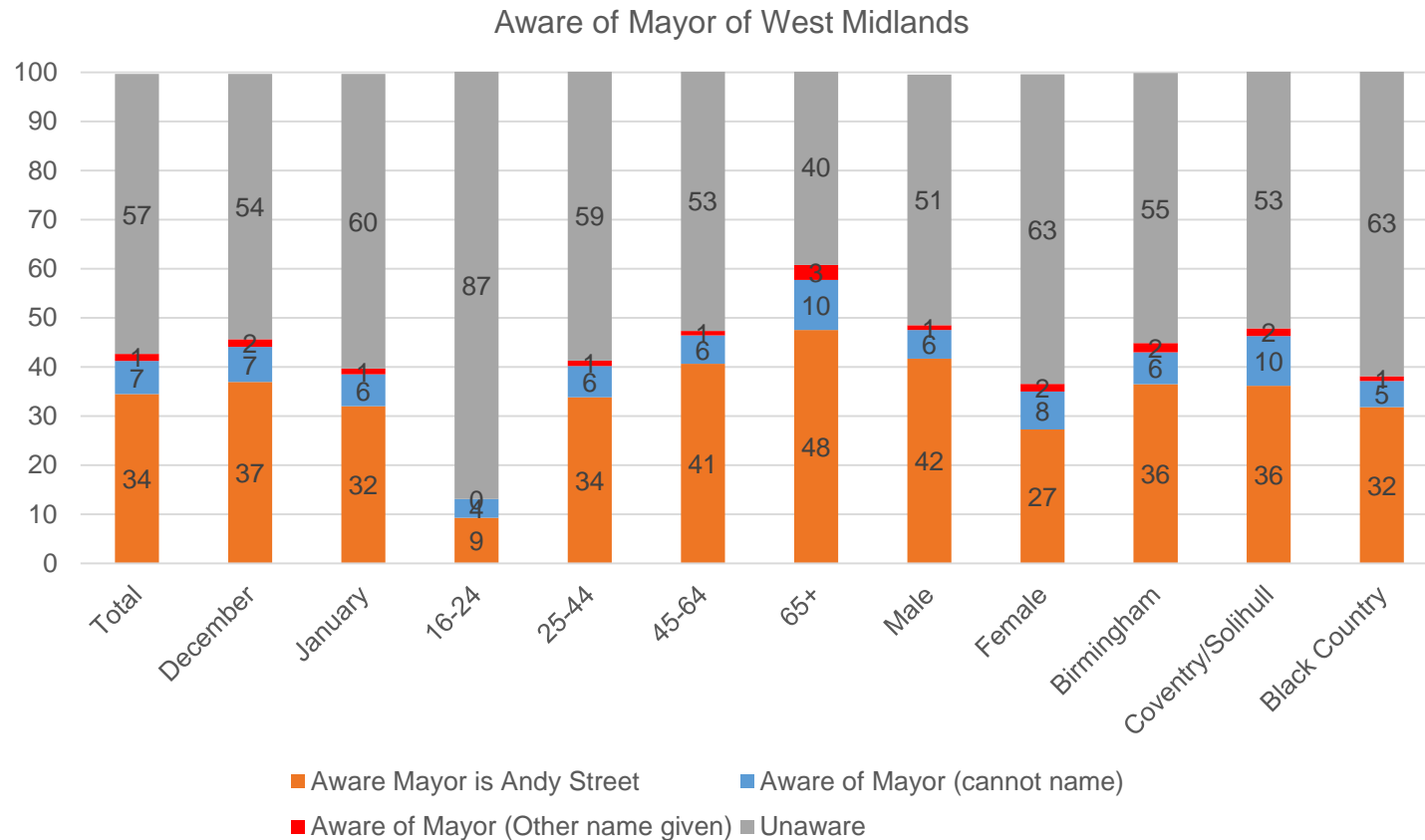
WMCA Awareness



- 29% of respondents felt they were fully aware of the WMCA, with an additional 18% feeling partially aware.
- Awareness levels were highest amongst those aged 65+ (40%) and lowest amongst those aged 16-24 (12%).
- Awareness levels were slightly higher in Coventry/Solihull (35%) and Birmingham (29%) compared to the Black Country (25%).

Question: Before today how aware were you of the West Midlands Combined Authority? Base 1018 respondents

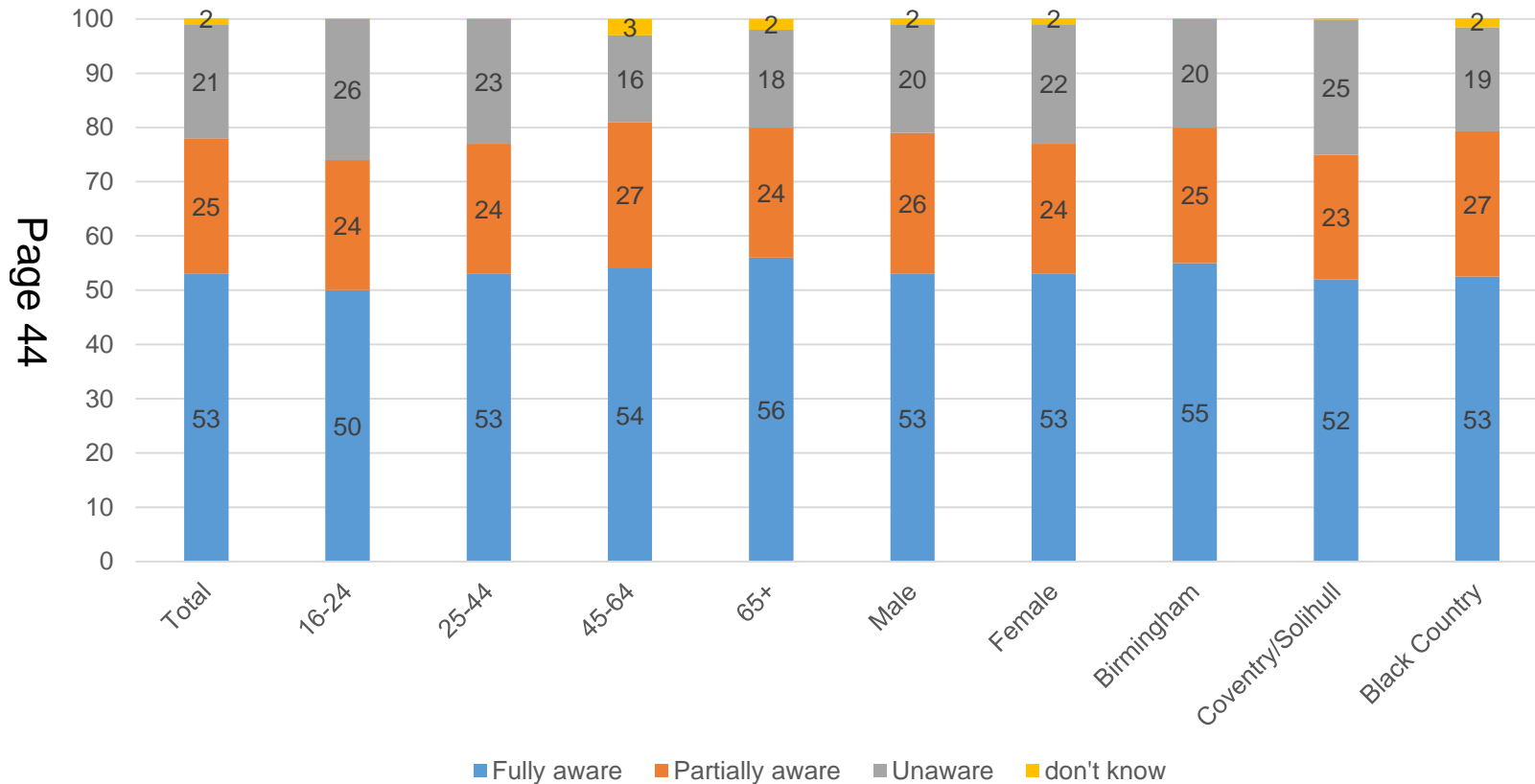
Awareness of Mayor of West Midlands



- 34% of respondents were aware that the Mayor of the West Midlands was Andy Street. A further 8% were aware of the West Midlands Mayor but could not correctly name the person in post.
- Older respondents were most likely to be aware of the West Midlands Mayor (48% could correctly name), while younger respondents were least aware (9% could correctly name).

Awareness of TfWM

Awareness of TfWM



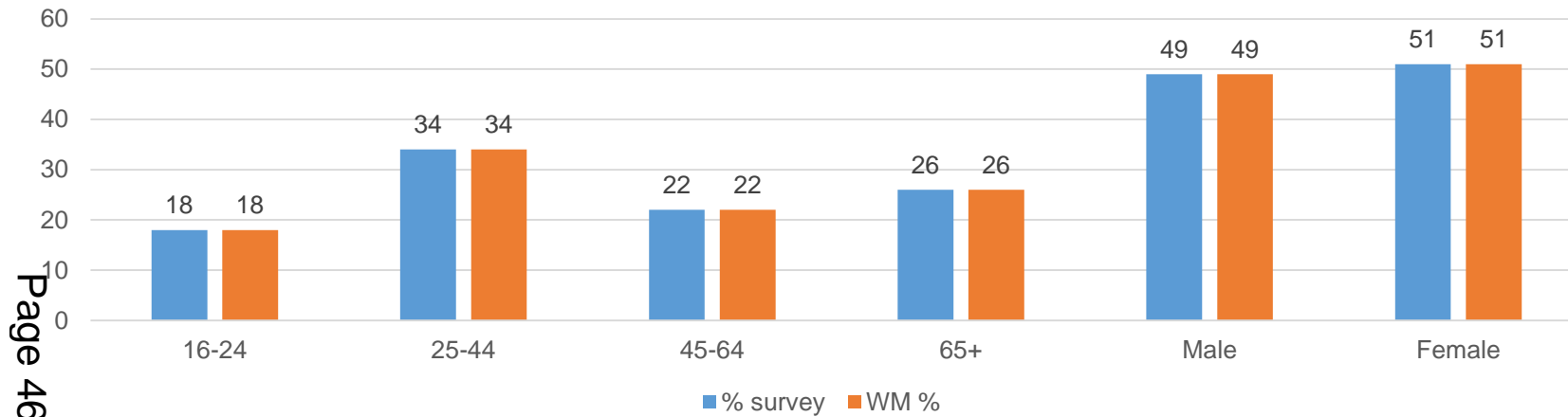
- 53% were fully aware of TfWM with a further 25% partially aware.
- Older respondents had the highest awareness level at 56%, however 50% of 16-24 year olds also felt they were fully aware of TfWM.

Respondent Profile

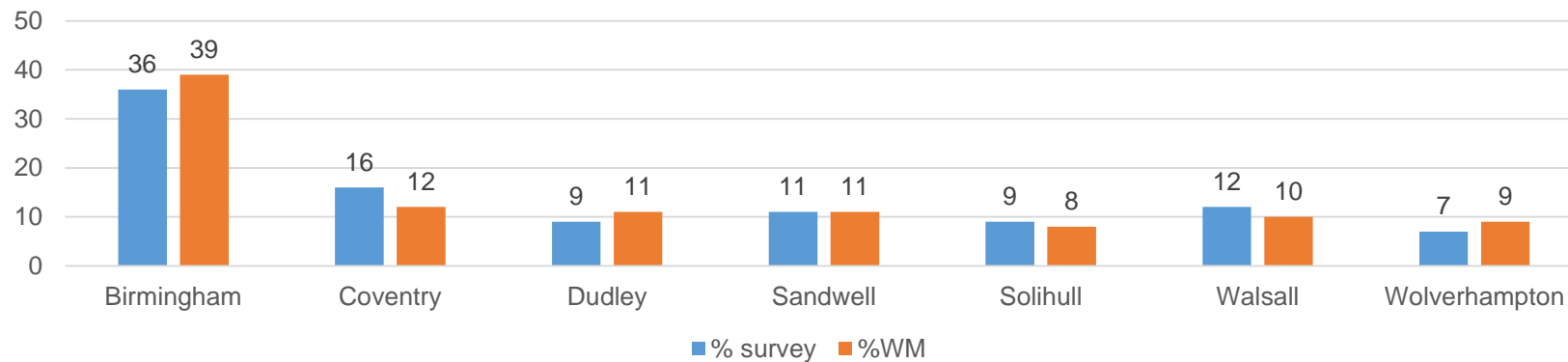
Respondent demographics in terms of age, gender, car ownership, District, disability and working status.

Respondent Profile (1)

Age and gender



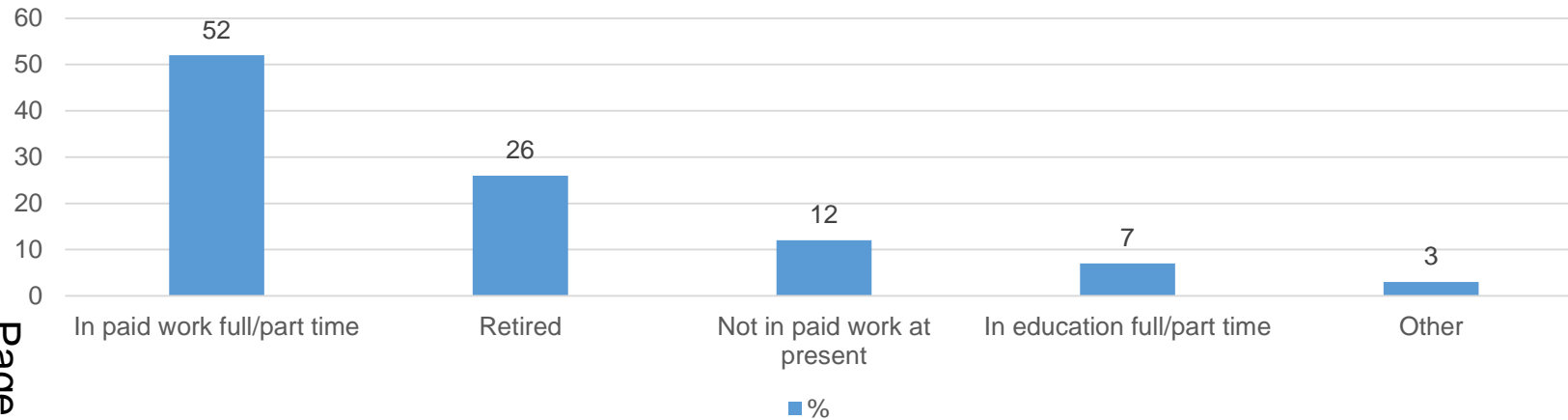
District



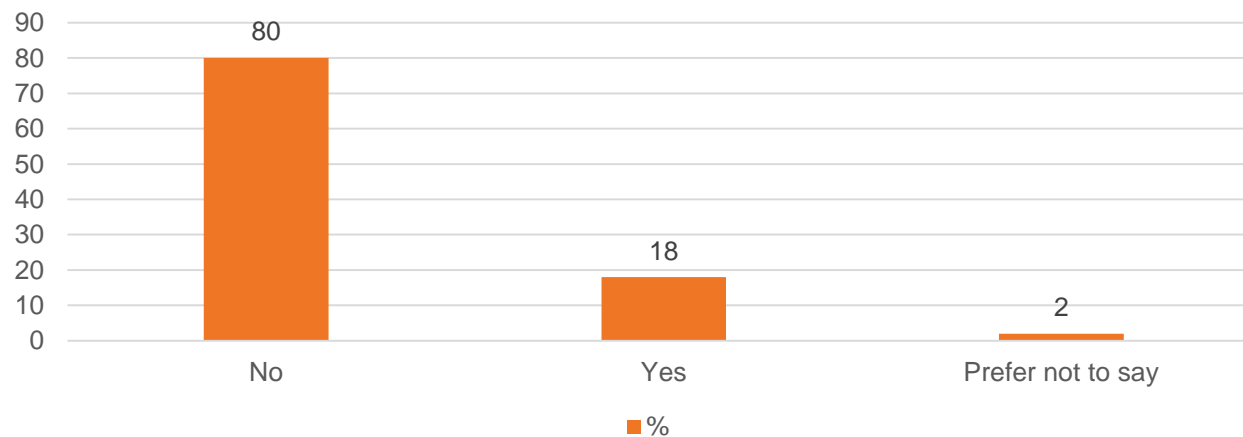
Note : Due to change in methodology in January survey data weighted by age

Respondent Profile (2)

Economic status



Disability



Type of disability	%
Mobility (e.g only able to walk short distances or difficulty climbing stairs)	47
Mental health	6
Stamina or breathing fatigue	6
Hearing (e.g. deafness or partial hearing)	4
Vision (e.g. blindness or partial sight)	2
Dexterity (e.g. difficulty lifting and carrying objects or using a keyboard)	2
Socially or behaviourally (for example associated with autism attention deficit disorder or Asperger's syndrome)	2
Learning or understanding or concentrating	1
Other	22

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TRANSPORT DELIVERY COMMITTEE

COMMITTEE MEETING		REPORT AND AUTHOR	AGENDA SETTING MEETING	
<i>Date of Meeting</i>	<i>Date Final Reports to be submitted to Governance Services</i>		<i>Date of Meeting</i>	<i>Date Reports to be submitted to Governance Services</i>
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) • Rail Business Report (Tom Painter) 	27 May	24 May

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