



# AGENDA

No.	Item	Presenting	Pages	Time
<b>Meeting business item</b>				
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	13.05
4.	Minutes - 15 November 2021	Chair	1 - 6	13.15
5.	Matters Arising	Chair	None	13.20
6.	Forward Plan	Chair	7 - 10	13.25
<b>Business Items for Noting / Consideration</b>				
7.	Financial Monitoring Report 2021/22	Kate Taylor	11 - 20	13.30
8.	Capital Programme Delivery Monitoring Report	Sandeep Shingadia	21 - 28	13.40
9.	Rail Business Report	Tom Painter	29 - 38	13.50
10.	Park & Ride Update Report	Andrew Thrupp	39 - 48	14.05
11.	Commonwealth Games Transport Plan	Graham Jones	49 - 92	14.20
12.	COVID-19 Recovery Update	Pete Bond	Verbal Report	14.35
13.	WMCA Board Transport Reports (for information only)	Pete Bond	To Follow	14.45
14.	Report back from Member Engagement Groups	Chair	93 - 96	14.55
<b>Date of Next Meeting</b>				
15.	Monday 7 February 2022 at 2.00pm	Chair	None	15.00



## West Midlands Combined Authority

### Transport Delivery Committee

Monday 15 November 2021 at 1.00 pm

#### Minutes

##### Present

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 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

##### In Attendance

Pete Bond	Transport for West Midlands
Matt Lewis	Transport for West Midlands
Anne Shaw	Transport for West Midlands
Sandeep Shingadia	Transport for West Midlands
Kate Taylor	West Midlands Combined Authority

##### Item Title No.

##### 26. Apologies for absence

An apology for absence was received from Councillor Adrian Andrew (Walsall Metropolitan Borough Council).

##### 27. Chair's Remarks (if any)

The chair formally congratulated Laura Shoaf on her permanent appointment as Chief Executive of the West Midlands Combined Authority, this appointment was due to be ratified at the West Midlands Combined Authority Board on Friday 19 November 2021.

The chair updated the board in relation to the Bus Service Improvement Plan which had been submitted to Government on Friday 5 November 2021. The Bid set out the regions bid to transform bus services, reforming ticketing for customer, additional bus priority across the region and introduce a target of 100% zero emission buses by 2030. The feedback from Government on this submission was due later in the year and would be shared with committee members in due course.

The committee noted that National Express West Midlands Travel Centres had all been closed on the 29 October 2021. Both Transport for West Midlands and National Express ensured that staff were at the closed locations to support customers using the new channels for information and ticketing. A positive uptake had been seen in people using the Swift self-service ticket vending machines.

In regard to the Zero Emission Bus Regional Area Funding bid it was noted that following discussions with the Department for Transport a resubmission of the business case was made following their request. It was hoped that an announcement would be made shortly and shared with the members of the committee as appropriate.

**28. Minutes - 13 September 2021**

The Governance Services Officer sought to ensure that any outstanding actions which arose from the last meeting be completed.

The minutes dated the 13 September be approved subject to an amendment to the apologies list as Councillor Mark Parker was in attendance and had not submitted his apologies.

**29. Forward Plan**

The committee requested that an item on Rail Freight be included and possibly scheduled into this year's forward plan of items. Councillor Robert Alden also requested that at the either the February or March meeting a substantive item on University and Perry Barr Train Station be considered by the committee.

That the items to be reported to future meetings be noted.

**30. Capital Programme Monitoring Delivery Report**

The committee received a report outlining the progress monitoring update on the approved TfWM led 2021/2022 programmes and projects, the financial aspects of the TfWM Capital Programme were reported separately under the Financial Monitoring Report.

The Director of Development & Delivery also provided information on the WM Cycle Hire Scheme developments whereby e-bikes would be introduced shortly into the scheme. Councillor David Stanley requested further detail on how popular the scheme was and if any problems arose from the bikes not being returned. The Director of Development & Delivery felt that currently the scheme was successful but was still in the early stages of operation and therefore the scheme continued to be in a rebalancing phase, he also highlighted that work was being undertaken to ensure that there was good availability of the scheme across the region. Data on usage continued to be sought to understand the popularity of the scheme and the regions hot spots. Members of the committee also now received dashboards on the overall usage of the scheme. In relation to the return of bikes the Director of Development & Delivery commented that this had not been much of an issue however a penalty would be charged to the user if not correct returned with a five mile radius of the docking stations. All bikes are fitted with GPS trackers, therefore can be located very quickly and returned to the service provider.

Councillor Timothy Huxtable referenced item 5 of the Capital Programme Dashboard relating to University Station and the commentary of additional scope for the project been identified. The Director of Development & Delivery noted that the work with the contractor had been undertaken to accelerate the baseline date of official entry into service, he provided some detail on the reasoning behind the additional scoping work taking place to enhance the facility. He also assured Councillor Timothy Huxtable that the relevant Ward Councillors were being engaged and updated on the changes.

Resolved:

- (1) The achievements since the September 2021 meeting of the Transport Delivery Committee be noted.
- (2) The progress of deliverables and outturn of the 2021/2022 Capital Programme be noted.
- (3) Where indicated, any variations from the baseline programme be noted.

### **31. Financial Monitoring Report**

The committee received a report which outlined the financial position as at 30 September 2021, the contents related to the financial position of the Combined Authority's Transport Delivery Revenue and Capital budgets.

Councillor Robert Grinsell commented that the report demonstrated how little capital investment was occurring in Solihull and ask officers to look at readdressing his comments.

Resolved:

- (1) It be noted that the year to date position as at the end of September 2021 against the TfWM Revenue Budget showed an overall favourable variance of £1.911m as detailed in Section A.

- (2) The TfWM Capital Programme expenditure as at the end of September 2021 totalling £121.9m, which was £47.6m below budget, as detailed in Section B, be noted.

**32. Metro Operations Monitoring Report**

The committee received an update on the operational performance of Midland Metro Limited, operator of West Midlands Metro network. The report outlined the operational performance and patronage recovery following the COVID-19 pandemic.

Councillor Christopher Burden referenced point eight of the report relating to the zonal fares structure and queried as to how the structure was agreed, why it was decided and who the recommended body suggesting the zonal system due to be introduced. Officers agreed to respond via a briefing note to this query. Councillor Christopher Burden felt that the current approach would not work and requested that the integration of Bilston into Wolverhampton zone for the benefits of the residents be considered.

Following Councillor Chaman Lal's comment on crew availability both the Interim Managing Director Transport for West Midlands and Director of Integrated Transport Services confirmed and assured the committee that there was a full complement of resources not only just drivers but mechanics and other support around the entire operation was in place. The organisation was also working with relevant schemes such as Kickstart to drive recruitment.

Councillor David Stanley noted that he was aware of issues relating to the conductors ticketing machines running out of battery during service and requested that this be looked at.

The committee received an update from the Interim Managing Director Transport for West Midlands on the Metro Suspension to service following recent announcement. The suspension was due to safety concerns relating to a number of cracks identified on the tram. She noted that although the announcement came at short notice the safety of customer was paramount. Work was being undertaken to support customers and ensuring that they have access to other forms of public transport.

All committee members voiced the importance of ensuring the tram service resumed as soon as possible but also in a safe manner. They sought assurances that rigorous checks would be maintained and even enhanced. The Interim Managing Director Transport for West Midlands informed the members that all trams would be checked, and they would be working with various colleagues and an independent regulator to ensure a safe service resumed. She understood the members concerns, noting that the organisation would be working hard to implement a full repair programme.

Following Councillor Christopher Burden query on the recent delivery of the third generation trams the Interim Managing Director Transport for West Midlands confirmed that the specification was different to the trams identified in current service. She went on to explain that those newly delivered trams were required to go through a lengthy programme of entry into service and therefore could not be rushed into service.

Resolved:

The contents of the report be noted.

### **33. Swift Delivery Monitoring Report**

The committee received a report from the Head of Swift updating them on the progress made towards delivering the Swift Programme and an overview of the transport ticketing matters. The report was broken down into section relating to the project that had been delivered, planned projects in the delivery phases, projects in the planning phase prior to delivery and the project concepts that were being explored before commitment to planning. Information was also provided on ticketing options being considered through the Bus Service Improvement Plan.

Councillor Robert Grinsell highlighted that Solihull had recently retendered their car parking contract and therefore proposed an opportunity for Swift in Solihull and asked that the Head of Swift contacted Paul Tovey.

Councillor Pervez Akhtar raised his concern over the closure of the Travel Centre and in particular for Coventry's main bus station Pool Meadow. The Head of Swift noted his concerns but highlighted that dialog had been undertaken with National Express prior to the closure of the centres, Transport for West Midlands continue to ensure staff across those stations were prevalent and available for customers.

Resolved:

- (1) The progress achieved within the Swift Programme be noted.
- (2) The projects in delivery be noted.
- (3) The progress towards developing the intended future projects be noted.
- (4) The general update in the area of transport ticketing be noted.

**34. COVID-19 Recovery Update**

The Director of Integrated Transport Services provided the board with an update on the commercial recovery to Bus, Rail and Metro. He noted that bus data currently reflected recovering patronage levels of around 75 – 80 %. He provided some detail on the operational challenges relating to driver shortage affecting both bus and rail. In regards to the highways network the data continued to show an increase in traffic levels and volumes with issues relating to congestion being managed in partnership with the RTCC and local authorities. Information was also provided on the changes to funding elements relating to bus services would be supported until April 2022 through the Bus Recovery Grant but no further commitment from Government had been provided.

Resolved:

The update be noted.

**35. WMCA Board Transport Reports (for information only)**

The Director of Integrated Transport Services provided the committee with a brief overview of the single WMCA Board Transport related report which related to Compulsory Purchase Order for Rail Package 1.

Resolved:

That the transport related report submitted for information only being considered by the WMCA Board on 19 September 2021 be noted.

**36. Report back from Member Engagement Groups**

The committee noted the recent developments and meetings of the six Member Engagement Groups.

Councillor Timothy Huxtable requested that the attendance of the Member Engagement Groups be noted in future reports.

Resolved:

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

**37. Date of Next Meeting**

Monday 10 January 2022 at 2.00pm.

The meeting ended at 3.00 pm.

## TRANSPORT DELIVERY COMMITTEE FORWARD PLAN: FEBRUARY 2022 – MAY 2022

Title of Report	Reason	Date of Meeting	Purpose	Lead Officer	Confidential
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
Rail Freight	To consider a report on Rail Freight policy.	7 February 2022	Comment / Note	Toby Rackliff	No
COVID-19 Recovery Update	To consider the latest activity from TfWM related to transport related recovery from COVID-19	7 February 2022	Note	Pete Bond	No

Title of Report	Reason	Date of Meeting	Purpose	Lead Officer	Confidential
WMCA Board Transport Report	To consider and comment on those transport related reports being consider at the next meeting of the WMCA Board	7 February 2022	Comment	Pete Bond	TBD
Report back from Member Engagement Groups	To consider a report back from member engagement groups held since the last meeting of the committee	7 February 2022	Comment / Note	Chair	No
Financial Monitoring Report 2021/22	To review the latest revenue and capital position of TfWM	14 March 2022	Note	Linda Horne	No
Capital Programme Delivery Monitoring Report	To consider the latest delivery position with TfWM capital projects	14 March 2022	Note	Sandeep Shingadia	No
Metro Delivery Monitoring Report	To monitor the delivery of high-level deliverables and wider performance monitoring	14 March 2022	Comment	Sophie Allison	No
<b>University Station &amp; Perry Barr Update</b>	To receive an update on the progress made at both University and Perry Barr Station.	14 March 2022	Note	Liam Brooker	No



<b>Title of Report</b>	<b>Reason</b>	<b>Date of Meeting</b>	<b>Purpose</b>	<b>Lead Officer</b>	<b>Confidential</b>
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
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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## WMCA Board

<b>Date</b>	10 January 2022
<b>Report title</b>	Financial Monitoring Report
<b>Accountable Director</b>	Linda Horne, Finance Director Email: <a href="mailto:Linda.Horne@wmca.org.uk">Linda.Horne@wmca.org.uk</a> Tel: (0121) 214 7508
<b>Accountable Employee</b>	Kate Taylor, Head of Finance Business Partnering Email: <a href="mailto:Kate.Taylor@wmca.org.uk">Kate.Taylor@wmca.org.uk</a>
<b>Report has been considered by</b>	Councillor Pervez Akhtar

### Recommendation(s) for action or decision:

The Transport Delivery Committee is recommended to:

1. Note the year to date position as at the end of November 2021 against the TfWM Revenue Budget shows an overall favourable variance of £2.877m, as detailed in Section A.
2. Note the TfWM Capital Programme expenditure as at the end of November 2021 totals £182.2m, which is £72.7m below budget, as detailed in Section B.

## 1. Purpose

- 1.1 This report sets out the financial position as at 30 November 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 November 2021 shows an overall favourable variance of £2.877m against budget.

	November 21 Year to Date			Full Year		
	Actual £'000	Budget £'000	Variance £'000	Forecast £'000	Budget £'000	Variance £'000
Net TfWM Surplus / (Deficit) before reserves	1,041	(3,648)	4,689	(3,819)	(4,695)	876
Budgeted Use of Reserves	1,274	3,086	(1,812)	5,057	4,695	362
<b>Net TfWM Surplus / (Deficit) after reserves</b>	<b>2,315</b>	<b>(562)</b>	<b>2,877</b>	<b>1,238</b>	<b>0</b>	<b>1,238</b>

- 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, and a reflection of the latest guidance regarding SFC grant. Current savings on cleaning and maintenance, along with ongoing staffing variations have also contributed to the favourable variance.
- 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 The full year position reflects the ongoing risks and expected cost pressures within the Transport network. However, the latest full year position shows an expected overall favourable movement of £1.24m against budget mainly due to residual savings against Concessions budgets and opportunities to fund posts from Capital grants in year within the Policy, Strategy & Innovation Directorate.
- 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 £182.2m which was £72.7m below the November year to date budget of £254.9m, with the variance primarily contained within the Investment Programme portfolio (£44.5m) and the Commonwealth Games Programme (£14.0m).

TRANSPORT PROGRAMME	YEAR TO DATE - NOV 21			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Investment Programme	84,068	128,540	44,472	185,014	218,331	33,317
CWG Programme	81,557	95,512	13,955	142,944	149,276	6,332
Other Major Programmes	8,012	17,640	9,628	25,806	31,931	6,125
Minor Work Programme	6,956	9,002	2,046	10,991	12,521	1,530
Grants to Local Authorities	1,591	4,194	2,603	9,099	7,866	(1,233)
<b>TOTAL</b>	<b>182,184</b>	<b>254,888</b>	<b>72,704</b>	<b>373,854</b>	<b>419,925</b>	<b>46,071</b>

3.2 The TfWM delivered Investment Programme portfolio comprises the largest of the five Programmes within the Transport Programme, containing the schemes which feature in the WMCA Devolution Deal Investment Programme to be delivered by TfWM. These schemes are all, to some extent, funded from the West Midlands Combined Authority Devolution Deal funding arrangements.

3.3 The Transport Programme has been categorised into five sub programmes. The largest of these is the Investment Programme with a budget to November of £128.5m, including all the Rail, Sprint & Metro Extension Schemes.

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 November actual costs totalled £84.1m, which was £44.5m below the budget. The largest year to date variance against budget is the Metro Birmingham Eastside Extension scheme of £16.1m which is primarily driven by the rescheduling of HS2 utilities work into the next financial year.

3.5 The Wednesbury to Brierley Hill extension year to date budget variance of £14.5m relates to rescheduling of the utilities work. Rail – Walsall to Wolverhampton Local Enhancements Package 1 project with a year to date budget variance of £5.2m is due to a rescheduling of the programme as a result of an incomplete land acquisition. The remainder of the variance to November is driven by several projects.

3.6 Appendix 3 documents the financial performance against the Commonwealth Games Programme with a budget of £149.3m. This includes all the schemes (SPRINT, Perry Barr & University Rail Stations, and Alexander Stadium Redevelopment) scheduled to be delivered in advance of the Games in July and August 2022. At the end of November, actual costs totalled £81.6m, which was £14m under budget. The main drivers of this variance are the Sprint projects, A45 Birmingham to Solihull £11.9m and A34 Walsall to Birmingham £8.6m. The Sprint projects are now seeing increased construction activity across the Walsall, Sandwell and Birmingham regions with no expected impact on project completion dates. Underspends in this programme are offset by the accelerated construction and drawdown of WMCA funding for the Alexander Stadium Redevelopment (-£12.2m).

- 3.7 Appendix 4 documents the financial performance against the Other Major Works programme annual budget of £32m. 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 November, actual costs totalled £8m, which was £9.6m below the budget. The main variance relates to the Cross City Bus – City Centre Package where a Traffic Regulation Order is being sought so that construction work and related activity can commence.
- 3.8 Appendix 5 documents the financial performance against the Minor Works Programme with a budget of £12.5m. This programme includes a broad range of relatively small schemes. At the end of November, actual costs totalled £7m, which was £2m below the budget. This is primarily driven by lower than expected claims from local authorities during the first two quarters of the year.
- 3.9 Appendix 6 documents the financial performance against the Grants to Local Authorities Budget of £7.9m which relates primarily to the schemes funded within the Transforming Cities Fund which are in the early stages of development. At the end of November, actual expenditure was £1.6m, which was £2.6m below budget. This variance relates to the B4106 Spon End works, where some property acquisitions have been rephased to later in the year.

## Appendix 1: Transport for West Midlands Revenue Budget Position 30 November 2021

	NOVEMBER 2021 YEAR TO DATE						FULL YEAR 2021/22			
	ACTUAL £000			BUDGET £000			YTD VARIANCE FAVOURABLE / (ADVERSE) £000	FORECAST £000	BUDGET £000	FULL YEAR VARIANCE FAVOURABLE / (ADVERSE) £000
	INCOME	EXPENDITURE	NET	INCOME	EXPENDITURE	NET		NET	NET	
Transport Levy	76,480	0	76,480	76,480	0	76,480	0	114,720	114,720	(0)
Use of Reserves	1,274	0	1,274	3,086	0	3,086	(1,812)	5,057	4,695	362
<b>TOTAL FUNDING</b>	<b>77,754</b>	<b>0</b>	<b>77,754</b>	<b>79,566</b>	<b>0</b>	<b>79,566</b>	<b>(1,812)</b>	<b>119,777</b>	<b>119,415</b>	<b>362</b>
<b>Concessions</b>										
National Bus Concession	109	33,526	(33,417)	68	34,701	(34,632)	1,215	(50,103)	(50,472)	369
Metro / Rail	0	3,049	(3,049)	0	3,038	(3,038)	(11)	(4,566)	(4,572)	6
Child Concession	0	4,214	(4,214)	0	4,618	(4,618)	403	(6,659)	(7,029)	370
<b>Bus Services</b>										
Bus Stations / Infrastructure	5,582	8,493	(2,911)	4,880	8,331	(3,451)	540	(5,144)	(5,152)	8
Subsidised Network	2,586	9,937	(7,351)	1,363	9,019	(7,656)	306	(11,557)	(11,478)	(79)
Accessible Transport	(315)	3,262	(3,576)	0	4,425	(4,425)	849	(6,471)	(6,637)	167
<b>Rail and Metro Services</b>										
Metro Services	163	1,446	(1,283)	128	1,745	(1,617)	334	(2,583)	(2,579)	(5)
Rail Services	934	2,613	(1,679)	923	2,892	(1,969)	290	(2,931)	(2,904)	(27)
<b>Integration</b>										
Safety and Security	513	1,098	(585)	446	1,300	(854)	269	(1,030)	(1,274)	243
Passenger Information	9,186	12,915	(3,729)	646	4,692	(4,046)	317	(5,924)	(6,007)	82
Sustainable Travel	620	2,187	(1,566)	858	1,753	(895)	(671)	(1,705)	(1,401)	(304)
<b>Network Resilience</b>										
Commonwealth Games	2,460	2,460	0	3,071	3,071	0	0	1	(0)	1
Business and Democratic Support	0	2,332	(2,332)	0	2,453	(2,453)	122	(3,768)	(3,809)	41
Strategic Development	837	3,290	(2,452)	1,055	3,637	(2,583)	130	(3,971)	(3,915)	(56)
Transport Governance	0	84	(84)	0	88	(88)	3	(130)	(131)	1
Capital Finance Charges	0	5,701	(5,701)	0	5,701	(5,701)	0	(8,874)	(8,874)	0
<b>TOTAL EXPENDITURE</b>	<b>23,233</b>	<b>98,672</b>	<b>(75,439)</b>	<b>13,439</b>	<b>93,567</b>	<b>(80,128)</b>	<b>4,689</b>	<b>(118,539)</b>	<b>(119,415)</b>	<b>876</b>
<b>NET</b>	<b>100,987</b>	<b>98,672</b>	<b>2,315</b>	<b>93,005</b>	<b>93,567</b>	<b>(562)</b>	<b>2,877</b>	<b>1,238</b>	<b>0</b>	<b>1,238</b>

At the end of November 2021 there is a £2.877m favourable year to date variance against budget.

### Concessions

There are savings within the **ENCTs and Child Concession** budgets due to reduced services and patronage during the pandemic along with there being no fare increases.

### Bus Services

The revision of the **Accessible Transport** contract, including bringing the Customer Service team in-house, has delivered significant savings to date.

Within **Bus Stations and Infrastructure** budgets there is increased advertising revenue alongside savings on cleaning and maintenance and staffing variations which have contributed to the current favourable variance. A prudent view has been taken regarding the full year position.

Increased support for **Subsidised Bus** operators is expected towards the end of the year, hence current savings have not been reflected in the full year position.

## **Rail & Metro**

Within **Metro** lower insurance premiums and reduced engineering support for utility works are reflected in the savings to date.

The **Rail** position to date reflects reduced cleaning and maintenance costs at park and ride locations, alongside staffing variations. In the full year these savings are expected to be negated by lower car park receipts at Longbridge Park and Ride.

## **Integration**

Within the **Safety and Security** budget additional CCTV income from West Midlands Police and the re-profiling of CCTV equipment expenditure is reflected in the savings to date.

Within the **Passenger Information** budget there are savings against monitoring, marketing and market research.

The adverse variance within **Sustainable Travel** is largely due to lower cycle hire income between July and November.

## **Network Resilience**

The year to date position is primarily driven by staffing variations as recruitment takes place, alongside the profiling of external advice spend which is still expected to be required over the full year.

## **Strategic Development**

The favourable variance is due to increased work on capital projects allowing higher capital recharges, however these are expected to reduce as the projects come to an end. There are also savings as a result of lower monitoring and research costs during the pandemic.

Reserves earmarked to support the delivery of the West Midlands Cycle Hire scheme have been drawn down to offset the lower than budgeted income year to date, and it is expected that an above Budget use of reserves will be required in the full year. Reserves ear marked to support the 2021/22 Transport Budget have not been drawdown to date but are still expected to be required in year.

## APPENDIX 2: TfWM Delivered Investment Programme Schemes

INVESTMENT PROGRAMME	YEAR TO DATE - NOV 21			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
<b>Rail</b>						
Rail - Camp Hill Line Local Enhancements - Package 2	2,385	3,197	812	8,308	8,878	570
Rail - Walsall to Wolverhampton Local Enhancements - Package 1	2,859	8,020	5,161	10,694	15,390	4,696
Rail - Sutton Coldfield Gateway	41	57	16	34	57	23
<b>Metro</b>						
Metro Birmingham Eastside Extension	29,481	45,620	16,139	61,569	66,735	5,166
Metro Wolverhampton City Centre Extension	2,848	3,021	173	3,029	3,030	1
Metro Wednesbury to Brierley Hill Extension	30,539	45,048	14,509	77,015	95,519	18,504
Metro Centenary Square/Edgbaston Extension	9,684	7,905	(1,779)	4,975	5,352	377
Bilston Road Track Replacement Phase 2	1	10	9	874	874	0
Metro Network Enhancements - Traction Power & OLE Upgrades	1,886	2,411	525	2,926	3,344	418
WIP Station and Car Park works	(54)	(54)	0	(54)	(54)	0
Metro Network Enhancements - Wednesbury Depot Upgrades	1,598	3,012	1,414	2,478	3,117	639
Metro Network Enhancements – Comms and Control	693	1,690	997	1,656	2,101	445
Buy Before Boarding	22	751	729	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
MMA Innovation	60	0	(60)	0	0	0
MML Life Cycle Projects	1,748	3,517	1,769	4,088	4,623	535
Metro Programme Management	0	(7)	(7)	0	13	13
<b>Sprint</b>						
Sprint - Hagley Road Phase 1	211	4,034	3,823	2,293	4,206	1,913
Sprint - Longbridge to Birmingham	30	136	106	204	204	0
Sprint - Hagley Road Phase 2	31	164	133	245	245	0
Sprint - Sutton Coldfield to Birmingham - via Langley	6	7	1	7	7	0
<b>TOTAL</b>	<b>84,069</b>	<b>128,539</b>	<b>44,470</b>	<b>185,015</b>	<b>218,330</b>	<b>33,315</b>

## APPENDIX 3: Commonwealth Games Programme

COMMONWEALTH GAMES PROGRAMME	YEAR TO DATE - NOV 21			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
University Station Improvement Project	21,065	23,164	2,099	39,151	36,122	(3,029)
Perry Barr Rail Station	9,116	10,740	1,624	15,962	16,832	870
Sprint - A45 Birmingham to Airport and Solihull	14,347	26,213	11,866	32,437	38,594	6,157
Sprint - A34 Walsall to Birmingham	9,225	17,816	8,591	22,007	24,033	2,026
A34 Sprint Park and Ride	(1)	81	82	81	81	0
Regional Transport Coordination Centre - RTCC - development	(39)	0	39	(39)	0	39
RTCC-Design and Layout/Commercialisation	950	1,467	517	1,852	1,852	0
RTCC-Data - Tactical and Operational Intelligence	543	472	(71)	669	764	95
RTCC – ICT Equipment	17	42	25	58	58	0
RTCC-Operations	78	244	166	221	348	127
RTCC-Customer Information	6	51	45	58	76	18
RTCC-Highway Interventions	965	1,542	577	4,323	5,799	1,476
RTCC NWM Customer Interface Tool - Journey planner/Website	234	761	527	750	1,304	554
Perry Barr Mitigation Package	51	142	91	413	413	0
Commonwealth Games 2022 - Alexander Stadium Redevelopment	25,000	12,778	(12,222)	25,000	23,000	(2,000)
<b>TOTAL</b>	<b>81,557</b>	<b>95,513</b>	<b>13,956</b>	<b>142,943</b>	<b>149,276</b>	<b>6,333</b>

OTHER MAJOR WORKS PROGRAMME	YEAR TO DATE - NOV 21			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Snow Hill Public Realm	33	144	111	144	144	0
Electric Vehicle - EV - Charging	144	197	53	197	197	0
Clean Bus Technology Fund 2017-2019	525	520	(5)	786	786	0
Cross City Bus - City Centre Package	94	3,602	3,508	1,780	3,764	1,984
Cross City Bus - Dudley – Druids Heath Package	237	956	719	1,140	967	(173)
Coventry Electric Bus City	128	932	804	4,937	4,917	(20)
Longbridge Connectivity Package	99	106	7	123	106	(17)
Connected and Autonomous Vehicles TestBed - CAV	0	1	1	0	1	1
NPIF 2 Birmingham Growth Point	122	190	68	190	190	0
Key Route Network Safety	477	349	(128)	1,096	1,096	0
Dudley Interchange	300	1,278	978	2,458	5,782	3,324
Autonomous Highway Rural & Parking Test Facilities - Meridian 3	453	454	1	454	454	0
Future Mobility Zone - Human Centered Data	50	92	42	122	124	2
Future Mobility Zone - Enabling Data Exploitation	147	455	308	295	1,106	811
Future Mobility Zone - Innovation Showcases	442	821	379	1,154	1,404	250
Future Mobility Zone - Programme Mgmt and Monitoring Evaluation	181	315	134	507	510	3
5G	2,091	2,382	291	3,129	2,891	(238)
ConVEx-Connected Vehicle data Exchange	154	159	5	159	159	0
Major Route Network - Programme	0	18	18	0	24	24
A435 Alcester Rd Bus Priority Revitalisation	20	868	848	1,054	1,047	(7)
Future Mobility Zone - Enhanced Ticket Platform	482	580	98	1,355	1,355	0
Major Road Network-A4123 Corridor -A4150 to A456	46	355	309	425	425	0
Major Road Network- A454 Wolverhampton to Neachells	86	170	84	344	344	0
Major Road Network-A449 Stafford Rd M54 J2 to A4150 Ring Rd	15	230	215	540	540	0
Major Road Network- A46 Link Road Ph2 Coventry	250	150	(100)	250	250	0
Major Road Network- A46 Link Road Ph3 Coventry	0	0	0	250	250	0
Major Road Network- A38 Kingsbury Road Birmingham	46	52	6	90	90	0
Future Mobility Zone - Transport Network Data	541	1,219	678	1,722	1,901	179
WM5G Grants for Transport Use	835	1,044	209	1,032	1,032	0
Major Road Network- A41 Moxley	0	0	0	73	73	0
MRN-Cov North Package Link M6	15	0	(15)	0	0	0
<b>TOTAL</b>	<b>8,013</b>	<b>17,639</b>	<b>9,626</b>	<b>25,806</b>	<b>31,929</b>	<b>6,123</b>

## APPENDIX 5: Minor Works Programme

MINOR WORKS PROGRAMME	YEAR TO DATE - NOV 21			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
<b>Bus</b>						
Shelter Appeals	8	4	(4)	8	8	0
DfT Tackling Nitrogen Dioxide - Dudley MBC	1	1	0	5	5	0
DfT Tackling Nitrogen Dioxide - Wolverhampton MBC	49	100	51	296	296	0
Air Quality Grant	238	238	0	238	238	0
<b>Rail</b>						
Dudley Port Integrated Transport Hub	3	29	26	30	30	0
Aldridge Rail Station Study	17	12	(5)	17	18	1
<b>Cycling</b>						
Network Wide Cycling Programme - NWCP	3	2	(1)	3	2	(1)
West Midlands Cycle Hire	3,261	3,241	(20)	3,531	3,531	0
Better Streets Community Fund	332	1,174	842	1,385	1,459	74
Priority One Development Workstream	172	568	396	876	1,029	153
Active Travel Fund-Tranche 2	182	167	(15)	363	363	0
LSTF - Cycle Counters	93	150	57	93	150	57
Priority 1 Delivery- Perry Barr- Sutton Coldfield	0	0	0	0	500	500
Priority 1 Delivery- Binley Road Coventry	0	0	0	0	554	554
<b>Highway</b>						
ADEPT Live Lab	971	1,053	82	1,053	1,053	0
<b>Asset Replacement</b>						
IDOX - Asset Management System	2	14	12	14	14	0
Asset Management Programme	1,023	1,383	360	1,720	1,841	121
Real Time Information Upgrades	526	572	46	860	743	(117)
<b>Other</b>						
Bradley Lane Park and Ride	0	26	26	0	26	26
Asset Management- RTI Upgrades	9	146	137	289	450	161
Top Slice	0	0	0	50	50	0
Transport Data Unification - traffic data	1	1	0	0	1	1
AutopleX	56	61	5	71	71	0
HS2 Modelling Framework	11	59	48	89	89	0
<b>TOTAL</b>	<b>6,958</b>	<b>9,001</b>	<b>2,043</b>	<b>10,991</b>	<b>12,521</b>	<b>1,530</b>

## APPENDIX 6: Grants to Local Authorities

GRANTS TO LOCAL AUTHORITIES	YEAR TO DATE - NOV 21			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Cycling Programme	0	0	0	1,500	0	(1,500)
B4106 Spon End - Coventry CC	395	3,006	2,611	3,862	3,800	(62)
New St/High St/Victoria Sq Public Realm - Birmingham CC	1,195	1,188	(7)	3,737	4,066	329
<b>TOTAL</b>	<b>1,590</b>	<b>4,194</b>	<b>2,604</b>	<b>9,099</b>	<b>7,866</b>	<b>(1,233)</b>

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**West Midlands**  
Combined Authority

## Transport Delivery Committee

<b>Date</b>	10 January 2022
<b>Report title</b>	Capital Programme Delivery Monitoring Report
<b>Accountable TfWM Director</b>	Sandeep Shingadia, Director of Development and Delivery, Transport for West Midlands Email: <a href="mailto:sandeep.shingadia@tfwm.org.uk">sandeep.shingadia@tfwm.org.uk</a> Tel: 0121 214 7169
<b>Accountable Employee</b>	Raj Aujla, Scheme Development Officer, Transport for West Midlands Email: <a href="mailto:raj.aujla@tfwm.org.uk">raj.aujla@tfwm.org.uk</a> Tel: 0121 214 7944
<b>Report has been considered by</b>	Councillor Akhtar

### Recommendation(s) for action or decision:

Transport Delivery Committee is recommended to:

- (1) To note achievements since the September 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 November and December:
  - Dudley Interchange - Following the tender evaluation process, a lead contractor has been identified
  - Making the KRN Safer – Successfully agreed the repositioning of a recently planted tree with BCC to increase the sightlines for drivers entering the A38 Bristol Road in Edgbaston
  - Perry Barr Rail Station and Bus Interchange – Positive progress on site at the rail station continues, with topping out of the station marked on 17th November
  - West Midlands Cycle Hire – Launch of e-bikes took place on 8th December 2021, with 150 e-bikes now available across the scheme

## **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
<b>Major Works Programme</b>							
1	Longbridge Connectivity Project	Complete				Complete	Works to the car park are now complete with the new illuminated external sign being erected on 12 <sup>th</sup> August. Final testing of the payment systems has also been undertaken. The car park opened on 16 <sup>th</sup> August 2021.
2	Dudley Interchange	Procurement	September 2023	September 2023	Green	Same	<p>Following the tender evaluation process a lead contractor has been identified. The project team have met with the lead contractor to discuss and progress finalisation of the offer and a value engineering workshop. Some further aspects of review will follow through December with the intention to take a recommendation to the WMCA Board in January and subsequent appointment of the contractor. Land acquisition is progressing with the CPO documents completed and positively reviewed by DMBC's appointed QC and Department for Levelling Up, Housing &amp; Communities. The only remaining action to allow DMBC to make the CPO is the agreement of an Indemnity Agreement between WMCA &amp; DMBC, this is drafted and nearing draft agreement. DMBC remain in ongoing dialogue to secure the required land by private treaty. Meetings have also progressed with DMBC planners to agree the submission of Reserved Matters to maintain the planning permission.</p> <p>Key next steps: DMBC to maintain progress in acquiring land via Private Treaty whilst also making the CPO; maintain open dialogue with Metro &amp; DMBC Highways; DMBC Highways to complete design and programme to deliver highway works and commence procurement process for their contractor.</p>
3	Making the KRN Safer	Contribution	December 2024	December 2024	Amber	Same	<p>TRL has completed the surveys of the iRAP Black Country project and are now moving on to the coding of the footage. The first capacity building exercise for this project, including participants from TfWM and the four local authorities, will take place in January. Road safety partners have been consulted on how to make the Regional Strategic Coordination Group more effective instead of the current emphasis on local initiatives, which is limiting regional performance. Suggested actions from this consultation will be agreed at the next Strategic Group meeting in December with the intention to restructure the governance model and utilise the CRSTS allocation to facilitate more proactivity, responsibility and accountability towards delivery of the commitments made to the regional strategy and action plan.</p> <p>We are also working with West Midlands Police to increase investment in regional road safety activities by accessing a proportion of the surplus generated from average speed enforcement fines and the national driver rehabilitation scheme. One small success is that we have agreed the repositioning of a recently planted tree with BCC to increase the sightlines for drivers entering the A38 Bristol Road in Edgbaston (a location with a recent collision fata and serious injury history).</p>
4	Perry Barr Rail Station and Bus Interchange	Design & Delivery	May 2022	May 2022	Green/Amber	Same	<p>Progress on site at the rail station continues well, with topping out of the station marked in November. Additional platform works instructed in response to feedback from Office of Road and Rail (ORR). These will improve passenger safety but will also introduce additional risk. The work is being funded by Network Rail (NR) and the position is being monitored closely.</p> <p>Mid Point Stage Gate review took place with ORR / NR / WMT to review readiness for EiS – positive session with helpful phased approach to authorisation and clear recommendations to be implemented. Progress continues on bus interchange, with concrete kerbs available as alternative to granite in order to maintain programme. We are engaging with BCC to work through planning implications of replacement kerb material. Challenges remain over the integration of the bus interchange and rail station, and we are working with BCC to address concerns.</p>
5	University Station	Design & Delivery	June 2022	August 2022	Amber	Better	<p>Work on cladding, glazing and roofing continues to schedule.</p> <p>Following project re-baselining, the project continues to work with DfT, Network Rail and other partners to identify potential funding solutions. DfT have confirmed additional flexibilities over allocation may be possible. A funding bid for the Stations Improvement Fund funding via WMT has been successful to provide funding for operational scope such as ANPR and security barriers.</p>

	Project Name	Status	Baseline Comp Date	Forecast Date	DCA	DCA Trend	Summary
							Successful interim stage gate with ORR, WMT and NR to assess readiness for Entry into Service. Identifying EiS efficiencies is our current focus for potential pre-CWG opening. In parallel we are continuing to assess potential interim states in the event that the Entry into Service process cannot be accelerated to complete for Games time. This will be concluded January.
<b>Minor Works Programme</b>							
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 now started following completion of the Clear Channel contract negotiations.
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	Scheme now rolled out across all 7 Local Authorities, with 1,216 (as of 1st October 2021) bikes currently out on street. Final install of remaining docking station locations underway in order to utilise full complement of 1,500 bikes. Launch of e-bikes took place in December 2021, with 150 e-bikes now available across the scheme. Some additional docking stations are still to be installed and are being worked through. Work also progressing in order to identify and source a scheme sponsor.
11	Digital Panel Rollout	Rolling Programme	March 2022	March 2022	Green	Same	Clear Channel contract negotiations now complete and include an additional 110 digital panels across the TfWM estate over the remainder of the contract. As part of the revised contract there will be more digital panels and a reduction in paper panels, paper is less sustainable and, in some cases, not commercially viable. Programme being developed that will be presented in the next few months.

#### Project Delivery Confidence Assessment (DCA) Definitions

<b>G</b>	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
<b>G/A</b>	Successful delivery appears probable however constant attention will be needed to ensure risks do not materialise into major issues threatening delivery
<b>A</b>	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
<b>A/R</b>	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
<b>R</b>	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-baselining and/or overall viability re-assessed

TRANSPORT PROGRAMME	NOVEMBER 2021 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Investment Programme	211	4,034	(3,823)	2,293	4,206	1,913
CWG Programme	(1)	81	(82)	81	81	0
Other Major Programmes	630	1,467	837	2,417	2,393	(24)
Minor Work Programme	1,065	1,590	525	2,130	2,412	282
<b>TOTAL</b>	<b>1,905</b>	<b>7,172</b>	<b>(2,543)</b> 35%	<b>6,921</b>	<b>9,092</b>	<b>2,171</b> 24%

INVESTMENT PROGRAMME	NOVEMBER 2021 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
<b>Sprint</b>						
Sprint - Hagley Road Phase 1	211	4,034	3,823	2,293	4,206	1,913
<b>TOTAL</b>	<b>211</b>	<b>4,034</b>	<b>3,823</b> 95%	<b>2,293</b>	<b>4,206</b>	<b>1,913</b> 83%

COMMONWEALTH GAMES PROGRAMME	NOVEMBER 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	82	81	81	0
<b>TOTAL</b>	<b>(1)</b>	<b>81</b>	<b>82</b> 101%	<b>81</b>	<b>81</b>	<b>0</b> 0%

OTHER MAJOR MORKS PROGRAMME	NOVEMBER 2021 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Snow Hill Public Realm	33	144	111	144	144	0
Longbridge Connectivity Package	99	106	7	123	106	(17)
Key Route Network Safety	477	349	(128)	1,096	1,096	0
A435 Alcester Rd Bus Priority Revitalisation	20	868	848	1,054	1,047	(7)
<b>TOTAL</b>	<b>629</b>	<b>1,467</b>	<b>838</b> 57%	<b>2,417</b>	<b>2,393</b>	<b>(24)</b> 1%

MINOR WORKS PROGRAMME	NOVEMBER 2021 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
<b>Bus</b>						
Shelter Appeals	8	4	(4)	8	8	0
<b>Rail</b>						
Dudley Port Integrated Transport Hub	3	29	26	30	30	0
Aldridge Rail Station Study	17	12	(5)	17	18	1
<b>Cycling</b>						
Network Wide Cycling Programme - NWCP	3	2	(1)	3	2	(1)
<b>Asset Replacement</b>						
IDOX - Asset Management System	2	14	12	14	14	0
Asset Management Programme	1,023	1,383	360	1,720	1,841	121
<b>Other</b>						
Asset Management- RTI Upgrades	9	146	137	289	450	161
Project Development Costs	0	0	0	0	0	0
Top Slice	0	0	0	50	50	0
<b>TOTAL</b>	<b>1,065</b>	<b>1,590</b>	<b>525</b> 33%	<b>2,131</b>	<b>2,413</b>	<b>282</b> 12%

GRANTS TO LOCAL AUTHORITIES	NOVEMBER 2021 YEAR TO DATE			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b> 0%	<b>0</b>	<b>0</b>	<b>0</b> 0%

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**West Midlands  
Combined Authority**

## Transport Delivery Committee

<b>Date</b>	10 January 2022
<b>Report title</b>	Rail Business Report
<b>Accountable Director</b>	Malcolm Holmes, Director of Rail, Transport for West Midlands Email: <a href="mailto:Malcolm.Holmes@wmre.org.uk">Malcolm.Holmes@wmre.org.uk</a> Tel: (0121) 214 7058
<b>Accountable Employee</b>	Tom Painter, Head of Rail Delivery, West Midlands Rail Executive Email: <a href="mailto:Tom.Painter@wmre.org.uk">Tom.Painter@wmre.org.uk</a> Tel: 07432104161
<b>Report has been considered by</b>	Councillor Richard Worrall – Rail and Metro Member Engagement Group Chair

**Recommendation(s) for action or decision:**

**The Transport Delivery Committee is recommended to:**

- (1) Note the content of the report

## **1. Purpose**

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

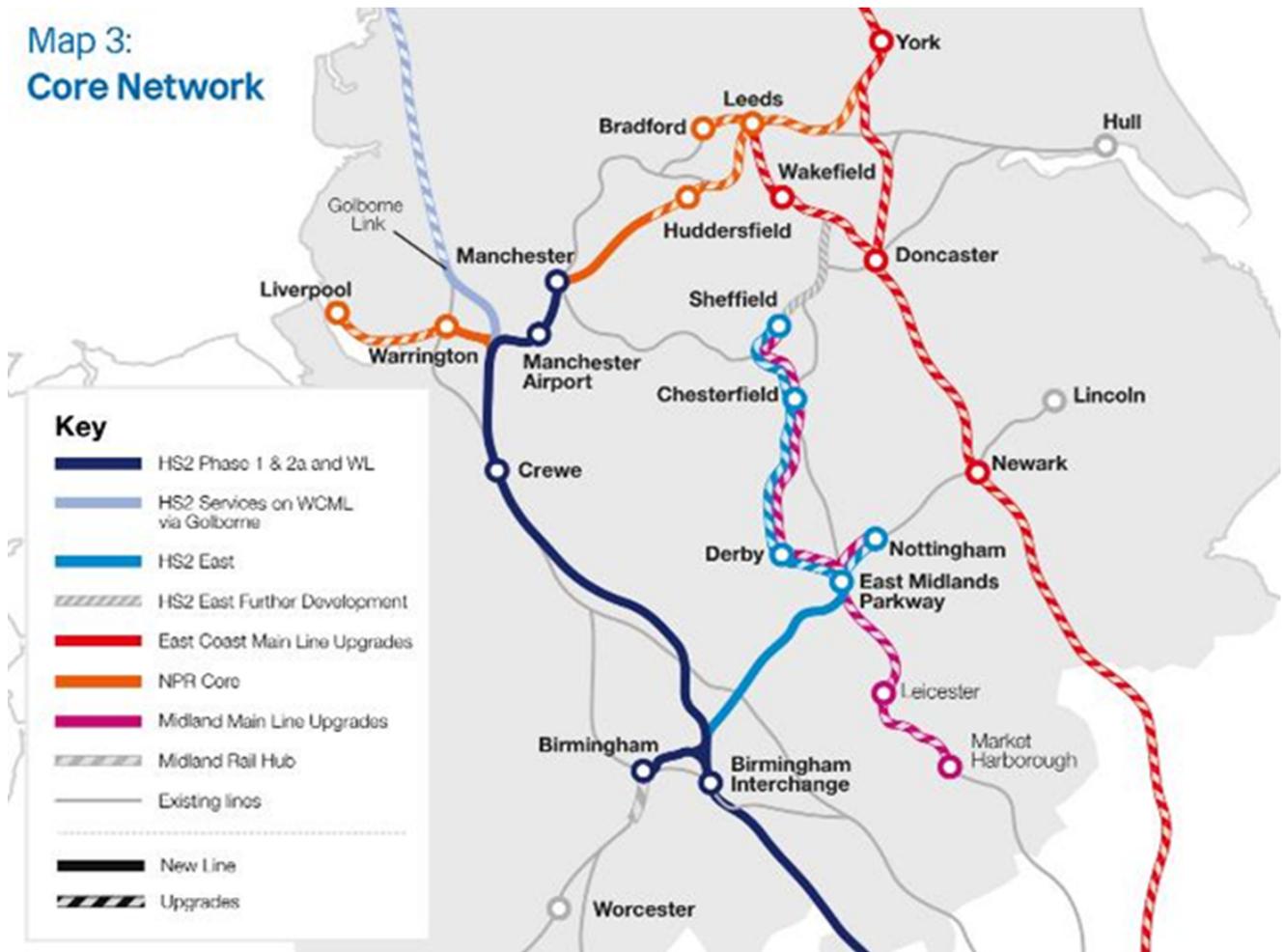
## **2. Section A – Background**

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

## **3. Section B – Integrated Rail Plan and Union Connectivity Review**

- 3.1 The Integrated Rail Plan was published on 18 November 2021, announcing £96bn of rail enhancements in the Midlands and North of England. Of this £42.5bn is already committed to Phases 1 and 2a of HS2 from London to Birmingham and Crewe, whilst the bulk of the remainder is for upgrading the Midlands Main and improving Trans-Pennine connectivity. £55bn available for the IRP proposals across the North and the Midlands.
- 3.2 Potentially some of the £1.5bn for smaller schemes could help fund the priority Kings Norton and Snow Hill station capacity enhancements of Midlands Rail Hub.
- 3.3 The IRP confirms that by early/mid 2040s Phase 2b of HS2 will connect the West Midlands to both Manchester via Crewe and Nottingham via the existing East Midlands Parkway station which will have a transformational impact on journey times. This is around a decade later than the original timescale (2033) for completion of HS2 Phase 2b.

Map 3:  
Core Network



- 3.4 The IRP also partially supports Midlands Rail Hub (MRH), with a focus on improving services to Worcester and Hereford and improving access to HS2 (via the South West Bordesley Chord to Moor St Station) from Bristol and Cardiff.
- 3.5 However, the IRP also notes that the new high speed line to the East Midlands “could realise many of the benefits of the Midlands Rail Hub Eastern section” by providing improved connectivity from the West Midlands to Nottingham and potentially improved service frequency to Derby.
- 3.6 The Government is therefore asking “Network Rail to work with Midlands Connect to review the Midlands Rail Hub proposals”. WMRE has already been engaging with Network Rail and Midlands Connect in seeking to build a wider strategic case for completing Midlands Rail Hub in its entirety. WMRE will be closely involved in the proposed review as we seek to rebuild the case for the MRH Eastern Section.
- 3.7 Improved services to Coventry are also mentioned in the context of MRH. There is no detail regarding how this might be achieved, but it could refer to existing Midlands Connect proposals to improve connectivity to either Leicester or to Oxford/Reading.
- 3.8 Other elements of HS2 Phase 2b will be subject to further review, including connections to Liverpool, the “Golborne Link” for services on to Scotland and future HS2 connectivity to Leeds.
- 3.9 Following the Integrated Rail Plan, the government published Sir Peter Hendy’s Union Connectivity Review which looked at transport links between the devolved nations of the United Kingdom and the possible creation of a “Strategic Transport Network UK”.

3.10 From a West Midlands rail perspective the review recommended improving:

- West Midlands to Scotland rail journeys via HS2 & upgrades to West Coast Main Line
- Replacing the HS2 “Golborne link” to the West Coast Main Line (South of Wigan) with a connection further north near Preston
- Train services between South Wales and West Midlands (which support Midlands Rail Hub)
- Rail links through the West Midlands to Deep Sea Port

3.11 The review also recognised the importance of rail links between the West Midlands and Mid/West Wales via Shrewsbury.

#### **4. Section C – West Midlands National Rail Contract**

4.1 On 19<sup>th</sup> September the West Midlands Trains Franchise expired and was replaced by a National Rail Contract (NRC), directly awarded to incumbent West Midlands Trains (WMT). The main difference between NRCs and the previous system is that operators like WMT are paid a fixed management fee for running rail services, plus a performance fee that is based mainly on delivery of customer-focused performance metrics, instead of taking the revenue risk. Both cost and revenue risk have transferred to the DfT.

4.2 In a continuation of the arrangements that existed under the Franchise Agreement, WMRE will oversee the delivery of services in the West Midlands Railway brand on behalf of the DfT. The Collaboration Agreement between WMRE and DfT that formalises these arrangements was renewed in September to coincide with the commencement of the NRC.

4.3 Some of the key deliverables of the NRC are listed below:

- New Class 196 trains for the Hereford, Shrewsbury and Camp Hill routes;
- New Class 730 trains for the Cross City Line;
- Head of Commonwealth Games role;
- Continuation of the Wolverhampton station deed payments;
- An industry performance manager to improve collaboration across all operators on punctuality and reliability;
- Installation of digital customer information screens, including multi-modal screens at certain locations;
- Platform validators to help enable wider roll out of Swift PAYG on rail;
- A transport integration forum to improve multi-modal connectivity;
- Stakeholder Equality Group;
- Refurbishment of redundant station buildings for community use;
- Noise management initiatives at certain stations to make the railway a better neighbour;
- Building management systems at certain stations to help reduce energy consumption;
- Upgrade and expansion of station CCTV; and
- Funding contribution to University station

4.4 Unfortunately, not all of the previous Franchise Agreement Committed Obligations have been rolled over into the NRC. Due to financial pressures resulting from the transfer of cost risk to the Department, a number have been discontinued. These include booking office reconfigurations at Worcester Foregate Street and Birmingham Snow Hill, an infotainment system on-board trains, and car park expansion at places like Kidderminster and Worcester Shrub Hill.

- 4.5 Each year the funding envelope for the NRC will be recalibrated via an annual business planning process. This is designed to give both WMT and DfT the flexibility to respond to changing economic conditions as the country recovers from pandemic. WMT's draft business plan for the 22/23 financial year was submitted to DfT and WMRE on 15 December 2021, and will be finalised in February 2022.
- 4.6 The exact amount of funding available is driven by the recently published spending review. As has been widely reported in the media, all train companies have been asked to identify ways to reduce their cost base. This may result in difficult decisions needing to be made by the rail industry about what is delivered, when and how.

## **5. West Midlands Trains' Performance**

- 5.1 The first period of the NRC (Period 7 - 19th September to 16th October) also saw the first period where PPM (Public Performance Measure) was not the primary measure of punctuality and reliability. Instead, punctuality was measured via the T-3 and T-15 metrics. These record the percentage of recorded station stops arrived at less than three and 15 minutes respectively after the scheduled time. This contrasts with PPM, which was only a measure of punctuality at destination, and for WMT was set at 5 minutes.
- 5.2 Under the new measure of T-3, WMT recorded 84.67% in Period 7. This equated to a PPM of 89.5%. WMR T-3 was 85.4%, with LNR 82.9%. All Cancellations were 3.2% of services operated, which was greater than target but demonstrated a period on period improvement. After several periods of significant shortforming on WMR services, the shortform KPI improved to 0.5% of all services, with WMR shortforms at 0.36%.
- 5.3 However, this strong start was not maintained into Period 8. This saw a significant increase in cancellations across the West Midlands, largely attributable to a shortage of traincrew. In week 2 alone, which coincided with half-term, 469 WMR services were cancelled, of which 73% (341) were due to a shortage of traincrew. The Snow Hill Lines were the worst affected route, with 167 cancellations in week 2 ascribed to traincrew. This equated to 27% of all cancellations on WMR that week, and around 25% of services planned to operate on the Snow Hill Lines.
- 5.4 WMT had anticipated a drop in performance during half-term. Of an establishment of 726, WMT had 599 drivers available to work. The variance is mainly the result of the large number of trainee drivers in the business, many of whom would have qualified already had it not been for the loss of training days that occurred during the pandemic (estimated at 25,000 since March 2020). Consequently, WMT are heavily dependent on qualified drivers to volunteer for rest day work and overtime. School holidays typically see a reduction in take up for this type of work, which then leads to a downwards pressure on traincrew availability.
- 5.5 The scale of the cancellations led to WMT providing a detailed action plan showing how the situation on the Snow Hill was being managed, so as to prevent a similar deterioration in performance over the Christmas Holidays.
- 5.6 The resulting Snow Hill Line Performance Recovery Plan was presented to the WMRE Board at a special session held on 26th November. The plan covered the work underway to address:
- The immediate need to help mitigate cancellations in the upcoming Christmas period;
  - The traincrew training backlog; and
  - Passenger communication and handling during disruption

- 5.7 The run-up to Christmas was significantly affected by the emerging Omicron variant. WMT and other operators experienced a rise in COVID related absence, which led to service cancellations. However, the new variant also suppressed demand, meaning that fewer customers than expected were affected by the reduction in services.
- 5.8 WMT also had to contend with passengers displaced on to their services as a result of strike action on CrossCountry Trains. On 24<sup>th</sup> and 31<sup>st</sup> December RMT members in the employ of CrossCountry did not work after the union and the company were unable to reach agreement on a number of matters, including pay and terms and conditions. A similar dispute is underway on Avanti West Coast, although no dates have yet been announced for strike action.

## **6. Section D – Rail Programme**

- 6.1 A critical element of work to the Birmingham & Worcester canal has been completed alongside the redevelopment of University railway station. As part of the agreement to install the new bridge, we committed to the life extension works on behalf of the Canal & Rivers Trust which required a 34-metre temporary cofferdam, to be built within the water.
- 6.2 The cost of University Station has now been re-baselined to recognise the additional scope that has been incorporated. A funding bid into the WMT Station Improvement Scheme (part of the NRC) has been successful enabling enhanced security customer facilities in the station, including platform security doors, enhanced Customer Information Screens (CIS) and aesthetic refurbishment work to the existing station. Conversations are ongoing with DfT, NR and Commonwealth Games colleagues to address the associated cost pressures.
- 6.3 We remain focused on enabling the use of the new buildings in advance of the Commonwealth Games. Discussions with ORR, NR and WMT around accelerated commissioning and approvals are positive, but the programme remains high risk and work to examine configuration states continues as a contingency plan for Games time.
- 6.4 On Perry Barr construction continues at pace with the building now watertight and the glazing and cladding installation underway. Stakeholders, including Deputy Mayor Sleigh and Councillor Ward, gathered to celebrate the ‘topping out’ of the building on 23rd November, a key milestone in the construction programme (below).
- 6.5 In parallel with construction work we have now agreed additional scope and funding from Network Rail to do extensive works to the platforms. This will upgrade the drainage and adjust the surface incline to improve safety for passengers and improve the maintenance and asset life for network rail going forward.
- 6.6 On Package 1, good progress has been made on land acquisition. Critical deals for land at Willenhall Station have now completed. In parallel with this the WMCA Board have approved the CPO for land at Darlaston Station and notices were issued in December.
- 6.7 Site works are now fully mobilised with fencing, de-vegetation and surveys underway. The Mayor and MP for Walsall North attended a site visit on 29th November to announce the official start of work (above).
- 6.8 On Package 2 the ITT was issued to five qualifying bidders mid November, with submissions to be returned in February. Land acquisition activity continues to build confidence with completion expected at Hazelwell this month, and notices issued to the undertenant for land leased out at Moseley.

6.9 Network Change consultation for Package 2 is ongoing, with work also underway on the agreement of a new Asset Protection Agreement.

## **7. Section E – West Midlands Grand Railway Collaboration (GRC)**

7.1 The GRC continues to be a primary focus within the West Midlands with the Strategic Board now meeting on a 6-weekly basis to ensure delivery of its objectives.

7.2 We recently released the GRC Brochure to support in improving the visibility of the GRC and alongside this have developed a short video <https://f.io/vnA0dhAS>

7.3 Performance is the key focus of the GRC Strategic Board and Network Rail present at each board to ensure that all operators are being held accountable. This is hugely valuable and allows for discussion to explore ways to improve the performance of our network in collaboration.

7.4 We are currently working on an initiative to support improvements with integration between different modes of transport at rail stations and will be trialling this at Solihull Station with a project getting underway in the new year to make some small improvements to the station to improve the integration.

## **8. Section F – Rail Investment Strategy**

8.1 WMRE has continued to take forwards work on updating the Rail Investment Strategy, and demand modelling work has been undertaken on various future service and demand scenarios. Consultants SLC/Systra are now starting the process of drafting the document.

8.2 We are keeping the timescales flexible given the high level of uncertainty that exists on key issues such as the impact of the Integrated Rail Plan, emerging decarbonisation strategy, impact of Covid and industry reform. Our current expectation is that we would seek to consult on the revised strategy in Spring 2022.

## **9. Section G – Future New Stations**

7.1 Following the conclusion of the final round of Restoring Your Railway applications on 28th October it was clear that nationally 13 out of 89 “RJR Ideas Fund” third round bids were successful and that none of these were in the TfWM area (including Birmingham City Council’s bid for feasibility work on Fort Parkway and Castle Bromwich).

7.2 It is now proposed that Transport for West Midlands’ forthcoming “New Stations High-Level Assessment Study” will consider the feasibility of all of the stations featured in WMRE/TfWM/Birmingham City Council RJR Ideas Fund bids (Coventry East, Coundon Rd, Foleshill, Tettenhall, Castle Bromwich and Fort Parkway) alongside the WMCA Mayor’s other new station proposals.

7.3 A decision is still awaited on the separate RJR Advanced Proposals bid for further development funding for a new station at Aldridge.

## **10. Section H – West Midlands Stations Alliance**

7.1 The West Midlands Stations Alliance (WMSA) has a defined role in the West Midlands NRC. This is to be the forum that develops and endorses any station improvement ideas put forward by WMT in the West Midlands. The justification for this is that by securing wider rail industry support at an early stage, station improvement schemes driven through the WMSA should be easier and cheaper to deliver.

7.2 The first tranche of ideas has been endorsed by the WMSA Board. The ambition of these schemes has been tempered by the knowledge that they need to be completed by 31<sup>st</sup> March 2022 (as per the requirements of the NRC). Nevertheless, they include renovations to the old station building at University, improvements to the platform structures at Wolverhampton, and the implementation of many of the recommendations from the Stations as Places masterplans for stations on the Chase Line towards Rugeley.

7.3 The WMSA Board has undertaken a review of its purpose, governance and strategy to ensure that it continues to be relevant in a changing contractual environment. This exercise broadly endorsed the existing objectives, whilst increasing the focus on station accessibility. It has also promoted changes to the membership of the WMSA Board, which should improve the decision-making power of the group.

## **11. Section I – Financial Implications**

11.1 There are no direct financial implications as a result of this rail business update report. It is understood that the updated changes within the Collaboration Agreement between WMRE and DfT are non-financial in nature with an improved governance set up and recognition of the National Rail Contract in replacement for the franchise. There is no change to the value of either the per annum DfT grant value to WMR Ltd or the per annum contribution from WMRE member authorities. It is notable however, that a number of risks, cost and revenue, have transferred to DfT from the train operator. This will need to be managed accordingly.

11.2 The WMRE Board of Directors, chaired by Andy Street, West Midlands Mayor, formally approved the 2020/21 company accounts and proposed 2022/23 WMRE budget on 14th December 2021.

11.3 All deliverables associated with rail activity in both WMRE and WMCA are intended to be carried out within the approved budgets and MTFP position.

11.4 The Rail Programme remains on time and within the WMCA Board approved budget limits.

## **12. Section J – Legal Implications**

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

## **13. Section K – Equalities Implications**

13.1 There is no equality impact in relation to this report. A number of the initiatives are likely to have positive impact on rail users. It is important that individual initiatives undergo equality impact assessments to ensure that key inclusion and accessibility considerations are embedded at early design stage. More broadly, journey affordability is currently a key deterrent for a number of users so ticketing affordability considerations should be integrated at all stages to ensure the rail network is inclusive to a wider range of residents.

## **14. Section L – Geographical Scope**

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

## **15. Section M – Inclusive Growth Implications**

- 15.1 Rail services are a key element of delivering the 'Connected Communities' fundamental of the Inclusive Growth Framework – both for those citizens in receipt of existing services, and for those who will have access via new 'enhancements', links and stations in the future.
- 15.2 While new capacity is generally a positive, there are implications to how that is introduced on the wider network. Notably, delivering on the capacity enhancements at Kings Norton and Snow Hill – referenced as potential investments under the smaller schemes element of the Integrated Rail Plan – are critical to ensuring that residents living in more deprived areas on the Cross City Line do not have to sustain a loss in service frequency in order to introduce new services to Moseley, Kings Heath and Hazelwell.
- 15.3 Taking a broader view of the region, the mooted improvements to East Midlands connectivity via the Midlands Rail Hub proposals are another way to bring more employment centres within reach of people across the region, and a tangible way to ensure that the wider benefits of HS2 are realised for those people who are more likely to benefit from wider improvements to capacity and connectivity than from HS2 services per se. As such, the potential for these citizens needs to be front and centre of the review.
- 15.4 The ongoing role of West Midlands Trains in running rail services also falls under the Power, Influence and Participation fundamental of the Inclusive Growth Framework, as it is notionally more democratic and locally accountable than alternative franchisees. However, as several of the Franchise Agreement Committed Obligations have not been rolled into the NRC, it will be important to use committees such as TDC and Overview & Scrutiny to ensure that the vision for local leadership of rail services is adhered to, particularly given the pressures on the cost base.
- 15.5 The shortage of train crew identified as the root cause of the drop in performance should be seen as an opportunity to draw more citizens from deprived areas and communities into roles within West Midlands Trains – aligned to the Education & Skills and Inclusive Economy fundamentals of the Inclusive Growth Framework. This should learn from programmes like I CAN (University Hospitals Birmingham), which are targeted at key communities and highlight the wider benefits of public service.

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## Transport Delivery Committee

<b>Date</b>	10 January 2022
<b>Report title</b>	Park & Ride Update Report
<b>Accountable TfWM Director</b>	Pete Bond, Director of Integrated Network Services, Transport for West Midlands Email: <a href="mailto:Pete.Bond@tfwm.org.uk">Pete.Bond@tfwm.org.uk</a>
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<b>Report has been considered by</b>	n/a

**Recommendation(s) for action or decision:**

**Transport Delivery Committee is recommended to:**

- (1) Note the contents of this report

## 1. Purpose

- 1.1 This report provides an update on Park & Ride matters within the West Midlands Combined Authority Area and the impacts of Covid-19 (Coronavirus) on car park operations and development.

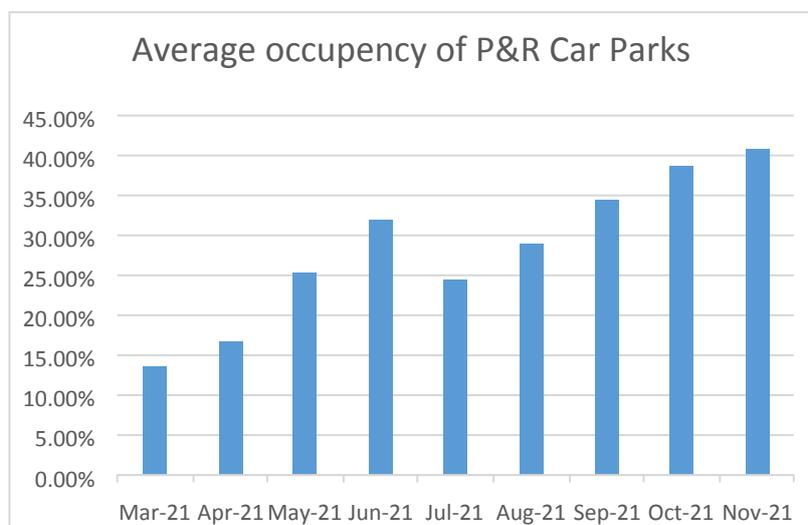
## 2. Background

- 2.1 Transport for West Midlands (TfWM) currently operates just over 9,100 Park & Ride spaces on the region's public transport network. These are located in 65 car parks serving 39 railway stations and five Metro stops.
- 2.2 Prior to the Coronavirus pandemic, all Park & Ride sites were generally full on a weekday by 8am with the exception of Bescot Stadium and the then recently opened facility at Bradley Lane.
- 2.3 As a result of this high demand, there has been a focus by TfWM in conjunction with the West Midlands local authorities on expanding Park & Ride at the locations that will be most beneficial to the region strategically, economically and, fundamentally, for our customers and communities.
- 2.4 With regards to Park & Ride usage *prior* to the impacts of Coronavirus, as an average across the network:
- One third of people drive to Park & Ride sites from within a mile of their location;
  - One third of people drive to Park & Ride sites from 1-2 miles away from their location;
  - 97% of people driving to Park & Ride are making a single occupancy car journeys;
  - 81% of Park & Ride users are commuters travelling for work with 73% travelling to central Birmingham;
  - 22% of parking at railway stations/Metro stops is on street; and
  - One in nine people do not travel to their nearest station/stop.
- 2.5 Park & Ride currently costs the West Midlands Combined Authority approximately £2.7m per year in operational costs. This is predicted to rise to £3.2m over the next five years if expansion aspirations are realised.

## 3. Impact of Coronavirus on Park & Ride operations

- 3.1 As was reported in the previous update report following the announcement on the evening of 23 March 2020 of a national lockdown in response to the Coronavirus pandemic, the occupancy of Park & Ride sites significantly reduced as trips on the public transport network have declined (especially the rail network where 61 of TfWM's 65 Park & Ride sites are located). Whilst during 2021, as restrictions eased, there has been some recovery in usage of our car parks, this has not exceeded 50% of total capacity on any one day.
- 3.2 Figure 1, below, demonstrates the average percentage occupancy of TfWM's car parks during each month since March 2021. The data does not include the new Longbridge car park which opened in August 2021. With at best around 40 cars parked each day at Longbridge out of an available 627 spaces this would distort the figures as the capacity at Longbridge represents around 7% of the available capacity across the whole TfWM estate.

Figure 1 shows average usage of car parks by month (not including Longbridge) using data that was collected by the authority's CCTV team



- 3.3 In the most recent months since the schools returned in September until the most recent announcement on 8<sup>th</sup> December 2021 that England would move to plan B, where people are once again encouraged to work from home, car park usage had stabilised at a weekday daily average of between 45 and 50% occupancy. This is an average across the estate. However, this does not show the whole picture as a few car parks like Cradley Heath and Olton are consistently more popular than the average. TfWM are monitoring usage on a site by site basis and aligning resources accordingly.
- 3.4 During the suspension of the Metro services, the overall average number of cars in our car parks remained the same. Sandwell and Dudley station car park did see increases. Some of this would have been due to the initial ticket acceptance agreement with the rail operators to allow the use of Metro tickets on their services.
- 3.5 The decrease in overall demand has highlighted a number of suspected misuses of our free car parking by those who are not public transport users. One such location is Shirley where TfWM suspected local workers and residents were parking on the car park. Following several complaints from rail users who were unable to park at the station, TfWM undertook an exercise in collaboration with the control centre and parking enforcement staff to monitor. This resulted in 15 penalty charge notices being issued to those parking who were not public transport users. Since that exercise there have been less cars in the car park and we have had no reports of public transport users not being able to park.
- 3.6 From the beginning of October we reintroduced the member of staff at Sutton Coldfield station to charge non rail users for car parking. As with Shirley our observations and monitoring had shown the car park was quite obviously being used by non-rail users mainly by shoppers for the nearby town centre. Again this measure has appeared to control the misuse of this car park.
- 3.7 On Monday 16<sup>th</sup> August 2021, TfWM opened the new 627 space car park at Longbridge. This was originally planned to open in May 2020. Covid restrictions meant we were unable to complete much of the snagging and get new electricity and communication cables (to run the payment systems) installed. The car park is now being used by an average of around 40-50 cars a day which is about 60 cars short of the usage projections for the first year. The car park will now provide good reliance when special events require

and it is likely to play a part in providing car parking for the spectators at events at Birmingham University for the forthcoming Commonwealth Games in 2022.

#### **4. Park & Ride development work**

- 4.1 Following an evaluation of existing Park & Ride schemes, a decision has been made to continue to place the majority of development works for Park & Ride expansion on hold.
- 4.2 Covid-19 has had significant impacts on demand for Park & Ride as demonstrated in section 3 of this report. This provides significant uncertainty on whether the sites prioritised for expansion last year are still the correct ones to take forward or whether the pandemic has changed people's travel habits in such a way that other locations or initiatives are more appropriate for focus in the future.
- 4.3 Furthermore, Covid-19 has significantly impacted on financial budgets within TfWM and therefore the limited capital money available needs to be focussed on priority schemes where there are urgent timescales and/or there is more certainty about ongoing delivery.
- 4.4 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.
- 4.5 Chiltern Railways currently lease Solihull car park from TfWM, an arrangement that was due to conclude at the end of the current Chiltern franchise in December 2021. During 2021 TfWM worked with Chiltern Railways to agree arrangements post December 2021. The car park has user charging and pre Covid the revenue collected more than covered the car park operating costs. With reduced demands for car parking there were concerns that by taking on the car park would add additional pressures on the TfWM revenue budget however following monitoring of usage during 2021 revenue collected should cover the operating costs.
- 4.6 With delays in agreeing new contractual arrangements between Chiltern Railways and DfT and the possibility of the DfT imposing the operator of last resort if agreement could not be reached we agreed with Chiltern Railways that we would enter into a new 2 year lease from December 2021, on the current terms for Solihull but with a break clause so that TfWM could take the operation on at some point during that 2 year lease. At that point TfWM would propose taking on the operation of the car park in a similar way to that of Longbridge and Bromsgrove car parks with users charging covering the cost of operating the car park.

#### **Scheme Development**

- 4.7 At Tile Hill, TfWM has continued to work in partnership with Coventry City Council to deliver an Outline Business Case (OBC) for a new car park which would add c. 250 spaces to the Park & Ride offer at this location. There will also be scope to add additional spaces in the future in response to local and HS2 related development. £100,000 has been allocated to the business case development from the Coventry South funding package.
- 4.8 The OBC will undertake more detailed works into the design and delivery of the car park, and also determine whether there are enough benefits vs. costs to justify taking the scheme forward. It is anticipated that the OBC work will be completed in early 2022.

- 4.9 For a potential bus based Park & Ride on the A38 at Minworth, Midlands Connect has provided £25,000 of funding towards a Strategic Outline Business Case (SOBC) for a bus based Park & Ride to intercept traffic coming in to the region from Sutton Coldfield, the A38, the M42 and the M6 Toll.
- 4.10 The first phase of development for Minworth has identified a number of potential sites which could be acquired to accommodate a Park & Ride close to the strategic highway network. The next stage will be to work with colleagues at Birmingham City Council on options as to whether a potential scheme could be developed.
- 4.11 As part of the A34 Sprint corridor options have been looked at for a Park & Ride site in line with WMCA Park & Ride Strategy Document. All potential options are in the green belt with potential planning issues. Discussions are continuing with the relevant district partners to agree a way forward with this potential project. Whether a Park & Ride car park can be delivered will not affect the planned delivery of highway improvements on the A34 linked to the Sprint project.
- 4.12 At Dudley Port a feasibility study and Strategic Outline Business Case has been completed which specifically looks at ways to improve access to Dudley Port by all modes, interchange in the station area and improved facilities. Options are currently been looked at how this can be delivered and funded.
- 4.13 In partnership with Solihull, we are focussing on revisiting the scheme for expanding Park & Ride and improved access arrangements for Whitlocks End. This has become increasingly important following the publication of Solihull's Draft Local Plan which identifies several sites for residential development within the catchment of the station. At Olton working once again with Solihull we are looking at options of how the blue badge parking could be relocated so as to create more parking for general rail users.
- 4.14 In addition to work to take back the operation of Solihull car park we are also working with Chiltern Railways and Solihull on options for TfWM to take over the current car park at Dorridge that is operated by Chiltern Railways. TfWM already operates a second car park at Dorridge next to the station and options are being looked at for TfWM to integrate the operation of both car parks together.
- 4.15 TfWM's Park & Ride team have continued to feed into the design and development process for the car parks at the new railway stations at Willenhall and Darlaston and the proposed station at Aldridge.

## **5. Wider Park & Ride work streams**

- 5.1 With Park & Ride expansion development works being scaled back, the Park & Ride team in conjunction with internal and external stakeholders, is focussing on the development and delivery of measures that maximise opportunities from the car park estate and bring added value to customers, communities and partner organisations. It will also explore how Park & Ride can aid the WMCA and the region in its management of and recovery from the Covid-19 pandemic.

## **Data review**

- 5.2 A key work stream in the coming months is to continue to explore options to improve data collected in relation to Park & Ride. Prior to Covid-19 bi-monthly counts were undertaken to understand levels of car park usage as a snapshot on a weekday morning. In addition to this, user surveys took place every few years with a proportion of customers to understand their travel patterns and behaviours. This gives little insight into how car parks are used through the day and week, which sites fill up earliest, where customers are travelling from and to, how frequently they travel and for what purpose. Since March 2020 our CCTV team have undertaken counts at all of our Park & Ride car parks. Depending on the level of Covid restrictions these have varied on the number of counts per day and time of day they have been undertaken. Since September 2021 we have counted all usage at 1100 on all days apart from Sundays. This data has proved very useful as part of the general data TfWM has collected on transport usage during the period since March 2020.

## **Electric Vehicle Charging**

- 5.3 As reported previously TfWM had appointed Cenex to create an electric vehicle charging strategy for the Park & Ride estate. This has created an outline plan for the roll out of electric vehicle charging infrastructure over the next 10 years and considers a number of key criteria including:
- Wider regional plans for electric vehicle charging point roll out e.g. local authority proposals;
  - Electric vehicle ownership across areas of the region;
  - Types of residential and commercial development in areas of the region;
  - Grid capacity;
  - Car park data;
  - Local authority planning guidance; and
  - Requirements for electric vehicle charge points by businesses.
- 5.4 This work concluded that a network of slow and rapid electric charging points are needed to be rolled out across the TfWM car park estate. To achieve this TfWM will work with local authority and delivery partners. In November 2021 Birmingham City Council approached TfWM with a proposal to deliver 22 rapid electric charging points at 10 of our car parks in Birmingham. This is part of a much larger contract Birmingham City Council has with ESB Energy. If introduced these chargers will be deployed for ten years and will create an income stream of 5% of income generated for TfWM on revenue share with the operator.

## **Commonwealth Games**

- 5.5 It is planned to operate a number of bespoke Park & Ride facilities for the Alexander Stadium, Sandwell Aquatics Centre and Coventry Arena venues during the Commonwealth Games for both spectators and staff. These will operate from existing car parks or facilities like schools. These are designed to provide more than adequate facilities for the games period but are not suitable to turn into more permanent facilities.

- 5.7 The provision of bespoke facilities will ensure minimum disruption to people who still need to travel for work and other purposes not related to the Games on the existing Park & Ride network (other than Longbridge where there is more than adequate unused capacity). Furthermore Games Park & Ride sites will be in the main larger facilities of over 700 spaces to assist in ease of customer use, planning and bespoke bus services to and from the venues.
- 5.8 The TfWM Park & Ride team and other internal colleagues are continuing to support the Commonwealth Games transport team in the planning and delivery of Park & Ride and Park & Walk facilities for the event including providing input to licence arrangements, operational plans, design, booking options and information provision.

#### **Lease / rental reviews**

- 5.9 As lease and rent reviews present themselves, TfWM will continue to work to maintain its existing Park & Ride portfolio, subject to assessment of value for money including the cost of maintaining and operating the sites.
- 5.10 Nearly all of TfWM's Park & Ride sites remain free of charge to users, however there has been an increase in lease and operational costs at a number of locations. Consideration will need to be given regarding sites where cost increases render the car park poor value for money as to the future of that site, including potential withdrawal, alternative site uses and exploration of other funding opportunities.
- 5.11 A number of leases with Network Rail are due to expire in March 2022. These leases were created at rail privatisation in the mid 1990s and are between rail operator and Network Rail who in turn sub-leases them to WMCA. TfWM operates and maintains these car parks in a similar way and look to all of the other car parks. In some cases these leases are for parts of car parks with the remainder of the rail car park being either owned outright by WMCA or on a separate lease from Network Rail. Significantly, these leases expiring in March 2022 do not allow for any user charging to be introduced should we wish to do so in the future.
- 5.12 Indications are that new leases will be agreed with Network Rail and West Midlands Trains in the next few weeks to maintain the current arrangements.
- 5.13 As outlined in 4.5-6 discussions have been taking place with Chiltern Railways over the Solihull car park lease. TfWM is looking to take back operation of this car park in the future. The intention will be to retain the user charging so that TfWM can cover the operating costs of this car park.

#### **Booking options**

- 5.14 In late 2017, TfWM partnered with developer Accelogress to create a car park space booking service following a successful bid to Innovate UK for funding.
- 5.15 Accelogress developed a mobile app based platform which allowed people to reserve a parking bay in a small number of TfWM Park & Ride car parks as part of a trial to understand if there was demand for such a service.

- 5.16 Pre Covid interest in the scheme was significant with very positive feedback from customers involved in the trial. People particularly found it useful when they could not arrive early to secure a parking space due to shift patterns or other commitments such as dropping of children off at school/nursery. Users reported that the ability to reserve a parking space reduced their anxiety and stress related to trying to find somewhere to park.
- 5.17 Due to the scheme's success, additional spaces and car parks have been added to the trial during 2018 and 2019. There are now bookable bays available at Four Oaks, Whitlocks End, Stourbridge Junction, Rowley Regis, Northfield and Tile Hill.
- 5.18 In March 2020 a charge of £3.60 was introduced for the service to allow it to continue as the initial committed funding to support the trial had come to an end. Unfortunately this coincided with the Covid-19 pandemic and so we have been unable to assess the success of the charged trial as there is no demand to book parking spaces due to large amounts of capacity within car parks.
- 5.19 The Park & Ride team will continue to work with Accelogress to explore options for Save a Space with a particular focus on how the scheme could assist customers and restore confidence in using public transport at an appropriate time.
- 5.20 During 2021 Accelogress was successful in gaining funding from Innovate UK to develop the Save a Space concept into something that could additionally book and pay for electric vehicle charging bays potentially at our Park & Ride car parks. The concept being that users would by pre booking have the confidence that an electric charging bay would be available at a particular location before they arrive and we would have a way of recovering our electricity costs through user charging. Going forward TfWM potentially have the opportunity to link our Save a space and electric charging together to improve the user experience.

## **6. Financial Implications (\*)**

- 6.1 The operational costs of the Park and Ride facilities have remained within budget in 2021/22. Due to Covid, and the correspondingly lower than anticipated occupancy at Longbridge, there has been a significant impact on income generation in-year. However, as the site only opened in August 2021, the impact on income has been largely mitigated by lower operational costs. To be sustainable in the longer-term, however, occupancy will need to increase significantly to cover the ongoing operational costs associated with the site.
- 6.2 As outlined above, future Park & Ride developments, including the potential transfer of lease arrangements at Solihull and Dorridge, remain under continuous review whilst the impact of Covid, and how and when occupancy will increase, is considered to ensure the maximisation of cost and customer benefits of any future investment.

## **7. Legal Implications (\*)**

- 7.1 There are no specific legal implications arising from this report

**8. Impact on Delivery of Strategic Transport Plan**

N/A

**9. Equalities Implications (\*)**

9.1 New Park & Ride sites will need to meet key access standards in line with BS8 301. Moreover, an equality impact assessment of the charging proposals at an early options development stage will help ensure any equality concerns are appropriately addressed.

**10. Inclusive Growth Implications**

N/A

**11. Geographical Area of Report's Implications**

N/A

**12. Other Implications**

N/A

**13. Schedule of Background Papers**

None

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**West Midlands  
Combined Authority**

## Transport Delivery Committee

<b>Date</b>	10 January 2022
<b>Report title</b>	Commonwealth Games Transport Plan
<b>Portfolio Lead</b>	Councillor Ian Ward
<b>Accountable Chief Executive / TfWM Director</b>	Anne Shaw, Interim Managing Director, Transport for West Midlands Email: <a href="mailto:Anne.Shaw@tfwm.org.uk">Anne.Shaw@tfwm.org.uk</a> Tel: (0121) 214 7881
<b>Accountable Employee</b>	Graham Jones, Commonwealth Games Technical Director, Transport for West Midlands Email: <a href="mailto:Graham.Jones@tfwm.org.uk">Graham.Jones@tfwm.org.uk</a>
<b>Report has been considered by</b>	TfWM Leadership Team Decision Making Meeting (October 2021). Strategic Transport Officers Group (November 2021). Transport Scrutiny Committee (November 2021) Strategic Transport Board (November 2021) WMCA Senior Leadership Team (December 2021) Joint Transport Group (December 2021) CEOs Group (December 2021) WMCA Programme Board (December)

**Recommendation(s) for action or decision:**

**The Transport Delivery Committee is recommended to:**

- (1) To note the responses to the Games Transport Plan consultation and approve the Games Transport Plan for progression through TfWM and WMCA governance, for publication in January 2022.

## **1. Purpose (\*)**

- 1.1 In October 2020, in line with s.25(1) of the Birmingham Commonwealth Games Act<sup>1</sup>, the Secretary of State for Transport formally directed the West Midlands Combined Authority to prepare a Games Transport Plan (GTP) for the 2022 Commonwealth Games.
- 1.2 A draft GTP was consulted upon with statutory stakeholders and underwent an engagement exercise with the public in June 2021- September 2021. The GTP has been updated to reflect changes as a result of the consultation.

## **2. Background (\*)**

- 2.1 In 2019, WMCA Board agreed the guiding principles for Games transport in a draft Games Strategic Transport Plan<sup>2</sup> following an engagement exercise to gather feedback from residents, business and wider Games partners.
- 2.2 The guiding principles are: -
  - Clean and green: a public transport Games
  - Safe, secure, efficient and reliable
  - Long term benefits (creating a legacy for through Transport)
  - Minimise disruption to users
  - Access for all
- 2.3 During 2020 and 2021, a considerable amount of planning has been undertaken in preparation for the Games including conformation of venues, the sports and events programme and spectator requirements. This has enabled the development of the GTP in response to these principles. The GTP provides a more detailed framework about the guidance and information on the transport arrangements during the Games.
- 2.4 The GTP has been produced by Transport for West Midlands, part of the WMCA, in close collaboration with Birmingham City Council and the Birmingham 2022 Organising Committee. There has also been continued close working with Local Authorities and key transport partners including Department for Transport, West Midlands Police and other host Local Authority venue partners.
- 2.5 A draft GTP was consulted upon with statutory stakeholders in June to September 2021. The GTP has since been updated to reflect changes as a result of the consultation.

## **3. The Games Transport Plan**

- 3.1 The purpose of the GTP is twofold. Firstly, it informs the public and businesses of our approach to transport planning and provides guidance and information on the arrangements during the Games. This aims to give confidence that we are joining up with relevant partners to provide safe, secure, reliable and efficient transport during the Games.
- 3.2 Secondly, the GTP sets the context for transport planning and cooperation, formally capturing the commitment by the relevant authorities to deliver the transport interventions that will be required.

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<sup>1</sup> [Birmingham Commonwealth Games Act 2020 \(legislation.gov.uk\)](https://legislation.gov.uk)

<sup>2</sup> [b2022-draft-games-strategic-transport-plan\\_sp.pdf \(tfwm.org.uk\)](https://www.tfwm.org.uk/b2022-draft-games-strategic-transport-plan_sp.pdf)

- 3.3 More detailed operational planning will follow and will continue to be developed right up to the Games - ensuring the transport provisions are the best they can be for residents, visitors and businesses.
- 3.4 The GTP sets out the approach to the planning, delivery and management of transport services during the Games and explains the need for restrictions such as those placed on vehicles accessing and parking on roads to get people to events and to minimise the wider impact. The GTP does not however, define where or what exactly these restrictions will be. Details such as these will follow in documents such as the Local Area Traffic Management and Parking plans which will be subject to separate informal and statutory consultation with residents and businesses.

#### **4. Consultation and Engagement of the draft GTP**

- 4.1 Under the Birmingham Commonwealth Games Act<sup>3</sup>, TfWM were required to consult with a list of key stakeholders. We also engaged more widely with the general public and other stakeholders to ensure they were informed and aware of the content set out in the GTP.

##### *Consultation*

- 4.2 All consultation activities took place from June to September 2021. All stakeholders on the statutory consultation list were asked to provide their feedback on the content of the draft GTP. Their comments and feedback are incorporated into the final version of the GTP, see Appendix A. A summary of their responses can be found in Appendix B.

##### *Engagement*

- 4.3 Following a briefing to the statutory stakeholders, a public engagement campaign began from July to September 2021. This focused on engaging residents and businesses to make them aware of the content of the GTP and sought out further views and feedback. All views relevant to the specifics of the GTP have been considered when finalising the GTP.

#### **5. Financial Implications (\*)**

- 5.1 There are no financial implications directly arising from this work, which is being funded by the Organising Committee, Birmingham 2022 Budget.

#### **6. Legal Implications (\*) -**

- 6.1 The Commonwealth Games Act<sup>4</sup> creates new temporary responsibilities to support the planning and delivery of transport operations for the Games.
- 6.2 Under the Commonwealth Games Act, we were required to consult with a list of key stakeholders.
- 6.3 Although there was no duty to carry out a public consultation, we recognised the importance of keeping the public informed and aware of the GTP. Therefore, we undertook a public engagement activity to keep residents and businesses informed with the content of the GTP.

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<sup>3</sup> [Birmingham Commonwealth Games Act 2020 \(legislation.gov.uk\)](https://www.legislation.gov.uk)

<sup>4</sup> [Birmingham Commonwealth Games Act 2020 \(legislation.gov.uk\)](https://www.legislation.gov.uk)

## **7. Impact on Delivery of Strategic Transport Plan**

7.1 The impact of the contents of the GTP supports the delivery of the 15 Strategic Transport Plan Policies and/or the development/operation of:

- The National & Regional Tier
- The Metropolitan Tier: Rail and Rapid Transit Network, Key Route Network, Strategic Cycle Network
- The Local Tier
- Smart Mobility Tier

7.2 The policies within the current Strategic Transport Plan are supported and fully aligned with the GTP and these include:

- Policy 1 - Accommodate increased travel demand by existing transport capacity and new sustainable transport capacity;
- Policy 2 - Use existing transport capacity more effectively to provide greater reliability and average speed for the movement of people and goods;
- Policy 3 - Maintain existing transport capacity more effectively to provide greater resilience and greater reliability for the movement of people and goods;
- Policy 4 - Improve connections to new economic development locations to help them flourish, primarily through sustainable transport connections;
- Policy 5 - To help make economic centres attractive places where people wish to be;
- Policy 6 - To improve connections to areas of deprivation;
- Policy 7 - To ensure the affordability of public transport for people accessing skills and entering employment;
- Policy 8 - To improve connections to new housing development locations to help them flourish, primarily through sustainable transport connections;
- Policy 9 - To significantly improve the quality of the natural and historic environment and create attractive local environments;
- Policy 10 - To help tackle climate change by ensuring a large decrease in greenhouse gases from the West Midlands Metropolitan Area's transport system;
- Policy 11 - To significantly increase the amount of active travel in the West Midlands Metropolitan Area;
- Policy 13 - To assist with the reduction of health inequalities in the West Midlands Metropolitan Area.

## **8. Equalities Implications**

8.1 The GTP outlines how equality and accessibility have been considered throughout the transport planning for the Games.

8.2 To support the delivery of accessible transport services during the Games, an Equality Impact Assessment (EqIA) has been developed, this can be found in Appendix C. The EqIA has outlined the key potential barriers to equal accessibility during the Games and presents an 'Action Plan' of all the practical measures required to promote inclusion and prevent any adverse impacts.

8.3 The GTP Communication and Engagement strategy was also designed to reach a broad and diverse audience. Community, faith and outreach partnerships will be used to help communicate key messages to the harder to reach groups. In addition, we used

established business forums through the Chambers and LEP's to ensure effective engagement. Likewise, TfWM's existing partnerships ensured our communications were accessible and tailored to different audiences to encourage wider engagement.

- 8.4 Birmingham 2022 has also developed a Games-wide Accessibility and Inclusion Commitment Report<sup>5</sup> which informed the consultation and engagement plans.

## **9. Inclusive Growth Implications**

- 9.1 The GTP builds upon the visions and aims set out in the Strategic Transport Plan, 'Movement for Growth' and places the importance of equality and accessibility strongly at the heart of the GTP. The Games is a unique opportunity to create a positive transport legacy of increased sustainability, improved public transport infrastructure and reduced dependency on private car journeys across the West Midlands.
- 9.2 The accelerated delivery of transport infrastructure will help us deliver our vision of a better-connected region. Driven in part by planning for the Games, closer partnership working and improvements to our data collection, management and dissemination will enable a seamlessly integrated transport network to operate throughout Games time and beyond - to maximise opportunities for sustainable and active travel.
- 9.3 Accurate, reliable information will also allow residents to make the best possible travel choices, not just when they plan ahead but also as they move around the network.
- 9.4 It should also be noted that Covid-19 has exacerbated many already underlying inequalities – be it socioeconomic or health. Evidence now demonstrates how vulnerable groups are suffering more – which are then further exacerbated as we move into Recovery. These present a significant challenge for delivering Inclusive Growth and there is even more of a need now to consider how best to use the GTP and the opportunities gained from it, to ensure all WMCA transport investment drives more inclusive and sustainable growth and delivers on enhancing accessibility to vital opportunities.
- 9.5 Such opportunities and improvements to infrastructure will enable more people to take up active travel, increase levels of physical activity, improve their overall wellbeing and gain employment opportunities from the CWG through improved accessibility. These opportunities can help us tackle some of the most challenging issues we face as a region by increasing employment, training and volunteering opportunities, improving air quality, combatting climate change, reducing congestion and increasing the health and socio-economic well-being of our communities.

## **10. Geographical Area of Report's Implications**

- 10.1 Whilst the content of the GTP is most relevant to those areas hosting a Commonwealth Games event, it is also relevant to the wider WMCA footprint which will provide the connectivity on roads and public transport across the region.

## **11. Other Implications**

- 11.1 There are no other implications identified as a consequence of this report.

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<sup>5</sup> [Microsoft Word - Accessibility and Inclusion Commitment - Version 0.6 .1 \(birmingham2022.com\)](#)

## **12. Schedule of Background Papers**

12.1 [Appendix A, Games Transport Plan \(final\)](#)

12.2 Appendix B, Briefing note – Games Transport Plan: Consultation Responses Summary

12.3 Appendix C, The Commonwealth Games Equality Impact Assessment

<b>Public Transport</b>	
<b>Consultation feedback</b>	<b>TfWM response</b>
During Games time, all public transport should receive the same priority as the dedicated Games transport. Everyday users must not be delayed by the Games. Further engagement with transport operators to discuss the venue transport plans and local traffic management was requested to ensure the public transport network is prioritised and that local passengers and Games passengers are not delayed.	This is noted. TfWM are undertaking engagement with public transport operators, such as bus.
The Cannock Chase event may provide some challenges in terms of public transport and it is anticipated that the majority attending would be by car, due to the nature of the location. How will TfWM work around these challenges?	Cannock Chase has multiple small car parks and will be attractive to car users. P&W facilities provided will be close to the venue to support this. A free bus shuttle services will also operate from Stafford station and will be publicised, including in spectator guides.
<b>Cycling and Walking</b>	
<b>Consultation feedback</b>	<b>TfWM response</b>
Keen to see some genuine legacy benefits from the Games in terms of cycle parking infrastructure and pedestrian wayfinding improvements associated with the events in Warwick and Leamington Spa.	Opportunities will be taken to provide permanent cycle parking as legacy to the event.
Is Cycling for Everyone available in Birmingham only, or will it include other venues, too?	Cycling for Everyone is a West Midlands wide programme.
<b>Electric Vehicle Charging</b>	
<b>Consultation feedback</b>	<b>TfWM response</b>
Are there any intentions to install electric vehicle charging infrastructure around venues during the Games, understanding the legacy benefits it could provide?	There is generally no parking at Games venues and therefore, there are no plans to install EV charging infrastructure for spectators at venues. Consideration is being given to EV charging infrastructure at Park and Ride sites and at Games fleet depots.
<b>Games Routes Network</b>	
<b>Consultation feedback</b>	<b>TfWM response</b>
In the Games Transport Plan, 'keeping the region moving' needs to be about the wider network rather than just roads. Travel Demand Management programme is about other modes / networks. Although, it is recognised that this section focusses on roads and the GRN, and there are other references to keeping the region moving elsewhere in the plan.	This is noted, the Keeping the Region Moving section in the GTP now provides an outline of how we will help keep the wider network moving.
Are there plans where proposed measures will reflect the venue operation times, rather than for the whole period? If so, would that be worth saying more clearly?	The implementation of traffic management measures will reflect the particular operational requirements at each venue, for example, some road restrictions will be lifted overnight, while others will remain in place for the duration of the venue operation. These details will be stated in the information provided to the public for each

	venue. It is not considered suitable to provide such detailed information as part of the Games Transport Plan.
Should any restrictions, many of which are listed in the Transport Plan, be required, it would be helpful if the areas affected were listed as post-code data. This would make it easy for operators to enter this data into vehicle routing software so that the affected zones are avoided by their vehicles.	As our venue operation plans develop, we will finalise road restriction detail. Some of these may operate 24/7 for the duration of the Games and some may only be in place for one or two days. Additionally, some restrictions may be lifted at certain times of the day to assist with traffic movement around the network. To capture and share all of this information we are working with suppliers to ensure real time information associated with road restriction in the vicinity of venues is available and pushed out to mapping and journey planning platforms in a timely manner. Additionally, as part of the preparation for the Games we are preparing postcode and USRN data to our Highway Authority partners and works promoters who may be operating in the area to ensure network availability is maximised and can arrange for this information to be made available to you.
<b>Traffic and Minimising Disruption</b>	
<b>Consultation feedback</b>	<b>TfWM response</b>
Due to the COVID-19 pandemic, there is an increase of van traffic on roads which will impact traffic and overall road usage. Has this increase in vehicle usage been modelled into traffic management measures so that the new reality is fully recognised in the Transport Plan?	The effects of the Covid-19 pandemic have been and continue to be closely monitored and evaluated by TfWM. Transport modelling work has been updated with recent traffic surveys and a range of agreed Covid recovery scenarios will be tested in our strategic models to provide input to transport planning decision making.
The Travel Demand Management Programme which will provide information and guidance to the travelling public to support the Games could be useful to help influence commercial journeys during the Games period, for example advising HGV drivers of timing / location of expected additional traffic on network and of alternative routes to consider which may be more reliable.	This is noted and we welcome working together with our partners. We recognise the large volumes of freight activity in and around the West Midlands and there will be a specific freight engagement element to the TDM programme. We agree that this is a great opportunity to influence journeys and collaboration will be key.
<b>Legacy</b>	
<b>Consultation feedback</b>	<b>TfWM response</b>
What are the measures to ensure buses run quicker and more reliable even after the Games are over?	The Games has been a catalyst for major improvements to the road and transport network which will provide a legacy for the region. Improvements have been made to the A34 corridor and by introduction of Sprint bus routes for the A34 and A45. It has also accelerated the development of the Regional Transport Co-ordination Centre (RTCC) which responds to incidents and co-ordinates the management of

	the regional transport network. Improvements to some traffic signals are being planned to assist in the efficient movement of Games vehicles and bus shuttles during the event. These will also provide general improvements and legacy for bus operations.
<b>Freight</b>	
<b>Consultation feedback</b>	<b>TfWM response</b>
Freight should be given special consideration in all planning decisions due the impact of the Key Route Networks (KRN) on freight routes. What measures will be taken to ensure diversion routes put in place for freight are secure and reliable?	Where diversion routes are required to support traffic management planning for the Games, appropriate consideration will be given to identifying routes with sufficient capacity and infrastructure to meet requirements.
<b>Park and Walk</b>	
<b>Consultation feedback</b>	<b>TfWM response</b>
There seems a lack of Park and Walk (P&W) availability at each venue. When will the P&R delivery plan be available for?	We are looking at providing P&W for the Warwickshire Road Race event and Sutton Park, these are likely to be confirmed. However, as the Birmingham 2022 Games has a strong focus towards active travel and public transport use, P&W will not be provided at venues where there are good, alternative transport links.
What are the plans for Park and Walk in Warwick?	P&W will be provided for events at Victoria Park and we are looking to also provide P&W services for the Warwick Road Race. P&W site will also be available at Warwickshire College.
<b>Communication and Engagement</b>	
<b>Consultation feedback</b>	<b>TfWM response</b>
The Regional Transport Coordination Centre (RTCC) will provide a focal point for transport operations across the region. What plans are being put in place so this could happen? How will you be pushing out messages through to the public and businesses in the region? Will there be Games specific transport channels?	A comprehensive travel demand management (TDM) programme and a communication and engagement programme are being developed - this will include advice to residents, businesses and road users. The freight industry will also be included in detailed advice regarding disruption arising from the event. In particular, there will be advice around road restrictions close to venues and for road races.
How will you work with other organisations such as HS2 and National Highways? Will you be sharing traffic data with these organisations?	Information will be shared with partners through regular engagement planning meeting.
<b>Accessibility</b>	
<b>Consultation feedback</b>	<b>TfWM response</b>
People with learning disabilities can often feel excluded and find the use of transport challenging. What are the plans for those who are neuro-diverse – (learning disabilities)?	There will be increased staff presence, clear signage, easy and accessible journey planning facilities and increased safety and security presence. The narrative around this has been strengthened within the GTP. The Equality Impact Assessment (EqIA) also states that we will ensure good equality and

	diversity practices are embedded in the training provision for the Games volunteers and public transport staff (also included within Jobs and Skills Academy EqIA).
The purpose of Equality Impact Assessment is to collate and analyse the baseline evident which exists in relation to the transport impact of the Games. Will TfWM complete an EIA?	An EqIA was completed for the draft GTP.
Positive impacts should be identified and recorded, as well as the negative impacts and how they will be mitigated. A few examples might be: a. Cost of travel for young and older people and low-income groups: Fares are often costly and difficult to understand b. Barriers to travel for disabled people. Specific concerns include physical infrastructure that is inaccessible and lack of consistent accurate information c. Concerns with safety on using the transport network d. Language and communication difficulties	This has been addressed in the EqIA and a summary of this is presented in Table 3 of the GTP, which can be found in Appendix B of the GTP. Here, the key barriers and the mitigations have been summarised. Table 3 has been updated to outline the groups that are most likely to be impacted by each issue.
The wording around how barriers to transport will be mitigated needs strengthening.	This is noted, the narrative in the GTP has been amended accordingly.
<b>Arrival and Departures</b>	
<b>Consultation feedback</b>	<b>TfWM response</b>
There is limited focus on visitors and spectators arriving via air. Is there any data to predict how many international visitors we will be expecting through to Birmingham Airport?	Experience from previous events and Games indicates that access of spectators by air is minimal - typically below 10%. We do not anticipate these flows will have material impact on key aviation gateways. However, at Birmingham airport, spectators will be able to access CWG services by the A34/A35 Sprint scheme and this will be promoted by the travel demand management and communications programmes.
<b>Rail</b>	
<b>Consultation feedback</b>	<b>TfWM response</b>
The GTP mentions 'trade offs' being necessary to balance the competing demands on the rail network during the Games, especially as the Games traffic will generate demand outside of rail's normal operating window. Rail freight traffic may see an unintended mode shift back to road transport if freight paths are removed or altered, rendering the route non-viable on rail. Deliveries will continue to be required to be made and operators will look to other modes to fulfil this demand.	We recognise the need to engage the wider rail industry, including freight, as the timetable process develops further, particularly where there may be impacts on other operators. Work to identify additional paths for passenger services is being done in recognition of the already established needs of freight.

## EQUALITY IMPACT ASSESSMENT

An Equality Impact Assessment (EqIA) is a review of a new or existing policy which establishes whether the policy has a differential impact on specific equality groups and identifies how the policy can help promote inclusion and improve equality of opportunity for different groups of people. The term policy is interpreted broadly and refers to anything that describes what we do and how we expect to do it. It can range from policies and procedures, to strategies, projects, schemes and everyday customs and practices that contribute to the way our policies are implemented and how our services are delivered. An EqIA aims at improving the WMCA's work, by promoting equality and ensuring that the proposed or existing policy promotes equality can benefit a wide range of people.

<b>NAME OR TITLE</b>	Commonwealth Games Transport Plan
<b>DATE OF COMPLETION</b>	April 2021
<b>DATE DUE FOR REVIEW</b>	Not applicable – EqIA will help inform strategy plans

### A. ABOUT THE POLICY

#### 1. Describe the main aims, objectives, activities and outcomes of the policy. Who is expected to benefit?

The Birmingham 2022 Commonwealth Games will take place from 28<sup>th</sup> July to 8<sup>th</sup> August 2022 and will bring together athletes and officials from 72 Commonwealth nations in 19 different sports and 15 venues primarily in Birmingham and the West Midlands but also in Staffordshire, Warwickshire and London. Over a million spectators will attend, with an estimated 10% from abroad.

The purpose of the Games Transport Plan is to set out the approach to the planning, provision and management of transport services during the Games. The aim is to deliver successful transport operations to ensure everyone involved in competing, watching, administering and reporting on events are transported in a safe and efficient manner whilst also making sure that any disruption to current users of the transport network is kept to a minimum.

An Equality Impact Assessment of the draft Games Strategic Transport Plan in 2019 highlighted key equality considerations. This Games Transport Plan is a more detailed plan which provides guidance and information on the arrangements during the Games. Ultimately, it aims to ensure that transport during the Games is the best that it can be for residents, businesses and visitors



alike. It also aims to demonstrate how the long-term benefits from the Games form a guide throughout the planning process.

Key principles include:

- Clean and Green; a public transport Games (ensuring sustainable travel such as public transport, cycling and walking are the most attractive way to travel through clearer signage, cycle parking, easy ticketing and other initiatives)
- Minimising disruption
- Long-term benefits of sustainable transport options and improved public spaces
- Access for all (socially inclusive, seamless, affordable and accessible transport across all modes to ensure everyone can equally participate)
- Safe, secure, reliable and efficient transport

Key themes:

- Effective use of the network
- Provision of temporary additional services
- Investment in infrastructure

Key actions taken to achieve transport aims:

- Engaging with businesses and communities to discuss transport options in the lead up to the Games
- Providing members of the public with up-to-date information so they can make well informed choices
- A robust communications campaign to state changes
- Consider a dedicated journey planner for travel during the Games
- Introduction of temporary measure to make efficient use of the network
- Encouraging visitors to use public transport to minimise disruption to the network.
- For events in the West Midlands, Games' tickets will include access to public transport in the local area on the day of your event. Games time volunteers, the OC workforce and all members of the Games Family will have access the local public transport network
- Ensuring all events are accessible by public transport
- Introducing temporary services to alleviate pressure on the network (for instance, bus shuttle services).
- Using the RTCC as a single source of data to help TfWM deliver better information and journey planning information to the public
- Implement traffic management measures for road network efficiency



- Investing in infrastructure to help meet the extra demand, including bike share and improved transport links on cycle routes, Metro, Sprint and the rail network that will have long term positive impact
- Working with the Safer Travel team to keep the network safe
- Ensuring venues are located within walking distance of rail stations and a £1 billion investment by West Midlands Rail franchise in services on the West Midlands route, including new and refurbished trains, improved passenger information and accessibility, free Wi-Fi, station upgrades, flexible ticketing for part-time workers.
- Working with bus and train operators to understand the potential for providing extra temporary capacity and connectivity to accommodate increases in passenger numbers
- Implementation of route diversions and temporary bus stop relocations to improve access to the venues
- Enhancing the park and ride offer to ensure drivers can safely park their cars and use public transport to the venues
- Providing bus shuttles tailored to the competition schedule to ensure spectators, the workforce and volunteers can get to events on time
- Implementation of complementary services such as rideshare, taxis, coaches and ring and ride (for people unable to use conventional public transport)
- Implementation of potential measures in key Games routes, such as bus priority, traffic signal improvements, event-specific signage, temporary suspension of parking and temporary road closures
- Accessibility transport measures for people with disabilities, such as clearly signposted accessible walking and cycling routes; accessible transport services; new accessible transport infrastructure; blue badge parking availability in all venues; accessible shuttle bus services from key transport hubs and park and ride sites; complementary accessible services; conducting access audits; engagement with disability groups to identify needs.

Key infrastructure developments and improvements include:

- New Sprint Bus Rapid Transit schemes (A34 Walsall to Birmingham supporting access to Alexander Stadium; A45 Birmingham to Birmingham International and Solihull supporting access to NEC Halls and Arena)
- Improvements to the Metro through extensions to Centenary Square, Five Ways and Edgbaston and the delivery of a new multi-modal transport interchange at Wolverhampton
- University rail station upgrade which will support the hockey and squash venues at the University of Birmingham
- Perry Barr station enhancements to improve the passenger experience providing access to Alexander Stadium
- Coventry bus station capacity and accessibility improvements



- New segregated cycle way along the A34 and A38
- Improvements to the region's highways

Transport initiatives, new schemes and infrastructure improvements will bring improvements across the region. They will link communities to local facilities enhancing a thriving modern community hub for future generations to live, work and enjoy; they will provide more efficient access to future employment and leisure facilities further afield. The legacy will include deduction in journey carbon footprint; investments in transport resulting in enhanced passenger experience; integrated network management and better demand management; additional walking and cycling routes and services and more responsive travel information.

A number of other strategies, tactical and operational plans are critical to the Games Transport Plan. These include:

- Venue Transport Operation Plans
- B2022 Sustainability Strategy
- Commonwealth Games Legacy Plan
- Games Transport Plan Communications and Engagement Plan
- Park and Ride Delivery Plan
- Taxi and Private Hire Vehicle Strategy
- Active Travel Strategy
- Public and Spectator travel information
- Local Traffic management measures
- Rail Station Management Plans
- Games ticket sales information

## **B. EQUALITY RELEVANCE/IMPACT**

### **2. Does the policy affect the public or employees directly or indirectly? In what ways?**

The plan affects the public and staff directly. The following are likely to be affected:

- Approximately 4 million residents and everyday users (commuters, businesses)
- 1.2 million spectators
- 12,000 athletes and games family (team and technical officials, sponsors, media)
- 45,000 workforce and volunteer

**3. What information is available on the equality issues in the key target groups<sup>1</sup>?** (What inequalities, discrimination /and health inequalities currently exist in relation to the target groups? What information/data do you have that explains why these inequalities exist and how they are maintained?)

This section will present data, report findings and key demographic information for the West Midlands Metropolitan area to identify any potential impact on protected characteristics.

Besides key demographic data, there will be a focus on transport, deprivation and socio-economic inequalities as these are the inequalities we need to be reviewing in relation to the transport plan.

It will also focus on transport related barriers as they are likely to have an impact on people's ability to access the games opportunities.

Other inequalities and data (i.e. employment, volunteering, environmental) will be briefly referenced but they are tackled in more detail as part of separate EqIAs (i.e. Skills Academy EqIA).

Input from this EqIA can also help inform separate games strategies and plan linked to the transport plan (i.e. ticketing, park and ride, engagement).

## **THE WEST MIDLANDS REGION AT A GLANCE (CENSUS DATA)**

### Population

The West Midlands Metropolitan Area comprises Birmingham, Coventry, Dudley, Sandwell, Solihull, Walsall and Wolverhampton.

The population was 2,916,458 in mid-2018 (estimates).

Population density is the highest in Birmingham, with 42.6 people per hectare and lowest in Solihull with 12.1 people per hectare.

The population has grown faster than previously anticipated, with the West Midlands having the second highest fertility rate of all UK regions. The population is projected to increase by 9.6% by 2038.

International net in-migration has continued at a high rate but with variations in the origins of migrants. The growing population is likely to become increasingly diverse. The changing population may result in the need for more infrastructure and pressure on the environment.

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<sup>1</sup> Equality target groups: Age, gender disability, race, religion and belief, pregnancy and maternity, socio-economic, sexual orientation



## Race and Ethnic Background

The West Midlands Metropolitan area has the largest non-White regional population outside of London. Asian or Asian British is the ethnic group that makes up the biggest non-white proportion of the population.

69% of the population have a White British ethnic background, which compares to an average of 80.5% in England and Wales. Birmingham is the most ethnically diverse district (47% being minority ethnic groups), followed by Wolverhampton, Sandwell and Coventry. The two biggest ethnic minority groups are Pakistani (at 7.3%) and Indian (at 6.8%)<sup>2</sup>.

According to the University of Birmingham IRIS department, Birmingham is now classified as a 'Super diverse' city composing 187 different nationalities/ethnicities.

There are distinct concentrations of minority ethnic communities within the metropolitan area.

## Faith or Belief

People in the West Midlands Metropolitan area have a greater level of religious affiliation than in England overall. 53.8% of the population declared that they are Christian. This compares to 59.3% in England and Wales. 20.3% of the population declared that they have no religion, whilst 12.2% declared that they are Muslim.

## Sex

The split between the sexes (50.5% female and 49.5% male) is similar to England and Wales.

## Age

The West Midlands Metropolitan area has one of the highest proportions of population aged under 16 and a lower proportion of people aged over 65 compared with other regions. The mean age is 37.4 which compares to 39.4 in England and Wales. The only districts that slant older are Solihull and Dudley. Walsall has got a higher proportions of younger aged groups but it also has a higher proportion of people above retirement age.

Birmingham specifically is described as the youngest city in Europe, with under 25s accounting for nearly 40% of the population.

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<sup>2</sup> These figures are based on Census 2011 data and are likely to be significantly higher once the next Census of 2021 is conducted



The West Midlands Metropolitan area also generally has a lower percentage of people aged 65+ with the exception of Solihull and Walsall that have higher proportions of people above retirement age than nationally.

### Sexual Orientation

2.3% of the West Midlands population identified themselves as gay, lesbian or bisexual in 2018<sup>3</sup>. However, key organisations such as Stonewall estimate the figure to be higher at 5-7%.

### Disability

The West Midlands Metropolitan area has a larger percentage of people in households with a limiting long-term illness (6% of households compared to 4.7% in England and Wales). It also has a slightly larger proportion of disabled people than England and Wales (19% versus 18% in England and Wales). The Equality Act defines disability as any physical or mental impairment that has a substantial and long term effect on people's ability to carry out day to day activities. This includes people with mobility difficulties, sight loss, hearing loss, people with mental health impairments, dyslexia and other neuro diverse conditions, speech impairments and people with learning disabilities. Progressive conditions such as HIV, cancer, dementia and multiple sclerosis are also included.

## **TRANSPORT INEQUALITIES**

In the West Midlands, transport poverty is widely dispersed across the region but is more concentrated in urban peripheral areas (Lucas et. al, 2019). Transport accessibility is a key issue across numerous demographics.

Car ownership, transport dependence and mobility options: The percentage of car ownership within the West Midlands Metropolitan area positively correlates with the English Indices of Multiple Deprivation. Levels of deprivation impact the likelihood of being able to purchase a car. People on the lowest income centiles are much less likely to own a car and some of the most deprived wards have under 50% household car ownership. Groups much more likely to be reliant on public transport are: Single parents (primarily women); young and older people; black and minority ethnic people (minority ethnic people twice more likely to live in a household with no car ownership); people on low incomes; part-time workers; unemployed people (3/4 of jobseekers do not own a car); disabled people (only 38% of people with mobility difficulties are main drivers or have household access to a vehicle). The majority of bus and foot travel are made by individuals from the lowest income groups whereas train, metro and bicycle trips are mainly made by those who fall within the highest income groups. A

significant percentage of West Midlands residents rely on public transport, primarily buses, to get around. White British people are more likely to live in a household with access to a car or van than any other ethnic group. Black people are more than twice as likely as white people to live in a household with no access to a car or van; there has been a marked drop in car ownership amongst young people. Even though car ownership can pose an advantage to many, 67% of car-owning households in the lower income groups report experiencing car related economic stress as running costs can be prohibitive. Car owners and main drivers in households are the least mobility constrained across all social groups. They make more trips over longer distance for all journey purposes giving them higher levels of access to activity, employment and other opportunities. Mobility and accessibility inequalities are highly correlated with social disadvantage. Lower income households travel much less and travel over much shorter distances than higher income household. They make nearly 20% fewer trips and travel 40% less distance than the average household (Lucas et. al, 2019). People who depend more on bus for work tend to be lower paid, live in more deprived areas and are more likely to turn down jobs due to transport issues, than those on higher incomes, who tend to use cars and trains more often

Location: Inequalities in the provision of transport services are strongly linked with where people live, and the associated differences in access to employment, healthcare, education, and local shops. People with more money have more options in both where to live and how to travel and good transport links drive up the cost of housing. The lack of private vehicles in low-income households, combined with limited public transport services in many peripheral social housing estates, considerably exacerbates the problem.

Commuting costs and transport affordability: Lower income households tend to spend a relatively high proportion of their income on commuting costs (25% compared to 13% for higher income households). Transport costs can even exceed wages for some on very low incomes, after tax and benefit withdrawal. Public transport costs has been reported to be the biggest issue faced by young people when accessing employment, education or training. Research has shown that there is a marked relationship between job accessibility by bus and employment outcomes. Issues with transport have been linked to low participation in post-16 education and college dropouts – which mostly impacts low income households. One consequence of having no access to a car and poor transport links is an increased reliance on taxis, which tend to be more expensive per mile than other options. The poorest households take more taxi journeys than other income groups. Similarly, people relying on cash to buy daily tickets as and when required and not affording weekly/month/annual passes end up spending more on an annual basis in comparison to those who are more financially secure and can invest in a travel pass. A number of groups are especially affected as they are more likely to live in more deprived areas on lower



incomes or be unemployed (Single parents, young and older people, black and minority ethnic, part-time workers, disabled people).

Network accessibility: Disabled people are more reliant on public transport in comparison to other groups, yet 1 in 5 disabled people within the West Midlands have reported having difficulty accessing the public transport network. Barriers such as a lack of integration between different modes of transport, inaccessible railway stations, poor staff and passenger attitudes, safety concerns and inadequate, inaccessible information provision contribute to difficulties for disabled people when it comes to using public transport.

Perceptions of safety: Perceptions of safety is a key barrier when it comes to accessing public transport. Young, minority ethnic people, LGBTQ+, disabled people and women are more likely to feel unsafe using public transport. Young people in particular feel anxiety around public transport safety. LGBTQ+ groups and women feel vulnerable and fearful of crime when waiting at stations, shelters and interchanges. Within the West Midlands, disabled and young people are more likely to be concerned by the behaviour of other passengers, such as rowdiness, abusive behaviour, smoking and the consumption of alcohol.

Cycling and walking inequalities: Between 2010 and 2018 there was a 5% increase in walking trips per year for adults for those on the lowest income and 14% for those on the highest income. Cycling is primarily popular with white, under 40, males with medium to high household income. Women, minority ethnic groups, disabled people, older people and people from deprived neighbourhoods are significantly under-represented in cycling.

Concessionary pass holders data regional Free travel passes are provided to some 510,000 senior citizens of eligible age and 30,000 disabled people in the West Midlands as part of the English National Concessionary Travel Scheme. All permanent residents of the West Midlands who are of the age of entitlement or disabled people who meet the application criteria are entitled to a free pass. The travel pass entitles holders to free travel on bus, rail and tram services in the West Midlands and free national bus travel. Children under 16 and those aged 16-18 in full time education holding a disabled pass are entitled to a free travel concession before 9.30 Monday to Friday. Reduced fare travel is also provided to young people under 16 years old and 16-18 year olds in full time education or an apprenticeship and reside within the West Midlands.

Blue badge statistics In 2019 there were 257,000 Blue badge holders in the West Midlands region.

## **DEPRIVATION**



There is very strong correlation between deprivation, unemployment or poor employment and poor educational outcomes. This section outlines key national and regional deprivation statistics highlighting inequalities.

There has been little change in poverty (and persistent poverty) figures over the past decade. The proportion of the population (national figures) living in poverty was 22% in 2018/19 compared to 21% in 2010/11. However, poverty has shifted more toward in-work households (trapped in poverty by low wages, zero hour contracts and job insecurity with poor employment levels significantly higher) and those living in the private rented sector (housing costs have risen sharply). There has also been an increase in in-work child poverty (a significant percentage of which were minority ethnic children -45% compared to 20% white British) and low financial resilience with nearly 70% of families in the bottom quintile having no savings or very few savings.

Nearly half of those in poverty in the UK in 2018, 6.9 million people, were from families in which someone had a disability. After housing costs, the proportion of working age disabled people living in poverty is higher than the proportion of working age non-disabled people.

Some ethnic groups also face much higher rates of poverty than others, particularly those who are Black and Bangladeshi and Pakistani origin where rates of poverty are as high as 50%. Poverty is twice as high in ethnic minority groups on average, who are more likely to be in low skilled and low paid occupations and in precarious employment. Twice as many minority ethnic people live in deprived areas and more than 1 in 3 people from Black and Pakistani groups live in deprived neighbourhoods compared to 1 in 12 of which British people.

Regionally, deprivation is even higher. Average incomes in the West Midlands are 9% below the national average. Overall, the West Midlands Metropolitan area has a higher proportion of working age residents claiming out of work benefits compared to England and a higher percentage of working age residents who are economically inactive. 45.6% of households are located within the 20% most deprived areas in England. Household multiple deprivation is most severe in the Black Country and Birmingham. Birmingham, Sandwell, and Wolverhampton are the three most deprived authorities in the metropolitan area as per the 2019 Index of Deprivation. Specifically, they ranked 6<sup>th</sup>, 8<sup>th</sup> and 19<sup>th</sup> of the 326 authorities in England and Wales. Walsall (31<sup>st</sup> most deprived) and Coventry (81<sup>st</sup> most deprived) also have high levels of deprivation. 28% of Lower Layer Super Output Areas (LSOAs) within the West Midlands fall within the top 10% of the most deprived areas within England.

## **EMPLOYMENT AND UNEMPLOYMENT FIGURES/STATISTICS**



Nationally, while employment rates had increased between 2010 and 2019, there was also significant increase in poor quality, insecure employment. There has also been a significant increase in the numbers of people on zero hour contracts (900,000 in 2019 compared to 168,000 in 2010) while in work poverty has also significantly risen. Those with lower socioeconomic position, younger people, those in lower paid jobs, disabled people and ethnic minority groups are all more likely to experience unemployment and poor quality work with attendant impacts on health.

The regional picture shows even starker inequalities. Regionally, The GVA per head is one of the lowest in the country (covid-19 impact on regional GVA will also be significant) and the unemployment rate is much higher than the national average (6 of the 10 constituencies in the country with the highest rate of unemployment are in the West Midlands). Employment rates are also lower. There is a prevalence in the region of low value, low wage and low skill work. The West Midlands Metropolitan area has smaller percentages of managers, professionals, small employers and self-employed workers. Conversely, it has higher percentages in the never worked and student categories, though there are differences by district. The WMCA performs especially poorly in relation to the employment rates of low activity groups, such as minority ethnic groups for example, those with lower levels of qualifications, single parents and disabled people. The difference in employment rate between these groups and the “prime” groups is 33.4% compared to smaller gaps in other regions - 24% in London, 21% in the West of England.

## **DIGITAL INEQUALITIES**

An understanding of key digital inequalities is crucial as it may have an impact on people’s ability to access transport related information or Games related opportunities. Digital skills are typically lower for those who are from deprived backgrounds. As society shifts more towards online systems and phasing out face-to-face interaction, those who do not possess sufficient skills or knowledge will struggle to adapt. As a result of this, the inequality gap will widen, with these individuals becoming more isolated. Just under 60% of individuals from lower income groups do not have access to the internet whereas 99% of individuals within higher income groups do.

Nationally, 7.5% of adults have never used the internet and within the West Midlands Metropolitan area, 13% of residents have never sent an online message or email. While around 90% of Londoners use the internet to send and receive emails, the share in the West Midlands is only 78%. Similar regional differences can be seen for the use of online banking or the cloud services to store and access files. 3% of the population within the West Midlands do not have a bank account. These individuals rely solely on cash as a means of

purchasing goods and accessing services, such as public transport. Interestingly, even though over 90% of adults own a debit card, the percentage of those who utilise online transactions is much less. The West Midlands has got the highest proportion of people who are offline across England.

95% of non-disabled adults were listed as recent internet users whereas this was only 78% for disabled adults. Contrastingly, this is not consistent with the internet usage of young disabled adults in the 16 to 24 demographic; 98% of disabled young adults were listed as recently using the internet which is close to the 99% of non-disabled young adults. This suggests that disabled people from older age groups are more disadvantaged when it comes to digital inequalities. Moreover, this is applicable to the overall older demographic, regardless of disability.

Nationally:

- 4.1 million adults living in social housing are offline
- Around 60,000 11-18 year olds in the UK lack any internet connection at home whilst around 700,000 are in homes without any laptop, desktop or tablet.
- 5.9 million adults have never used the internet
- 20% of disabled adults have never used the internet
- There are 1.9 million households without internet access in the UK, and 9 million people can't use a device on their own
- Adults aged 16 to 24 have the highest rates of internet use
- 67% of those not in paid work or full/part time education said they had never paid for public transport tickets online (compared to 52% in full time work; 53% in part time work and 60% in education).

More generally, the internet is increasingly the channel by which services are publicised and accessed. However, the digital divide is also more likely to widen the poverty gap, as those who are digitally excluded are unlikely to receive the right information or access the right opportunities and even money saving deals. According to recent government estimates, predominantly offline households spend an average of £560 more per year on shopping and utility bills, compared to families which use the internet to compare prices and access better deals

## **VOLUNTEERING INEQUALITIES**

Volunteering participation rates differ and some groups appear to experience a broader range of barriers to volunteering. Age: The transition from adolescence to adulthood is associated with a decline in volunteering followed by a steady increase in volunteering with age up until the age of 70, where volunteering rates decline again. Students are more likely to volunteer and spend longer per day volunteering than those in paid work. Disability: The difference between the proportion of people with and without disabilities taking part in formal and informal regular volunteering is small Sex: A greater proportion of women in



England volunteer formally and informally compared to men. Ethnicity: Asian groups are less likely to participate in formal volunteering compared to white and black groups. Socio-economic: People from lower socio-economic backgrounds are less likely to volunteer

Among older people, poor health and physical functioning, poverty, stigma, lack of skills, poor transport, time constraints, inadequate volunteer management, and other caring responsibilities are highlighted as potential barriers to volunteering. For younger people, a lack of institutional support and not being socialised into volunteering roles are barriers identified. Younger people may have negative perceptions of volunteering, as well as not having time to volunteer. A significant barrier to volunteering for people with a disability can be the disablist attitudes of others, including a stigma associated with impairment and perceptions that people with a disability have very little to offer or that supporting someone with a disability to volunteer will be too resource intensive. Some people with a disability may themselves express concerns about participating outside of 'safe' spaces and may sometimes require additional skills development to take part in volunteering. Men and women may have different motivations for volunteering and all identified barriers to volunteering appear to have a gender element. Women are constrained to a greater extent than men by housework and additional caring responsibilities (for children and elderly relatives) and are likely to receive less support from employers. People from minority ethnic groups may also experience limited access to volunteering infrastructures and have fewer resources to volunteer. Those with less personal and social resources are less able to volunteer and gain the associated benefits

## **ENVIRONMENTAL INEQUALITIES**

Environmental inequalities occur where specific communities experience a poorer environmental quality. Young children, young adults, minority ethnic people and households in poverty have the highest levels of exposure to air pollution because they are more likely to live in urban, densely populated areas with higher pollution sources (AQMR, 2019). Socially and economically disadvantaged people and some ethnic minority groups may also experience increased susceptibility to the negative air pollution-related health effects, ranging from conditions such as respiratory irritation and cardiovascular disease to premature death, as a result of higher underlying baseline disease rates in deprived communities.

Children and older people are also more susceptible to certain health impacts. An example of this susceptibility is the higher rates of asthma in children, the symptoms of which can be exacerbated by poor air quality. Higher exposure to air pollutants increases the risk of lung cancer, respiratory infections, stroke, ischemic heart disease, chronic obstructive pulmonary disease and depression.



## WELLBEING

- The life span of people in the most deprived areas are 10 years shorter than well-off households.
- Nearly a quarter of adults are experiencing a mental health problem but the risks of poor mental health are not uniformly distributed. They are influenced by social, economic and physical environmental factors and social inequalities.
- 25% of children in the WMCA area are obese by Year 6.
- Women living in poorer households are three times as likely as men living in the most well off households to be diagnosed with a common mental health problem.
- Mental health disorders for children are high (within the 20% for England).
- People with an increased risk of developing mental health problems are : looked after children and young people leaving care; homeless people and people living in poor quality housing; unemployed people; people from BME backgrounds; lesbian, gay, bisexual and trans people; people with disabilities; carers; people experiencing multiple disadvantage.
- Black/ Black British men are five times more likely to be diagnosed and admitted to hospital for schizophrenia; have disadvantageous pathways into mental healthcare; higher than expected rates of detention under the Mental Health Act (MHA); are more likely to be prescribed medication; and have difficulties accessing services and poorer outcomes when they do. Black Caribbean young men are also twice as likely to die as a result of suicide as White psychiatric in-patients
- BME groups are more likely to report ill health and experience ill health earlier than white British people.
- Disability: Disabled people are more likely to experience health inequalities and major health conditions, and are likely to die younger than other people. Disabled adults are more likely to report poor mental health and wellbeing than non-disabled adults. Disabled people are more likely to be inactive because of their impairment or medical condition and more likely to develop secondary conditions such as diabetes, mental health conditions and metabolic dysfunction as a result of sedentary behaviour. 49% of disabled adults in the West Midlands are inactive

### **Sports and physical activity and inequalities:**

- In the West Midlands approximately one third of adults are in the category of highest levels of physical inactivity in England – less than 30 minutes per week. This is below the England average.
- 64.7% of females are currently inactive compared to males



- If you have a disability you are more likely to be inactive than if you don't have a disability (80.6% of disabled people are inactive/don't take part in physical activity)
- Activity levels fall with age – 80% of over 65s are inactive
- People from lower socio-economic backgrounds are more likely to be physically inactive
- Ethnicity: many minority ethnic groups are less active than average and are less likely to achieve the recommended levels of regular physical activity. This is most pronounced for Bangladeshi and Pakistani women. Some BME groups experience worse health than others. For example, surveys commonly show that Pakistani, Bangladeshi and Black-Caribbean people report the poorest health, with Indian, East African Asian and Black African people reporting the same health as White British, and Chinese people reporting better health.
- Sexual orientation and gender identity: Research shows that half of all LGBT+ people say they would not join a sports club, twice the number of their heterosexual counterparts. One study noted not only the existence of prejudice, homophobia and discrimination in sport but a lack of expertise to address these barriers. The source of prejudice around LGBT+ issues in sport was traced to the application of gender stereotypes which may increase the risk of physical inactivity.

**4. Is further research needed (i.e. consultations, working groups, surveys, data) to properly assess impact on the different equality target groups? If yes, how will it be undertaken and by when?**

Existing equality impact considerations have been identified following research and information gathering (see question 3) and through previous engagement with equality target groups. This EqIA draft must be updated following further engagement and consultation with key equality groups and other stakeholders in the region, the Birmingham 2022 accessibility forum and local residents. The timeline for consultation is outlined in the transport (engagement July-October with final plan published in January).

The consultation document will be communicated to a large database of community and equality groups, will be available in alternative formats (as well as print and digitally) and there will be opportunities for virtual or face-to-face (covid-19 dependent) consultation sessions, where needed. Toolkits will be produced and partners will be actively encouraged to share and promote across their channels; Webinars and briefings will also be offered to key businesses surrounding venues; door drops to residents/businesses on affected routes;

social media (including paid) engagement; press releases; posters in public spaces.

Following extensive engagement activities planned any equality and access concerns will feed into this EqIA and, where feasible, will help inform transport plan measures.

**5. What measures does, or could, the policy include to help promote equality of opportunity for and/or foster good relations between people who share a protected characteristic?**

Key potential issues/barriers/disadvantage (as also identified in question 3) that the transport plan is likely to have positive equality impact on are outlined below:

Issue/Barrier	Protected Characteristics most affected	Games Positive Impact
Transport Inaccessibility (infrastructure, information provision safety concerns, affordability etc.)	Lower socio-economic groups Race (minority ethnic groups) Disability Age (young people and older people)	Active promotion of sustainable travel options, inclusive active travel schemes and investment in active travel infrastructure and public space and signage improvements are likely to help narrow the health inequalities and active travel inequalities gap and benefit some of the groups affected  Investment in transport infrastructure (rail and bus station improvements, Metro extensions, cycle routes and Sprint routes), improved transport links and public transport improvements are likely to especially benefit those groups most reliant on public transport for education, employment and leisure.
Health and environmental inequalities	Lower socio-economic groups Race (minority ethnic groups) Disability Age	
Active Travel inequalities	Lower socio-economic groups Race (minority ethnic groups) Disability Age Sex (women)	Games environmental legacy will result in deduction in journey carbon footprint which is likely to especially benefit some of the groups in column 2 (details on health and environmental inequalities in question 3)  Through improvements in information provision, network management and ticketing, the Games will support the longer-term



		provision of more a responsive and personalised transport experience which will likely positively impact those groups who face the biggest barriers – information and affordability wise.
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Barriers that may have an impact on people’s ability to benefit from the Games or potential inequalities resulting from the Games transport strategy are outlined below along with accompanying considerations.

Issue/Barrier	How/Why	Protected Characteristics most affected	Considerations and mitigation
Access to volunteering and training opportunities	<p>Transport accessibility and affordability issues</p> <p>Data shows that transport affordability is one of the key deterrent for taking up volunteering, training and other opportunities for people from lower socio-economic groups and other protected characteristics most likely to be from a lower economic background</p>	<p>Lower socio-economic groups</p> <p>Race (minority ethnic groups – details in evidence, question 3)</p> <p>Disability</p> <p>Age (young people)</p>	<p><u>Mitigation</u></p> <p>Transport costs for volunteers will be covered during the games (along with transport costs for all workforce and the Games Family)</p> <p><u>Additional considerations</u></p> <p>While not directly linked to the transport strategy remit, it is important to consider <i>ways to support volunteers and trainees with affordability issues (not just covering basic travel but also (where needed) other expenses linked to training and volunteering)</i>. This would also help ensure we are attracting people from lower-socio economic groups who are most likely to benefit from these opportunities. Considerations relating to supporting single parents and people with caring responsibilities is also crucial. This consideration</p>

			forms part of the Jobs and Skills Academy's EqIA
Increased travel demand putting a strain on the public transport system with ensuing adverse impact on some groups	<p>Availability of services (higher demand than available services) especially problematic for groups reliant on public transport to get around</p> <p>Overcrowding in interchanges and on public transport especially problematic for disabled people, including people with hidden disabilities (mental health, neuro diverse conditions and learning disabilities)</p> <p>Availability of public transport seating for wheelchair users, parents with buggies and disabled people</p> <p>This may be exacerbated by the fact that people are actively encouraged to use public transport with venue parking restrictions. While this is crucial to avoid major congestion and other disruption to the network, it is also important to acknowledge that it may impact on regular public transport users (reliant on public transport to get around) as well as disabled public transport users and disabled spectators</p>	<p>Lower socio-economic groups</p> <p>Race (minority ethnic groups – details in evidence, question 3)</p> <p>Disability</p> <p>Age (young people)</p> <p>Women</p>	<p><u>Mitigation</u></p> <ul style="list-style-type: none"> <li>- Engaging with businesses and communities to discuss transport options in the lead up to the Games and encouraging (where possible) flexible working arrangements</li> <li>- Introduction of temporary measures to make efficient use of the network</li> <li>- Introducing temporary event services to alleviate pressure on the network and provide surge support to cope with the extra demand (for instance, a number of dedicated spectator and workforce accessible shuttle services and temporary park and rides etc.).</li> <li>- Investing in new or/and improving existing infrastructure to help meet the extra demand, including bike share and improved transport links on cycle routes, additional cycling and walking routes, Metro, Sprint and rail network infrastructure improvements</li> <li>- Working with bus and train operators to understand the potential for providing extra temporary capacity and connectivity to accommodate increases in passenger numbers</li> <li>- Metro wise, services will be extended at peak times to ensure residents and visitors can travel at ease</li> <li>- With Metro, capacity across the network will be managed with the use of ambassadors on board and at stops who will provide journey</li> </ul>



		<p>planning information and advice to those travelling</p> <ul style="list-style-type: none"> <li>-Rail wise, considerations on how train crew and rolling stock remains balanced to not only meet Games demand but also maintain efficient rail operations for every users.</li> <li>-Station management plans for all those stations where significant numbers of additional passengers are expected</li> <li>-Blue badge parking availability at all competition venues</li> </ul> <p><u>Additional considerations</u></p> <ul style="list-style-type: none"> <li>-Staff availability and presence in key, high demand locations (bus and rail stations etc.) is crucial as there will be visitors with no understanding of the local network; there will also be a number of regular commuters or and local games spectators who may need additional support due to overcrowding and network capacity issues. The effective deployment of volunteers in key interchanges (similarly to what is being planned with the Metro operations) is crucial and will help increase confidence in public transport use during the Games</li> <li>-Consider implementation of complementary services such as rideshare, taxis, coaches and ring and ride (for people unable to use conventional public transport)</li> <li>-Message consistency and clear messaging across the network is crucial to ensure disabled public transport users and other groups are not marginalised during the</li> </ul>
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		<p>Games. There are likely to be access issues for wheelchair users, parents with small children, disabled public transport users with hidden disability and other public transport users with mobility difficulties. A combination of over-demand, under capacity, language barriers and overcrowding may have a detrimental impact on public transport usage for some groups – a number of considerations include clear messaging across the network; consistency of messaging across all operators; staff understanding of potential issues and a clear comms strategy of how they can be dealt with; promotion of voluntary visual aids that can help highlight that people may need additional support or/and may have a hidden disability.</p> <ul style="list-style-type: none"> <li>-Transport Hub Integration Group is developing Games time Station/transport hub plans for all of the designated stations or transport hubs. These will need to take into account key accessibility considerations and contingencies if things go wrong (i.e. lift breakdown and alternatives for wheelchair users).</li> <li>-Blue badge parking availability in venues acknowledges that a number of disabled people are either not able to use conventional public transport or/and may find it difficult with increased demand. Pre-bookable spaces in venues can help address this issue (along with other measures such as availability of alternative services)</li> </ul>
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			but it is really important to model potential blue badge demand and ensure blue badge availability can, as far as practically feasible, help meet demand
Travel disruption caused by the Games is likely to impact some groups disproportionately	Travel disruption likely to negatively impact those groups heavily reliant on public transport to get around for employment, education or leisure who are likely to use or reside in key routes. This is not just due to increased travel demand (covered earlier in this table) but also in relation to disruption and journey delays as a result of diversion routes, stop relocations, parking restrictions and access to local access, road restrictions, loading restrictions etc.	<p>Lower socio-economic groups</p> <p>Race (minority ethnic groups – details in evidence, question 3)</p> <p>Disability</p> <p>Age (young people)</p> <p>Women</p>	<p><u>Mitigation</u></p> <ul style="list-style-type: none"> <li>-Information campaign to raise awareness of changes (detailed in the information section of this table) so that people are aware and have contingency plans in place, where possible, in advance</li> <li>- Controlled parking zones to allow access for residents and local businesses</li> <li>- Engaging with businesses to discuss transport options in the lead up to the Games and encouraging (where possible) flexible working arrangements</li> </ul> <p>-Local residents engagement in relation to any temporary measures and input into final design ensuring access to properties is a key consideration</p> <p>-Temporary traffic regulation orders and traffic road notices to allow enforcement</p> <p>-Accessibility related resident needs will be identified and protected (blue badge, load zones etc.).</p> <p>-Greater investment into the West Midlands RTCC can help enhance the co-ordination of transport networks and services and minimise impact of disruptions.</p> <p><u>Additional considerations</u></p>

			It is crucial that any temporary infrastructure and other changes still meet key accessibility standards (i.e. temporary stop relocations) and that even individual changes are effectively and proactively communicated in a number of ways (for instance signage on a discontinued stop may not be spotted by visually impaired bus users)
Access to venues	<p>Accessibility of cycling and walking Games' options (routes, signage, infrastructure)</p> <p>The protected groups described in question 3 (also see column 3 of this table) are under-represented in cycling, affordability and living conditions (locality etc.) as well as physical accessibility being issues</p> <p>Public transport or cycling/walking may not be a viable option for some disabled people especially if demand increase makes it harder to use public transport</p> <p>Public transport accessibility is already a concern for disabled people and that could be exacerbated under Games conditions (full or over capacity, congestion etc.)</p>	<p>Lower socio-economic groups</p> <p>Race (minority ethnic groups – details in evidence, question 3)</p> <p>Disability</p> <p>Age (young people)</p> <p>Women</p>	<p><u>Mitigation</u></p> <p>--All events accessible by public transport which supports lower socio-economic groups</p> <p>-Introduction of temporary measures to make efficient use of the network makes transition to the venues faster and more efficient</p> <p>-Most venues located within walking distance of rail stations (though people with mobility or orientation difficulties may not benefit equally)</p> <p>-Implementation of route diversions and temporary stop relocations to improve access to the venues</p> <p>-Developing a park and ride offer to ensure drivers can safely park their cars and use public transport to the venues (hence enhancing options for residents/visitors who don't live in close proximity to transport links)</p> <p>-access audits of cycling and walking routes and key infrastructure which can help enhance information provision (i.e. to raise awareness of any access</p>

	<p>Accessibility of venues by public transport or/and car – definition of walking distance, drop off points for car users, venue car parking options for blue badge users unable to use public transport etc.</p> <p>Accessible transport options for spectators who are not car users and cannot use conventional public transport</p> <p>Park and Ride accessibility – affordability, accessible connection services, walking distance to public transport or/and venues</p> <p>Journey times may be longer for disabled users</p>	<p>barriers that are identified that cannot be mitigated through a personalised journey planner)</p> <ul style="list-style-type: none"> <li>- Introducing additional temporary services to alleviate pressure on the network and provide support for extra demand (for instance, a number of accessible shuttle services to venues, park and rides etc.).</li> <li>-Investing in new or/and improving existing infrastructure to help meet the extra demand, including bike share and improved transport links on cycle routes, Metro, Sprint and rail network infrastructure improvements</li> <li>-Assigned walking and cycling routes from transport hubs to venues supported by temporary signage, wayfinding and cycle parking</li> <li>- Working with bus and train operators to understand the potential for providing extra temporary capacity and connectivity to accommodate increases in passenger numbers</li> <li>-Metro wise, services will be extended at peak times to ensure residents and visitors can travel at ease</li> <li>-With Metro, capacity across the network will be managed with the use of ambassadors on board and at stops who will provide journey planning information and advice to those travelling</li> <li>-Rail station management plans for all those stations where significant numbers of additional passengers are expected</li> <li>-Blue badge parking availability at all competition venues</li> </ul>
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		<ul style="list-style-type: none"> <li>-Dedicated areas for PHVs (as well as rideshare and demand responsive travel)</li> <li>-Identified pick-up and drop-off points for venues</li> <li>-Extension to bus lane operational periods</li> <li>-Specific cycling measures to target those typically under-represented in cycling through schemes such as “cycling for everyone”</li> <li>-Park and ride and park and walk facilities</li> <li>-Investment in improvement to the canal network to make it easier to walk/cycle</li> </ul> <p><u>Additional considerations</u></p> <p>A number of considerations included in previous sections. Additionally:</p> <ul style="list-style-type: none"> <li>-While walking options are feasible for the majority of public transport users, such options are limited for people with mobility issues, especially when walkways are inaccessible. Key accessibility requirements for park and ride and park and walk or/and other interchange facilities need to be considered for people with mobility difficulties or/and who are not able to walk long or short distances to venues.</li> <li>-Accessibility considerations need to form part of all elements of transport planning and all infrastructure projects (i.e. proximity of parking spaces to shuttle services, clarity of information, accessibility of drop</li> </ul>
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		<p>off points). A checklist of key considerations in line with key access standards can help support the auditing process</p> <p>-While taxis and PHVs have a great role to play in terms of meeting accessible transport requirements, not all taxis/PHVs are accessible. That combined with low regulation levels may result in negative impact for some customers. However, as taxis account (as per the taxi and private hire strategy) for nearly 5% of trips during the games it is crucial that, through early engagement, they are integrated into wider transport planning. Due to the number of spectators (and the relatively low number of available taxis/PHVs in the West Midlands compared to other major cities) it is also key to ensure efficiency of taxi utilization is maximized. All these considerations are captured within the taxi strategy which also highlights the need for integration with venue accessibility transport plans and with the broader accessible transport strategy, taking into account a number of issues and requirements (i.e. driver training and awareness – taxi driver behaviour being a long standing issue, especially for disabled customers)</p> <p>-While a number of rail projects have been designed with accessibility in mind, ideally out of scope accessibility issues (platform edge tactile) should be considered for Perry Barr and University Station rail stations</p>
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			<p>-cycling parking/facilities to consider accessibility for adapted bikes</p> <p>-Rail station management plans to consider staffing accessibility requirements (i.e. supporting increasing demand for wheelchair users) and whether a no booking system could be supported during the Games</p>
Affordability of travel	Affordability of travel is an issue for a number of groups more likely to be on the lower socio-economic spectrum.	<p>Lower socio-economic groups</p> <p>Race (minority ethnic groups – details in evidence, question 3)</p> <p>Disability</p> <p>Age (young people)</p>	<p><u>Mitigations:</u></p> <p>Volunteer provisions were covered in earlier sections</p> <p>Public transport included in the event ticket for spectators. Event staff and volunteers to have access to public transport</p> <p>Multi-modal capped ticketing can help inform better ticketing choices</p> <p>Concessionary tickets still valid during the games</p> <p><u>Additional considerations</u></p> <p>Transport ticketing provisions aside, Games ticketing affordability options should be considered (though not within the remit of this transport strategy)</p> <p>Ensure park and ride and other blue badge parking is available free of charge</p>
Information on changes and travel options	A number of service and temporary infrastructure and parking changes may be required in the lead up	<p>Lower socio-economic groups</p> <p>Race</p>	<p><u>Mitigation</u></p> <p>-Communications campaign to state changes through a range of</p>

	<p>to and during the Games which is likely to have an adverse impact on a number of groups as per question three – these groups are less likely to access mainstream communication channels, standard formats etc. so may be unaware of the changes or/and may find it difficult to adapt and may need additional support to adapt</p> <p>Likewise, spectator information on the Games may not be equally accessible for all</p>	<p>Disability</p>	<p>channels (digitally, in print and through resident leaflet drop off in affected routes – more details above)</p> <ul style="list-style-type: none"> <li>-Engagement with equality groups in the region, local and community based stations etc.</li> <li>-A dedicated journey planner for travel during the Games</li> <li>-Using the RTCC as a single source of data to help TfWM deliver better information and journey planning information and to facilitate the coordination of transport networks</li> <li>-Spectators and workforce will have access to public transport within their event ticket, simplifying ticket purchasing options</li> <li>-Journey planning information communicated to spectators with their Games ticket</li> </ul> <p><u>Additional considerations</u></p> <ul style="list-style-type: none"> <li>-Ensure the journey planner app is fully accessible and that all modes of transport are integrated within it</li> <li>The journey planner should offer accessible travel information to include information such as accessible walking routes, walking distance, wheelchair access options, designated pick-up and drop-off points etc. The journey planner should be tested with a number of access groups to ensure it is fully accessible</li> <li>- In consultation with access</li> </ul>
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			groups, ensuring signage and information is easy to understand, accessible for all (readability, colour contrast etc.) and available in a number of different formats (print, digital etc.) is key
Safety concerns	Some groups are more likely to have safety concerns when using public transport	Race (minority ethnic groups – details in evidence, question 3)  Disability  Age (young people)  Women  LGBTQ+	<u>Mitigation</u>  -Additional resources deployed at key locations  -Enhanced staff and volunteer presence to offer reassurance
Enhancing spectators' and visitors' experience	Games spectators, athletes and the Games family will come from a wide range of backgrounds and are also likely to have language barriers – communication difficulties  Disabled transport users or/and spectators may need additional support or/and may face additional barriers due to increased demand (which may also exacerbate other passenger negative behaviours), One of the key barriers to public transport for disabled passengers is staff and passenger behaviour	Race  Disability  LGBTQ+	<u>Considerations</u>  -Ensure good equality and diversity practice is embedded in training provision for games volunteers and public transport staff (also included within Jobs and Skills Academy EqIA)  -The public transport system in the region is not regulated – this means that there is a plethora of bus, train operators. Moreover, there is also minimal regulation for taxis and PHVs. It is crucial that the need for staff awareness is communicated to all operators. However, identifying what equality awareness is needed for Games purposes and providing operators with relevant resources and material can help support a consistent approach to training



**6. Do you think that the policy in the way it is planned and delivered will have a negative, positive or no impact on any of the equality target groups (please tick as appropriate)?**

**Positive impact:** where the impact on a particular group of people is more positive than for other groups

**Negative impact:** where the impact on a particular group of people is more negative than for other groups

**Neutral impact:** neither a positive nor a negative impact on any group or groups of people, compared to others.

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EQUALITY TARGET GROUP	AGE	GENDER (including gender reassignment)	DISABILITY	MATERNITY	RACE	RELIGION/BELIEF	SEXUAL ORIENTATION	SOCIO-ECONOMIC
POSITIVE IMPACT	Yes	Yes	Yes		Yes		Yes	Yes
NEGATIVE IMPACT								
NEUTRAL IMPACT				Yes		Yes		

The aim of the transport plan is to deliver successful transport operations to ensure everyone involved in competing, watching, administering and reporting on events are transported in a safe and efficient manner whilst also making sure that any disruption to current users of the transport network is kept to a minimum. To support access for all a number of actions have been considered (see mitigations in question 5) and a number of additional considerations have been included within this EqIA (see question 5 and question 8 – action plan). Effective delivery of these will help ensure the Games offers a positive experience for all and any negative impact is averted, as far as practically possible.

**7. If adverse/negative impact is noted to any of the listed equality target groups, can it be justified, i.e. on the grounds of promoting equality of opportunity for any other group/s?**

Not applicable

## 8. ACTION PLAN

What practical actions can be taken to promote inclusion and reduce/remove any adverse/negative impact?

Issues to be addressed	Actions required	Timescales	How would you measure impact/outcomes in practice
Addressing increased travel demand and travel disruptions	<ul style="list-style-type: none"> <li>• Explore ways to ensure sufficient staff and volunteering availability and presence in key, high demand locations (bus and rail stations etc.) is crucial</li> <li>• Access and inclusion issues in relation to over-demand, under-capacity, language barriers, access needs and overcrowding should be considered in relation to transport operations and effectively communicated to transport staff—both in terms of mitigating risks and clear and consistent messaging across operators.</li> <li>• Promote voluntary visual aids that can help highlight that people may need additional support or/and may have a hidden disability</li> <li>• Station management plans to take into account key accessibility considerations and contingencies. Similar station management plans should be considered for bus</li> </ul>	Now – embed within plans and strategy	<ul style="list-style-type: none"> <li>-Sufficient staff presence in key venues and interchanges</li> <li>-Customer satisfaction and reduced number of incidents</li> <li>-Transport staff confident in their understanding of games access and inclusion considerations</li> <li>-Visual aids used on public transport during the games</li> <li>-Accessibility embedded within station plans</li> <li>-Blue badge availability in venues covers demand</li> <li>-All infrastructure (temporary or otherwise) meets key accessibility standards</li> </ul>

	<p>stations likely to be heavily used during the Games and for Metro operations</p> <ul style="list-style-type: none"> <li>• Work with the venue planning teams to highlight the need to model potential blue badge demand and ensure blue badge availability can, as far as practically feasible, help meet demand</li> <li>• Ensure accessibility considerations included for all temporary infrastructure measures/changes (i.e. temporary bus stops)</li> </ul>		
<p>Access to venues for all</p>	<ul style="list-style-type: none"> <li>• Consider and communicate travel alternatives to park and walk for passengers with mobility difficulties or/and who are unable to walk long or short distances to venues</li> <li>• Develop a checklist of key considerations for infrastructure project to help support the auditing process and to help ensure accessibility considerations form part of all elements of transport planning</li> <li>• Ensure taxi and PHVs strategy is integrated with venue accessibility transport plans and the wider transport strategy</li> <li>• Consider (currently out of scope)</li> </ul>	<p>Now – embed within plans and strategy</p>	<ul style="list-style-type: none"> <li>-Customers with mobility difficulties able to travel the venues without additional effort and within a reasonable time frame</li> <li>-Checklist of access needs developed and used</li> <li>-Effective taxi operation during the games that meets demand and offers an accessible service</li> <li>-New/refurbished rail projects fully meet accessibility requirements</li> <li>-cycling infrastructure accessible for disabled cyclists</li> <li>-free parking for blue badge holders</li> </ul>

	<p>accessibility enhancements for Perry Barr and University Station (platform edge tactiles) in time for the Games</p> <ul style="list-style-type: none"> <li>• Ensuring cycling parking facilities are designed with accessibility considerations in mind</li> <li>• Liaise with train operators to ensure rail station management plans consider infrastructure and staff accessibility requirements (i.e. staff availability to support customers who need additional support)</li> <li>• Ensure blue badge parking in park and rides is free</li> </ul>		
<p>Inclusive information provision</p>	<ul style="list-style-type: none"> <li>• Ensure full user accessibility of the journey planner app and that all modes of transport are integrated within it (including taxis and PHVs).</li> <li>• Ensure the journey planner offers accessible travel information to support an enhanced, trouble-free travel experience for disabled users</li> <li>• The journey planner should be tested with a number of access groups to ensure it is fully</li> </ul>	<p>Now – embed within plans and strategy</p>	<p>-An accessible journey planner that meets user needs (meeting key app accessibility standards)          -testing with disability groups taken place and recommendations embedded in design and development          -inclusive information provision and signage developed</p>

	<p>accessible</p> <ul style="list-style-type: none"> <li>• Games signage and information needs to be easy to understand and accessible. Testing with key equality groups can help support this</li> </ul>		
Enhancing spectator and visitor experience	<ul style="list-style-type: none"> <li>• Ensure good equality and diversity practice is embedded in training provision for games volunteers and public transport staff (also included within Jobs and Skills Academy EqIA)</li> <li>• Effectively communicate to operators the need for staff awareness on equality and inclusion issues. Develop and communicate a number of resources or/and principles for operators that can help support a consistent approach to training</li> </ul>	Now – embed within plans and strategy	<ul style="list-style-type: none"> <li>-customer satisfaction</li> <li>-fewer complaints/incidents</li> <li>-transport staff abreast of equalities and confident in their ability to support customers</li> </ul>



## Transport Delivery Committee

<b>Date</b>	10 January 2022
<b>Report title</b>	Member Engagement Groups Update
<b>Accountable Chief Executive</b>	Laura Shoaf, West Midlands Combined Authority email: <a href="mailto:laura.shoaf@wmca.org.uk">laura.shoaf@wmca.org.uk</a> tel: (0121) 214 7444
<b>Accountable Employee</b>	Tanya Patel, Governance Services Officer email: <a href="mailto:tanya.patel@wmca.org.uk">tanya.patel@wmca.org.uk</a> tel: 07825 356685

**Recommendation(s) for decision:**

**Transport Delivery Committee is recommended to:**

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

## **1. Purpose**

- 1.1 To note recent developments and meetings of 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 summarises 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 MEG had a technical visit to Tyseley Energy Park (TEG) on 24 November. This was open to all TDC members and attended by eight members. The role of TEG in helping to create high quality jobs which support a net zero carbon in the West Midlands was highlighted.

The MEG has invited all TDC members to a teams meeting with two presentations from University of Birmingham on 26 January. This will be an update on the WM-Air air quality research project and research into hydrogen and battery powered trains.

### *Finance & Performance (Councillor Pervez Akhtar)*

The next Finance & Performance Member Engagement Group is not due to take place until Monday 4 January 2022 and therefore a verbal update will be provided at committee.

### *Putting Passengers First (Councillor Kath Hartley)*

The Putting Passengers First Member Engagement Group (MEG) met virtually on Wednesday 15th December 2021. Members present were Councillor Kath Hartley, Councillor Rizwan Jalil, Councillor Bob Grinsell, Councillor Mohammed Idrees and Councillor David Stanley. Members received an update on the Outline Business Case for Bus Delivery Options, with members advised that further input will be sought prior to it becoming a formal paper for the WMCA Board. Members had previously requested an update on tendered bus services, which was provided along with an update on the current situation with regards to driver shortages and funding, with members asking a number of questions and sharing their concerns and those of their constituents. Members were given an update on the Metro situation and were pleased to hear that following completion of a number of repairs to trams service was reinstated from 15th December. A progress update was given on the Sprint schemes along the A34 and A45 corridors, including details of proposals to include local historical figures on some of the new Sprint shelters, a request was made to ensure that Cllr Ian Ward is kept informed of these proposals and a number of other questions were asked. Finally members had requested an update on the current situation regarding Covid-19. Information on face covering awareness measures, compliance and enforcement was provided.

The next meeting is scheduled for Wednesday 19th January 2022, meetings will continue to be held virtually via Microsoft Teams until further notice.

### *Rail & Metro (Councillor Richard Worrall)*

The Rail and Metro Member Engagement Group met on 20th December. The meeting covered two topics in detail – the recently published Integrated Rail Plan and Union Connectivity review, and the Midland Metro capital programme. As part of the latter an update was provided on the cracking that had caused the entire fleet to be removed from service.

The Integrated Rail Plan was published on 18 November 2021, announcing £96bn of rail enhancements in the Midlands and North of England. Of this £42.5bn is already committed to Phases 1 and 2a of HS2 from London to Birmingham and Crewe, whilst the bulk of the remainder is for upgrading the Midlands Main and improving Trans-Pennine connectivity. £55bn available for the IRP proposals across the North and the Midlands. Potentially some of the £1.5bn for smaller schemes could help fund the priority Kings Norton and Snow Hill station capacity enhancements of Midlands Rail Hub.

The group was informed that the Metro westside works have progressed as far as they can until the TRO is approved by BCC. If this is granted in January next year, the earliest services could be running is April 22. On the Wolverhampton extension, a meeting is to be held with Network Rail and the Office of Rail and Road to discuss which standards (rail or metro) ought to be applied. The exact opening date for services will depend on the outcome of this meeting.

Section 1 of the Eastside extension will be completed before the Commonwealth Games. Good progress is also expected to be made on Section 5 (Digbeth), but the need to address some buried services collaboratively with Cadent and BCC means that it is not currently possible to say how much will be finished by July 22. Finally, on Wednesbury-Brierley Hill, the changes to demand caused by the pandemic will necessitate a review of the funding model. This is because hypothecated revenues are to be used to fund the capital investment. This may lead to the project being delivered across phases, with the first being to connect to Dudley.

### *Safe & Sustainable Travel (Councillor Bob Grinsell)*

The Safe and Sustainable Travel MEG received an update on Safer Travel – face covering use is varied along the network, with highest compliance during peak times (AM and PM) however during the day drops to 20% of customers using face coverings. The will be working on messaging and communications to educate, engage and encourage with enforcement only as a last resort. Crime is slightly up on bus, amongst young people (college age) both victim and offenders.

Behaviour change interventions for active travel was also presented to the group, with activities taking place across schools, businesses and engaging diverse groups including women, BAME and disabled people. Social prescribing and Road Safety measures are also being delivered.

Cllr Worrall presented his proposal for a 'Commonwealth Way' off-road cycle route from Walsall to Alexander Stadium. Feasibility currently undertaken by Walsall officers.

### *Sprint (Councillor Timothy Huxtable)*

The Sprint Member Engagement Group (MEG) met on Monday 13 December.

Members of the MEG received an update on Member briefings for both Walsall and Solihull, as part of phase 2 works for the A34 North (Walsall Road) and A45 (Coventry Road).

Members were also updated regarding the search for a suitable Sprint Park & Ride site on the A34 (North), and whether the temporary Park & Ride sites for the Commonwealth Games serving the Sprint routes could be made permanent.

An overview was given of the development of future Sprint routes (A38 South – Bristol Road; A38 North – B'ham to Sutton via Langley; A456 Hagley Road; and Hall Green to HS2 Interchange via Solihull). Officers were asked to specifically speak to the Sutton Walmley & Minworth Ward Councillors about their concerns regarding the outline Sprint route through their Ward.

The MEG also considered future site visit opportunities including Perry Barr interchange in February 2022, to which all TDC and Ward Members would be invited. It was suggested this should coincide with a visit to Perry Barr Railway Station

#### **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