



Transport Delivery Committee

Date: Monday 19 July 2021

Time: 2.00 pm **Public meeting** Yes

Venue: Room 116, 16 Summer Lane, Birmingham B19 3SD
[Click here to view online.](#)

Membership

Councillor Kath Hartley (Chair)	Birmingham City Council
Councillor Pervez Akhtar	Coventry City 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 Christopher Burden	City of Wolverhampton Council
Councillor Robert Grinsell	Solihull Metropolitan Borough Council
Councillor Celia Hibbert	City of Wolverhampton Council
Councillor Timothy Huxtable	Birmingham City Council
Councillor Mohammed Idrees	Birmingham City Council
Councillor Ziaul Islam MBE	Birmingham City Council
Councillor Rizwan Jalil	Sandwell Metropolitan Borough Council
Councillor Morriam Jan	Birmingham City Council
Councillor Chaman Lal	Birmingham City Council
Councillor Mark Parker	Solihull Metropolitan Borough Council
Councillor David Stanley	Dudley Metropolitan Borough Council
Councillor Alan Taylor	Dudley Metropolitan Borough Council
Councillor Richard Worrall	Walsall Metropolitan Borough Council

The quorum for this meeting is seven members

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

Contact Tanya Patel, Governance Services Officer
Telephone 0121 214 7689
Email tanya.patel@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 (if any)	Chair	None	
4.	Minutes <ul style="list-style-type: none"> • Committee dated 15 March 2021 • Informal Committee dated 28 June 2021 	Chair	1 - 10	
5.	Matters Arising	Chair	None	
6.	Appointment of Vice Chair (s)	Chair	None	
7.	Forward Plan	Chair	11 - 18	
Business Items for Noting / Consideration				
8.	Financial Monitoring Report	Kate Taylor	19 - 26	
9.	Cycling Charter Progress Update	Hannah Dayan	27 - 42	
10.	Rail Business Report	Tom Painter	43 - 60	
11.	COVID - 19 Recovery Update	Pete Bond	Verbal Report	
12.	WMCA Board Transport Reports (for information only)	Pete Bond	To Follow	
13.	Member Engagement Groups Update	Chair	61 - 74	
Date of the Next Meeting				
14.	Monday 13 September 2021 at 1.00pm	Chair	None	



Transport Delivery Committee

Monday 15 March 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 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 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

Item No.	Title
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100.	Chair's Remarks
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|--|---|
| | <p>(i) Welcome to Councillor Mohammed Idrees
The Chair welcomed Mohammed Idrees to his first meeting of the committee.</p> <p>(ii) Farewell to Councillors Roger Lawrence and Ted Richards
The Chair reported that this would be last meeting for valued members Councillors Lawrence and Richards who would be standing down as councillors at the forthcoming local elections. The committee paid tribute to both councillors for their work in supporting transport in the region and serving residents for many years. This sentiment was echoed by TfWM Officers and the Managing for TfWM Laura Shoaf who reported that both members would be hugely missed and in particular Councillor Lawrence, who had served as the WMCA Board's Portfolio Holder for Transport whilst Leader of the City of Wolverhampton Council.</p> <p>(iii) Bus Transformation Report</p> |
|--|---|

The Chair advised that the Bus Transformation report that had been sent to members recently would be continually updated and circulated to members to keep them updated on bus matters.

(iv) National Bus Strategy

Further to the Government's announcement on a national bus strategy today, the Director of Integrated Network Services, Pete Bond, reported that a briefing note on the key components of the strategy would be circulated to the committee in due course.

(v) Safer Travel and Network Resilience Update

The Chair reported that she had requested a briefing note from Mark Babington, (Head of Safety, Security and Emergency Planning) to provide an update on safer travel and network resilience early next month.

101. Minutes of the last meeting

The minutes of the meeting held on 8 February 2021 were agreed as true record.

102. Action Tracker

The action tracker was noted.

103. Matters Arising

Minute no. 84, Chair's Remarks (iii) Transport Scrutiny Sub-Committee

The Chair reported that further to the Transport Scrutiny Sub-Committee held on 22 February, she had provided feedback on the meeting to TDC members. It was noted that the recommendations from the Transport Scrutiny Sub-Committee would be submitted to the WMCA Board on 19 March for approval.

Minute no.88, Bus Alliance Update

The Chair reported that further to an enquiry from Councillor Lal regarding the need to accelerate Swift Go, a report would be considered further on the agenda.

104. Correspondence/ Petitions

None submitted.

105. Financial Monitoring Report

The committee considered a report of the Finance Director that set out the financial position up to the end of January 2021.

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

In relation to enquiry from Councillor Richards as to whether delays to projects as a result of the Coronavirus pandemic would lead to cost increase in the future, the Financial Controller, Louise Cowen reported that this issue was currently be examined although the financial impacts were not yet clear.

Resolved:

1. That the year to date net revenue expenditure to the end of January 2021 shows a favourable variance of £3.437m compared to budget be noted and
2. That the 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 and the capital forecast was reduced in January 2021 to £169.7m, which is £107.5m below the annual budget of £277.2m be noted.

106. 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 January 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 referred to in paragraph 4 of the report be noted.

107. Swift Go - the future of transport payment in the West Midlands

The committee considered a briefing note from the Head of Swift on 'Swift Go'.

The Head of Swift, Matt Lewis reported on the development and progression of Swift ticketing from 2012 when Swift pay-as-you go was launched to the new and improved version called Swift Go.

It was noted the new, more flexible version of Swift would deliver best value for customers by 'capping' fares; the customer would be charged the

cheapest fare as the system (account based ticketing) recognises all fares such as peak/off peak.

The Head of Swift reported on plans to expand Swift from bus and tram to rail which would enable multi-modal 'capping' across all operators and services.

Resolved : That the report be noted.

108. Presentation : Latest Travel Survey Summary

The committee received a presentation from the Human Intelligence Manager on the latest Covid-19 travel survey that was undertaken by telephone during February 2021. The committee had also received details of the key findings of the travel survey undertaken in January 2021.

The Human Intelligence Manager, Sarah Bayliss, outlined the main results of the Travel Trends and Behaviours Tracking Survey that monitored travel habits, measured satisfaction with journeys made and examined the effects Covid-19 on travel patterns including the reasons for not travelling and awareness of Transport for the West Midlands. The survey indicated that the pandemic has changed the way people travel, especially the elderly and revealed changes to travel patterns (the full report was circulated to the committee following the meeting).

The Chair thanked Sarah Bayliss for her informative presentation.

Resolved: That the contents of the presentation be noted.

109. WMCA Board Transport Reports (for information only)

The committee received a report on Coventry Electric Bus City - full business case, that would be considered by the WMCA Board at its meeting on 19 March.

Resolved : That the report be noted.

110. Notices of Motion

None submitted.

111. Questions

None submitted.

112. Forward Plan

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

Resolved: That the report be noted.

113. Date of Next Meeting -14 June

The meeting ended at 2.30 pm.

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West Midlands Combined Authority

Transport Delivery Committee

Monday 28 June 2021 at 1.00pm

Informal Minutes

Present

Councillor Kath Hartley (Chair)	Birmingham City Council
Councillor Pervez Akhtar	Coventry City Council
Councillor Linda Bigham	Coventry City Council
Councillor Alan Taylor	Dudley Metropolitan Borough Council
Councillor Robert Grinsell	Solihull Metropolitan Borough Council
Councillor David Stanley	Dudley Metropolitan Borough Council
Councillor Adrian Andrew	Walsall Metropolitan Borough Council
Councillor Celia Hibbert	City of Wolverhampton Council
Councillor Chaman Lal	Birmingham City Council
Councillor Chris Burden	City of Wolverhampton Council
Councillor Mark Parker	Solihull Metropolitan Borough Council
Councillor Mohammed Idrees	Birmingham City Council
Councillor Morriam Jan	Birmingham City Council
Councillor Robert Alden	Birmingham City Council
Councillor Ziaul Islam	Birmingham City Council
Councillor Tim Huxtable	Birmingham City Council
Councillor Richard Worrall	Walsall Metropolitan Borough Council
Councillor Samiya Akhter	Sandwell Metropolitan Borough Council
Councillor Rizwan Jalil	Sandwell Metropolitan Borough Council

In Attendance

Pete Bond	Transport for West Midlands
Dan Essex	West Midlands Combined Authority
Graham Jones	Transport for West Midlands
Kate Taylor	West Midlands Combined Authority
Louise Cowen	West Midlands Combined Authority
Sandeep Shingadia	Transport for West Midlands
Angela Hosford	Transport for West Midlands

Item Title

No.

- Apologies for Absence**
No apologies for absence were received.

2. Chair's Remarks (if any)

The chair made the following remarks:

- Congratulated Andy Street on his re-appointment of Mayor of the West Midlands
- Following Overview & Scrutiny's review of the effectiveness of Transport Delivery Committee work continued on the implementation of those recommendations.
- The chair noted that the Lead Member Reference Groups had been renamed to Member Engagement Groups and would now formally report back to each committee.
- WMCA would be undertaking a Governance review being led by Satish Mistry, Interim Director Law & Governance and Councillor Bob Sleigh.
- Following Laura Shoaf's appointment as Interim Chief Executive of the WMCA it was noted that Pete Bond, Director of Integrated Transport Services would now be the accountable Director responsible for supporting TDC going forward.
- The committee were shown picture of the completion of Coventry Pool Meadow to support Coventry in their role of City of culture.
- Longbridge the first multi storey park and ride had been completed during the pandemic but was never formally opened, it is hoped that the re-opening of the site will occur on the 16 August subject to the Government road map.
- TfWM had been notified by the Department of Transport that they had been shortlisted for a further zero emission bus scheme for 230 buses including over 200 hydrogen buses through National Express. TfWM would be working closely with partners to develop a full business case.

3. Matters Arising

The Chair confirmed the following appointments to each of the Member Engagement Groups:

Air Quality, Congestion & environmental Impact: Councillor Lal, Councillor Bigham, Councillor Hibbert and Councillor Alden

Finance & Performance: Councillor Akhtar, Councillor Akhter and Councillor Andrew

Putting Passengers First: Councillor Hartley, Councillor Jalil, Councillor Idrees and Councillor Stanley

Rail & Metro: Councillor Worrall, Councillor Burden, Councillor Hibbert, Councillor Taylor and Councillor Huxtable

Safe & Sustainable Travel: Councillor Grinsell, Councillor Jalil, Councillor Islam and Councillor Jan

Sprint: Councillor Huxtable, Councillor Idrees and Councillor Parker.

Councillor Celia Hibbert did express her concern that the committee did not reflect as gender balanced.

4. Terms of Reference & Role Profiles Refresh

The committee noted the refreshed terms of reference for the and the refreshed role profiles.

5. Forward Plan

The committee noted the items to be reported to future meetings. It was recognised that the forward plan reflects more focus of the capital delivery monitoring ensuring that the committee take a broad respective look at those TfWM activities across the business plan, it also includes Member Engagement Group updates.

The chair also requested that a schedule of policy briefing's continued to be held on the morning of committee and requested that the meeting scheduled in September focused on the Commonwealth Games Transport Plan Consultation.

6. Financial Monitoring Report 2021 / 22

The committee received a report outlining the final 2020/21 position against the Transport revenue budget which showed a marginal total saving of £0.189m which was broadly in line with the final forecast for the year, despite the challenges of the previous 12 months. The out-turn was also in line with estimates following close financial manager and action during the year.

Councillor Timothy Huxtable queried as to whether due to pandemic construction of schemes costs would be increased due to inflation or additional costs due to supply and demand. The Director of Development and Delivery reassured the committee that scheme's were still within budget, and to mitigate those risks early contractor engagement is undertaken. He also noted that organisation worked closely with contractors to ensure sites remained COVID secure. Councillor Adrian Andrew suggested that a useful exercise be undertaken to review the potential cost increases against capital projects.

7. Capital Delivery Monitoring Report

The committee received a report outlining the progress monitoring against approved TfWM led 2021/2022 programmes and projects. It was highlighted that in regards to Perry Barr Rail Station and Bus Interchange demolition of the old station had completed during May and in regards to university station the piling works had been completed. The Director of Development and Delivery also noted the positive start of the West Midlands Cycle Hire scheme noting around 50,000 recorded journeys since the launch.

Councillor Timothy Huxtable expressed concern on the delivery of work being undertaken on Perry Barr Railway Station and suggested that any slippage to the scheme may affect the readiness for the Commonwealth Games. He also requested further information on delivery would pick up on Park and Ride expansion.

8. Commonwealth Games Transport Plan

The committee received a report outlining the draft Games Transport Plan for consultation and engagement commencing June to September 2021. The guiding principles of the plan included: clean and green a public transport games, safe, secure efficient and reliable, long term benefits (creating a legacy for through transport, minimise disruptions to users and access for all.

The plans purpose is to inform the public and businesses of the approach being taken to transport planning and provided guidance and information on the arrangements during the games. The chair requested that the committee be informed on the results of the feedback of the consultation at a future meeting.

9. Sprint Progress Update

The committee received a report updating them on the progress of the Sprint programme and the cabinet decision required to support the delivery of the schemes. The report highlighted progress on key deliverables for the first two route (A34 and A45). It was noted that both schemes had been contracted and work to deliver the schemes had commenced. The committee highlighted the need to encourage the facility of bikes of the Sprint vehicle.

10. Birmingham Outer Circle Bus Service Changes

The committee received a briefing note information them of the changes to the Birmingham outer circle bus route, service 11 from Sunday 4 July 2021. The changes were to be implemented by National Express West Midlands with the support for TfWM, to mitigate the impact of congestion on the route and thereby improve the service for around 96% of customer. It was noted that this was a temporary change.

11. COVID-19 Recovery Update

Pete Bond shared the following points

- Continuing to provide the latest travel advice via the website and work closely with operators to ensure operations continue in a safe and secure way.
- Highways England data shows that traffic levels are 1% lower that equivalent weeks in 2019
- There continues to be an increase in patronage on both rail and metro.
- Work is being undertaken with bus operators on a full return to network however the operator Diamond have informed TfWM that they would be withdrawing from the bus partnerships within the Black Country.

Date of Next Meeting: Monday 19 July 2021 at 1.00pm

TRANSPORT DELIVERY COMMITTEE FORWARD PLAN: JUNE 2021 – MAY 2022

Title of Report	Reason	Date of Meeting	Purpose	Lead Officer	Confidential
Financial Monitoring Report 2021/22	To review the latest revenue and capital position of TfWM	19 July 2021	Note	Linda Horne	No
Capital Programme Delivery Monitoring Report	To consider the latest delivery position with TfWM capital projects	19 July 2021	Note	Sandeep Shingadia	No
Walking & Cycling Monitoring Report	To monitor the delivery of high-level deliverables and wider performance monitoring.	19 July 2021	Comment	Hannah Dayan	No
Rail Delivery Monitoring Report	To monitor the delivery of high-level deliverables and wider performance monitoring.	19 July 2021	Comment	Tom Painter	No
COVID-19 Recovery Update	To consider the latest activity from TfWM related to transport related recovery from COVID-19	19 July 2021	Note	Pete Bond	No

Title of Report	Reason	Date of Meeting	Purpose	Lead Officer	Confidential
WMCA Board Transport Report	To consider and comment on those transport related reports being consider at the next meeting of the WMCA Board	19 July 2021	Comment	Pete Bond	TBD
Report back from Member Engagement Groups	To consider a report back from member engagement groups held since the last meeting of the committee	19 July 2021	Comment / Note	Chair	No
Financial Monitoring Report 2021/22	To review the latest revenue and capital position of TfWM	13 September 2021	Note	Linda Horne	No
Capital Programme Delivery Monitoring Report	To consider the latest delivery position with TfWM capital projects	13 September 2021	Note	Sandeep Shingadia	No
Bus Delivery Monitoring Report	To monitor the delivery of high-level deliverables and wider performance monitoring.	13 September 2021	Comment	Jon Hayes	No
Resilience Delivery Monitoring Report	To monitor the delivery of high-level deliverables and wider performance monitoring.	13 September 2021	Comment	Anne Shaw	No

Title of Report	Reason	Date of Meeting	Purpose	Lead Officer	Confidential
COVID-19 Recovery Update	To consider the latest activity from TfWM related to transport related recovery from COVID-19	13 September 2021	Note	Pete Bond	No
WMCA Board Transport Report	To consider and comment on those transport related reports being consider at the next meeting of the WMCA Board	13 September 2021	Comment	Pete Bond	TBD
Report back from Member Engagement Groups	To consider a report back from member engagement groups held since the last meeting of the committee	13 September 2021	Comment / Note	Chair	No
Financial Monitoring Report 2021/22	To review the latest revenue and capital position of TfWM	15 November 2021	Note	Linda Horne	No
Metro Delivery Monitoring Report	To monitor the delivery of high-level deliverables and wider performance monitoring.	15 November 2021	Comment	Sophie Allison	No
SWIFT Delivery Monitoring Report	To monitor the delivery of high-level deliverables and wider performance monitoring.	15 November 2021	Comment	Matt Lewis	No

Title of Report	Reason	Date of Meeting	Purpose	Lead Officer	Confidential
COVID-19 Recovery Update	To consider the latest activity from TfWM related to transport related recovery from COVID-19	15 November 2021	Note	Pete Bond	No
WMCA Board Transport Report	To consider and comment on those transport related reports being consider at the next meeting of the WMCA Board	15 November 2021	Comment	Pete Bond	TBD
Report back from Member Engagement Groups	To consider a report back from member engagement groups held since the last meeting of the committee	15 November 2021	Comment / Note	Chair	No
Financial Monitoring Report 2021/22	To review the latest revenue and capital position of TfWM	10 January 2022	Note	Linda Horne	No
Capital Programme Delivery Monitoring Report	To consider the latest delivery position with TfWM capital projects	10 January 2022	Note	Sandeep Shingadia	No
Rail Delivery Monitoring Report	To monitor the delivery of high-level deliverables and wider performance monitoring.	10 January 2022	Comment	Tom Painter	No

Title of Report	Reason	Date of Meeting	Purpose	Lead Officer	Confidential
Park & Ride Delivery Monitoring Report	To monitor the delivery of high-level deliverables and wider performance monitoring.	10 January 2022	Comment	Babs Spooner	No
COVID-19 Recovery Update	To consider the latest activity from TfWM related to transport related recovery from COVID-19	10 January 2022	Note	Pete Bond	No
Report back from Member Engagement Groups	To consider a report back from member engagement groups held since the last meeting of the committee	10 January 2022	Comment / Note	Pete Bond	No
Bus Delivery Monitoring Report	To monitor the delivery of high-level deliverables and wider performance monitoring.	7 February 2022	Comment	Jon Hayes	No
Resilience Delivery Monitoring Report	To monitor the delivery of high-level deliverables and wider performance monitoring.	7 February 2022	Comment	Anne Shaw	No
TfWM Business Plan	To consider the Annual TfWM Business plan.	7 February 2022	Comment / Note	Pete Bond	No
COVID-19 Recovery Update	To consider the latest activity from TfWM related to transport related recovery from COVID-19	7 February 2022	Note	Pete Bond	No

Title of Report	Reason	Date of Meeting	Purpose	Lead Officer	Confidential
WMCA Board Transport Report	To consider and comment on those transport related reports being consider at the next meeting of the WMCA Board	7 February 2022	Comment	Pete Bond	TBD
Report back from Member Engagement Groups	To consider a report back from member engagement groups held since the last meeting of the committee	7 February 2022	Comment / Note	Chair	No
Financial Monitoring Report 2021/22	To review the latest revenue and capital position of TfWM	14 March 2022	Note	Linda Horne	No
Capital Programme Delivery Monitoring Report	To consider the latest delivery position with TfWM capital projects	14 March 2022	Note	Sandeep Shingadia	No
Metro Delivery Monitoring Report	To monitor the delivery of high-level deliverables and wider performance monitoring	14 March 2022	Comment	Sophie Allison	No
COVID-19 Recovery Update	To consider the latest activity from TfWM related to transport related recovery from COVID-19	14 March 2022	Note	Pete Bond	No



Title of Report	Reason	Date of Meeting	Purpose	Lead Officer	Confidential
WMCA Board Transport Report	To consider and comment on those transport related reports being consider at the next meeting of the WMCA Board	14 March 2022	Comment	Pete Bond	TBD
Report back from Member Engagement Groups	To consider a report back from member engagement groups held since the last meeting of the committee	14 March 2022	Comment / Note	Chair	No

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Transport Delivery Committee

Date	19 July 2021
Report title	Financial Monitoring Report
Accountable Director	Linda Horne, Finance Director Email: Linda.Horne@wmca.org.uk Tel: (0121) 214 7508
Accountable Employee (s)	Kate Taylor, Head of Finance Business Partnering Email: Kath.Taylor@wmca.org.uk
Report to be / has been considered by	Councillor Pervez Akhtar

Recommendation(s) for action or decision:

The Transport Delivery Committee is recommended to:

1. Note the year to date position as at the end of May 2021 against the TfWM Revenue Budget shows an overall favourable variance of £0.280m, as detailed in Section A.
2. Note the TfWM Capital Programme expenditure as at the end of May 2021 totals £26.6m, which is £13.0m below budget, as detailed in Section B.

1. Purpose

1.1 This report sets out the financial position as at 31 May 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

2.0 Section A - Summary Revenue Position

- 2.1 The year to date position on the Transport revenue budget as at the end of May 2021 shows an overall favourable variance of £0.280m against budget.
- 2.2 This favourable variance is primarily driven by Child Concession savings during the pandemic due to reduced services and patronage alongside no fare increases.
- 2.3 Further savings have been achieved due to the revision of the Accessible Transport contract, including bringing the Customer Service team in-house, as well as a current reduction on cleaning and maintenance expenditure.
- 2.4 These savings have been partly offset by lower than budgeted drawdown of reserves to support the overall budget as they have not yet been required.
- 2.5 Further details of net spending are set out in Appendix 1.

SECTION B

3.0 Summary Position TfWM Capital Budget

3.1 Overall, TfWM Capital Programme expenditure totalled £26.6m which was £13.0m below the year to date budget of £39.6m, with the variance primarily contained within the Investment Programme portfolio (£8.2m) and the Commonwealth Games Programme (£3.5m).

TRANSPORT PROGRAMME	YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Investment Programme	12,885	21,060	8,175	217,533	217,533	0
CWG Programme	10,126	13,611	3,485	148,630	148,630	0
Other Major Programmes	1,299	2,285	986	32,558	32,558	0
Minor Work Programme	2,252	2,644	392	11,309	11,309	0
Grants to Local Authorities	22	22	0	10,366	10,366	0
TOTAL	26,584	39,622	13,038	420,396	420,396	0

3.2 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.

3.3 The Transport Programme has been categorised into five sub programmes. The largest of these is the Investment Programme with a Budget of £21.1m, including all the Rail, Sprint

& Metro Extension Schemes. At the end of May 2021, actual costs totalled £12.9m, which was £8.2m below the budget. The main variances at the end of May were contained within the Metro Programme totalling £7.3m.

- 3.4 Appendix 2 documents the financial performance of the TfWM Investment Programme schemes which has a total budget of £217.5m for 2021/22. At the end of May actual costs totalled £12.9m, which was £8.2m below the budget. The budget variance against the Metro Wednesbury to Brierley Hill of £4.3m is primarily driven by the scheduling of payments to the Victoria Steelworks.
- 3.5 The Birmingham Eastside extension budget variance of £2.1m relates to rescheduling of closing a subway as well as Section 1 works not commencing as initially planned.
- 3.6 The remainder of the variance is primarily driven by the Metro Wolverhampton City Centre Extension where the contracts for the acquisition of Pipers Row Car Park are being finalised and are expected to be signed imminently.
- 3.7 Appendix 3 documents the financial performance against the Commonwealth Games Programme with a budget of £148.6m. This includes all the schemes (SPRINT, Perry Barr & University Rail Stations, and Games) scheduled to be delivered in advance of the Games in July and August 2022. At the end of May, actual costs totalled £10.1m, which was £3.5m below the budget. The main variances are related to the Sprint A34 Walsall to Birmingham (£0.7m) and the Sprint A45 Birmingham to Airport & Solihull (£1.6m), where expenditure is expected to accelerate in the coming months.
- 3.8 Appendix 4 documents the financial performance against the Other Major schemes annual budget of £32.6m. This programme includes trials of new transport innovation encompassed within Future Transport Zones (focused on discovering 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 May, actual costs totalled £1.3m, which was £1.0m below the budget. The main variance relates to Future Mobility Zone where construction of the survey system has impacted progress to date. The variance has been further supplemented by Autonomous Highway, Rural & Parking test facilities as a result of a review of project scope.
- 3.9 Appendix 5 documents the financial performance against the Minor Works Programme with a budget of £11.3m. This programme includes a broad range of relatively small schemes. At the end of May, actual costs totalled £2.3m, which was £0.4m below the budget. This is primarily driven by the profiled spend on CCTV cameras for ADEPT Live Lab not having yet materialised.
- 3.10 Appendix 6 documents the financial performance against the Grants to Local Authorities Budget of £10.4m which relates primarily to the schemes funded within the Transforming Cities Fund which are in the early stages of development. At the end of May, actual expenditure was in line with budget.

Appendix 1: Transport for West Midlands Revenue Budget Position 31 May 2021

Headlines As at the end of May 2021 there is a £0.280m favourable year to date variance against budget. This is primarily driven by Child Concession savings during the pandemic due to reduced services and patronage alongside no fare increases. Revision of the Accessible Transport contract, including bringing the Customer Service team in-house, has delivered further savings. Current savings on cleaning and maintenance, along with staffing variations have also contributed to the favourable variance. These variances are partly offset by lower than budgeted drawdown of reserves to support the overall budget as they have not yet been required.									
	MAY 2021 YEAR TO DATE						FULL YEAR 2021/22	VARIANCE EXPLANATION(S)	
	ACTUAL £000			BUDGET £000			BUDGET £000		
	INCOME	EXPENDITURE	NET	INCOME	EXPENDITURE	NET	NET		
Specific resources:									
Transport Levy	19,120	0	19,120	19,120	0	19,120	0	114,720	
Use of Reserves	177	0	177	839	0	839	(662)	4,695	Budgeted reserves to support the delivery of the cycle hire scheme have begun to be drawn down. However, reserves to support the overall budget have not yet been required.
TOTAL FUNDING	19,297	0	19,297	19,959	0	19,959	(662)	119,415	
Concessions									
National Bus Concession	14	8,673	(8,659)	16	8,664	(8,649)	(11)	(50,472)	
Metro / Rail	0	762	(762)	0	760	(760)	(2)	(4,572)	
Child Concession	0	957	(957)	0	1,162	(1,162)	205	(7,029)	Driven by reduced services and patronage during the pandemic, with no fare increases further contributing to the variance.
	14	10,392	(10,378)	16	10,586	(10,570)	192	(62,073)	
Bus Services									
Bus Stations / Infrastructure	1,208	1,877	(669)	1,179	2,087	(908)	239	(5,152)	Favourable variance due to savings on cleaning and shelter repairs.
Subsidised Network	977	2,735	(1,758)	341	1,979	(1,638)	(120)	(11,478)	Adverse variance as a result of the timing of Subsidised Bus payments to operators. Over the full year there will likely be savings as contracts are extended rather than renewed in light of the ongoing Covid-19 impacts.
Accessible Transport	0	1,007	(1,007)	0	1,106	(1,106)	99	(6,637)	The Accessible Transport contract with National Express has been revised, thus driving savings. This also includes bringing the NEAT customer service team in-house.
	2,185	5,619	(3,434)	1,520	5,172	(3,652)	219	(23,267)	
Rail and Metro Services									
Metro Services	33	362	(329)	32	397	(365)	36	(2,628)	
Rail Services	195	703	(508)	229	718	(489)	(20)	(2,904)	
	228	1,066	(837)	261	1,115	(854)	17	(5,532)	
Integration									
Safety and Security	112	237	(125)	111	374	(262)	137	(1,274)	Driven by the scheduling of equipment purchases which will take place later in the year.
Passenger Information	1,634	2,544	(910)	132	1,165	(1,033)	122	(6,075)	Additional ticketing commission received.
Sustainable Travel	67	329	(262)	214	502	(288)	26	(1,401)	
	1,813	3,111	(1,297)	458	2,041	(1,583)	286	(8,750)	
Network Resilience									
	3	408	(405)	1	526	(526)	121	(3,181)	Primarily driven by staffing variations as recruitment takes place.
Commonwealth Games									
	429	429	0	475	475	0	0	(0)	
Business and Democratic Support									
	0	582	(582)	0	614	(614)	32	(3,809)	
Strategic Development									
	165	709	(545)	264	883	(620)	75	(3,798)	
Transport Governance									
	0	20	(20)	0	22	(22)	1	(131)	
Capital Finance Charges									
	0	1,427	(1,427)	0	1,427	(1,427)	0	(8,874)	
TOTAL	4,837	23,763	(18,926)	2,994	22,862	(19,868)	942	(119,415)	
NET	24,134	23,763	371	22,953	22,862	91	280	0	

APPENDIX 2: TfWM Delivered Investment Programme Schemes

INVESTMENT PROGRAMME	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)	515	723	208	8,878	8,878	0
Rail - Walsall to Wolverhampton Local Enhancements (Package 1)	368	690	322	15,390	15,390	0
Rail - Sutton Coldfield Gateway	0	0	0	57	57	0
Coventry South Package - Tile Hill Station Improvements	25	0	(25)	0	0	0
Metro						
Metro Birmingham Eastside Extension	2,025	4,167	2,142	66,735	66,735	0
Metro Wolverhampton City Centre Extension	444	1,215	771	3,030	3,030	0
Metro Wednesbury to Brierley Hill Extension	5,480	9,781	4,301	94,937	94,937	0
Metro Centenary Square/Edgbaston Extension	2,988	2,033	(955)	5,136	5,136	0
Bilston Road Track Replacement Phase 2	0	0	0	874	874	0
Metro Network Enhancements - Traction Power & OLE Upgrades	225	338	113	3,344	3,344	0
WIP Station and Car Park works	(168)	(54)	114	(54)	(54)	0
Metro Network Enhancements - Wednesbury Depot Upgrades	335	393	58	3,117	3,117	0
Metro Network Enhancements – Comms and Control	114	571	457	2,101	2,101	0
Buy Before Boarding	0	31	31	1,400	1,400	0
Wolverhampton WIP Public Realm	0	0	0	1,196	1,196	0
Wolverhampton WIP Contingency	0	0	0	2,093	2,093	0
MML Life Cycle Projects	451	763	312	4,623	4,623	0
Metro Programme Management	0	(3)	(3)	13	13	0
Sprint						
Sprint - Hagley Road Phase 1	83	329	246	4,206	4,206	0
Sprint - Longbridge to Birmingham	0	34	34	204	204	0
Sprint - Hagley Road Phase 2	0	41	41	245	245	0
Sprint - Sutton Coldfield to Birmingham (via Langley)	0	7	7	7	7	0
TOTAL	12,885	21,059	8,174	217,532	217,532	0

APPENDIX 3: Commonwealth Games Programme

COMMONWEALTH GAMES PROGRAMME	YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
University Station Improvement Project	4,510	5,198	688	36,122	36,122	0
Perry Barr Rail Station	2,070	2,415	345	16,832	16,832	0
Sprint - A45 Birmingham to Airport and Solihull	2,533	4,078	1,545	38,148	38,148	0
Sprint - A34 Walsall to Birmingham	744	1,479	735	24,033	24,033	0
A34 Sprint Park and Ride	0	54	54	81	81	0
RTCC-Design and Layout/Commercialisation	(8)	8	16	1,852	1,852	0
RTCC-Data (Tactical and Operational Intelligence)	91	112	21	764	764	0
RTCC – ICT Equipment	0	17	17	58	58	0
RTCC-Operations	14	88	74	348	348	0
RTCC-Customer Information	0	13	13	76	76	0
RTCC-Highway Interventions	93	24	(69)	5,799	5,799	0
RTCC NWM Customer Interface Tool (Journey planner/Website)	67	91	24	1,304	1,304	0
Perry Barr Mitigation Package	13	35	22	213	213	0
Commonwealth Games 2022 - Alexander Stadium Redevelopment	0	0	0	23,000	23,000	0
TOTAL	10,127	13,612	3,485	148,630	148,630	0

APPENDIX 4: Other Major Works Programme

OTHER MAJOR WORKS PROGRAMME	YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Snow Hill Public Realm	23	5	(18)	144	144	0
Electric Vehicle (EV) Charging	19	197	178	197	197	0
Clean Bus Technology Fund 2017-2019	226	226	0	786	786	0
Cross City Bus - City Centre Package	34	62	28	3,764	3,764	0
Cross City Bus - Dudley – Druids Heath Package	12	89	77	967	967	0
Coventry Electric Bus City	29	26	(3)	4,917	4,917	0
Longbridge Connectivity Package	54	53	(1)	106	106	0
Connected and Autonomous Vehicles TestBed (CAV)	0	1	1	1	1	0
NPIF 2 Birmingham Growth Point	90	173	83	190	190	0
Key Route Network Safety	19	37	18	1,096	1,096	0
Dudley Interchange	16	22	6	5,782	5,782	0
Autonomous Highway, Rural & Parking Test Facilities (Meridian 3)	174	296	122	782	782	0
Future Mobility Zone - Human Centered Data	2	42	40	124	124	0
Future Mobility Zone - Enabling Data Exploitation	50	68	18	1,106	1,106	0
Future Mobility Zone - Innovation Showcases	86	112	26	1,404	1,404	0
Future Mobility Zone - Programme Mgmt and Monitoring Evaluation	13	75	62	510	510	0
5G	63	155	92	2,891	2,891	0
Major Route Network - Programme	0	6	6	24	24	0
A435 Alcester Rd Bus Priority Revitalisation	0	2	2	1,047	1,047	0
Future Mobility Zone - Enhanced Ticket Platform	47	96	49	1,355	1,355	0
Major Road Network-A4123 Corridor -A4150 Ring Road to A456	0	0	0	425	425	0
Major Road Network- A454 Wolverhampton to Neachells	0	0	0	344	344	0
Major Road Network-A449 Stafford Rd M54 J2 to A4150 Ring Road	0	0	0	540	540	0
Major Road Network- A46 Link Road Ph2 Coventry	0	0	0	250	250	0
Major Road Network- A46 Link Road Ph3 Coventry	0	0	0	250	250	0
Major Road Network- A38 Kingsbury Road Birmingham	0	0	0	90	90	0
Future Mobility Zone - Transport Network Data	(29)	169	198	1,901	1,901	0
WM5G Grants for Transport Use	372	372	0	1,491	1,491	0
Major Road Network- A41 Moxley	0	0	0	73	73	0
TOTAL	1,300	2,284	984	32,557	32,557	0

APPENDIX 5: Minor Works Programme

MINOR WORKS PROGRAMME	YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Bus						
Shelter Appeals	0	0	0	8	8	0
DfT Tackling Nitrogen Dioxide - Dudley MBC	0	0	0	5	5	0
DfT Tackling Nitrogen Dioxide (Wolverhampton MBC)	0	0	0	296	296	0
Air Quality Grant	119	119	0	238	238	0
Rail						
Dudley Port Integrated Transport Hub	3	4	1	30	30	0
Aldridge Rail Station Study	0	3	3	18	18	0
Cycling						
Network Wide Cycling Programme (NWCP)	0	2	2	2	2	0
West Midlands Cycle Hire	1,748	1,780	32	3,531	3,531	0
Better Streets Community Fund	71	75	4	1,459	1,459	0
Priority One Development Workstream	52	59	7	960	960	0
Active Travel Fund-Tranche 2	30	22	(8)	363	363	0
LSTF - Cycle Counters	0	0	0	150	150	0
Highway						
ADEPT Live Lab	(11)	265	276	1,053	1,053	0
Asset Replacement						
IDOX - Asset Management System	0	1	1	14	14	0
Asset Management Programme	189	220	31	1,841	1,841	0
Real Time Information Upgrades	35	35	0	743	743	0
Other						
Bradley Lane Park and Ride	0	0	0	26	26	0
Asset Management- RTI Upgrades	1	2	1	362	362	0
Top Slice	0	0	0	50	50	0
AutopleX	5	41	36	71	71	0
HS2 Modelling Framework	9	15	6	89	89	0
TOTAL	2,251	2,643	392	11,309	11,309	0

APPENDIX 6: Grants to Local Authorities

GRANTS TO LOCAL AUTHORITIES	YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Cycling Programme	0	0	0	2,500	2,500	0
B4106 Spon End (Coventry CC)	22	22	0	3,800	3,800	0
New St/High St/Victoria Sq Public Realm (Birmingham CC)	0	0	0	4,066	4,066	0
TOTAL	22	22	0	10,366	10,366	0

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Transport Delivery Committee

Date	19 July 2021
Report title	Cycling Charter Progress Report
Portfolio Lead	Councillor Ian Ward
Accountable Chief Executive	Laura Shoaf, Interim Chief Executive Email: Laura.Shoaf@wmca.org.uk Tel: (0121) 214 7444
Accountable Employee	Claire Williams, Head of Cycling and Walking Email: Claire.Williams@tfwm.org.uk Tel: (0121) 214 7984
Report has been considered by	Councillor Kath Hartley Councillor Richard Worrall

Recommendation(s) for action or decision:

Transport Delivery Committee is recommended to:

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

1. Purpose

- 1.1 To report matters relating to the performance, operation and delivery of TfWM led initiatives within the West Midlands Cycling Charter Action Plan. This report outlines progress of the West Midlands Cycling and Walking Programme currently being delivered to increase cycling and walking in the region, whether for transport or exercise.

2. Background

- 2.1 The West Midlands Cycling Charter outlines the key principles that all partners, including the seven constituent Local Authorities, have adopted to deliver the required step change in cycling across the West Midlands Metropolitan area. It represents a shared vision and approach that will increase cycling levels across the West Midlands.
- 2.2 A detailed Action Plan is currently being delivered with the target of increasing levels of cycling to 5% of all trips by 2023 from the current levels of 1.7% (Census Data, 2011). This report outlines the progress in the delivery of the Cycling and Walking Programme which aims to increase levels of cycling and walking in the West Midlands.
- 2.3 The Cycling Charter is based on the following four principles:
- Leadership and Profile
 - Cycling Network
 - Promoting and Encouraging Cycling
 - Funding
- 2.4 TfWM and the Local Authorities work with partners across the region to deliver the Cycling and Walking Programme, which include Cycling UK, Sustrans, Living Streets, Cycling Projects and Canal and River Trust.

3. Delivering our Cycling Charter & making streets more walkable

3.1 Development and promotion of the West Midlands Walking and Cycling Programme

- 3.2 **£23m of Transforming Cities Fund (TCF)** has been allocated to develop and deliver a cycling and walking infrastructure programme. Details on the allocation can be found in the finance section below. The programme is coordinated by TfWM as part of the Walking and Cycling Programme.
- 3.3 As part of the TCF programme, funding has been allocated towards the development of the Phase 1 routes within the Local Cycling and Walking Infrastructure Plan (LCWIP) (Phase 1 schemes listed in Paragraph 4.3). The local authorities are currently working on developing business cases and preliminary designs as part of this project.
- 3.4 The local authorities are also developing their LCWIP, with several already published to expand the corridors outlined in the West Midlands LCWIP into communities and smaller town centres, linking people with services, education, employment and leisure sites (e.g parks).

3.5 LCWIP Phase 1 Development

Scheme Name	Funding Allocated	Progress Update
A34 Cycle Route extension to Walsall	£200,000	Strategic Feasibility Study completed.
A45 (Birmingham)	£200,000	Outline Business Case completed
Wednesbury Brierley Hill Extension – Local Cycling and walking routes to stops	£200,000	Feasibility Study currently underway
Binley Road Coventry University to University Hospital Cycle Route	£181,000	Business Case to be submitted Summer 2021
Ladywood Core Walking Zone	£20,000	Study is complete.

3.6 The remaining TCF funding for delivery is outlined in paragraph 4.3

3.7 £2m of TCF allocation formed the [Better Streets Community Fund](#), a community-focused grant scheme which allowed residents in the West Midlands to submit ideas to improve their local area for cycling and walking. A number of these projects have been delivered to date, including Walsall Rugby Club Cycling Activity Centre and Stevens Park Toucan Crossings (Dudley). The full list of successful and delivered schemes is listed in the Appendix.

3.8 In November 2020, the allocations for Active Travel Fund (ATF, Emergency dropped from the name) Tranche 2 was announced with WMCA awarded £13.1m (80% Capital, 20% Revenue) to deliver a programme of schemes including new cycling infrastructure, making some the current pop-up cycle lanes permanent, Places for People and a supporting measures package (Appendix). Mobilisation for delivery of Tranche 2 is underway with consultation, design and baseline monitoring.

3.9 ATF Tranche 2 guidance includes a significant focus on engagement and consultation. An [engagement plan for the West Midlands has been published](#) and a formal letter submitted to DfT.

3.10 Initial consultation and engagement on the ATF2 schemes took place between 11/1/21 to 27/3/21. All local authorities used the [ATF Commonplace Engagement Website](#) either as their central method of engagement or signposted to their own LA consultation site where appropriate. Below you will find a table with all engagement figures and sentiment towards each scheme during this time period.

Local Authority	Project	Total Number of comments	Negative Comments	Positive Comments
Solihull	Blossomfield Road Temporary Cycle Lanes	496	27%	73%
	Knowle to Solihull Town Centre Temporary Cycle Lanes	376	28%	72%
	Meriden to Millisons Wood Temporary Cycle Lanes	114	19%	81%
	Total	986		75%
Birmingham	Moseley Local Centre Improvements	114	14%	86%
	Stirchley Local Centre Improvements	132	11%	89%
	Lozells Places for People Project	20	60%	40%

	Kings Heath and Moseley Places for People Project	792	25%	75%
	Bournville Places for People Project	387	20%	80%
	Castle Vale Places for People Project	19	47%	53%
	Erdington Local Centre Improvements	27	30%	70%
	Harborne Local Centre Improvements	40	15%	85%
	Sutton Coldfield Local Centre Improvements	62	34%	66%
	Pop up cycle lane City centre to Yardley	11	18%	82%
	Pop up cycle Selly Oak to Yardley A45	220	77%	23%
	Pop up Selly Oak to Longbridge	11	18%	82%
	Pop up Bradford Street	10	30%	70%
	City Centre Traffic Cells	10	10%	90%
	Pop up cycle - spur to ward end	67	42%	58%
	Pop up cycle spur to Moseley	90	44%	56%
	Pop up - A47 spur to Warmley	26	46%	54%
	Pop up Cycle: City Centre to Fort Dunlop	211	7%	93%
	Soho Road Local Centre Improvements	31	42%	58%
	Total	2280		69%
Walsall	Connecting Bentley Phase II	68	37%	63%
	School Streets	21	14%	86%
	Total	89		75%
Wolverhampton	Ring Road St Peters / St Andrews	11	9%	91%
	Wednesfield Road	31	29%	71%
	Total	42		81%
Dudley	A4123 (Tipton Road to Burnt Tree)	21	5%	95%
	Footway Widening on A456	277	24%	76%
	Total	298		86%
Sandwell	Blackheath Town Centre Active Travel Interventions	51	43%	57%
	Wednesbury Town Centre Active Travel Interventions	14	29%	71%
	Bearwood High Street Active Travel Interventions	95	26%	74%
	A4123 New Segregated Cycle Lane	46	35%	65%
	Total	206		67%

Coventry	Binley Road	204	*	*
	Foleshill Road	216	*	*
	Cannon Park	216	*	*
	Total	636	*	*

* Coventry chose to complete their initial engagement and consultation for ATF2 schemes on their internal LA consultation site Let's Talk. The consultation required for their schemes (Foleshill Road in particular) needed to be more diverse and therefore by using their own consultation site they could add translated copy and promote in a space residents are more used to accessing. Their feedback from the consultation was more specific and didn't cover broad expressions of positive or negative sentiment.

- 3.11 The feedback is currently being reviewed and full consultation with more detail designs will be taking place starting from June 2021. When each scheme has been adequately consulted a summary will be posted for public review on each LA site, an example of which can be seen for Walsall's Connecting Bentley Scheme. A letter will then be drafted and sent to DfT outlining the consultation and engagement work that has taken place and construction may begin.
- 3.12 School streets in Walsall is the first ATF2 scheme to have been delivered, launching in 5 locations on 22 February 2021. This helped parents/residents with familiarisation to the new arrangements, before schools officially re-opened on 8 March 2021. Monitoring of this scheme is ongoing.
- 3.13 We are currently waiting for DfT to announce future funding for active travel.
- 3.14 **Development and promotion of the West Midlands Cycling and Walking Network. We are committed to deliver solutions to create safe and secure journeys for cyclists and pedestrians as well as increase active travel to and from key TfWM stations and interchanges. We also work with partners to deliver practical cycling and walking activities across the region.**
- 3.15 **Station and Interchange Cycle parking.** There is currently a number of projects in development where cycle parking will be delivered

Station	Current number of spaces	New spaces	Delivery Timeline
Moor Street	28	68	Summer 2021
Perry Barr	0	18-22	May 2022
Wolverhampton	30 interim spaces and 14 permanent spaces	Cycle hub: 110 total spaces (92 in hub and 18 outside the cycle hub) 14 permanent spaces will remain. Cumulative total: 124	Autumn 2021
Coventry Rail station	262	200 spaces* at the new station car park (in addition). Cumulative total: 462 Number of cycle parking spaces at the Rail-bus interchange are TBC. *design is yet to confirm exact numbers.	Autumn 2021

- 3.16 New Street Cycle Pod was launched in June 2021 with 46 new spaces in a safe a secure area accessible with an activated Swift card. CCTV monitoring is included within the RTCC.
- 3.17 **Station and Interchange Cycle parking** occupancy counts are undertaken by TfWM Data Insight Team. Due to restrictions during COVID19 cycle counts have not taken place between March and May 2020. Cycle parking has been steadily increasing every quarter since restrictions were eased. Station travel plans are being delivered by West Midlands Trains which include promotion of cycle parking at the stations.

Average	2014	2015	2016	2017	2018	2019*	2020** Q1	2020 Q2	2020 Q3	2020 Q4
Average Patronage	380	397	468	525	567	505	136	207	265	170
Average Capacity	1346	1474	1740	1980	2279	2248	2450	2420	2442	2453
Average % Occupancy	28.5%	27%	26.8%	26.6%	24.8%	21.9%	5.55%	8.5%	11%	7%

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

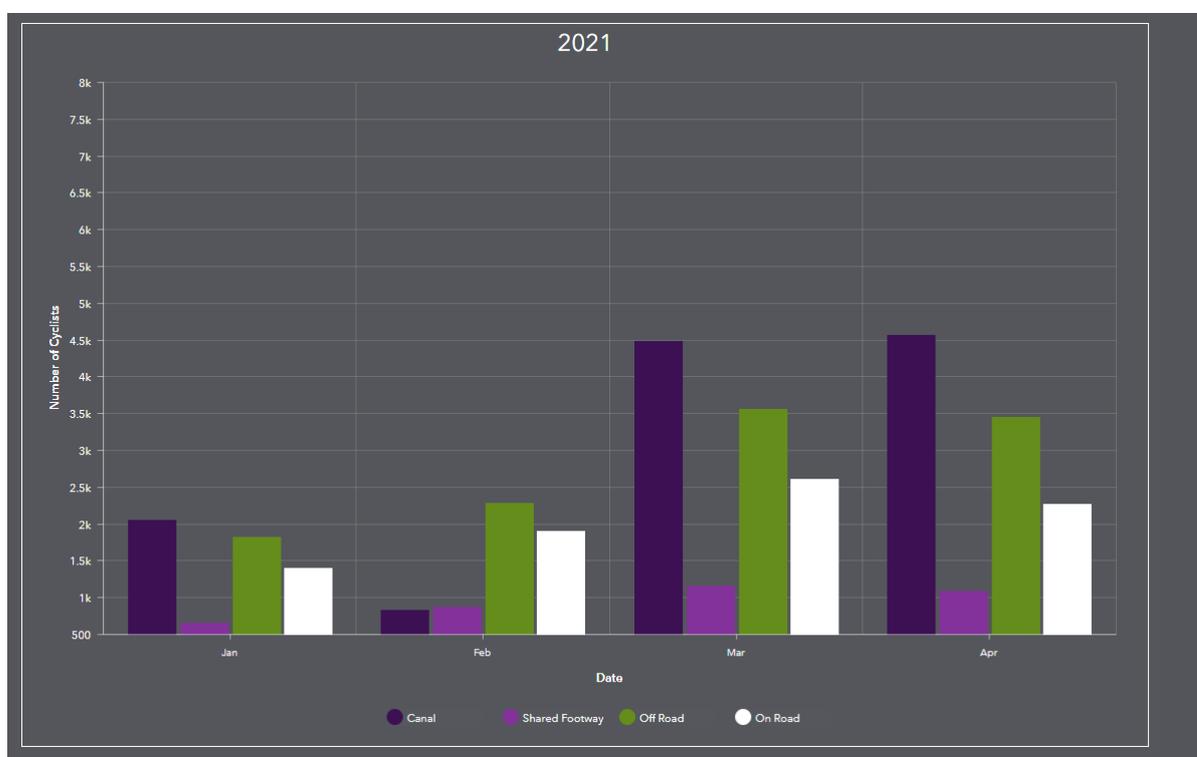
** Counts did not take place from March until end of May 2020 and this is for June 2020 only.

- 3.18 **Cycle Crime.** We continue to deliver our award winning five-point **Cycle Crime Action Plan**. The plan focuses on key areas of enforcement, engagement, education, environment and evaluation to combat cycle theft at stations. Between April to December 2020, there have been 66 cycle thefts from stations in the region. This is a decrease from 139 thefts in the first three quarters in 2019/20.
- 3.19 **Active Travel Partnerships.** The West Midlands now has a **British Cycling** Community Activator.

Activity	Number	Number of Participants
Led Rides	105	463
Go-Ride – school coaching	9 Schools	892

- 3.20 **Big Bike Revival.** A West Midlands partnership is in place with Cycling UK to deliver the national Big Bike Revival programme, a scheme to develop community cycle clubs and encourage community cycling. There is currently a total of 34 community clubs across the West Midlands (please see Appendix for list of Affiliated Community Cycle Clubs).
- 3.21 **Living Streets.** Living Streets has partnered with TfWM to deliver the WOW – Walking to School Challenge to schools across the region. From approximately 785 schools across the West Midlands (Department for Education data), 128 schools are participating in WOW – the year-round walk to school challenge, which is about 17% of the total schools. On Friday 21 May, the Department for Transport announced the National allocation of £2.1m towards the continuation of Living Street's Walk to School Outreach Programme. This funding will help more pupils enjoy the fresh air, freedom and fun that walking to school brings. Living Streets will continue to work with us in the West Midlands until 31st March 2022.
- 3.22 As part of Active Travel Fund, the West Midlands is piloting Living Streets' Little Feet programme – a walking activity for early years. 20 settings have been recruited and are receiving resources and local coordinator support to encourage more families with children aged 2-5 to walk, and to help them overcome barriers to walking.
- 3.23 **Inclusive Cycling.** Two Wheels for All sessions in Wolverhampton and Coventry have been funded through the Better Streets Community Fund, however due to Covid-19 restrictions, events have not yet taken place.
- 3.24 Two inclusive cycling schemes are being delivered through the Active Travel Fund: Ride Ahead Together and Out on Your Loan.

- 3.25 Ride Ahead Together being delivered in partnership with Midland Mencap through their ParkRide programme, include Try Cycle events (pop up style), Cycle for Confidence sessions (block of 5 sessions to build confidence to use cycling infrastructure and roads) and Bike Buddies (one to one support). Several events have already taken place with 43 participants taking part in total, and with more scheduled to take place over the Summer.
- 3.26 Out on your Loan is a scheme delivered in partnership with Cycling Projects whereby people can have a long term loan of an adapted cycle. Additional cycle training and support are also offered. Data will be collected on routes that the participants use and the barriers they encounter to using routes in the region. 20 adapted cycles are being made available with application process recently closed and distribution planned for Summer 2021.
- 3.27 There are currently 11 operational **cycle counters** on the cycle network. An increase in cycling has been observed along routes associated with leisure (off-road routes such as green routes and canal towpaths) during COVID-19 lockdown restrictions, as many people took up cycling for daily exercise. Not surprisingly, routes associated with commuting saw a decrease in use as many people worked from home as restrictions have eased.



- 3.28 We will be improving data collection on the network with phased delivery of 21 new cycle counters. A Request for Quotation was completed in December 2020 with the commission being awarded in early 2021. The indicative cost of the programme is £100k and this can be managed within existing resources. To date 15 cycle counters have been installed in Wolverhampton, Coventry, Solihull, Walsall and Dudley.
- 3.29 Local Authority Capability Fund (LACF). This fund has the aim to increase levels of cycling and walking as well as develop future infrastructure schemes and plans. We are currently waiting on the outcome from the bidding process from DfT.
- 3.30 **West Midlands Cycle Hire (WMCH):** TfWM is currently delivering the WMCH scheme. 1500 bikes will be delivered in 2021. 10% of the fleet will be electric bikes (e-bikes). Further funding has also been gained for 16 extra e-bikes in Birmingham. E-bikes will be delivered in Autumn 2021

- 3.31 A successful pilot in Sutton Coldfield was launched on 8 February 2021 to allow for user testing. Followed by a public launch on 8 March 2021. All 7 Local authority areas now have launched pedal bikes.
- 3.32 Due to Covid restrictions during Spring 2021 there was no launch events until restrictions lifted on 17 May 2021, however for each area there has been a focused social media campaign. Birmingham's fleet of hire bikes was launched at the University of Birmingham by Andy Street, Mayor of the West Midlands, Cllr Waseem Zaffar, Serco's Leisure Managing Director - Simon Bailey and representatives from local community groups, the Universities and cycling charities.

Local Authority	Date Launched	Number of pedal bikes and docking stations delivered	Number of total bikes and docking stations (end of Autumn 2021)	Number of Trips (February-30 th May 2021)	Anything else relevant on performance
Birmingham	24 May 2021	322 bikes, 433 stations	800 bikes, 83 stations	Cumulative total of 39,526 journeys made across the West Midlands.	Peaks of usage have been seen days after each area has been launched. 15,348 cumulative users to date (31 May 2021) across the West Midlands.
Sutton Coldfield	8 March 2021	30 bikes, 5 stations	30 bikes, 8 stations		
Coventry	29 March 2021	184, bikes, 23 stations	225 bikes, 26 docking stations		
Stourbridge, Dudley	26 April 2021	53 bikes, 8 stations	75 bikes, 9 docking stations		
Sandwell	21 June 2021	To be delivered on 21st June 2021	75 bikes, 9 docking stations		
Solihull	28 April 2021	53 bikes, 8 stations	75 bikes, 10 docking stations		
Walsall	30 April 2021	52 bikes, 8 stations	75 bikes, 10 docking stations		
Wolverhampton	8 March 2021	127 bikes, 8 stations	75 bikes, 9 docking stations		

3.33 Cycling for everyone

- 3.34 The proposal for a Cycling legacy of the Birmingham 2022 Commonwealth Games (CWG), is Cycling for Everyone, an activation and behaviour change package which supports or complements the mission of the CWG and builds on the success of previous programmes such as Big Birmingham Bikes that distributed 7000 bikes and training to the most deprived communities in Birmingham.
- 3.35 Cycling for Everyone is currently unfunded. We are currently scoping funding opportunities to deliver the project as well as looking at focusing our existing delivery (e.g. Community Cycle Clubs) and marketing campaigns.

4. Financial Implications

- 4.1 The 2018/19 cycling investment per head was an estimated £9.47. This will be updated to reflect final spend from the seven constituent local authorities once received.
- 4.2 The additional £23m investment through Transforming Cities Fund (TCF) referenced in section 3.2 will continue to support the ambition contained within the Cycling Charter to achieve £10 per head.
- 4.3 This investment has been allocated as capital contributions as follows:

Allocation	TCF Funding Contribution (Capital, £m)
Better Streets Community Fund	1.97
Priority One Development Funding	1.27
A34 Cycle Route (Perry Barr to Alexander Stadium)	1.5
A45 – Birmingham to Solihull Boundary	5.0
Binley Road Coventry University to University Hospital Cycle Route	5.0
Wednesbury to Brierley Hill Metro Corridor Access Improvements at stops for cycling and walking	3.0
West Midlands Cycle Hire Scheme	5.0
Small Measures	0.26
Total	23.0

- 4.4 To May 2021, the capital spend to date against the Cycling and Walking TCF programme is £4.762m. Project spend is committed and is on track to be delivered within the TCF timescale of March 2023.
- 4.5 DfT allocated £16.9m of EATF to the WMCA towards delivery of infrastructure and supporting measures that support people to cycle and walk more either for transport or exercise. These will be distributed via two tranches, with the first tranche being £3.85m. The second Tranche was £13.1m as Active Travel Fund as shown in the table below:

Local Authority	Tranche 1 (£)	Tranche 2 (£)	TOTAL (£)
Birmingham	1,130,982	4,477,349	5,608,331
Coventry	479,259	1,438,816	1,918,075
Dudley	285,000	780,000	1,065,000
Sandwell	296,602	1,783,935	2,080,537
Solihull	214,496	841,141	1,055,637
Walsall	255,000	1,111,626	1,366,626
Wolverhampton	347,378	1,027,801	1,375,179
WMCA	842,280	1,636,982	2,479,262
TOTAL	3,850,997	13,097,650	16,948,647

4.6 As a result of 95% of the Tranche 2 application being received, resulting in a £0.69m reduction for WMCA, the difference was met through uncommitted TCF funding (£269K) and release of ATF scheme contingency (£420k) to cover the remaining balance.

4.7 In April 2021, a bid for £1,911,316 revenue grant from LACF funding was submitted. The outcome of this bid is currently pending.

5. Legal Implications

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

6. Equalities Implications

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

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

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

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

7. Inclusive Growth Implications

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

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

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

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

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

8. Geographical Area of Report's Implications

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

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

9. Other Implications

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

10. Schedule of Background Papers

10.1 [West Midlands Cycling Charter](#)

Glossary

ATF	Active Travel Fund – this is the second tranche of funding allocated by DfT towards increasing cycling and walking.
Commonplace	An engagement platform online (website), whereby people can leave comments and feedback on schemes.
Cycle Counters	A device that counts cyclists automatically as they ride by.
Cycling for Everyone	The Birmingham 2022 Commonwealth Games legacy for cycling programme. This will include behaviour change schemes targeting areas of higher deprivation.
D-Lock	A type of cycle lock in a D-shape
DfT	Department for Transport
EATF	Emergency Active Travel Fund – this is the first Tranche allocated by DfT in response to the need to increase active travel during Covid19 restrictions
Modal Filters	A feature added to the road or highway to limit vehicle movement, for example a bus gate to prevent cars from entering a section of road, or planters that allow for cyclist and pedestrians but not cars.
School Streets	From http://schoolstreets.org.uk/ : “A School Street is a road outside a school with a temporary restriction on motorised traffic at school drop-off and pick-up times. The restriction applies to school traffic and through traffic. The result is a safer, healthier and pleasant environment for everyone.”
TfWM	Transport for West Midlands

Appendix

Active Travel Fund Schemes

Birmingham	BIRM201a	Moseley Local Centre - Transport Space Reallocation
Birmingham	BIRM201b	Stirchley Local Centre - Transport Space Reallocation
Birmingham	BIRM201d	cycle lanes: City Centre to Yardley (A45 corridor)
Birmingham	BIRM201e	cycle lanes: Selly Oak to Longbridge (A38 corridor)
Birmingham	BIRM201f	cycle lanes: City Centre to Fort Dunlop and Castle Vale (A47 corridor)
Birmingham	BIRM201g	cycle lanes: City Centre to Smethwick (A457 corridor)
Birmingham	BIRM201h	cycle lanes: Bradford Street (City Centre Cycle Access)
Birmingham	BIRM202a	Lozells LTN - further development of Tranche 1, Scheme 3
Birmingham	BIRM202b	Kings Health & Moseley LTN - further development of Tranche 1, Scheme 4 & Scheme 5
Birmingham	BIRM202c	Bournville - further development of Tranche 1, Scheme 5
Birmingham	BIRM202d	Castle Vale - further development of Tranche 1, Scheme 5
Birmingham	BIRM202g	School Streets Measures (50% EATF 50% THCP)
Birmingham	BIRM202h	Places for People - further quick wins & early demonstration measures
Birmingham	BIRM203a	Further development of Tranche 1, Scheme 6 City Centre Traffic Cells Initiative
Birmingham	BIRM203b	Development of other elements of City Centre Traffic Cells Initiative
Birmingham	BIRM204a	cycle lanes incl. A47 spur to Walmley, A47 spur to Ward End, A38 spur to Moseley
Birmingham	BIRM204b	Local Centres incl. Sutton Coldfield, Erdington, Soho Road and Harborne
Birmingham	BIRM204c	City-wide cycle parking in public spaces
Birmingham	BIRM204d	Big Birmingham Bikes
Coventry	COV201	University Hospital
Coventry	COV202	Foleshill/Radford to City Centre
Coventry	COV203	Campus Connections University of Warwick 1
Dudley	DUD202	A4123 Corridor (Dudley/Sandwell section)
Dudley	DUD204	A456 Corridor (Halesowen) Cycling Measures - Phase 1
Sandwell	SAN201	Blackheath Town Centre Active Travel Interventions
Sandwell	SAN202	Wednesbury Town Centre Active Travel Interventions
Sandwell	SAN203	Bearwood High Street Active Travel Interventions
Sandwell	SAN204	A4123 Corridor (Dudley/Sandwell section)
Solihull	SOL201	Blossomfield Road Pop up Cycleway
Solihull	SOL202	Knowle to Solihull Town Centre Pop up Cycleway
Solihull	SOL203	Borough Wide Cycle Parking
Solihull	SOL204	Meriden to Millisons Wood Cycleway
Walsall	WAL201	Connecting Bentley Phase II
Walsall	WAL203	School Streets Phase II
Wolverhampton	WOL203	St Peters Ring Road Crossing & Waterloo Road
Wolverhampton	WOL204	Wednesfield Road
Wolverhampton	WOL206	Supporting measures

WMCA/TfWM	WMSM202	Regional enabling measures (Revenue) – Love to Ride and Modeshift
WMCA/TfWM	WMSM204	Local cycling and walking activation measures
WMCA/TfWM	WMSM205	Bolstering cycling & walking partner delivery
WMCA/TfWM	WMSM206	Support package for businesses and education sites
WMCA/TfWM	WMSM207	Road safety package
WMCA/TfWM	WMSM208	Pilot to help disabled people to be more mobile and connected
WMCA/TfWM	WMSM209	Cycling – intelligent lights project
WMCA/TfWM	WMSM210	Community Enabling Project
WMCA/TfWM	WMSM213	Supporting Measures mobilisation & support
WMCA/TfWM	WMSM203	TfWM communications package
WMCA/TfWM	WMSM212	Cycle Parking for Organisations
WMCA/TfWM	WMSM222	Engagement and Consultation

Better Streets Community Fund – Projects

Scheme Name	££ allocated	Current Status
Birmingham		
Woodgate Valley ParkRide	£130,000	
Wheeler Lane/Barn Lane Crossing	£80,000	
Soho Road in Bloom	£8,000	Delivered
Parking Buddies, Clifton Primary School	£1,056	Delivered
Community Hub Cycle Racks Sparkbrook/Balsall Heath	£2,000	Delivered
Summer Lane Canal Access	£5,000	
Tangmere Drive Crossing	£40,000	
Coventry		
Charterhouse Community Corridor	£165,000	
Stoke Aldermoor	£25,000	
Allesley Park	£60,000	
Ride to Nursery	£2,500	
Parkride War Memorial Park	£10,000	
Cycle to School, Stivichall Primary School	£2,500	
Dudley		
Howley Grange Park		
Thorns Road/Stevens Park Toucan Crossings	£250,000	Delivered
Wordsley School Crossing Improvements		Delivered
Pump track		
Sandwell		
Millennium Community Centre and Friar Park Primary School	£250,000	Ongoing
Smethwick Old Church and Dorothy Parkes Community Centre		Ongoing
Blackheath access improvements from existing crossing	£1,500	Delivered
Public cycle parking near YMCA, West Bromwich Town Centre	£3,000	Delivered
Solihull		
Berkswell Project	£250,000	
Wildmoor Road and Green Hill Way Day Centre	£8,000	
Willow Park Cycle improvements, Balsall Common	£5,000	
Walsall		

National Cycle Route 5 Inclusive link to Walsall Town centre	£150,000	Ongoing
Hawes Road Improvement to pedestrian and cycling offer	£100,000	Ongoing
Aldridge Centre Cycle Parking and Associated Improvements	£10,000	
Walsall Rugby Club Cycling Activity Centre	£20,000	Delivered
Wolverhampton		
Signage and Minor Improvements to cycle routes	£20,000	
Wednesfield Road Cycle Way	£230,000	
Park Village Education	£20,000	Delivered
Wheels for All Aldersley	£10,000	Delivered

Currently Affiliated Community Cycle Clubs

Palfrey Mens Community Cycling Club	Walsall
Lightwoods Community Cycle Club	Sandwell
Palfrey Womens Community Cycle Club	Walsall
Smethwick Beat The Streets CCC	Sandwell
Walsall Arboretum Community Cycle Club	Walsall
Walsall Bike Project	Walsall
Aaina ladies Community Cycle Club	Walsall
Willenhall Community Cycle Club	Walsall
Silver Jubilee Park Community Cycle Club	Dudley
Wolverhampton Bike Shed CCC	Wolverhampton
Hadley Stadium Community Cycle Club	Sandwell
Bangladeshi Womens Association CCC	Sandwell
Wildside Community Cycle Club	Wolverhampton
Reedswood Community Cycle Club	Walsall
Amanah Bike Club (Muath Trust)	Birmingham
ACP Cycle Club	Birmingham
B10 Cycle Club	Birmingham
Balsall Heath Cycle Club	Birmingham
Gear Up Cycle Club	Birmingham
Handsworth & Hamstead Pavilion Cycle Club	Birmingham
Handsworth & Hamstead Pavilion	Birmingham

Joyful Bellas and Fellas Cycle Club	Birmingham
Ladywood (New Roots) Cycle Club	Birmingham
Friends United for Wellbeing Cycle Club	Birmingham
Pathfinders CCYW Cycle Club	Birmingham
Saheli Ladies Cycle Club	Birmingham
Sara Park Cycle Club	Birmingham
Share Cycle Club	Birmingham
Cannon Hill Cycle Club	Birmingham
Bike2Life Cycle Club	Birmingham
Hawksley Cycle Club	Birmingham
Rookery Riders Cycle Club	Birmingham
Cobble Cafe/EBike Brum	Birmingham
Welsh House Farm Cycle Club	Birmingham



Transport Delivery Committee

Date	19 July 2021
Report title	Rail Business Report
Accountable Director	Malcolm Holmes, Director of Rail, Transport for West Midlands Email: malcolm.holmes@wmre.org.uk Tel: 0121 214 7058
Accountable Employee	Tom Painter, Head of Rail Franchising and Partnerships, West Midlands Rail Executive Email tom.painter@wmre.org.uk Tel: 07432104161
Report has been considered by	Councillor Richard Worrall – Lead Member Rail and Metro

Recommendation(s) for action or decision:

The Transport Delivery Committee is recommended to:

- (1) Note the content of the report

1.0 Purpose

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

2.0 Section A – Background

- 2.1 Transport for West Midlands (TfWM) and WMRE currently work to influence the management and delivery of rail services and projects.
- 2.2 This report provides a summary of rail activity in the TfWM and wider WMRE areas between November 2020 and June 2021.

3.0 Section B – Williams Rail Review

- 3.1 The Williams-Shapps Review was published on 20 May and points towards a fundamental restructuring of the rail industry which is likely to have wide-ranging impacts on the way that rail services are specified and delivered.
- 3.2 A briefing note was circulated to members shortly after publication of the plan, and this is reproduced in Appendix A.
- 3.3 WMRE and TfWM will actively engage in the industry and political processes that will be set up to implement the plan, and will seek to maximise the influence and control that we can have over the provision of rail services in the region.

4.0 Section C – West Midlands Franchise

4.1 Service Performance

- 4.1.1 WMT ended the 2020/21 financial year with an excellent PPM MAA (moving annual average) of 92.3%. This is the highest MAA for this franchise since at least 2008 (data only available from this date). The equivalent score for the 2019/20 financial year was 78.9%. Turning to Time to three minutes (T-3), this was 93.0% and this increased the MAA to 90.3%.
- 4.1.2 The improvement in PPM MAA over the past year ranked WMT 4th amongst 20 TOCs. Improvement in T-3 MAA over the past year was 15.6% and this ranked WMT 5th out of 20 TOCs.
- 4.1.3 WMT's excellent operation performance during 2020/21 has undoubtedly been assisted by the reduction in the number of services and passengers using the network. Fewer trains has meant less congestion, which has prevented delays from occurring as frequently as the once did, and has also helped to contain the spread of delays when they have occurred. Fewer train movements has also meant that the trains and tracks have experienced less wear and tear, lowering the number of defects. Finally, a less crowded network has given controllers and signallers more thinking space with the result that better operational decisions have been made. Ensuring that this excellent punctuality and reliability is retained once customers have started to return is a key objective for the Grand Railway Collaboration in 2021/22 and beyond.

4.1.4 At present the principal threats to performance are WMT's driver training backlog and a downward trend in diesel fleet availability. WMT have taken direct action to try and address the former. This includes the introduction of 'COVID Safe' Driver training bubbles, recruiting more trainers, producing more efficient traincrew rosters, and a suite of initiatives designed to return longer term unproductive drivers to driving. WMRE has at all times worked to support WMT in their response to the traincrew challenge but has not shied away from challenging the company when required.

4.1.5 The causes of the increase in diesel train failures seem to be mixed. Staff sickness and changes in personnel at the Tyseley Maintenance Depot have reduced WMT's maintenance efficiency, whilst the recent lease of four Class 172 units from Chiltern Railways has also affected productivity. The result was a large number of services with fewer carriages than expected, creating difficulties for social distancing on some services. WMT's recovery plan shows that by the end of July a more stable situation should have emerged.

4.2 **West Midlands Direct Award (National Rail Contract)**

1.1.1. In October 2020 the government announced all Franchise Agreements were set to be replaced by directly awarded National Rail Contracts (NRCs). These would be brand-new contracts, meaning that the Franchise Agreements would expire upon the start of each NRC term. For WMT the NRC is due to commence 19 September 2021.

1.1.2. The DfT has published the following five objectives for all NRCs:

- Sustain the operation of essential rail passenger services;
- Protect the taxpayer interest and improve the financial sustainability of the passenger railway;
- Foster the continued development of a "One Railway" approach;
- Deliver targeted improvements to the customer offer and consider stakeholder needs; and
- Ensure that leadership and management processes within the Operators are flexible and dynamic

1.1.3. Unlike the Franchise Agreement it will replace, the NRC with WMT is not being let on the basis of a competitive tender process, rather a collaborative dialogue that is assessed for Value for Money. Instead of an ITT, WMT and Abellio have been issued with a Request for a Business Plan (RfBP), and are sharing their response as it emerges with DfT and WMRE to a defined timetable leading up to 19 September 2021.

1.1.4. Cost and revenue risk will remain with the DfT, although there is scope to transfer a degree of cost risk back to the operator during the term, should the circumstances warrant it, via a change mechanism designed to be more flexible than in previous contracts.

1.1.5. Unlike the Franchise awarded back in 2017, the NRC is not expected to herald major investment. The schemes delivered during the NRC will be those retained from the previous Agreement, including

- New DMU trains for services to Hereford and Shrewsbury
- New EMU trains for the Cross City Line and the West Coast Mainline
- New depot and stabling facilities
- New digital passenger information screens

- Infrastructure to facilitate the future roll out of PAYG ticketing
- Enhanced CCTV equipment and monitoring

- 1.1.6. Unfortunately, affordability pressures have resulted in some of WMT's previous commitments being re-scoped or discontinued entirely. These include booking office refurbishments at Birmingham Snow Hill and Worcester Foregate Street, car park expansion, and an on-board infotainment system.
- 1.1.7. The NRC is expected to run for a term of 5 years, with the option to 'shrink' this back to 3 years if it is deemed necessary, and is planned to end at approximately the same time as the original Franchise Agreement was due to expire.
- 1.1.8. In keeping with the precedent set during the procurement of the 2017 West Midlands Franchise, DfT have virtually seconded a member of WMRE staff to the NRC team. This role is focused on the specification of the new contract, ensuring that local knowledge is used to inform key decisions.
- 1.1.9. The NRC will also retain the separable business unit structure that was introduced in the current Franchise, as well as the WMRE-owned West Midlands Railway brand that is applied to the West Midlands Separable Business Unit.
- 1.1.10. WMRE will continue to hold primary responsibility for the management of the West Midlands Separable Business Unit in the NRC. This will include overseeing the delivery of WMT's new NRC commitments where they relate to this Business Unit.

5.0 Section D – Rail Programme

- 5.1 We have now started on site at University, and works are progressing ahead of the baseline schedule. This has been supported by a joint approach to progressive assurance with Network Rail that has enabled us to reduce the time spent in design review. Piling was completed well ahead of schedule, enabling the precast concrete frame to be installed. This is currently taking place over weekend possessions. We are still committed to ensuring that University Station will be in a fit state for the Commonwealth Games next year, and we continue to investigate options to bring the completion date of the new building forward from the current baseline position of September. These decisions are being informed by positive ongoing negotiations with our contractor.
- 5.2 Works at Perry Barr are also proceeding well. Services at Perry Barr Station were suspended for a year from May to enable construction to start. Tickets are being accepted on local buses whilst trains are not running. Following close work with WMT to clear the building, the old station building was demolished safely in an overnight possession, and the stairs have now also been removed. We remain on track to deliver the new station in time for the resumption of services in May 2022. Work is also continuing on the bus interchange, with consideration at Planning Committee expected in July.
- 5.3 We have successfully secured funding from the DfT Rail National Enhancements Pipeline for our new stations packages: Package 1 (Willenhall and Darlaston) and Package 2 (Camp Hill Line). This was facilitated by close work with Network Rail on a number of key areas, including timetabling. Alongside funding committed by WMCA and BCC, this means that the new stations are now fully funded.

5.4 On Package 1, work continues to secure the land parcels required to deliver the stations, and to move toward awarding the main contract as soon as this is complete. This is generally progressing well and in parallel we are considering mitigations to manage any programme risks. On Package 2, enabling works including devegetation took place at Moseley to prepare for construction, and we expect to begin procurement of the main works contract imminently.

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

6.1 The GRC continues to be a primary focus of activity within the West Midlands, driving industry collaboration. This is demonstrated by the engagement from all of its partners and the effectiveness of the Strategic Board which met on 26th May. Lucy Wootton has been appointed as Head of GRC on an 18 month Secondment from Chiltern Railways which is a positive movement and having a full time resource will be very beneficial in ensuring focus is maintained on the key workstreams.

6.2 A paper was submitted to the Department for Transport on the One Team Birmingham New Street Proposal and approval has been given to implement the first 3 stages of this work and the Customer Experience Task Force have mapped out how these stages will be delivered.

- Introduce engagement days, common briefings and a one team tabard or pin badge – for all Network Rail station colleagues, Avanti West Coast retail and automatic ticket gate line colleagues, CrossCountry Trains floorwalkers and West Midlands Trains cleaners based at Birmingham New Street.
- Introduce customer experience training for these customer-facing colleagues at the station, based on customer needs identified through Customer Insight Review.
- Introduce aligned frontline objectives and frontline incentives, and ‘soft’ management for all.

6.3 Stages 4 and 5 (creation of a single unified management structure across New Street, Moor Street, and Snow Hill) require additional development and analysis and this work is currently being progressed, led by Linda McCord from Transport Focus.

6.4 Improving the visibility of the GRC is a key objective and Lucy will be working on initiatives to support this, one of which is to produce a prospectus / brochure that clearly demonstrates the objectives, workstreams and successes of the group. A first draft of this has been produced and it is hoped that once sign off is received this will be circulated later this year.

6.5 This will be accompanied by a concerted effort to raise awareness within each GRC partner, and Lucy is working with each organisation’s internal communication team and requesting attendance team meetings.

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

Rail Investment Strategy

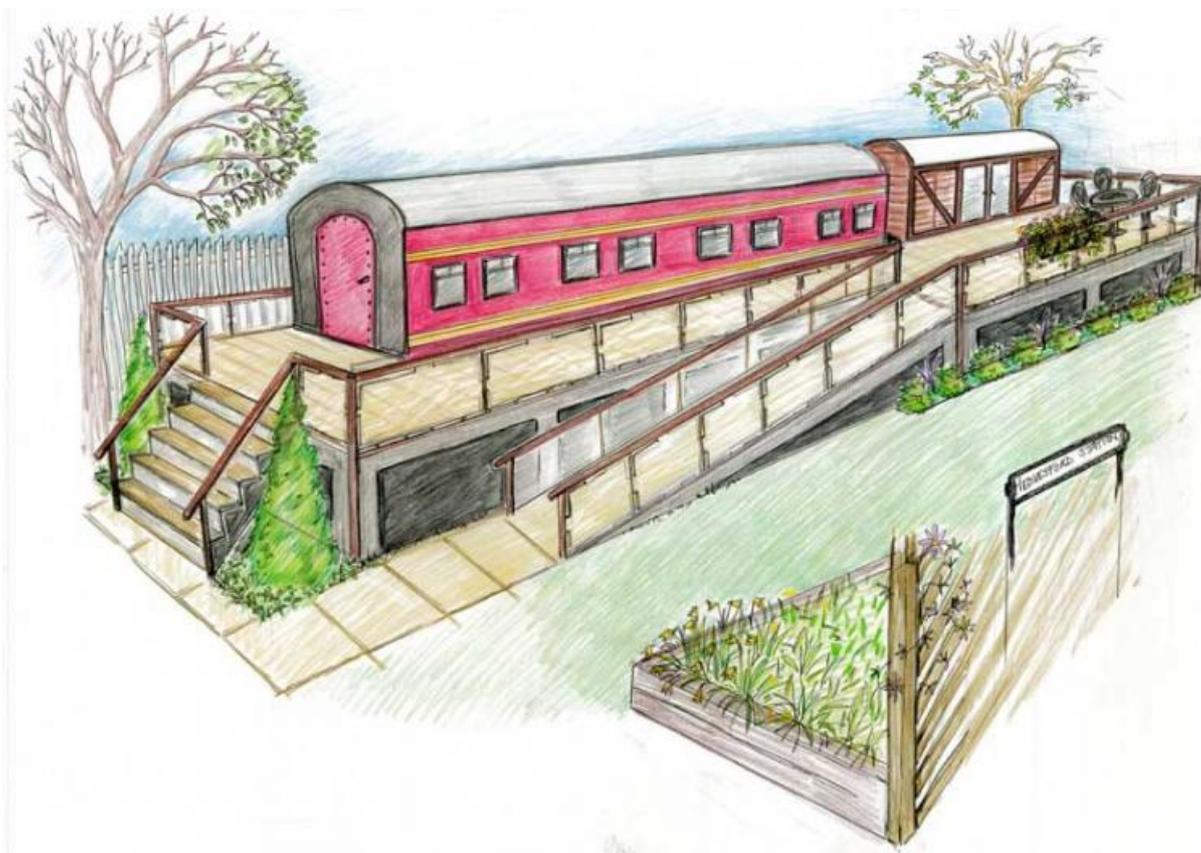
7.1 WMRE has been undertaking work to update its Rail Investment Strategy and has been developing future service scenarios linked to indicative changes to rail infrastructure. These service scenarios will be modelled to understand potential demand impacts.

7.2 The publication of the DfT’s Integrated Rail Plan is awaited, which will provide a national context to support the development of our local service aspirations

- 7.3 Also awaited is publication of a Traction Decarbonisation Network Strategy programme which will lay out the proposed phasing of electrification of the network. In advance of electrification of the network WMRE has been actively engaging with rolling stock companies to understand options for bringing battery/electric trains into the West Midlands. We have also held initial discussions about potential hydrogen train options.
- 7.4 Bids were submitted in March for the Restoring Your Railway Ideas fund for a number of projects including:
- Tettenhall (TfWM/WMRE)
 - Coundon Road/Foleshill/Coventry East (TfWM/WMRE)
 - Lichfield – Burton (TfWM/WMRE)
 - Sutton Park Line (BCC)
 - Castle Bromwich/Fort Parkway (BCC)
- 7.5 An Advanced Scheme Restoring Your Railway bid was also submitted for Aldridge. A decision on all these bids is awaited from the DfT.
- 7.6 WMRE and TfWM continue to actively engage with Midlands Connect, DfT and Network Rail over Midlands Rail Hub and other Midlands Engine Rail projects. We support work to accelerate delivery of Snow Hill Platform 4 and Kings Norton upgrade projects under the Project Speed initiative.

Stations Alliance

- 7.7 Following the successful delivery of the West Midlands Stations Alliance/Staffordshire County Council scheme at Cannock, the Alliance is in the process of shortlisting for a further round of interventions for stations on the Chase Line north of Walsall. A budget of around £250k has been secured for this purpose. Planned actions vary from station to station but examples include bridge repairs (especially at Hednesford), litter and vegetation clearance, car park re-surfacing/re-lining, re-painting, additional wayfinding, and actions to improve security and tackle the ongoing vandalism of ticket vending machines.
- 7.8 The Stations Alliance is also working with West Midlands Railway's Head of Community to help deliver the 21/22 'Your Community, Your Fund' projects <https://www.westmidlandsrailway.co.uk/about-us/your-community-your-fund> . The fund has awarded £1.7m to 21 community led projects. Several of these involve making physical alterations to stations, something that can be extremely challenging for non-industry bodies given the railway's highly regulated nature. As a partnership of track, train, and local government, the Stations Alliance is helping the community groups navigate industry process and generally make the railway in the region more approachable. An illustration of the proposed scheme at Hednesford is shown below.



(Figure 1. Illustration of the proposed railway themed town centre community hub at Hednesford)

8.0 Section G – Financial Implications

8.1 There are no direct financial implications as a result of this update report. Although the latest status position covering the Rail Programme, Rail Investment Strategy and Stations Alliance is for noting in this report there are a number of financial risks and challenges against these that will be need to be carefully considered. This will form a key element as part of progressing the further development and/or delivery of these.

8.2 Any costs incurred or support provided by TfWM or West Midlands Rail Executive from supporting the activity in relation to the GRC will be met from within agreed funding and resources.

9.0 Section H – Legal Implications

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

10.0 Section I – Equalities Implications

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

11.0 Section J – Geographical Scope

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

12.0 Section K – Inclusive Growth Implications

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

12.2 Future Generations:-

The Midlands Rail Hub will be an important mechanism to ensure that the benefits of HS2 are felt across the region in terms of improvements to local rail services and the opportunities those services create. However, the majority of people in this region do not use heavy rail services as part of work and life. The implications of the transition from lockdown – assuming that we retain the aspirations laid out in WM2041 – are that walking and cycling will be vital in order to achieve a balance between connectivity and good health. Buses are the public transport mode of choice for most people in the region, and will continue to play an important role in the region's future. As such, all investments into heavy rail also need to be made with a view to encouraging people away from car ownership and towards active travel and mass transit. This can be realised in a number of ways, but notably in how stations connect to their localities, and in how train stations and carriages are designed to encourage walking and cycling. This also means that economic improvements that happen ahead of new heavy rail services can still be open to people via public transport.

12.3 On balance, the increased heavy rail capacity that HS2 brings is a positive for tackling climate change (assuming that people and freight move by train instead of by road) – however, anything that involves construction has an impact on the natural environment. The commitment to biodiversity net gain must be upheld, and opportunities to improve resilience to locked-in climate change should be designed in, including by developing sustainable urban drainage schemes.

12.4 In the interests of building strong regional economies across the UK it is important that stakeholders from the West Midlands are involved in shaping connectivity between our region and the regions of the Northern Powerhouse. Relationships and supply chains cross administrative boundaries. Furthermore, good relationships between the regions will serve the West Midlands well as it seeks further devolution of powers from Whitehall.

12.5 Universal Design:-

In improving rail services and assets, new stations and carriages should adhere to universal design principles – ensuring that disability, additional needs or age are no barrier to using a station, its surrounds or a train service safely and logically.

Appendix A

The Williams-Shapps Plan for Rail

The **Williams-Shapps Plan for Rail** represents the single biggest change to the structure and management of Britain's railways since the privatisation of the industry in 1994-97.

Unlike the numerous previous reviews of the rail industry over the past two decades, Keith Williams' review:

- has acknowledged and sought to address the fundamental structural problems of the fragmented industry which have led to inefficiency, duplication and high "whole industry" costs in relation to both infrastructure projects and the procurement and operation of franchised rail contracts
- has been shaped into a formal **White Paper** in the form of Williams-Shapps Plan for Rail, which has the full backing of government and the Secretary of State for Transport's name attached to it.

The Williams-Shapps Plan for Rail identifies **10 key outcomes** (Appendix 1) designed to:

- address the weaknesses, complexities and conflicts within current rail industry structure
- provide clearer accountability and reduce overall industry costs
- increase the speed of infrastructure renewal and enhancements
- improve the passenger experience and retail offer in the post-COVID world
- support rail freight growth
- align a new 30 year Rail Industry Strategy more closely with wider government priorities such as decarbonisation and housing provision
- provide mechanisms for greater local control over the railways

To support delivery of these outcomes the Plan for Rail makes **62 commitments** (Appendix 2) designed to bring the sector together to secure the long-term future of the rail network and support everyone who uses it or works on it.

The implementation of the Plan for Rail over the next 2 to 3 years will be managed under a **Rail Transformation Programme** led by the Department for Transport.

The core proposal of the Plan for Rail centres on the creation of a new organisation **Great British Railway** which will take over Network Rail and the majority of core DfT rail functions (see below).

The Plan also incorporates more immediate proposals designed to help post-COVID recovery, notably new **flexible season ticket** "carnets" available from 21 June 2021, which will allow travel on any **8 days in a 28-day period** (although the price / VFM of these will be key).

The **future role of organisations such as West Midlands Rail Executive is unclear**, as unlike, Merseytravel, Transport for Wales or Transport Scotland, whose role and responsibilities are safeguarded, WMRE is not a fully devolved rail funder and specifier. However, the Plan for Rail does provide some warm words about "**local control**" which are considered below.

Creation of Great British Railways (GBR)

From around 2023, following passing of the required legislation, Great British Railways will **take over roles and responsibilities of Network Rail and most rail functions of the Department for Transport**, including procurement of new **Passenger Services Contracts**.

Great British Railways will be accountable to Ministers.

The Secretary of State will also be given statutory powers to set long-term strategy and have sweeping powers to issue guidance and mandatory directions to Great British Railways **on any matter at any time**.

Great British Railways will be subject to a series of mandates from Ministers, including to:

- Operate in the interests of passengers, freight customers and local communities;
- Increase efficiency and co-operation within the industry
- Pursue financial sustainability through the reduction of waste and inefficiency
- Grow passenger numbers and open up new markets
- Develop revenue streams that benefit customers.

Great British Railways will have responsibility for the “whole-system” planning and operating functions needed to deliver a joined-up rail network.

GBR will be made up of **five regional railway divisions which are** expected to follow current Network Rail region geographies. <https://www.networkrail.co.uk/running-the-railway/our-regions/north-west-and-central/>

It is proposed that the five regional divisions are “**locally rooted and accountable**,” with new culture and incentives focused on serving customers.

Each GBR regional division will:

- **Be accountable to customers** for their journeys
- **Manage Passenger Service Contracts, stations and infrastructure**
- Procure private partners, including operators and contractors
- **Manage budgets locally and regionally**
- Integrate track and train at a local level
- Work with and **be responsive to the needs of local and regional partners**
- **Integrate rail with other transport services** (e.g. integrated information and ticketing between rail, light rail and bus services)

Within each division, **integrated local teams** will bring decision-making closer to the people and places that the railways serve.

Local teams will be responsible for day-to-day delivery on routes of the network **in partnership with operators** and will bring together infrastructure, customer service, station management and train operations into one team.

Future Rail Devolution and Role for WMRE

In the short term, WMRE is negotiating a new “Collaboration Agreement” with the Secretary of State for Transport, which will establish WMRE’s role and responsibilities in the specification and management of the new **interim National Rail Contract** between the Department for Transport and West Midlands Trains.

The DfT is currently proposing that **this interim National Rail Contract will run from September 2021 until March 2026**. This potentially “**sets in stone**” for another **5 years** any interim devolution arrangements under the new Collaboration Agreement currently being negotiated, but yet to be agreed between WMRE and the Secretary of State.

The timeline for this finalising this new Collaboration Agreement is also tight, with **agreement in principle for a final draft ideally required by July 2021**.

Looking ahead towards the new **permanent Passenger Service Contracts**, it should be noted that there is **no specific mention in the Plan for Rail of devolved organisations such as WMRE** or Transport for the North, which currently specify and manage franchise contracts jointly with the Department for Transport (although this may be deliberate given that there are potentially competing devolution ambitions - notably between Manchester and Transport for the North).

However, this doesn't necessarily mean that WMRE's current devolved role won't be maintained, or even strengthened, under the new Passenger Service Contract arrangements.

The Plan for Rail states that:

- ***New partnerships between Great British Railways and local and regional government will be established to give local leaders a greater say in how the railways are run in their area***

such partnerships will include the **ability for local leaders to:**

- ***integrate ticketing and fares with other local transport services***
- ***control stations***
- ***buy additional services or infrastructure using funds raised locally***

Local railway managers will also be scrutinised by local politicians through:

- ***joint governance arrangements to provide clear accountability locally in areas where such arrangements are appropriate.***

Further **detail on the involvement of local leaders in rail and other transport services and the levers available** to them **will be set out in the "Levelling Up" white paper** in due course.

However, elsewhere the Plan for Rail also states a clear ambition for:

- ***rooting the railways in the places they serve ... to empower people, create locally responsive railways and help to level up.***

and it is proposed that **a pilot to integrate a GBR local team with local communities and local leaders be undertaken as a priority.**

There is **a clear opportunity to press for that pilot to be undertaken in the West Midlands**, between WMRE and a "shadow" GBR local team comprising Network Rail and DfT members.

New Passenger Service Contracts

In addition to noting that:

in some areas, including city regions, local leaders will become directly involved in shaping and drawing up contracts, through partnerships with Great British Railways' regional divisions

further information is provided in relation to the new Great British Railways awarded Passenger Service Contracts which will:

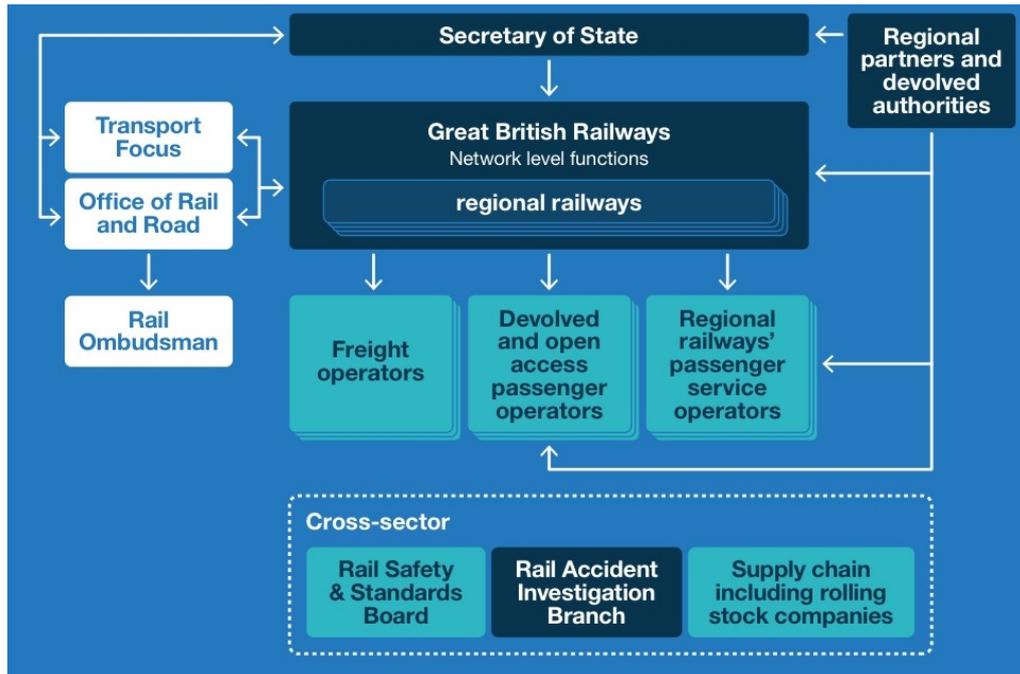
- **be let and managed by individual GBR regional divisions**
- **focus on quality, performance and growing the rail market**
- **specify the timetables, branding, most fares and other aspects of the service**
- **agree a fee with the competitively-procured passenger service operator to provide the service to this specification.**
- **see fare revenue go to Great British Railways, with operators taking cost risk**

- **require the operator to support the integration objectives** for bus travel and cycling set out in the government's recent bus and cycling strategies.

Crucially,

- **Passenger Service Contracts will be different across the network** and will not take a one-size-fits-all approach
- the **geographic and financial size of Passenger Service Contracts will reflect local markets and needs**

Overview of “Plan for Rail” Industry Structure



Other key “Williams-Shapps” proposals

- **New 30 year Strategy for the whole rail network** will ensure that the railway’s key strategic priorities align with government priorities such as levelling up, the environment, housing and regeneration.

The “*Whole Industry Strategic Plan*” will become the first 30-year strategy from 2022

- **GBR five-year business plans covering both services and infrastructure** will inform government decisions about both **infrastructure funding and the level of operational subsidy**.
- Rollout of project **SPEED** to provide faster delivery of rail network enhancements and new stations and services
- **End to gold-plating and over-specification of infrastructure** projects
- **Dedicated station management teams will be created locally within regional divisions of Great British Railways** to manage stations, land and assets.

These teams will improve accountability and long-term decision-making over how stations and the estate are maintained and improved for passengers and local communities. There are **implications for WM Stations Alliance and for TfWM in respect of car parks**

- **A national accessibility strategy and a new long-term investment programme**
- **More integrated “one stop shop” approach to ticket retailing with:**
 - **a single GBR website and ticketing app**
 - **a more easily understandable ticketing structure**
 - **standard compensation arrangements**
 - **pay-as-you-go tickets in major cities**

Government’s ambition is for:

- passengers to be able to buy a through ticket from any bus stop to any station with a single tap on their phone or contactless bank card
- the Great British Railways website and app will increasingly become a portal for all public transport services, showing bus and light rail information and selling integrated tickets across different services to support easy journeys.

It is as yet **unclear how any changes will align with Transport for West Midlands existing multi-modal ticket products)**

In addition to the above, the Plan for Rail noted that:

Government will shortly be announcing further major projects in the Midlands and North, including in our Integrated Rail Plan, electrification schemes and further Beeching reopening projects

Appendix 1: Williams-Shapps Plan 10 Key Outcomes

1. Modern passenger experience

Passengers must receive high-quality, consistent services. More accessible, reliable, well connected journeys and a new customer offers at stations and on trains.

2. Retail revolution

Simpler, modern ways of paying for travel and straightforward compensation. Clear prices, digital ticketing and flexibility will underpin this transformation.

3. New ways of working with the private sector

Passenger Service Contracts will replace franchising. New opportunities for innovators, suppliers (including small and local partners) and funders will be created through streamlined contracts and more contestability.

4. Economic recovery and financially sustainable railways

The railways are a public service, paid for by taxpayers and passengers. Bringing together responsibility for cost and revenue in Great British Railways will ensure the railways become more financially sustainable.

5. Greater control for local people and places

Railways will be more responsive to the needs of local communities. Empowered, locally-led teams will support improvements and be accountable to the people and places they serve.

6. Cleaner, greener railways

Railways will spearhead the nation's ambition to become a world leader in clean, green transport. Decarbonisation, greater biodiversity and improvements in air quality will ensure rail is a cleaner public transport network.

7. New opportunities for freight

National co-ordination offering greater flexibility and responsiveness will create new opportunities for rail freight. Modern contracts will ensure the sector continues to keep goods moving and delivering vital economic and environmental benefits.

8. Increased speed of delivery and efficient enhancements

Restoring lost rail links and accelerating the delivery of critical upgrades to the network will support new economic growth and connectivity across our nations and regions.

9. Skilled, innovative workforce

A culture of collaboration, strengthening leadership and enhancing the skills of people working across the sector are vital to delivering a better service for passengers. High-value and fulfilling opportunities for staff will ensure they can best serve the needs of customers.

10. Simpler industry structure

A 'guiding mind' for the system delivered by 'Great British Railways', which will be organised around regional railways. People, culture and incentives will focus on serving all customers, with clear accountability, better decision-making and a single financial system. A 30-year strategy will enable the sector to transform and modernise efficiently.

Appendix 2: Williams Shapps Plan for Rail: 62 commitments

CHAPTER THREE — INTEGRATING THE RAILWAYS

1. A new public body, **Great British Railways**, will run the network in the public interest.
2. Great British Railways will be the **single guiding mind** and leader that the railways currently lack.
3. Great British Railways will be given the means to think and plan for the longer term.
4. There will be **a national brand** and identity to emphasise that the railways are one connected network.
5. Great British Railways will be a new organisation, not just a larger version of Network Rail.
6. Great British Railways will be given a **binding mandate to have as its primary focus serving the interests of passengers, freight customers and taxpayers and growing rail usage**.

7. Great British Railways will be **mandated to increase efficiency and co-operation**.
8. The **government will hold the railways' leaders accountable** for meeting the needs of the customers and communities the network serves.
9. A **30-year strategy will provide clear, long term plans** for transforming the railways to strengthen collaboration, unlock efficiencies and incentivise innovation.
10. Great British Railways will be made up of **powerful regional divisions, with budgets and delivery held at the local level**, not just nationally.
11. In England, **new partnerships with Great British Railways' regional divisions will give towns, cities and regions greater control over local ticketing, services and stations**.
12. Devolved railways will be strengthened, with closer collaboration with Great British Railways improving services, consistency and co-ordination across the country.
13. **Community rail partnerships will be empowered** to strengthen rail's social and economic impact.
14. **Station management will be integrated within Great British Railways** to improve accountability for long-term investment in stations.
15. **Opportunities to better unlock housing, local economic growth and social value** will be explored.
16. **Transport Focus will be reformed to become a passenger champion**, advising the Secretary of State on passenger priorities.
17. **Performance and efficiency will be independently scrutinised** by the statutory regulator, the Office of Rail and Road.
18. Current **safety and security rules will remain in place** across the rail network. A consultation will be undertaken to ensure safety roles, rules and standards are appropriate for the future.
19. Cross-sector organisations will be consolidated and integrated to enable the railways to operate more effectively and efficiently.
20. **Track access will be overhauled to make the best use of the rail network** in the overall public interest.

CHAPTER FOUR — REPLACING FRANCHISING

21. Franchising will be replaced by **new Passenger Service Contracts**.
22. Passenger Service Contracts will **focus operators on meeting passengers' priorities** and will incentivise them to **grow rail usage**.
23. Each Passenger Service Contract will be designed to **support the needs of passengers and the whole network**, as part of an integrated system.
24. **Passenger Service Contracts will be different across the network** and will not take a one size-fits-all approach, including on contract length.
25. Operators will have greater commercial freedom on some parts of the network, with revenue sharing arrangements where appropriate. **New open access services will also be explored** where spare capacity exists.
26. The **geographic and financial size of Passenger Service Contracts will reflect local markets and needs**.
27. Competition for Passenger Service Contracts will be greater than for franchises and Great British Railways will aim to compete all contracts.
28. **If operators fail, the government will be ready to step in** and take control where needed.

29. The government will work with the sector and potential new market entrants to develop and implement these changes.

CHAPTER FIVE — A NEW DEAL FOR PASSENGERS

30. Easy, frictionless payment options for every journey will be introduced across the network.
31. **Pay As You Go journeys will be expanded** outside London to make millions more trips straightforward.
32. **Digital tickets** will be introduced across the network.
33. A **new Great British Railways website and app** will create a personalised travel experience.
34. Customer service at stations will be modernised, with one-team working expanded across the network.
35. **Fares will be simplified.**
36. **Affordable fares and season ticket caps** will continue to be **protected**.
37. Off-peak services will be protected.
38. **New flexible season tickets** will be introduced to reflect changing working patterns.
39. Journeys across **rail, bus, tram and bike will become seamless** in the future.
40. Getting to the station on a bike and **taking bikes on a train will be made easier.**
41. Trains will be made more pleasant to travel on and easier to work aboard.
42. **Compensation will be simpler and easier to claim, with a consistent,** modern process right across the network.
43. Passengers will receive clear, consistent information before, during and after their journeys. Their experiences will be monitored more effectively.
44. The first robust **national accessibility strategy and long-term investment programme** will improve inclusion and access for all.

CHAPTER SIX — UNLEASHING THE PRIVATE SECTOR'S POTENTIAL

45. The economic and environmental benefits of **rail freight will be supported by a new, customer-focused approach,** modern track access rights and new safeguards.
46. **Operators will take a lead role in improving services and performance** by innovating with private partners, including train-leasing companies.
47. Modern contracts will be introduced to increase competition, reduce costs and help to attract private investment for new technologies.
48. Partnerships with other key infrastructure providers, such as broadband innovators, will help to boost the country's drive towards a revolution in connectivity.
49. New, locally-led innovation schemes will unlock smarter working and support growth.
50. **Local engagement will better support small-and medium-sized enterprises** and start-ups.
51. Contestability across operations will be increased, but sub-contracting will need to deliver real value for money.

CHAPTER SEVEN — ACCELERATING INNOVATION AND MODERNISATION

52. **Electrification of the network will be expanded,** and **alternative technologies such as hydrogen and battery power will help to achieve zero emissions** from trains and reduce air pollution.
53. The contribution of the railways to the nation's green recovery will be strengthened, including through a **comprehensive environment plan by 2022** that will establish rail as the backbone of a cleaner future transport system.
54. **Energy efficiency, renewable power production, tree-planting and other green initiatives** across the rail estate will be accelerated.

55. Long-term **investment in climate resilience will be prioritised**, supported by smarter forecasting, planning and technology.
56. An **'open by default' approach to data sharing** will better inform journeys, improve transparency and unlock new technology.
57. **Research, development and innovation funding will be simplified** to make it more outcome focused and to improve collaboration.
58. **SPEED will accelerate the delivery of improvements**, making more efficient results the new normal.

CHAPTER EIGHT — EMPOWERING RAIL'S PEOPLE

59. A new joined-up, **cross-sector training and skills** offer will support people at every career stage to develop skills and bring in experience from outside the rail sector.
60. A **sector-wide workforce plan** will be developed to assist employers and build system-wide resilience.
61. **Diversity across the sector will be improved** through the inclusion of stretching measures in contracts to actively promote and increase recruitment and retention of a diverse workforce.
62. **Comprehensive data on productivity and pay will be collected and published by ORR**, which will report on the data and compare it with that of other sectors and labour markets.

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Transport Delivery Committee

Date	19 July 2021
Report title	Member Engagement Groups Update
Accountable Chief Executive	Laura Shoaf, West Midlands Combined Authority email: laura.shoaf@wmca.org.uk tel: (0121) 214 7444
Accountable Employee	Tanya Patel, Governance Services Office email: tanya.patel@wmca.org.uk tel: 07825 356685

Recommendation(s) for decision:

Transport Delivery Committee is recommended to:

- (1) Note the update in relation to recent meetings of the committee's Member Engagement Groups.

1. Purpose

1.1 To note recent developments and meetings the six Member Engagement Groups.

2. Background

2.1 The Introduction of Lead Member Reference Group occurred in 2017 when it was felt that the meetings of this committee did not allow members to get further into detail of a number of transport-related items. Following a further review of the role and remit of the Lead Member Reference Groups, they have been renamed as Member Engagement Groups (MEGs) to give the rest of the WMCA a clearer sense of their purpose, allowing members the opportunity to focus on specific aspects of the work of Transport for West Midlands in the delivery of policies.

2.2 In total there are currently six MEGs:

- Air Quality, Congestion & Environmental Impact
- Finance & Performance
- Putting Passengers First
- Rail & Metro
- Safe & Sustainable Travel
- Sprint

2.3 Each of the MEGs have been scheduled to take place before committee and are open to all Transport Delivery Committee members to attend.

2.4 Further work is currently being undertaken to refresh to scope and terms of reference for each of these MEGs and will be shared in due course.

3. Member Engagement Group Updates

3.1 An update from each of the Member Engagement Groups is provided below:

Air Quality, Congestion & Environmental Impact (Councillor Chaman Lal)

The Group agreed its 2021/22 work plan. This is based on monitoring and supporting progress of strategy development and transport measures that improve air quality, reduce congestion and reduce carbon emissions.

Updates on current strategic air quality and environment issues for TfWM, and progress with the many TfWM transport actions to improve air quality were also considered. These included progress with the passage of the Environment Bill through Parliament and an update on TfWM's bids for funding, such as the bid for Department for Transport ZEBRA funding for zero emission buses.

A speaker for a future meeting will discuss the role of hydrogen as a fuel.

Finance & Performance (Councillor Pervez Akhtar)

The group met on 8 July and agreed the importance of ensuring that the group's revised terms of reference were set in the context of the recovery from the COVID-19 pandemic.

Paula Martyn, Finance Business Partner for Transport Operations, gave an update on the latest impact of COVID-19 on the transport network with particular reference to the bus network. Louise Cowen, Financial Controller, provided an update on the financial impact of COVID-19 in the 2020/21 financial year.

The group's September meeting will focus on deliverability of capital projects following the disruption experienced throughout the pandemic.

Putting Passengers First (Councillor Kath Hartley)

The group met virtually on 7 July and agreed a number of suggested changes to their terms of reference. There was a presentation given on Metro operations, with members keen to be involved in the restart of the Metro Passenger Champions group. Members were talked through detailed analysis of the latest passenger survey and were made aware of work that was ongoing regarding printed timetable information. An update was provided on the latest bus patronage figures and Members made aware of concerns that TfWM had about future bus service funding and the possible impacts this may have to bus service levels.

The group was advised of the decision to close the travel shop at Birmingham New Street station and was given updates on work to transform Coventry Pool Meadow and Dudley bus stations. Concerns were raised about the impact multiple major works in Dudley would have on Dudley town centre. Meetings had now been set up ahead of each meeting of the Transport Delivery Committee, with the next meeting scheduled for 25 August.

Rail & Metro (Councillor Richard Worrall)

The Rail and Metro Member Engagement Group (MEG) met on 12th July. It covered the Metro capital programme, and reviewed the Rail Business Report that is being presented at TDC on 19th July.

On the former, the MEG heard that services on the Hagley Road to Edgbaston extension are due to commence in December 2021. Works at Wolverhampton are also due to conclude that month, although operation may not begin until January 2022. The Brierley Hill scheme has been delayed, although the MMA are hopeful that 6 months can be recovered once the designs are finalised this summer. The MEG was advised of a possible option for a two-stage opening on the line, first to Dudley then to Brierley Hill.

23 new CAF trams are due to be delivered by 2023, with five already having arrived. A bid has been made to the Levelling Up Fund for the expansion of Wednesbury depot to accommodate the new rolling stock.

The MEG received updates on the Digbeth extension and the proposed extension onward to the Airport, and an update on options for connecting Brierley Hill to Stourbridge bus and rail stations were also raised. An update was also provided on the Very Light Rail project at Dudley.

On the Rail Business Report, the MEG discussed the progress of the works at University station, and queried the latest status of the Midlands Connect plans to reinstate Platform 4 at Snow Hill, and remodel Kings Norton station. Rail issues in the Coventry area were also raised, namely, Nuneaton - Leamington Spa and the need for doubling of the track between Coventry and Leamington.

TDC members wishing for further more detailed information are welcome to request copies of the notes of the Rail & Metro MEG.

Safe & Sustainable Travel (Councillor Bob Grinsell)

The MEG met for the first time today to review the forward plan for future meetings. It was agreed that both aspects of the portfolio will be covered at each meeting, with Mark Babington delegating to a colleague as appropriate. Each meeting will also have regular updates on the West Midlands Cycle Hire scheme. There was a quick discussion on potential site visits including the CCTV room at Summer Lane and Derby to see the velodrome.

Sprint (Councillor Timothy Huxtable)

The first meeting is scheduled to take place in late July. However, discussions have taken place about the delivery of a Sprint Park & Ride site along the A34 North, since the Sprint update report taken to the informal TDC meeting on the 28 June, which is included as an Appendix to this agenda item.

4. Financial Implications

- 4.1 There are no financial implications arising out of the recommendations contained within the report.

5. Legal Implications

- 5.1 There are no legal implications arising out of recommendations contained within the report.

6. Equalities Implications

- 6.1 There are no equalities implications arising out of the recommendations contained within the report.

7. Inclusive Growth Implications

- 7.1 There are no inclusive growth implications arising out of the recommendations contained within the report.

8. Geographical Area of Report's Implications

- 8.1 There are no geographical implications arising out of the recommendations contained within the report.

9. Other Implications

- 9.1 There are no further specific implications arising out of the recommendations contained within the report.

10. Schedule of Background Papers

- 10.1 Appendix 1 – Sprint Progress Update Report

Transport Delivery Committee

Date	28 th June 2021
Report title	Sprint Progress Update
Accountable Chief Executive	Laura Shoaf, Interim Chief Executive, WMCA 0121 214 7444 laura.shoaf@wmca.org.uk
Accountable Employee	Angela Hosford, Head of Sprint, TfWM 0121 214 7168 angela.hosford@tfwm.org.uk
Report has been considered by	Sandeep Shingadia Development and Delivery Director, TfWM

Recommendation(s) for action or decision:

Transport Delivery Committee is recommended to:

1. Note the progress of the Sprint Programme;
2. Note the Cabinet decisions required to support delivery of schemes;
3. Note the relationship between Sprint and other local schemes.

1. Purpose

1.1 The previous report to TDC outlined progress of Sprint, the Cabinet decisions required to progress the works, and set out the principles of integration of Sprint with other local schemes. This report will update on progress on key deliverables for the first two routes (A34 and A45), refer to A456/Hagley Road (advanced works) being delivered by MMA, and future pipeline schemes. It will also update on progress being made on the zero emission challenge and the role Sprint is playing in the agenda.

2. Priority deliverables and key achievements since last report

2.1 Since the last report in June 2020, both the A34 and A45 schemes have been contracted and work to deliver the schemes has commenced. This includes a review and change to the contracting model on the A34 as costs provided by ECI contractor Morgan Sindall at target cost stage were prohibitive, and almost double those (cost by km) noted on the A45. A detailed assessment of these costs, in addition to scope and programme, was undertaken on receipt of this target price and it was determined, working with F&G as our commercial support, that significant savings could be made by splitting the route into packages delivered by tier 3 suppliers. The expectation was that a tier 1 supplier for the full route deemed the risk associated with multiple LHA areas, conflicts with other CWG deliverables, and the activism along the route opposed to disruption as very high risk, and priced accordingly.

2.2 In September's Sprint Programme Board, it was agreed that we would approach tier 3 suppliers in the market, of which 8 were identified, package up the work, and stagger the procurement of the routes in line with the proposed Cabinet decision dates required for works to commence within each package. Table 2.1 below provides detail of key Cabinet decision dates. Table 2.2 notes key dates for contract awards.

Table 2.1 – Cabinet decision date – support for Phase 1 confirmed

LA area	Cabinet decision date
Birmingham CC	17 th March 2020
Solihull MBC	8 th July 2021 (pending)
Sandwell MBC	24 th February 2021
Walsall MBC	24 th February 2021

Table 2.2 – Contract packages, contractors and award dates

Contract area	LA area	Awarded to	Award Date
A45 (Birmingham)	Birmingham	Morgan Sindall	23 October 2020 A notice to proceed to Stage 2 – Construction Works under the contact terms.
A45 (Solihull)	Solihull	TBC	Exp – August 2021
A34 – Package A	Walsall and Sandwell	Colas	04 May 2021
A34 – Package B	Birmingham	Fitzgerald	26 February 2021
A34 – Package C	Birmingham	Fitzgerald	26 February 2021
A34 – Package D	Birmingham	Mc Phillips	06 April 2021

2.3 A closed tender was run for each of the A34 packages, in compliance with the procurement regulations. Each scheme was pre-determined by F&G to be under the OJEU threshold, which enabled the exercise to run within sufficient time to both procure and deliver the works by March 2022. The tender documentation, construction design and programme of works was all informed by the ECI stage, and supported the September board decision to proceed under this change in delivery model.

3. Construction progress to date

3.1 At present on the A45 we have sections between Bordesley Circus and Heybarnes Circus running down to one lane. Excavation works have commenced on this section, and any remaining utilities diverted.

3.2 On the A34, traffic management is out on the Fitzgerald sections where traffic is down to one lane. Our engagement on this residential section of the A34 is a critical part of our delivery plan and we seek to ensure that residents and businesses maintain access to their properties, with notice of any disruption

being provided as far in advance as we can. All our contractors have public liaison officers working with TfWM's own team to support this element of the works. We also maintain to monitor traffic impact of the traffic management making use of our RTCC and cameras on these corridors.

3.3 Whilst we have undertaken some Traffic Regulation Order consultation on the routes, some further TRO consultation is expected in the following locations set out in table 3.1

Table 3.1 – TRO consultations

Local Authority	Package affected	Start date	End date
Birmingham CC	A45	29 th June 2020	20 th July 2020
Birmingham CC	B, C & D	29 th June 2020	20 th July 2020
Sandwell MBC (Red Route etc)	A	07 th September 2020	13 th October 2020
Sandwell MBC (Bus Lane)	A	03 rd December 2020	15 th January 2021
Walsall MBC	A	28 th January 2021	25 th February 2021
Solihull MBC	Solihull	18 th June 2021	09 th July 2021
Solihull MBC (Remaining stops)	Solihull	TBC	
Birmingham CC (Re-Advertisement)	B, C & D	TBC	

4. Operator and EP

4.1 Bus services operating on the Sprint corridors are primarily commercial services usually operating without subsidy (excluding current COVID-19 specific challenges). An Enhanced Partnership Scheme will cover the corridor and require enhanced standards of bus vehicle provision with more exacting requirements as years go by. For example, by 2030 all buses in use on the corridor from larger (>20 vehicles) operators must be non-diesel. Other requirements kick in much sooner in terms of provision of items like onboard next stop announcements etc.

4.2 The Enhanced Partnership Scheme has been through all required informal and formal consultation stages with bus operators and stakeholders and is in the process of being 'made'. We expect this to be concluded before the end of summer 2021.

4.3 In advance of the Commonwealth Games and in line with Sprint infrastructure phase 1 delivery, National Express West Midlands will be introducing the first cross Birmingham bus service for many years, operating between Walsall and Solihull. This will introduce new direct travel options, improving access to growing employment and education zones around Digbeth, Aston University, the Food Hub, JLR, and parts of UK Central.

4.4 We are now planning for Sprint Phase 2, which will complete our infrastructure delivery on the corridor. The operation of the service fully meeting the Sprint Standards, using tram-like multi-door vehicles, will be operated commercially. Currently we have one operator interested in rolling this out and providing the requisite investment in vehicles, National Express. This was explored via a market sounding exercise which we undertook in 2018 to determine the level of interest in the investments being made on Sprint in the West Midlands. Delivery of the Phase 2 infrastructure is expected to be dependent on securing formal commitment to purchase and operation of 20+ articulated buses meeting the Sprint Standards. The commitment to the vehicle purchase and operation would be enshrined in a legally

binding Voluntary Partnership Agreement. Table 1 provides a breakdown of how the commitments and enhanced standards will be secured.

Table 4.1 – Breakdown of EP scheme and VPA

Network Outcomes		A34 and A45 EP Scheme	Voluntary Partnership Agreement
Better Journeys	Phase in non-polluting vehicles, WiFi, USB charging, audio visual	✓	
	Minimum service frequency		✓
	Co-ordinate route timetables		
	Set how and where bus service information is provided to passengers	✓	
	Set how local bus services, fares and/or ticketing arrangements are marketed and/or publicized	✓	✓
	Specify options of contactless to pay for a journey	✓	
Better Places	Specify certain vehicles (Sprint and feeder buses) must carry branding agreed by TfWM	✓	✓
	Control when timetables may be changed	✓	
	Set what services run where and when	X	✓
	Set the sort of buses that must be used on the network		✓
Better Value	Sell and accept a multi-operator or multi-modal ticket (except designated school services)	✓	
	Market particular tickets in a certain way (including promoting multi-operator tickets not just their own tickets)		
	Set all their tickets and fares on a standard set of 'zones' that apply to all operators		
	Follow common ticket rules for their own tickets (such as a standard length of 'period' tickets or age to qualify for a youth concession if offered)		
	Accept any ticket on a particular technology (such as a smart card)	✓ – Contactless but not specifically Swift	✓
	Charge a set price for a multi-operator ticket		X
	Charge a set price for their own, single-operator tickets	X	

- Not included
- Included EP/Planned to be included VPA
- Possible but not planned to be in EP/VPA agreement

5. Zero emission vehicles

5.1 Prior to the Commonwealth Games in 2022 and in line with Sprint Phase 1 infrastructure delivery, National Express will be introducing 20 hydrogen fuel cell, zero emission, vehicles on to the new cross Birmingham service referred to in Section 3.

5.2 The delivery of full zero emission vehicles will be introduced as part of Sprint Phase 2. At the time of writing, funding is yet to be secured for the delivery of phase 2. However, Transport for West Midlands has submitted an expression of interest for Zero Emission Bus Regional Areas (Zebra) funding. This EoI seeks support for 234 zero emission buses including 24 articulated zero emission hydrogen fuel cell vehicles.

5.3 In addition, TfWM has sought funding from GBSLEP to support the introduction of Electric Vehicle Opportunity Charging Infrastructure in Walsall and Solihull which could support electric vehicle services on the corridor. A full business case has been submitted, but no funding is currently available from GBSLEP to support this.

5.4 TfWM's role in the current deregulated bus market is to encourage the move to zero emission bus operation and as outlined above, we are working to support operators in their ambitions, be they Electric Vehicles or hydrogen, while at the same time using the Enhanced Partnership to require introduction of non-diesel buses on the corridor by dates set out in the EP.

6. Engagement

6.1 Our commitment to engage throughout the development and disruption phases of Sprint remains, and we are working with each of our LHA partners and their Cabinet members to understand specific requirements and tailor our approach according to local need. TRO consultation is currently underway in Birmingham in support of the works and changes proposed to the corridors in this authority area, and a similar activity will follow in due course and where appropriate in other Local Authority areas.

6.2 In addition, and where COVID-19 may have impacted on the public's ability to go through specific designs or issues, we are putting extra measures in place over and above statutory requirements to help facilitate access to information and the option to comment.

6.3 An example of this includes the recently published TRO notices in Birmingham. In addition to published notices on lamp columns, which is the statutory requirement, we have written to all properties within 100m of the route alerting to the formal TRO consultation. We have also provided further additional information online to support this process and will provide support for those who want to further understand the proposed changes.

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

7. Critical path

7.1 Our next key milestones include:

- Close out remaining legal agreements between LAs and TfWM;
- Award A45 Solihull Civil works;
- Section completion of works (BCC area);
- All Phase 1 works concluded and off site by March 2022;

- Agree detail of Phase 2 and secure funding (National Bus Strategy Bid);
- Work to secure introduction of zero emission articulated vehicles (ZEBRA funding).

7.2 We maintain to pursue funding for A34, A45 Phase 2, electric vehicle charging infrastructure and Park and Ride (A34).

8. Other development work

8.1 The WMCA committed in 2017 to a Sprint network for the opening of HS2. All schemes have Strategic Outline Case status. The schemes are:

- Walsall to Birmingham (A34);
- Birmingham to Solihull and Airport (A45);
- Birmingham to Halesowen and Dudley (Hagley Road);
- Longbridge to Birmingham (A38);
- Sutton Coldfield to Birmingham via Langley (SBL);
- Hall Green to HS2 Interchange via Solihull (HGIS).

8.2 Phase 1 of the A34 and A45 schemes are currently in delivery. Phase 2 deliverables are subject to local authority approval and funding.

8.3 The next scheme to commence detailed feasibility is the further works on Hagley Road, which is being progressed as part of our development programme. This work has started and is being progressed as part of a multi-modal corridor study that considers all bus services, cycling, walking, and future compatibility with Metro. Lessons learned from the A34 and A45 schemes have been incorporated. The Outline Business Case is due to be presented in April 2022.

8.4 Additional work is also taking place to consider the advanced delivery of bus priority on the SBL corridor that responds to the recommendations of the refreshed Birmingham Eastern Fringe Bus Study. This has been incorporated within feasibility work for Cross City Bus Package 4, which will also improve bus priority between Longbridge and Birmingham. This work started in May 2021. The intention of Cross City Bus Package 4 is to deliver the majority of bus priority interventions between Sutton Coldfield and Longbridge in advance of the introduction of full Sprint measures on this corridor.

8.5 Detailed feasibility work on the remaining Sprint scheme, HGIS, will commence in 2022, which will work towards an Outline Business Case. This scheme will be delivered in advance of HS2.

9. A456 Hagley Road (Advanced works)

9.1 The original Hagley Road scheme secured £14.65m of which £6.8m was allocated to the purchase of vehicles. In the re-cast of Sprint objectives and standards, it was concluded that a further significant investment would be required to deliver Sprint on the A456, and this was acknowledged and supported in the Sprint HS2 connectivity package approved by the WMCA in February 2017. It was agreed with GBSLEP at this stage that the previously funded scheme would deliver 'Advanced works' on the Hagley Road, notably bus priority between Five Ways and Monument Road.

9.2 A market sounding exercise in 2018 concluded that part purchase of vehicles would not be the preferred model for the WMCA. This conclusion, along with the unknown delay in purchasing vehicles for the A456 when Sprint would not be operational on the corridor until an unknown time, meant that the £6.8m was removed from this programme of works.

9.3 It was concluded in 2019 by the Sprint Programme Board that given the proximity of works to the Metro Edge scheme, the £7.85m for infrastructure (including land and other previously related costs) would be delivered by the MMA team, overseen by the TfWM Metro projects team.

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

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

10. Focus of activities for 2021/2022

10.1 The focus of activities for 2021/2022 are as follows.

- Start of construction works – for A34 and A45 Phase 1;
- Operator attainment for Sprint – TfWM plan to conclude EP/EPS/VPA and secure a more public message around the operator of Sprint and progress made on vehicle and operation planning;
- Vehicle procurement – Vehicle Procurement will be undertaken by the Operator and is expected to commence around 30 days following signature of the Enhanced Partnership Plan and Scheme and any associated agreements;
- Assurance – LHA Cabinet approvals (Sandwell and Walsall), TfWM/LAs' legal agreements in place;
- Contractor target price approval;
- Additional resourcing for programme to support construction delivery where required;
- Localised shelter engagement within 4 months of installs;
- Phase 2 approval – pursue appropriate funding opportunities for Phase 2 of A34 and A45, to include electric vehicle charging infrastructure and Park and Ride;
- To progress OBC for Hagley Road multi-modal scheme;
- To progress OBC for Cross City Bus Package 4, to be delivered in advance of Sprint.

11. Sprint Member Reference Group

11.1 Since the COVID-19 pandemic, Sprint, as well as reporting progress to the relevant local authority Cabinet members and O&S Committees, has been reporting progress and seeking input from TDC through the Putting Passengers First Reference Group, as follows.

- Wednesday 2nd September – Sprint shelters update provided;
- Wednesday 2nd December – Sprint provided project update including:
 - Sprint video;
 - Work starting on A45;
 - Tree planting engagement.
- Wednesday 27th January – Provided project update including:
 - Tree removal;
 - A34 contractor announcement.
- Monday 8th March – Provided project update including:
 - NX operator announcement;
 - Sprint animation;
 - Work starting on A34.

12. Site visits

12.1 We will continue to explore opportunities and involve TDC in site visits moving forward (COVID-19 restrictions pending), including:

- Visit to construction site compounds and works on site where requested and/or of interest;
- Site visits with Senior Sprint Development Manager to obtain input on future schemes.

13. Legal implications

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

14. Finance implications

14.1 There are no financial implications as a result of this overall update report. All Sprint schemes within the HS2 Connectivity Package have at least Strategic Outline Case approval.

Approved funding to date for the priority routes is noted in the table below.

Table 14.1

Approved funding to date for the priority routes is noted in the table below:

Sprint Scheme	Priority scheme funding approved to date £M		
	WMCA	Other 3 rd Party	TOTAL
A45 Airport and Solihull	19.9	35.2	55.1*
A34 Walsall to Birmingham	22.1	10.3	32.4
Hagley Road Phase 1	2.40	5.45	7.85
TOTAL	19.93	9.92	29.85

*£319K construction contract underspend has been transferred to Sprint A456. [£55.4m approved WMCA Board]

15. Media implications

15.1 There are no direct media implications regarding the recommendations/points to note in this report.

16. Equalities implications

16.1 Equality Impact Assessments have been conducted for Sprint routes which identify key equality issues and any necessary mitigating measures. Overall positive equality impact has been identified.

17. Inclusive growth implications

17.1 Sprint delivered as part of an integrated transport system will go a long way in improving affordable and inclusive access to opportunities across the region. The network priorities are focused on those corridors that will generate higher demand such that it can justify the investment, but also to provide maximum benefit to greater numbers of people, including areas considered to be of higher social deprivation.

18. Geographical area of report implications

18.1 Detail of geographical area covered by scheme included within this report (A45 and A34 Walsall to Solihull via Birmingham).

19. Schedule of Background reports

19.1 Published reports, including:

- Consultation response reports (December 2018) – A45, A34, SBL;
- Progress update report (June 2020) – A45, A34;
- Newsletter updates – A45, A34;
- LA Cabinet reports.

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