



Transport Delivery Committee

Date: Monday 13 September 2021

Time: 1.00 pm **Public meeting** Yes

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

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	13.00
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 - 19 July 2021	Chair	1 - 6	13.05
5.	Matters Arising	Chair	None	13.10
6.	Forward Plan	Chair	7 - 12	13.15
Business Items for Noting / Consideration				
7.	Financial Monitoring Report	Kate Taylor	13 - 20	13.20
8.	Capital Programme Delivery Monitoring Report	Sandeep Shingadia	21 - 28	13.35
9.	Bus Delivery Monitoring Report	Jon Hayes	29 - 52	13.50
10.	West Midlands Bus Service Improvement Plan	Edmund Salt / Pete Bond	To Follow	14.10
11.	COVID-19 Recovery Update	Pete Bond	Verbal Report	14.30
12.	WMCA Board Transport Report	Pete Bond	To Follow	14.40
13.	Report back from Member Engagement Groups	Chair	53 - 56	14.55
Date of Next Meeting				
14.	Monday 15 November 2021 at 2.00pm	Chair	None	



West Midlands Combined Authority

Transport Delivery Committee

Monday 19 July 2021 at 2.00 pm

Minutes

Present

Councillor Kath Hartley (Chair)	Birmingham City Council
Councillor Pervez Akhtar	Coventry City Council
Councillor Robert Alden	Birmingham City 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 David Stanley	Dudley Metropolitan Borough Council
Councillor Alan Taylor	Dudley Metropolitan Borough Council
Councillor Richard Worrall	Walsall Metropolitan Borough Council

In Attendance

Pete Bond	Transport for West Midlands
Hannah Dayan	Transport for West Midlands
Dan Essex	West Midlands Combined Authority
Jon Hayes	Transport for West Midlands
Tom Painter	West Midlands Rail
Kate Taylor	West Midlands Combined Authority
Sandeep Shingadia	Transport for West Midlands

Item Title No.

1. Apologies for absence

Apologies for absence were received from Council Samiya Akhter (Sandwell Metropolitan Borough Council), Councillor Adrian Andrew (Walsall Metropolitan Borough Council) and Councillor Mark Parker (Solihull Metropolitan Borough Council).

2. Chair's Remarks

The Chair brought the WMCA Governance Review to the attention on the committee, The Governance Services Manager informed the committee that the review was currently underway, to which the findings would be reported to the WMCA Board at its September 2021 meeting.

The Chair also raised the briefing note circulated to members prior to the meeting relating to Transport for West Midlands position on the use of face coverings on public transportation.

The Chair congratulated Anne Shaw on her appointment as Interim Managing Director Transport for West Midlands.

3. Minutes

The minutes of the meeting held on 15 March 2021 were approved and the minutes of the meeting held on 28 June 2021 were approved subject to an amendment to minute no. 7 as Councillor Timothy Huxtable requested that his comments and concerns relating to University Station be reflected within the minutes.

Resolved:

That the minutes of the meeting held on 15 March 2021 be approved. The minutes of the informal meeting held on 28 June 2021 were approved subject to an amendment to minute no 7.

4. Appointment of Vice Chair (s)

Resolved:

That Councillor Timothy Huxtable and Councillor Richard Worrall be appointed as vice-chairs of the committee.

5. Forward Plan

The committee noted the items to be reported to future meetings. Councillor Robert Grinsell requested that the committee received a briefing on Park & Ride and also that the West Midlands Cycle Scheme was reflected within the forward plan for future meetings.

Resolved:

(1) That the items to be reported to future meetings be noted.

(2) That the committee receive a briefing on the Commonwealth Games Transport Plan Consultation at its September meeting and a briefing on Park & Ride at its November meeting.

6. Financial Monitoring Report

The committee received a report which set out the financial position as at 31 May 2021.

The Chair queried appendix 4 of the report relating to Autonomous Vehicles and suggested that the budget for this was small and requested further detail on this programme. The Director of Integrated Transport Services suggested that an update either be provided at a future committee or a briefing outside of committee.

Councillor Timothy Huxtable also reference appendix 4 of the report and drew attention to the figures for Cross City Bus – Dudley – Druids Heath Package and requested an update from officers on whether an agreed package of the highways capital works had been agreed. The Director of Integrated Transport Services indicated that a separate briefing would be provided on this.

Resolved:

(1) The year to date position as at the end of May 2021 against the TfWM Revenue Budget, showing an overall favourable variance of £0.280m, be noted.

(2) The TfWM Capital Programme expenditure as at the end of May 2021, totalling £26.6m which is £10.0m below budget, be noted.

7. Cycling Charter Progress Update

The committee received a report from the Cycling and Walking Development Officer outlining the performance, operation and delivery of TfWM led initiatives within the West Midlands Cycling Charter action plan, the 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.

Councillor Richard Worrall noted that following a fatality in Walsall he felt that more should be done to issue a policy around cycle routes on road and the opportunities to make them fit for purpose and become more accessible. He also felt that disabled access was poor and asked what more could be done within the new cycle hire scheme to support those with disabilities. The Cycling and Walking Development Officer commented that the charter had a balanced approach to delivering the local cycling and walking infrastructure plan, but developing the network took investment and further work on developing routes would be undertaken as the charter progressed.

Following Councillor Ziaul Islam's question relating to the consultation undertaken the Cycling and Walking Development Officer informed the committee that the scheme had received some negative comments from Local Authorities but continued to work with communities to determine any changes that could be made to the scheme before removing scheme completely.

Resolved:

The progress to date of the TfWM led initiatives of the West Midlands Cycling Charter action plan be noted.

8. Rail Business Report

The committee received a report from the Head of Rail Franchising and Partnerships informing them on the performance, operation and delivery of rail services in the West Midlands including on rail operator partnership agreements and West Midlands Rail Executive activity.

Councillor David Stanley noted that he was pleased on the progress being made on the Wolverhampton to Walsall line and requested further details on the Tettenhall line. The Head of Rail Franchising and Partnerships informed the committee on the developments of establishing a customer panel within the new West Midlands Trains and National Rail contract to provide a stronger representative view across the region from a passenger perspective.

Councillor Ziaul Islam requested reassurance as to when Perry Barr station would be opened to which the Head of Rail Franchising and Partnerships confirmed this would be opened before the Commonwealth Games and played a big part in transportation links to Alexander Stadium.

Following Councillor Timothy Huxtable's comments relating to Camp Hill / Bordesley Island the Head of Rail Franchising and Partnerships commented that there were no definitive and defined plans for the delivery of that yet.

Resolved:

The content of the report be noted.

9. COVID - 19 Recovery Update

The Director of Integrated Transport Services shared the following points:

- Transport for West Midlands position on face coverings following the change in regulations whereby they were no longer legally enforceable. TfWM have a clear expectation of all passengers to continue to wear a face covering on all modes of transportation.
- The network continues to be monitored in terms of car journeys and increase of road usage.
- It was noted that there had been an increase in patronage around rail, with bus data showing stability and Metro now returning to pre-Covid patronage levels.
- The impact of isolation and sickness relating to bus drivers was being closely monitored to ensure that services on the networks were not impacted.
- Department for Transport had given notice on the national funding provided to support bus services during COVID with a new approach to funding being looked at.

Resolved:

The update be noted.

10. WMCA Board Transport Reports (for information only)

It was noted that there were no transport related reports submitted to the WMCA Board, the Director of Integrated Transport Services informed the committee of the reasons as to why original reports outlined on the WMCA Board forward plan would be brought forward.

11. Member Engagement Groups Update

The committee received a report on the recent developments and meetings of the six Member Engagement Groups.

Resolved:

The update in relation to recent meetings of the committee's Member Engagement Groups be noted.

12. Date of Next Meeting

Monday 13 September 2021 at 1.00pm.

The meeting ended at 4.00 pm.

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TRANSPORT DELIVERY COMMITTEE FORWARD PLAN: SEPTEMBER 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	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
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



Title of Report	Reason	Date of Meeting	Purpose	Lead Officer	Confidential
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
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



Title of Report	Reason	Date of Meeting	Purpose	Lead Officer	Confidential
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
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



Title of Report	Reason	Date of Meeting	Purpose	Lead Officer	Confidential
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
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



Title of Report	Reason	Date of Meeting	Purpose	Lead Officer	Confidential
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	13 September 2021
Report title	Financial Monitoring Report
Accountable Director	Linda Horne, Finance Director Tel: (0121) 214 7508 Email: Linda.Horne@wmca.org.uk
Accountable Employee	Kate Taylor, Head of Finance Business Partnering Email: Kate.Taylor@wmca.org.uk
Report has been considered by	Councillor Perez 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 July 2021 against the TfWM Revenue Budget shows an overall favourable variance of £1.647m, as detailed in Section A.
2. Note the TfWM Capital Programme expenditure as at the end of July 2021 totals £77.6m, which is £22.4m below budget, as detailed in Section B.

1. Purpose

- 1.1 This report sets out the financial position as at 31 July 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 July 2021 shows an overall favourable variance of £1.647m against budget.

	YEAR TO DATE			FULL YEAR		
	ACTUAL £'000	BUDGET £'000	VARIANCE £'000	FORECAST £'000	BUDGET £'000	VARIANCE £'000
Net TfWM Expenditure before reserves	1,269	(1,599)	2,868	(3,799)	(4,695)	896
Budgeted use of reserves	363	1,584	(1,221)	4,637	4,695	(58)
Net TfWM Expenditure after reserves	1,632	(15)	1,647	838	0	838

- 2.2 This favourable variance is primarily driven by Concession savings during the pandemic due to reduced service provision by operators, lower patronage and 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 staffing variations and reduced operational costs, such as shelter repairs and monitoring, during the pandemic.
- 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 Over the full year it is expected that the YTD savings within Concessions and Accessible Transport will be required to offset the budgeted support to operators to deal with the impact of Covid-19.
- 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 £77.6m which was £22.4m below the year to date budget of £100m, with the variance primarily contained within the Investment Programme portfolio (£19.1m) and the Grants to Local Authorities (£2.6m).

TRANSPORT PROGRAMME	YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Investment Programme	31,183	50,292	19,109	188,874	218,331	29,457
CWG Programme	37,753	35,383	(2,370)	148,359	148,630	271
Other Major Programmes	3,163	4,979	1,816	27,963	32,369	4,406
Minor Work Programme	4,244	5,470	1,226	11,149	11,397	248
Grants to Local Authorities	1,299	3,918	2,619	9,091	9,366	275
TOTAL	77,642	100,042	22,400	385,436	420,093	34,657

- 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 year to date Budget of £50.3m, including all the Rail, Sprint & Metro Extension Schemes. At the end of July 2021, actual costs totalled £31.2m, which was £19.1m below the budget. The main variances at the end of July were contained within the Metro Programme totalling £14m.
- 3.4 Appendix 2 documents the financial performance of the TfWM Investment Programme schemes which has a total budget of £218.3m for 2021/22. At the end of July actual costs totalled £31.2m, which was £19.1m below the budget. The budget variance against the Metro Wednesbury to Brierley Hill of £6.5m is primarily driven by the scheduling of payments to the Victoria Steelworks.
- 3.5 The Birmingham Eastside extension budget variance of £4.7m relates to rescheduling of the project programme and the utilities diversion payment profile.
- 3.6 The remainder of the variance is primarily driven by the Walsall to Wolverhampton Local Enhancements rail project, where the procurement activity is being finalised.
- 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 July, actual costs totalled £35.4m, which was £2.4m over the budget. The main driver of the increased spend is the accelerated construction and drawdown of WMCA funding for the Alexander Stadium Redevelopment (-£9.1m).
- 3.8 Appendix 4 documents the financial performance against the Other Major schemes annual budget of £32.4m. 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 July, actual costs totalled £3.2m, which was £1.8m 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 £11.4m. This programme includes a broad range of relatively small

schemes. At the end of July, actual costs totalled £5.5m, which was £1.2m below the budget. This is primarily driven by lower than expected Local Authority claims to the Better Streets Community Fund.

- 3.10 Appendix 6 documents the financial performance against the Grants to Local Authorities Budget of £9.4m which relates primarily to the schemes funded within the Transforming Cities Fund which are in the early stages of development. At the end of July, actual expenditure was £1.3m, which was £2.6m below budget. This variance relates to the B4106 Spon End works, where the acquisition of 5 properties has been rephased into Q2 and Q3.

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

	JULY 2021 YEAR TO DATE						YTD VARIANCE FAVOURABLE / (ADVERSE) £000	FULL YEAR 2021/22			VARIANCE EXPLANATION(S)
	ACTUAL £000			BUDGET £000				FORECAST £000	BUDGET £000	FULL YEAR VARIANCE FAVOURABLE / (ADVERSE) £000	
	INCOME	EXPENDITURE	NET	INCOME	EXPENDITURE	NET		NET	NET	NET	
Specific resources:											
Transport Levy	38,240	0	38,240	38,240	0	38,240	0	114,720	114,720	(0)	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.
Use of Reserves	363	0	363	1,584	0	1,584	(1,221)	4,637	4,695	(57)	
TOTAL FUNDING	38,603	0	38,603	39,824	0	39,824	(1,221)	119,358	119,415	(57)	
Concessions											
National Bus Concession	37	16,466	(16,429)	32	17,418	(17,386)	958	(50,062)	(50,472)	410	Driven by reduced services and patronage during the pandemic, with no fare increases further contributing to the variance. Over the full year the impact of Covid-19 will likely lead to an increase in the support provided to operators.
Metro / Rail	0	1,531	(1,531)	0	1,519	(1,519)	(12)	(4,568)	(4,572)	4	
Child Concession	0	2,070	(2,070)	0	2,307	(2,307)	238	(6,797)	(7,029)	232	
Bus Services	37	20,066	(20,029)	32	21,244	(21,212)	1,183	(61,426)	(62,073)	646	Favourable variance due to savings on cleaning and shelter repairs. Partly offset by a reduction in departure charge income as a result of Covid-19 that is expected to continue over the full year. YTD adverse variance driven by the profiling of CBSSG drawdown and payments to operators. Over the full year the support provided to operators will likely need to increase. The Accessible Transport contract with National Express has been revised, thus driving savings. This also includes bringing the NEAT customer service team in-house.
Bus Stations / Infrastructure	2,881	4,120	(1,239)	2,410	4,181	(1,770)	531	(4,909)	(5,152)	243	
Subsidised Network	1,366	5,113	(3,747)	681	4,179	(3,497)	(250)	(11,495)	(11,478)	(17)	
Accessible Transport	(273)	1,749	(2,022)	0	2,212	(2,212)	190	(6,614)	(6,637)	24	Lower insurance premiums and the profiling of fault finding work driving the YTD variance. Reduced cleaning and maintenance costs at park and ride locations. Changes in the Longbridge assumptions as a result of Covid-19 are causing a full year adverse variance.
Park and Metro Services	3,974	10,983	(7,009)	3,092	10,572	(7,480)	471	(23,017)	(23,267)	250	
Metro Services	77	744	(667)	64	810	(746)	79	(2,621)	(2,579)	(42)	
Rail Services	501	1,300	(799)	459	1,435	(976)	177	(2,997)	(2,904)	(93)	Additional CCTV income from WMP is driving the favourable variance alongside the profiling of CCTV equipment expenditure. Additional ticketing commission received as a result of increased sales, along with staffing variations.
Integration	578	2,044	(1,466)	523	2,245	(1,722)	256	(5,617)	(5,483)	(134)	
Safety and Security	273	487	(215)	223	679	(456)	241	(1,165)	(1,274)	109	
Passenger Information	4,642	6,427	(1,784)	268	2,335	(2,067)	282	(5,986)	(6,007)	21	Primarily driven by staffing variations as recruitment takes place.
Sustainable Travel	273	803	(531)	429	912	(483)	(48)	(1,305)	(1,401)	97	
Network Resilience	5,188	7,717	(2,530)	920	3,925	(3,005)	475	(8,456)	(8,682)	226	
Commonwealth Games	59	896	(838)	1	1,052	(1,051)	213	(3,145)	(3,181)	35	Favourable variance driven by staffing variations as well as increased work on FMZ capital projects allowing costs to be recharged. Further savings as a result of lower monitoring and research costs during the pandemic.
Business and Democratic Support	998	998	0	1,218	1,218	0	0	0	(0)	0	
Strategic Development	0	1,164	(1,164)	0	1,226	(1,226)	61	(3,799)	(3,809)	9	
Transport Governance	380	1,427	(1,047)	527	1,779	(1,251)	204	(4,054)	(3,915)	(139)	
Capital Finance Charges	0	41	(41)	0	44	(44)	3	(130)	(131)	1	
TOTAL EXPENDITURE	11,214	48,185	(36,971)	6,314	46,152	(39,839)	2,868	(118,520)	(119,415)	895	
NET	49,817	48,185	1,632	46,138	46,152	(15)	1,647	838	0	838	

Key:

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

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)	1,108	2,247	1,139	8,396	8,878	482
Rail - Walsall to Wolverhampton Local Enhancements (Package 1)	772	3,293	2,521	13,121	15,390	2,269
Rail - Sutton Coldfield Gateway	36	57	21	59	57	(2)
Metro						
Metro Birmingham Eastside Extension	7,455	12,183	4,728	59,946	66,735	6,789
Metro Wolverhampton City Centre Extension	1,312	2,296	984	3,013	3,030	17
Metro Wednesbury to Brierley Hill Extension	12,749	19,239	6,490	76,182	95,519	19,337
Metro Centenary Square/Edgbaston Extension	5,267	4,645	(622)	5,352	5,352	0
Bilston Road Track Replacement Phase 2	1	2	1	874	874	0
Metro Network Enhancements - Traction Power & OLE Upgrades	442	383	(59)	3,344	3,344	0
WIP Station and Car Park works	(54)	(54)	0	(54)	(54)	0
Metro Network Enhancements - Wednesbury Depot Upgrades	933	1,659	726	3,117	3,117	0
Metro Network Enhancements – Comms and Control	193	1,054	861	2,006	2,101	95
Buy Before Boarding	11	68	57	1,385	1,400	15
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	836	1,644	808	4,183	4,623	440
Metro Programme Management	0	(4)	(4)	0	13	13
Sprint						
Sprint - Hagley Road Phase 1	119	1,423	1,304	4,205	4,206	1
Sprint - Longbridge to Birmingham	0	68	68	204	204	0
Sprint - Hagley Road Phase 2	2	82	80	245	245	0
Sprint - Sutton Coldfield to Birmingham (via Langley)	0	7	7	7	7	0
TOTAL	31,182	50,292	19,110	188,874	218,330	29,456

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	10,618	10,726	108	35,926	36,122	196
Perry Barr Rail Station	3,966	4,619	653	15,125	16,832	1,707
Sprint - A45 Birmingham to Airport and Solihull	6,716	10,160	3,444	38,153	38,148	(5)
Sprint - A34 Walsall to Birmingham	3,755	5,574	1,819	24,033	24,033	0
A34 Sprint Park and Ride	1	81	80	81	81	0
Regional Transport Coordination Centre (RTCC) development	(39)	0	39	(39)	0	39
RTCC-Design and Layout/Commercialisation	214	401	187	1,852	1,852	0
RTCC-Data (Tactical and Operational Intelligence)	126	180	54	764	764	0
RTCC – ICT Equipment	17	25	8	58	58	0
RTCC-Operations	36	140	104	298	348	50
RTCC-Customer Information	0	25	25	76	76	0
RTCC-Highway Interventions	460	423	(37)	5,799	5,799	0
RTCC NWM Customer Interface Tool (Journey planner/Website)	138	402	264	1,019	1,304	285
Perry Barr Mitigation Package	47	71	24	213	213	0
Commonwealth Games 2022 - Alexander Stadium Redevelopment	11,700	2,556	(9,144)	25,000	23,000	(2,000)
TOTAL	37,755	35,383	(2,372)	148,358	148,630	272

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	33	44	11	144	144	0
Electric Vehicle (EV) Charging	144	197	53	197	197	0
Clean Bus Technology Fund 2017-2019	404	244	(160)	786	786	0
Cross City Bus - City Centre Package	46	232	186	2,246	3,764	1,518
Cross City Bus - Dudley – Druids Heath Package	70	195	125	1,154	967	(187)
Coventry Electric Bus City	54	52	(2)	4,937	4,917	(20)
Longbridge Connectivity Package	57	106	49	106	106	0
Connected and Autonomous Vehicles TestBed (CAV)	0	1	1	1	1	0
NPIF 2 Birmingham Growth Point	126	190	64	190	190	0
Key Route Network Safety	209	105	(104)	1,096	1,096	0
Dudley Interchange	79	216	137	3,346	5,782	2,436
Autonomous Highway Rural & Parking Test Facilities (Meridian 3)	288	612	324	782	782	0
Future Mobility Zone - Human Centered Data	12	55	43	102	124	22
Future Mobility Zone - Enabling Data Exploitation	86	78	(8)	1,136	1,106	(30)
Future Mobility Zone - Innovation Showcases	191	298	107	1,164	1,404	240
Future Mobility Zone - Programme Mgmt & Monitoring Evaluation	78	170	92	450	510	60
5G	191	195	4	2,891	2,891	0
Major Route Network - Programme	0	12	12	0	24	24
A435 Alcester Rd Bus Priority Revitalisation	4	4	0	1,047	1,047	0
Future Mobility Zone - Enhanced Ticket Platform	269	432	163	1,355	1,355	0
Major Road Network-A4123 Corridor -A4150 to A456	0	225	225	425	425	0
Major Road Network- A454 Wolverhampton to Nechells	0	60	60	344	344	0
Major Road Network-A449 Stafford Rd M54 J2 to A4150 Ring Rd	0	100	100	540	540	0
Major Road Network- A46 Link Road Ph2 Coventry	0	50	50	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	36	36	90	90	0
Future Mobility Zone - Transport Network Data	197	442	245	1,559	1,901	342
WM5G Grants for Transport Use	626	626	0	1,302	1,302	0
Major Road Network- A41 Moxley	0	0	0	73	73	0
TOTAL	3,164	4,977	1,813	27,963	32,368	4,405

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	2	2	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	6	6	18	18	0
Cycling						
Network Wide Cycling Programme (NWCP)	3	2	(1)	2	2	0
West Midlands Cycle Hire	2,893	2,883	(10)	3,531	3,531	0
Better Streets Community Fund	110	543	433	1,386	1,459	73
Priority One Development Workstream	149	345	196	811	960	149
Active Travel Fund-Tranche 2	59	72	13	363	363	0
LSTF - Cycle Counters	80	75	(5)	150	150	0
Highway						
ADEPT Live Lab	310	605	295	1,053	1,053	0
Asset Replacement						
IDOX - Asset Management System	1	3	2	14	14	0
Asset Management Programme	301	447	146	1,841	1,841	0
Real Time Information Upgrades	175	202	27	743	743	0
Other						
Bradley Lane Park and Ride	0	26	26	0	26	26
Asset Management- RTI Upgrades	2	54	52	450	450	0
Top Slice	0	0	0	50	50	0
AutopleX	30	51	21	71	71	0
HS2 Modelling Framework	11	30	19	89	89	0
TOTAL	4,246	5,469	1,223	11,149	11,397	248

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	1,500	1,500	0
B4106 Spon End (Coventry CC)	112	2,730	2,618	3,800	3,800	0
New St/High St/Victoria Sq Public Realm (Birmingham CC)	1,186	1,188	2	3,790	4,066	276
TOTAL	1,298	3,918	2,620	9,090	9,366	276



West Midlands
Combined Authority

Transport Delivery Committee

Date	13 September 2021
Report title	Capital Programme Delivery Monitoring Report
Accountable TfWM Director	Sandeep Shingadia, Director of Development and Delivery, Transport for West Midlands Email: sandeep.shingadia@tfwm.org.uk Tel: 0121 214 7169
Accountable Employee	Raj Aujla, Scheme Development Officer, Transport for West Midlands Email: raj.aujla@tfwm.org.uk Tel: 0121 214 7944
Report has been considered by	Councillor Pervez Akhtar

Recommendation(s) for action or decision:

Transport Delivery Committee is requested to:

- (1) To note achievements since the June meeting of the Transport Delivery Committee
- (2) To note the progress of deliverables and outturn of the 2021/22 Capital Programme
- (3) To note, where indicated, any variations from the baseline programme

1.0 Purpose

- 1.1 To provide this committee with a progress monitoring update on the approved TfWM led 2021/2022 programmes and projects.
- 1.2 The financial aspects of the TfWM Capital Programme are reported separately under the Financial Monitoring Reports to this committee.

2.0 Background

- 2.1 The 2021/22 Integrated Transport Block (ITB) Capital Programme allocation was approved by WMCA Board as part of the wider transport budget in February 2021.
- 2.2 As with recent years, the ITB allocation for 2021/2022 has been fully utilised on continuing committed schemes and managing the existing asset base with respect to replacement and or renewal of life expired/obsolete equipment. Through this approach, a steady state of asset condition across the estate can be maintained.
- 2.3 Attached to this report (Appendix 1) is the detailed monitoring report for the TfWM Capital programme outlining deliverables, indicating the baseline date with an indication of the current forecast date with a RAG indicator.

3.0 Achievements

- 3.1 The following elements within the 2021/22 Capital Programme have been completed during July and August:
 - Longbridge Connectivity Project – The multi storey car park opened on Monday 16th August 2021
 - Perry Barr Rail Station and Bus Interchange – Planning permission for the bus interchange was secured on 22nd July 2021
 - University Station - The pre-cast concrete elements for the buildings at University were successfully and safely installed in June and July
 - Network Wide Cycling Programme 3A (NWCP) – The 2020/21 programme has been completed with installation of cycle parking at Coventry, Wolverhampton, Solihull and Birmingham New Street
 - West Midlands Cycle Hire – Approval obtained to install a further 24 docking stations

4.0 Variations to Baseline Programme

- 4.1 The following are variations to the baseline programme:
 - Network wide Park & Ride Expansion Developments – Phase 2 – Programme on hold due to postponing the majority of development works for Park & Ride expansion subsequent to the impacts Covid-19 has had on the demand for Park & Ride

5.0 Financial Implications

5.1 The detailed financial aspects of the TfWM 2021/2022 Capital Programme are reported separately under the Financial Monitoring Report to this Committee. A summary of the position in financial terms is, however, attached to this report as Appendix 2

6.0 Legal implications

6.1 There are no direct legal implications arising from the recommendations set out in this report. However, legal and procurement will support, as necessary, any deliverables that may arise throughout 2021/2022.

7.0 Equalities implications

7.1 There are no equality implications arising from the recommendations set out in this report. The Equalities & Diversity Manager will support as project required any deliverables within the 2021/2022 capital programme.

8.0 Inclusive Growth Implications

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

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

9.0 Geographical Area of Report's Implications

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

10.0 Other Implications

10.1 No implications

11.0 Appendices

11.1 APPENDIX 1 – Progress of Deliverables against 2021/22 Baseline Programme

11.2 APPENDIX 2 – Financial Summary

12.0 Glossary of Terms

BCC = Birmingham City Council

BCCI = Birmingham City Centre Interchange

CA = Combined Authority

CC = City Council

CCTV = Closed Circuit Television

DfT = Department for Transport

GRIP = Guide to Rail Investment Projects

HIL = Highway Improvement Line

HOPS = Host Operator or Processing System

HoT = Heads of Terms
HS2 =High Speed 2
ICT = Information and Communications Technology
IT = Information Technology
ITB = Integrated Transport Block
KRN = Key Route Network
LED = Light Emitting Diode
LTP = Local Transport Plan
NR = Network Rail
OBC = Outline Business Case
OJEU =Official Journal of the European Union
P & R = Park and Ride
RIBA = Royal Institute of British Architects
RTI = Real Time Information
TBT = Transforming Bus Travel
TCF = Transforming Cities Fund
TfWM = Transport for West Midlands
TWA = Transport and Works Act
UAT = User Acceptance Group
WMCA = West Midlands Combined Authority
WMM = West Midlands Metro
WMT = West Midlands Trains

Transport Delivery Committee Dashboard

2021/22 Capital Programme Summary

	Project Name	Status	Baseline Comp Date	Forecast Date	DCA	DCA Trend	Summary
Major Works Programme							
1	Longbridge Connectivity Project	Complete				Complete	Works to the car park are now complete with the new illuminated external sign being erected on 12 th August. Final testing of the payment systems has also been undertaken. The car park opened on 16 th August 2021.
2	Dudley Interchange	Full Business Case	September 2023	September 2023	Green	Same	<p>A fully funded project has been given the go-ahead following approval at STOG, TFWM LT, SLT, Investment Panel and ultimately at WMCA Board earlier this year. The tender process is in progress with tender submissions received, these are currently being assessed with the intention to have a preferred contractor in place for the end of September.</p> <p>Work continues to progress with Dudley MBC in securing the required land by Private Treaty whilst maintaining progress to a CPO, a refresh of the decision for DMBC to use their CPO powers is being tabled at DMBC Cabinet in September. There is ongoing dialogue with Dudley MBC and Midland Metro on project interfaces, delivery of the highway works and track slab crossing and aligning programmes. The temporary bus facility measures proposed in Tower Street have been discussed with Members and accepted as the best location.</p> <p>Key next steps remain as: agree programme and interfaces with Metro & DMBC Highways; appoint a Design & Build contractor; complete land acquisitions needed for the scheme.</p>
3	Making the KRN Safer	Contribution	December 2024	December 2024	Amber	Same	A presentation providing insights from the TRL deep dive study into pedestrian fatalities was shared with TfWM in July. The database used to carry out the TRL deep dive study was then handed over to TfWM on the 21/07/2021 and amendments have been requested. A supplier is being procured to carry out an International Road Assessment study for the Black Country. This will provide Star Ratings for the relevant segments of the KRN as well as the High Injury Investment Plan routes identified by EuroRAP in its 2020 report. Modifications have been made to the Road Safety Action Plan Monitoring Dashboard, as agreed through consultations with the Road Safety Officers Group. The dashboard has now integrated the ability to set priorities for action plan commitments. All stakeholders have been consulted regarding the dashboard and given the opportunity to provide feedback. The dashboard and prioritisation are now awaiting approval of the Regional Road Safety Programme. The programme is currently being developed by the Road Safety Officers Group and will be aligned with the framework. Delivery Partners across the region continue to deliver initiatives aligned with the Road Safety Action Plan 2021-2024.
4	Perry Barr Rail Station and Bus Interchange	Design & Delivery	May 2022	May 2022	Green	Same	<p>GRIP 5 Detailed Design is ongoing with only two core discipline packages remain outstanding.</p> <p>Construction works are progressing well with the concourse steel erection now commenced on site.</p> <p>Public realm design and construction co-ordination is ongoing, lighting and CCTV items remain outstanding. Further works required on site co-ordination, phasing and programme.</p> <p>Planning permission has been approved for the Bus Interchange. Revised costs and programme received which are being assessed and due to be instructed shortly.</p> <p>The Project continues to work on legal documents for the land transfer with One Stop.</p>
5	University Station	GRIP 5 – Outline Design	June 2022	September 2022	Amber	Same	<p>The pre-cast concrete elements for the buildings at University were successfully and safely installed over three 27-hour possessions on weekends in June and July. This means that we remain on track for the installation of the footbridges at the end of September / early October, which is the next critical milestone. There remain a series of complex legal agreements to resolve between Partners before the bridge can be installed.</p> <p>In parallel with work on site, we expect to re-baseline the University project to reflect the latest position with regard to cost and schedule. This will include consideration of opportunities to mitigate the current baseline completion date of September 2022, including possible options for acceleration.</p>

	Project Name	Status	Baseline Comp Date	Forecast Date	DCA	DCA Trend	Summary
Minor Works Programme							
6	TfWM Asset Renewal Programme	Design & Delivery	March 2022	March 2022	Green	Same	The 2021/22 programme has started to be delivered. These include various asset upgrades to Bus Stations, Highway infrastructure and P&R sites. The programme for bus shelter replacements has been held back in order for Clear Channel contract negotiations to be finalised and to assist to fulfil TfWM obligations but will still be on track for completion by end of financial year.
7	Network wide Park & Ride Expansion Developments – Phase 2	Development / Feasibility	March 2020	March 2023	On Hold	On Hold	Following an evaluation of existing Park & Ride schemes, a decision has been made to place the majority of development works for Park & Ride expansion on hold as we understand the impacts on demand for Park & Ride of Covid-19 and analyse whether that changes our priorities for investment. Where funding has already been allocated and there is evidence to show that a project is highly likely to remain a priority in the future, work is continuing to take place. The two schemes where this is the case are Park & Ride developments at Tile Hill which will be taken to Outline Business Case stage and Minworth where some high-level feasibility work is being undertaken. Further detail is set out in the Park & Ride update report which was presented to TDC in February.
8	Walsall Town Centre Interchange Feasibility Study	On Hold			On Hold	On Hold	A workshop was held in November with Walsall and TfWM officers, facilitated by Walsall's consultants for the Town Centre Master Plan. It is the intention to consider the Bradford Place project as part of the wider town centre aspirations to improve transport and connectivity, including St Pauls Interchange and the Walsall Rail Station. Ongoing engagement with Walsall MBC continues on the Town Centre Masterplan and transport connectivity.
9	Network Wide Cycling Programme 3A (NWCP)	Complete				Complete	Coventry and Wolverhampton Bus station cycle parking complete, as well as Solihull rail station. Installation of cycle parking at Birmingham New Street completed, comprising a secure cycle parking facility covered by dedicated CCTV and operated by a swipe card facility. Facility has now been launched, with a formal press release and coverage. No remaining items to complete on this programme of works.
10	West Midlands Cycle Hire Scheme	Delivery and Handover	March 2022	March 2022	Green	Same	Contract with chosen supplier signed in November 2020. Press release and scheme launch took place on 8th February 2021. Scheme now launched and operational in Birmingham, Coventry, Dudley (Stourbridge), Sandwell, Solihull, Walsall and Wolverhampton. Approval obtained to install a further 24 docking stations utilising residual docking points from the first round of installs. Work underway to identify and source a scheme sponsor.
11	Digital Panel Rollout	Rolling Programme	March 2022	March 2022	Green	Same	Awaiting final sign off by both parties of renegotiated contract for year 6 (July 21 to June 22) - roll out programme to be provided by Clear Channel. One new digital screen installed to date as part of Sprint project and one new double digital installed outside Snow Hill station

Project Delivery Confidence Assessment (DCA) Definitions

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

TRANSPORT PROGRAMME	JULY 2021 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Investment Programme	119	1,423	(1,304)	4,205	4,206	1
CWG Programme	1	81	(80)	81	81	0
Other Major Programmes	303	260	(43)	2,393	2,393	0
Minor Work Programme	310	519	209	2,412	2,412	0
TOTAL	733	2,283	(1,218) 53%	9,091	9,092	1 0%

INVESTMENT PROGRAMME	JULY 2021 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Sprint						
Sprint - Hagley Road Phase 1	119	1,423	1,304	4,205	4,206	1
TOTAL	119	1,423	1,304 92%	4,205	4,206	1 0%

COMMONWEALTH GAMES PROGRAMME	JULY 2021 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
A34 Sprint Park and Ride	1	81	80	81	81	0
TOTAL	1	81	80 99%	81	81	0 0%

OTHER MAJOR WORKS PROGRAMME	JULY 2021 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Snow Hill Public Realm	33	44	11	144	144	0
Longbridge Connectivity Package	57	106	49	106	106	0
Key Route Network Safety	209	105	(104)	1,096	1,096	0
A435 Alcester Rd Bus Priority Revitalisation	4	4	0	1,047	1,047	0
TOTAL	303	259	(44) 17%	2,393	2,393	0 0%

MINOR WORKS PROGRAMME	JULY 2021 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Bus						
Shelter Appeals	0	2	2	8	8	0
Rail						
Dudley Port Integrated Transport Hub	3	4	1	30	30	0
Aldridge Rail Station Study	0	6	6	18	18	0
Cycling						
Network Wide Cycling Programme (NWCP)	3	2	(1)	2	2	0
Asset Replacement						
IDOX - Asset Management System	1	3	2	14	14	0
Asset Management Programme	301	447	146	1,841	1,841	0
Other						
Asset Management- RTI Upgrades	2	54	52	450	450	0
Project Development Costs	0	0	0	0	0	0
Top Slice	0	0	0	50	50	0
TOTAL	310	518	208 40%	2,413	2,413	0 0%

GRANTS TO LOCAL AUTHORITIES	JULY 2021 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
TOTAL	0	0	0 0%	0	0	0 0%

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West Midlands
Combined Authority

Transport Delivery Committee

Date	13 September 2021
Report title	Bus Delivery Monitoring Report
Accountable Director	Pete Bond, Director of Integrated Network Services email: pete.bond@tfwm.org.uk
Accountable Employee	Jon Hayes, Head of Bus email: jon.hayes@TfWM.org.uk
Report has been considered by	Putting Passengers First Member Engagement Group

Recommendation(s) for action or decision:

The Transport Delivery Committee is recommended:

- (1) To note the content of this report.

1. Purpose

- 1.1 To report matters relating to the monitoring and delivery of the high-level deliverables and wider performance monitoring of bus services in the West Midlands.
- 1.2 The high-level deliverables within the TfWM Business Plan directly relating to the delivery of bus are;
 - Delivering our bus vision to support growth, inclusion and reduced car dependency.
 - Enhance infrastructure and improve customer experience at TfWM passenger waiting facilities, our bus stations and major interchanges.
 - Creating and maintaining a world class system for accurate and reliable public transport travel information including the requirements set out in the National Bus Strategy and regional Vision for Bus.

2. Background

- 2.1 *Delivering our bus vision to support growth, inclusion and reduced car dependency.*

Covid-19 Response & Recovery

Local Bus Services

- 2.2 As lockdown restrictions have continued to ease and the demand for travel has increased bus patronage has shown a steady rate of growth. There are fluctuations by service but the network in total is currently carrying approximately 68% of expected patronage in comparison to what would be expected for the equivalent period pre-covid. Patronage is expected to increase further from September onwards as the holiday period comes to an end, schools and colleges return and workers are encouraged back into their places of work following the removal of the national working from home guidance. A further boost will be realised later in September when the university academic year begins with a greater focus on site learning generating increased travel by bus.
- 2.3 On most routes service levels are now at 100% of pre-covid levels with only minor variances on some corridors to reflect seasonal variations or changes in travel behaviour.
- 2.4 Buses are now able to operate at near full capacity following the most recent changes in social distancing although many operators are still taking some measures to protect drivers such as preventing passengers from sitting in seats closest to the cab and also encouraging passengers to be mindful of when buses are less busy.
- 2.5 The use of face coverings is no longer mandatory on public transport including bus but is expected. This message is being portrayed to passengers along with passengers being asked to be respectful and mindful of other users when travelling. These messages are being conveyed through various means including digital channels, social media, posters & notices and announcements.

- 2.6 TfWM and bus operators are maintaining enhanced cleaning processes in place this is inclusive of vehicles and passenger waiting infrastructure including bus shelters and bus stations. National Express are currently maintaining in service cleaning of the high touch points on bus although this is currently under review.

Supporting Bus Operators

- 2.7 The reduced number of passengers using local bus services means that fare revenue for operators is also reduced. To support bus operators through this period and ensure the bus network continues to operate to aid the recovery of the region, TfWM have worked with the Department for Transport (DfT) to develop and administer a number of measures.
- 2.8 TfWM have continued to provide support in the form of maintaining contract payments for tendered services at pre-covid levels as well as maintaining payments for the English National Concessionary Travel Scheme (ENCTS) at the predicted rate assuming the pandemic hadn't occurred. Subject to agreement and managing other budgetary pressures, this support could continue to the end of March 2022.
- 2.9 Commercial bus operators and TfWM are receiving funding from the DfT Covid-19 Bus Services Support Grant (CBSSG) which is designed to ensure bus services can continue to operate to full-service levels during the pandemic. This grant will continue to be provided through to the end of August 2021.
- 2.10 From September the DfT will continue to support operators and local authorities but this will be based upon a grant formula rather than 'topping-up' operators to cover their costs. Under the revised conditions for this grant operators will need to maintain a minimum of 90% of mileage of pre-covid levels, will be able to make a profit and also make commercial service changes. However, the conditions of the grant are such that any service changes must be undertaken in consultation with the Local Transport Authority. If agreement cannot be reached locally an appeals process has been put in place by the DfT.
- 2.11 The period of this new Bus Recovery Grant will be from September 2021 to the end of March 2022 and we will seek to maintain service stability and continuity from operators during this period. Beyond March 2022 TfWM with operators will be seeking to secure funding through the Bus Service Improvement Plan (BSIP) process to maintain the current baseline network.

Ring & Ride

- 2.12 Use of the West Midlands Ring & Ride service continues to grow with customer levels currently at approximately 18% of pre-covid levels. This is expected given the demographic of the users and the number of regular destinations currently being closed. We are forecasting an increase from September as destinations start to reopen and confidence to travel continues to grow.
- 2.13 The service is currently operating reduced hours and is operating Monday to Friday 0800 to 1730 and Saturday 0830 to 1530. From October the service level will be increased to operate Monday to Saturday 0800 to 2300 and Sunday 0800 to 1530. During peak times we have also agreed an increased number of vehicles to be available to provide additional capacity on the service.

2.14 We are in the process of agreeing a revised contract with National Express Accessible Transport (NEAT) up to the end of March 2022. We continue to have discussions regarding contractual and service arrangements to ensure the service reflects any changes in travel demand and aligns with the ambitions of the Bus Service Improvement Plan (BSIP) which may include wider use of Demand Responsive Services in the region.

Bus Service Changes and Enhancements

National Bus Strategy and Bus Service Improvement Plans

2.15 The National Bus Strategy (NBS) published in March 2021 sets out the requirements for all Local Transport Authorities (LTAs) to access transformational funding from April 2022. TfWM is the LTA for the WMCA constituent area. The first step was to publish a notice of intent to pursue an Enhanced Partnership (EP) and/or franchising by the end of June 2021. By 31st October 2021, TfWM must publish a Bus Service Improvement Plan. By 31st March 2022 the LTA should have either an EP in place or be following the statutory processes for a franchising assessment.

2.16 The BSIP will drive forward productive partnerships delivered through an EP or a franchising assessment to make a step change in bus services required to achieve the objectives of the NBS. Having an adopted BSIP in place will be critical when Government decides how the new £3 billion of discretionary funding is allocated – covering both revenue and capital. Overall, the BSIP should:

- Be developed by LTAs in collaboration with local authorities and bus operators, community transport bodies and local businesses, services and people.
- Focus on delivering the bus network that LTAs (in consultation with operators) want to see, including how to address the under provision and overprovision of bus services and buses integrate with other modes.
- Set out how it will grow bus use.
- Set out how it will be delivered.
- Be updated annually and reflected in the Local Transport Plan (LTP).

2.17 TfWM has an existing EP in place for the region and is also undertaking an assessment of the wider bus service reform options available through the Bus Services Act 2017. This ongoing assessment includes bus franchising options, and a report outlining the outcomes of this will be considered by WMCA Board in November 2021. Therefore, the BSIP will set out the vision and provide an updated EP including delivery details (by 31st March 2022); with a separate franchising assessment detailing how, the vision could be delivered and pursued. If principles, objectives and outcomes cannot be agreed between TfWM and bus operators, franchising is identified as a mechanism which authorities can still turn to if the operators cannot deliver the objectives within an Enhanced Partnership to deliver the BSIP.

2.18 The BSIP guidance encourages, LTAs, local authorities and bus operators to work at pace with communities to plan and deliver a fully integrated bus service with simple, cheaper, multi-modal tickets, more bus priority measures, maintaining high-quality information for all passengers in more locations and more zero emission buses and better turn-up-and-go frequencies including during evenings and weekends.

2.19 The BSIP is currently under development and TfWM are facilitating discussions with all stakeholders including bus operators and Local Highway Authorities.

Birmingham Outer Circle

- 2.20 During this reporting period National Express have made a change to Bus Service 11A / 11C Outer Circle. Prior to the change the service operated as a continuous orbital service connecting the outer commercial centres of the city region. Buses were always in service with no ability to build in recovery time to the timetable to ensure the services maintained reliability and punctuality. Due to increased reliability concerns on the route caused by a number of congestion hotspots, including the highways work at Perry Barr, the decision was taken to make changes to the route.
- 2.21 From Sunday 4th July the service was changed to operate as two overlapping sections rather than as a continuous circular service. Section 1 operates Acocks Green to Erdington and Section 2 operates Acocks Green to Perry Barr. All sections of the route remain served and most passengers c. 96%, have experienced no change in service. Where passengers are required to change between services National Express have introduced through ticketing to prevent any financial implication of changing buses.
- 2.22 Prior to the change reliability on the service had dropped to as low as just 74.5% of buses being on time. Now the change has been implemented this has improved to just under 89%. Anecdotal feedback from passengers suggests that service satisfaction has improved as a result of the change.
- 2.23 National Express and TfWM have committed to reviewing the decision at each fundamental change to the Traffic Management arrangements at Perry Barr. The corridor will also be considered as part of the BSIP proposals to ascertain whether the route could benefit from bus priority to ensure the longer-term sustainability of the circular route.

Network Changes

- 2.24 From Sunday 29th August National Express are making a number of changes to Bus Services across the region. Full details can be viewed at; <https://nxbus.co.uk/west-midlands/service-updates/timetable-and-route-changes-from-29th-august-2021>

The rationale for changes include;

- Uncertainty over the level and speed of patronage recovery and changes to passenger travel habits observed for different demographics and communities during the Covid period.
- Changes in journey speeds and the typical daily traffic profile. For example changes in the traffic volumes in the morning peak, the inter-peak period including school pick up and the evening peak have all been observed requiring variations in pre-Covid running times.
- TfWM have been involved in reviewing the details of these service changes and have provided feedback to ensure that the rationale and supporting data of service changes was provided, analysed and understood and therefore changes are not detrimental for passengers. Additionally, as TfWM have ensured the changes meet the service requirements for continued public subsidy.

- Bus Recovery Funding replaces Covid Bus Service Subsidy Grant with effect from 1st September.
- Due to the uncertainty around the mechanism and the quantum of Bus Recovery Funding the date the service changes were confirmed meant there was not sufficient time for a comprehensive passenger and key stakeholder engagement exercise. However National Express did provide direct communications to Councillors and MP's and subsequently direct passenger communications were made using on bus posters, at stop posters (on routes where there was a more significant change), website and using social media channels.
- A limited number of other service changes by other operators have taken place to either co-ordinate with the National Express network changes as a result of National Express's network changes or alternatively timetable changes to accommodate departure headways at bus stations. In both cases there was not a material impact upon service provision or coverage.

Demand Responsive Transport (DRT)

- 2.25 The first pilot mainstream Demand Response Transport (DRT) scheme in the West Midlands was launched successfully in April 2021 under the brand of West Midlands Bus On Demand, with operating hours of Monday to Friday from 0700 until 2000.
- 2.26 The service is centred on the University of Warwick campuses and links into the wider South West of Coventry. The Service is being operated by CoachScanner supported by technology and service planning by Via, with customer support by TfWM's Customer Relations team.
- 2.27 The service is managed through Via's Operations Centre (VOC), which manages booking requests, pick-up and set-down locations, vehicle routings, driver breaks, gives real time locations of vehicles and works in conjunction with the West Midlands Bus on Demand App.
- 2.28 Whilst the service functions at best when customers make use of the app, there is also the opportunity to contact the team by email and telephone, helping ensuring access to all user groups. The Customer Relations team has been overseeing customer interactions and are feeding back on queries. The number of queries has been low in recent weeks, however, there have also been very few issues with the system and app and few reported issues regarding general user experience.
- 2.29 The service was offered for free in the initial stages of the trial and saw a healthy growth in patronage through the early months. The service is no longer free and there has been a decline in patronage however this can also be partly attributable to the summer holiday season in addition to the fare. Offers have been sent out to entice users to use the service, and a survey to understand those who have previously used the service are no longer doing so is also being undertaken. The current fare structure is based on distance travelled and ranges from £1 for the shortest trips to up to £6 for the longest trips. Additional passenger can travel for £1 up to a maximum of 3.

- 2.30 A new 'Multi-Pass' ticket will be available when the University of Warwick has students joining and returning in October, and there is a concerted effort from all parties to ensure new students are aware of the service and see the benefit of DRT over use of a private car. This new ticket product will allow passengers to purchase a book of tickets at a reduced rate of the single fare. Books of tickets at different values will be available with books of 10, 25 and 50 tickets being available. The tickets will be limited to use on this specific service although we are exploring options to include WM ON-Demand in multi-modal products.
- 2.31 A second scheme being developed for another area of Coventry, in conjunction with Coventry City Council. Whilst the operator and technology partner are yet to be awarded TfWM is working with Via on the Mobility Innovation Strategy presently. The anticipated start date of this additional service is late 2021.

Scheme Development and Delivery

Coventry Electric Bus City

- 2.32 In March 2021 TfWM were awarded £50m of grant funding for the Coventry Electric Bus City programme to replace all 291 diesel buses operating in Coventry with electric buses by the end of 2025. The total cost of the programme was estimated as £136m with the remaining £86m coming from Commercial Operators, WMCA and Local Authorities. The grant is to fund 75% of the cost difference between a diesel and an electric bus plus 75% of the cost of installing the necessary charging infrastructure.
- 2.33 The grant has been made available to operators through an application process in two stages; one for commercial operators and the second to cover buses and charging infrastructure for Subsidised Services in the City.
- 2.34 This grant application process is currently underway and detailed commercial discussions are currently taking place with operators, vehicle manufacturers and charging equipment suppliers to ensure we achieve the best value and maximise the return from the the available grant whilst seeking to deliver the overall objectives of the scheme.
- 2.35 The introduction of the Electric Buses will also be supported by a programme of highways improvements to remove congestion hotspots and improve journey times and reliability for bus passengers. This programme, being led and delivered by Coventry City Council, will ensure that the investment in the fleet is maximised and passengers see this wider benefit.

Birmingham Cross City Network

- 2.36 As part of the Better deal for Bus Users funding package TfWM received over £20 million to fund the first phases of prioritised bus priority measures to compliment Sprint and deliver a Birmingham Cross City bus network and benefitting the wider region. The overall package will benefit almost 90 million passengers per year, providing 5km of new bus only roads, 8 junction upgrades, 5km of new bus lanes and enhanced waiting facilities.

2.37 The elements of the overall package not being delivered either through Sprint or as part of the Better Deal for Bus Users settlement will be incorporated and prioritised within the West Midlands Bus Service Improvement Plan submission to DfT in October. Current progress on the delivery of the first 2 phases is detailed below;

Phase 1

2.38 Phase 1 consists of schemes in Birmingham City Centre (Margaret Street, Snow Hill and Newhall Street) and also Balsall Heath, Alcester Road. Public consultation and briefings to Cabinet Members, Ward Councillors and BID organisations have been undertaken. This has allowed progression of the above schemes to achieve Full Business Case Approval through Birmingham City Council's Governance process.

2.39 These projects are currently awaiting Traffic Regulation Order (TRO) Consultation. It is important to note that Birmingham City Council resource for undertaking TRO Consultation is currently limited due to priority works centred around projects such as Metro/Commonwealth Games. Further work is being undertaken to identify where TfWM can support and assist. Construction is anticipated to commence later this year and be completed prior to the Commonwealth Games.

Phase 2

2.40 Phase 2 consists of the following individual schemes;

- Kings Heath (Alcester Road South)
- Birmingham City (Dudley Road, Summer Hill, Suffolk Street)
- Burnt Tree Island
- Cape Hill

2.41 The proposals are currently at the feasibility stages that include traffic studies and surveys in the individual areas. These studies and survey work will provide us with the basis to draft the best design to consult on. Once the survey data is reported, the ambition is to progress the draft designs for public consultation in October 2021.

2.42 Further details of each of the schemes is included in Appendix A.

Zero Emission Bus Regional Areas (ZEBRA) scheme

2.43 On the 30th March 2021, the Department for Transport (DfT) invites Local Transport Authorities to submit expressions of interest in receiving funding to become a Zero Emission Bus Regional Area (ZEBRA); a place based scheme that will allow areas to bring forward zero emission bus proposals. The scheme is designed to support the wider government commitments to Net Zero, and plans to decarbonise the transport system.

2.44 ZEBRA includes a number of key aims;

- To support the government's commitment to decarbonisation and to reduce the transport sector's contributions to CO2 emissions;
- To support the roll-out of the 4,000 zero emission buses that the Government committed to in February 2020;
- To support bus manufacturers in the development of zero emission technology;

- To support partnership working between Local Transport Authorities, bus operators, and other local stakeholders as set out in the National Bus Strategy;
- To understand better the challenges of introducing zero emission buses and supporting infrastructure to inform future government support for zero emission buses.

- 2.45 In May 2021, Transport for West Midlands submitted an Expressions of Interest (EOI) on behalf of the WMCA to the ZEBRA Phase 1 fast track process. On 24th June 2021, the DfT advised that our Phase 1 EOI had been shortlisted to be taken forward to Phase 2 Full Business Case, alongside 5 other local transport authorities. The business case has been developed following HM Treasury's Green Book, DfT's Transport Analysis Guidance (TAG) and Value for Money Framework and WMCA's Single Assurance Framework.
- 2.46 The West Midlands Bid includes the most ambitious hydrogen bus project ever seen and if approved by Government and WMCA Board, over the next 2 years the project will see 200 new hydrogen double deck buses and 24 articulated hydrogen buses come into operation in all parts of the region with the exception of Coventry (that was successful to be the UK's first all-electric bus city in March 2021); 7 electric single deck buses on subsidised bus services in Wolverhampton, as well as a new pantograph at Bilston bus station and hydrogen refuelling at 2 bus depots in the West Midlands.
- 2.47 The full business case was submitted to DfT on 20th August 2021 and we are currently awaiting the outcome of the decision which is due in mid-September. The project is not without significant risk and we are continuing to seek mitigation in order that WMCA would be able to accept a funding offer from Government should it be forthcoming.

Tendered Bus Services

- 2.48 Due to the continued unusual and difficult market conditions, including the on-going public sector financial support and a level of uncertainty in estimating future patronage, it has been deemed not an appropriate time to issue tenders as part of a competitive tender process. The exception to this has been where it is felt appropriate to test costs in the market or where there is a new requirement.
- 2.49 The Bus Delivery Team have worked with the existing operators to agree an extension of applicable contracts for suitable periods in adherence to procurement rules. In most cases contracts will be extended to the end of March 2022 in line with Bus Recovery funding for the sector from the DfT. We are currently awaiting guidance from the DfT to confirm the level of funding to maintain funding for the contracts prior to confirming this extension.
- 2.50 As with the commercial network the average patronage on tendered bus services is lower than the equivalent pre-Covid usage and in some cases is relatively lower. It has been seen the recovery level of concessionary passengers is lower than fare paying passengers which has impacted some tendered services which have a high proportion of concessionary passengers.
- 2.51 The level of usage is an important factor in the rationale for the provision of subsidised bus services so TfWM Officers are closely monitoring usage especially over the coming months.

Partnerships

West Midlands Bus Alliance

- 2.52 The West Midlands Bus Alliance has continued to oversee and influence the bus network response and recovery to the Covid-19 pandemic and has sought to ensure that operators and wider stakeholders are fully aligned on issues affecting passengers. This has included developing a consistent approach to passenger communication at the various stages to the release from covid measures including changes to social distancing on-bus and continuing to encourage and expect passengers to continue to wear a face covering.
- 2.53 The Alliance has continued to hold fortnightly bus operator sessions to discuss operational issues relating to the current operating environment. This has evolved from the practical considerations of operating buses during the pandemic and the various funding mechanisms and related Terms and Conditions to developing a network to meet the changing requirements of passengers and establishing a forum for developing the ambition for the Bus Service Improvement Plan.
- 2.54 The Alliance continues to receive updates on the development and delivery of initiatives to deliver the overall outcomes as stated under the bolder bus alliance. This includes the continued delivery of bus priority measures to facilitate the implementation of the Cross City Bus Network in Birmingham, measures to improve bus emission standards at the decarbonisation of the fleet, initiatives to improve the fares and ticketing structure and RTI passenger information as part of an integrated network.
- 2.55 The Bus Alliance board is currently giving consideration to the governance structure and the part it will play in developing the Bus Service Improvement Plan and the resulting enhanced partnership agreement. This will need to reflect that current and future initiatives being delivered by partners will move from a voluntary partnership arrangement to a legal / statutory requirement.

Advanced Quality Partnership Schemes

- 2.56 TfWM continues to monitor adherence to the Advanced Quality Partnership Schemes (AQPS) in Birmingham City Centre, Solihull Town Centre and Wolverhampton City Centre. Current elements receiving closer scrutiny include operator adherence to Euro VI emission standards in Solihull and Wolverhampton, and dwell times and vehicle idling in Birmingham City Centre. Where individual issues are identified TfWM are engaging with operators to understand any barriers and seeking better adherence.

Enhanced Partnership

- 2.57 On the 28th June 2021 WMCA became the first city region and only the second local transport authority to make an Enhanced Partnership. The scheme aims to support the development of improved bus service on two corridors; A34 (N) Walsall to Birmingham City Centre and A45 Birmingham Airport / B425 Solihull to Birmingham City Centre. This includes the introduction of bus priority measures to support the delivery of Sprint and improvements to services on these corridors and improvements to emission standards.

- 2.58 The first operator requirements will be effective from Monday 6th September from which date all buses serving stops on these corridors will need to meet a minimum of a Euro VI emission standard.
- 2.59 It is a requirement of the BSIP that LTAs deliver any enhancements through an Enhanced Partnership or through Franchising. TfWM will initially seek to amend this existing enhanced partnership to deliver the aspirations of the BSIP. This will involve public consultation on a revised EP Plan to reflect the BSIP proposals.
- 2.60 The further development of the EP and coverage of a greater geographical area will have an impact on the existing AQPS areas. Under the Bus Services Act 2017 legislation, it is not possible to have two statutory partnerships covering requirements in the same geographical area. TfWM are currently exploring the removal of the AQPS as the EP scheme is expanded in the region under the BSIP proposals.
- 2.61 Under the Enhanced Partnership Scheme TfWM are exploring adopting bus service registration powers from the Office of the Traffic Commissioner to give a greater level of oversight and local management. We have engaged with senior officers and the West Midlands Traffic Commissioner directly to seek to adopt those powers under the Enhanced Partnership during 2022.

Enhance infrastructure and improve customer experience at TfWM passenger waiting facilities, our bus stations and major interchanges.

Bus Stop Infrastructure

- 2.62 In accordance with a key West Midlands Bus Alliance deliverable TfWM continues to invest in improving the safety, security and appearance of our bus stop infrastructure estate.
- 2.63 Digital advertising is continuing to be introduced as part of a committed programme that also seeks to provide further capital upgrades, and re-branding of existing infrastructure as part of the West Midlands Bus brand update.
- 2.64 Between the previous update from 21st October 2020 until 20th August 2021, a further 88 new shelters have been installed across the network with 9 of these being the new style Sprint shelter. 31 have been installed in this financial year. This brings the total number of new shelters to 331.
- 2.65 TfWM has completed upgrades to 1250 bus shelters, out of a total of 5,100, all of which have been rebranded with the new West Midlands Bus colours as part of the re-branding programme. The majority of stop flags have now been changed to the new brand.
- 2.66 TfWM will shortly be implementing in partnership with supplier Bus Shelters Limited 2 ENV Bus Shelters as part of a pilot in Halesowen. The shelters are made from recycled materials, have a full sedum roof, are equipped with solar panels for lighting and to power mobile phone charging units. This is ahead of 4 additional ENV shelters to be implemented in Coventry. In addition to customer satisfaction the trial will also assess the maintenance costs and the potential of wider roll out.

Putting Passengers First on the Network

Birmingham – City Centre

- 2.67 In June 2021, Bull Street and part of Corporation Street were closed to all traffic in order to facilitate the construction of Section 1 of the Metro Birmingham Eastside Extension. TfWM Bus, Resilience and Metro have all worked with Birmingham City Council and Bus Operators to provide suitable alternative locations for bus stops and stands for the duration of this phase of work.
- 2.68 Two new shelters and four new stopping locations have been added into the city centre area to facilitate the closure, with other stopping locations being amended to make best use of the space available.
- 2.69 At the point of the change-over there was a major communications exercise undertaken, which included a revised city centre map, social media updates and customer support staff in the area to assist with queries and to direct customers.
- 2.70 These changes are expected to be in place until Spring 2022.

Birmingham – Eastside

- 2.71 Construction of Section 5 of the Metro Birmingham Eastside Extension commenced in July 2021 and this has seen changes to bus services and their stopping arrangements through the Digbeth area whilst it is prepared for the introduction of the Metro. Only one carriageway is currently available for traffic.
- 2.72 Temporary stops have been provided along the route, although these will move as the available carriageway switches in the Autumn.
- 2.73 There have been further challenges with the demolition of the Moat Lane Car Park, in preparation for the Commonwealth Games, as this has further reduced highway capacity in the Digbeth area, however the routes affected by this are likely to be restored during September.

Birmingham – Westside

- 2.74 Phase 2 of the Birmingham Westside extension continues to be ongoing, as the metro is extended from Centenary Square along Broad Street to Hagley Road on Edgbaston (just west of Five Ways).
- 2.75 The significant bus mitigation measures that were previously implemented, in order to facilitate and maintain bus services in the area and provide suitable passenger facilities, are still in place and are benefiting bus services operating along this corridor.
- 2.76 It had been previously anticipated and reported that services would be able to return to Broad Street from late Spring 2021, however this was subject to Metro work progress and a date in the Winter 2021 is now more likely. Discussions are on-going with National Express regarding which services will operate on Broad Street to provide integration with the tram and which services will continue to provide services along the current route. The long-term diversion has created new travel patterns for passengers and local residents and we are keen to maintain a service for these passengers.

Birmingham – Perry Barr

- 2.77 TfWM has been working closely with bus operators and the Birmingham City Council team regarding the removal of the Perry Barr fly-over, and associated works, in advance of the Commonwealth Games in 2022.
- 2.78 Work is also underway between partners to manage the communication and support regarding the closure of the Perry Barr bus interchange, which is to allow a new facility to be constructed
Coventry Station Masterplan
- 2.79 Work is continuing with the Coventry Station Masterplan (CSMP) project team regarding the construction of the new bus interchange, which is located the other side of the Warwick Road from the existing facility. This new facility, which is expected to open in Winter 2021, will provide space for both scheduled and rail replacement services.
- 2.80 When the bus interchange opens there will be changes to bus service in the area to ensure the facility is served and that passengers are able to conveniently change between modes. The interchange will also include access to other modes including a cycle hub and West Midlands on Demand.
- 2.81 Creating and maintaining a world class system for accurate and reliable public transport travel information including the requirements set out in the National Bus Strategy and regional Vision for Bus.

Passenger Information

- 2.82 Digital information, through journey planners and apps, is being kept up to date on a minimum of a weekly basis and information on real-time information screens is being updated as service changes occur.
- 2.83 Given that the service provision has needed to react due to the easing of lockdown restrictions, it has been difficult to “keep up” with all changes on roadside information. However, the focus has been on aligning updates with significant (and somewhat permanent) service changes such as Bull Street closure on 6th June and “return of schools” from 29 August. The latter service change has resulted in the third largest ever update to roadside information, with 1850 flags and 7,586 timetable posters being printed and in the process of being rolled out, likely to take until the end of September. Bus Stations and key interchanges have been prioritised as part of this update.
- 2.84 A small number of service / corridor specific leaflets are being produced for core services where a specific need has been identified including a more extensive service change or the potential for service growth.
- 2.85 The TfWM Integrated Information Team also continue to support specific service changes a result of infrastructure works including Metro work on Bull Street and Digbeth High Street, with the provision of enhanced disruption information at stop.

2.86 The team is also supporting the creation of new types of information that will be provided in Sprint shelters, including “vicinity” maps showing how to get to key trip attractors from the bus stop or find cycle hire docks, “next fastest service to” information on the real time information screens and the most appropriate naming of stops in line with DfT guidance and to maximise customer understanding.

3. Financial Implications

- 3.1 Covid 19 has had a considerable impact on Bus service and infrastructure provision and resulted in significant financial pressures. Bus operators have lost ticketing revenue on both commercial and tendered bus routes and TfWM has lost a significant amount of income, for example through lost ticket commission and payment holidays provided to operators during the first lockdown in 2020. Additional costs have been incurred by both operators and TfWM on Covid19 related activity such as enhanced cleaning, infrastructure modifications and additional information provision on social-distancing.
- 3.2 The DfT has provided financial support to compensate operators for lost income on commercial and tendered routes, the latter passported through the WMCA as CBSSG funding. CBSSG has also helped to fund additional enhanced cleaning and information provision as a result of the pandemic. The MHCLG has also provided funding which has compensated Authorities for some of the lost sales, fees and charges income experienced during Covid19.
- 3.3 Funding from the DfE has also been passported to Authorities to fund additional services and measures required for the safe transportation of children to and from home and schools / colleges. TfWM has also used some of the £10m funding to provide additional services on the network to facilitate social distancing.
- 3.4 Throughout the pandemic, the WMCA has provided financial support to operators through its Concessionary and Subsidised Services payments. Subsidised services returned to pre-Covid levels partway through 2020. However, the WMCA continues to support operators through Concessions by paying at pre-Covid levels. This arrangement is currently in place to 31st August and will be reviewed in the light of the DfT terms and conditions for Recovery funding being made available from 1st September 2021 to 31st March 2022.
- 3.5 Work on the BSIP, including associated costs, continues in readiness for its publication in October. The BSIP will outline proposed measures to improve the bus network and customer experience, including infrastructure and service improvements, fares and ticketing changes and information and accessibility enhancements. The level of work undertaken will be determined by the level of funding made available to the WMCA. The proposals will work alongside other proposed measures which will be funded from other income streams such as CRSTS and ZEBRA.

3.6 The WMCA was successful in obtaining funding of £50m for the Coventry All Electric City project which will see Coventry's Bus fleet transition to electric by 2025. A further ZEBRA funding bid of £149m has been submitted to the DfT to fund hydrogen and electric buses and associated infrastructure. Of this total, a cost of £2.8m would fall to the WMCA and a separate report will go to the WMCA Board in September to provide the full details of the project, the associated costs and how this would be funded if approved and the bid is successful. The WMCA contribution does not represent a new funding requirement; some of the costs are a known, current liability for the Authority, representing existing Subsidised Services costs, and therefore budgeted and some of the remaining costs will be substitutional.

4. Legal Implications

4.1 There are no specific legal implications arising from the contents of this report. The legal team will continue to support specific work streams including development of the BSIP, the resulting Enhanced Partnership and the adoption of powers.

5. Equalities Implications

5.1 There are no specific equality implications from this update report. However, individual schemes and initiatives (e.g. zebra, BSIP) are/have been equality impact assessed to ensure key equality and inclusion considerations have been embedded

6. Inclusive Growth Implications

6.1 There are no specific inclusive growth implications arising from noting this update however, buses are the most important part of the public transport system to the majority of people in the West Midlands, and it is therefore crucial that people can access bus services in a way which is safe, convenient and affordable. Buses will also be an important component of the region's transition to net zero. As such, bus patronage will be a key indicator of how clean and inclusive the region's economy is and should be watched closely.

7. Geographical Area of Report's Implications

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

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Cross-City Bus Priority



Policy Context

The government wants to deliver a transport system that works for everyone. Buses are an affordable, accessible transport choice, with the ability to reduce congestion and improve air quality and bring economic benefits to the places they serve.

In the West Midlands, the Government has provided over £24 million to fund new bus priority measures that have been identified by the Mayor of the West Midlands as necessary to benefit almost 90 million passengers per year.

TfWM's Vision for Bus sets out the need for a step-change in delivering bus infrastructure, promoting growth and creating catchments to new and productive socio-economic markets. To achieve this and to combat increasing delays caused by congestion, the proposals include a network of cross-city bus routes, complementing the Sprint (Bus Rapid Transit in the West Midlands), Metro and rail networks.



Package 1: Birmingham City Centre

Package 1 Birmingham city centre within the A4540 Middleway. There are already a range of existing bus priority schemes and new proposed schemes, including Sprint and the Clean Air Zone Bus Priority Measures; the measures proposed in this XC package of works aim to complement these.

The interventions originally proposed were as follows:

- 1) Margaret Street. *Road alignment, reducing car parking bays and creation of two new bus stops.*
- 2) Newhall Street. *Bus, Hackney and Cycles only right turn from Great Charles Street Queensway to Newhall Street with traffic signal improvements.*
- 3) Bristol Street. *Southbound bus lane on Bristol Street from junction of Wrentham Street to A4540 Belgrave Middleway.*
- 4) Snow Hill Queensway. *New 24-hour Bus, Hackney cabs, motorcycles and cycles lane and bus gate* through the junction with A4400 (inner ring road Queensway)*
- 5) Summer Hill Road / Sandpits / Paradise. *Eastbound bus lane.*
- 6) Suffolk Street Queensway (new). *Reinstatement of the Southbound Bus Lane from Paradise Circus*

Scheme Funded via Better Deal for Bus Users	Status	JT Peak Benefits / bus	Reliability Benefits	Passengers* Total passengers passing through both directions (2019)
Margaret Street	Delivery Q4 2021 – Q1 2022 (TRO DEPENDANT) FBC	15 seconds	5%	11,187,086
Newhall Street		50 seconds	65%	11,187,086
Bristol Street		100 seconds	25%	2,214,036
Snow Hill Queensway		20 seconds	30%	6,398,398
Summer Hill Road / Sandpits	NON-STAT CONSULTATION Delivery Q4 2021 – Q1 2022 (TRO DEPENDANT)	60 seconds	5%	3,025,916
Paradise Circus	Progressing by BCC Delivery Q4 2021 – Q1 2022			8,161,170
Suffolk Street Queensway	CONCEPT Delivery Q4 2021- Q1 2022	tbc	tbc	No data



Package 3: Dudley – Druids Heath

South:

The southern segment of Package 3 operates along the Alcester Road corridor, serving Moseley, Kings Heath and Druids Heath. Service number 50 operates along this route.

Projects being developed are:

- 1) Northbound bus lane Alcester Road South Appian Close – Featherstone Rd.
- 2) Right turn on Alcester Rd South (Broad Lane / Cocks Moors Leisure)
- 3) Northbound Southbound bus lane Alcester Rd South (Idminston Croft – Millpool Gdns).

West:

The western arm of Package 3 is served by the 82 and 87 routes. The 82 runs to Bearwood, which is a spur off Package 3, and the 87 runs to Dudley. This package extends beyond the Birmingham boundary, into the Sandwell and Dudley, serving Dudley Bus Station.

Schemes proposed were:

- 1) Dudley Road Bus Lanes – *Northbound Bus Lane on Dudley Road*
- 2) Cape Hill Junction Improvements – *Cape Hill / Shireland Road / High Street / Windmill Lane junction and convert streets to one-way.*
- 3) Waterloo Road Crossing Improvements – *Upgrade Zebra Crossing to signal controlled to increase pedestrian safety and jn capacity.*
- 4) Burnt tree island junction improvements – *Junction upgrade (New Birmingham Road/Birmingham Road/Burnt Tree and New Birmingham Road/Tividale Rd/ Bunn's Lane)*

Scheme Funded via 'Better Deal for Bus'	Status	JT Benefits / bus	Reliability Benefits	Passengers
Alcester Road Appian Close	CONCEPT Delivery Q2 2022	30 seconds	10%	5,107,706
Alcester Road South right turn	CONCEPT DELIVERY Q2 2022	-	-	5,220,246
Alcester Road South bus lane	CONCEPT DELIVERY Q2 2022	220 seconds	30%	5,220,246
Dudley Road	Outline DELIVERY Q2 2022	110 seconds	35%	5,555,276
Cape Hill	CONCEPT DELIVERY Q4 2021 – Q1 2022	tbc	tbc	3,752,170
Waterloo Road (Via funding agreement – Sandwell Delivery)	Delivery by SMBC 2021/22 DELIVERY Q2-Q3 2021	120 seconds	15%	1,769,188
Burnt Tree (Via funding agreement – Dudley Delivery)	Delivery by DMBC 2022/23	90 seconds	85%	14,893,518

Package 3: Service Benefits

Service 50 – Birmingham to Druids Heath

- Passengers on Service 50 Southbound will see a total end to end journey time saving of nearly 4 minutes reducing the current peak journey time of 34 minutes to just over 30 minutes.
- Northbound the total journey time saving over 4 minutes reducing the end to end journey time to under 30 minutes.

Service 82 / 87 – Birmingham to Dudley

- Passengers on these services travelling towards Dudley & Bearwood will see journey time savings of nearly 5 ½ mins against the current peak journey times of 58 minutes and 31 minutes respectively.
- Journeys towards Birmingham will see a total journey time savings of nearly 3 ½ minutes

The forecast journey time savings and improvements in reliability and punctuality will enable operators to reduce the current number of vehicles used on these routes to be utilised in other areas and also contribute further towards local air quality standards.

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Transport Delivery Committee

Date	13 September 2021
Report title	Member Engagement Groups Update
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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 Since the last meeting of the committee, the following Member Engagement Groups have met and the following paragraphs summaries the discussions held at these meetings.
- 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 met on Wednesday 1 September and received two presentations. The first was by Tony Wortley and Neil Roberts of Carseq Algal Technologies. They are developing, with University of Wolverhampton, a product for growing algae to remove carbon dioxide from the atmosphere to help organisations off-set carbon emissions. This creates algal by-products which can be used, for example, for making animal feed and medicines. The Group was keen for the full TDC Committee to receive the presentation at a future meeting.

The second presentation was by Andy Page, TfWM Future Mobility Lead, on the Government's new UK Hydrogen Strategy and the role of hydrogen for transport. The presentation also updated the Group on progress with the West Midlands ULEV strategy.

Finance & Performance (Councillor Pervez Akhtar)

The group met on Tuesday 31 August 2021 and agreed that it would continue to meet virtually to maximise attendance.

The group received an update on the latest financial monitoring report to 31 July 2021 including the quarter 1 forecast. This included an update on capital projects following the disruption experienced throughout the pandemic with particular attention to Commonwealth Games projects.

An update was given on the transport network following the easing and subsequent removal of COVID-19 restrictions since the last meeting. This included a particular focus on the bus network and the arrangements for continued government recovery funding for bus operators now confirmed to be in place to the end of 2021/22 financial year. An update was also provided on the work being undertaken on the Bus Service Improvement Plan due to be signed off by the end of October.

Putting Passengers First (Councillor Kath Hartley)

The Putting Passengers First Members' Engagement Group met on 25 August with a full attendance.

They received a presentation on the WM Bus Service Improvement Plan. The quality of the plan will be the key factor in the allocation from the government's £3billion bus funding and must be published by the end of October. A refreshed Passenger Charter is required.

The group also discussed the Zero Emission Bus Regional Area Scheme and noted that if the WM bid to the £120 million fund was successful, the West Midlands would be world leaders for zero emission buses. The bid includes 24 hydrogen buses for the Sprint routes.

Other updates the group received related to the Partnership Routes, Ring and Ride, Perry Barr and the new bus interchange.

The Lead Member had been working with Lee Eteo on revising the Bus Passenger Champions' Terms of Reference. The group was made aware of these.

Rail & Metro (Councillor Richard Worrall)

This MEG is not due to meeting until the 6 September 2021 and will therefore provide an update at the meeting.

Safe & Sustainable Travel (Councillor Bob Grinsell)

This MEG is not due to meeting until the 6 September 2021 and will therefore provide an update at the meeting.

Sprint (Councillor Timothy Huxtable)

This MEG is not due to meet until the 6 September 2021 and will therefore provide an update at the meeting.

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 n/a