



## Transport Delivery Committee

**Date:** Monday 14 March 2022

**Time:** 1.00 pm **Public meeting** Yes

**Venue:** Room 116, 16 Summer Lane, Birmingham B19 3SD

### Membership

Councillor Kath Hartley (Chair)	Birmingham City Council
Councillor Timothy Huxtable (Vice-Chair)	Birmingham City Council
Councillor Richard Worrall (Vice-Chair)	Walsall Metropolitan Borough Council
Councillor Pervez Akhtar	Coventry City Council
Councillor Samiya Akhter	Sandwell Metropolitan Borough Council
Councillor Robert Alden	Birmingham City Council
Councillor Adrian Andrew	Walsall Metropolitan Borough Council
Councillor Linda Bigham	Coventry City Council
Councillor Christopher Burden	City of Wolverhampton Council
Councillor Robert Grinsell	Solihull Metropolitan Borough Council
Councillor Celia Hibbert	City of Wolverhampton Council
Councillor 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

The quorum for this meeting is seven members

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

**Contact** Tanya Patel, Governance Services Officer  
**Telephone** 07825 356685  
**Email** tanya.patel@wmca.org.uk

# AGENDA

No.	Item	Presenting	Pages	Time
<b>Meeting business item</b>				
1.	Apologies for absence	Chair	None	
2.	Declarations of Interest Members are reminded of the need to declare any disclosable pecuniary interests they have in an item being discussed during the course of the meeting. In addition, the receipt of any gift or hospitality should be declared where the value of it was thought to have exceeded £25 (gifts) or £40 (hospitality).	Chair	None	
3.	Chair's Remarks (if any)	Chair	None	
4.	Minutes - 7 February 2022	Chair	1 - 6	
5.	Matters Arising	Chair	None	
<b>Business Items for Noting / Consideration</b>				
6.	Financial Monitoring Report	Kate Taylor	7 - 16	
7.	Capital Programme Delivery Monitoring Report	Sandeep Shingadia	17 - 24	
8.	Metro Operations Monitoring Report	Sophie Allison	25 - 32	
9.	Update on University and Perry Barr Transport Interchange Projects	Liam Brooker	33 - 38	
10.	Transport for West Midlands 2022-23 Directorate Plan	Sandeep Shingadia	39 - 66	
11.	Reimaging Transport in the West Midlands Local Transport Plan - Draft Core Strategy Engagement	David Harris	67 - 162	
12.	Bus Funding Update	Jon Hayes	Verbal Report	
13.	WMCA Board Transport Reports (for information only)	Anne Shaw	To Follow	
14.	Report back from Member Engagement Groups	Chair	163 - 168	
<b>Date of Next Meeting</b>				
15.	June 2022 - To be confirmed	Chair	None	



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## West Midlands Combined Authority

### Transport Delivery Committee

Monday 7 February 2022 at 1.00 pm

#### Minutes

##### Present

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

##### In Attendance

Pete Bond	Transport for West Midlands
Mark Corbin	Transport for West Midlands
Paul Franks	Transport for West Midlands
Chris Gibbens	National Express
Jon Hayes	Transport for West Midlands
Anne Shaw	Transport for West Midlands
Kate Taylor	West Midlands Combined Authority

##### Item Title No.

##### 51. Apologies for absence

Apologies for absence were received from Councillor Robert Alden (Birmingham City Council) and Councillor Mark Parker (Solihull Metropolitan Borough Council).

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

The chair welcome Chris Gibbens, Commercial Director from National Express to the meeting.

The committee voiced their concerns around the future of bus recovery funding from Government following the COVID-19 pandemic which was due to cease at the end of March 2022. They felt that the transport network continued to see lots of changes and felt that funding should continue beyond the end of March to support recovery, it was also recognised that future funding was required to support transport network during the Commonwealth Games. The chair also raised these concerns at the Strategic Transport Board. The Director of Integrated Transport Services informed the committee that the Mayor had been writing to both the Secretary of State for Transport and The Chancellor setting out similar concerns, it was also recognised that lots of discussions and negotiations continued at a local, regional and national level. Funding shortfall is recognised and by the Combined Authority and is identified as a major risk and was being taken into budget planning and other mitigation plans. The Director of Integrated Transport Services highlighted that discussions with National Express and other Bus Operators were being undertaken to identify what the situation would be in the event that no funding arrangements became available from Government. It was also recognised that a response was still awaiting from Government in relation to the Regions Bus Service Improvement Plan proposal.

**53. Minutes - 10 January 2022**

The minutes of the meeting held on the 10 January 2022 were agreed as a correct record subject to amendment to the attendance list and minute item 46.

Resolved:

The minutes dates the 10 January 2022 be approved subject to amendments to the attendance list as Councillor Alan Taylor was in attendance and changes to minute item 46 to reflect comments made by Councillor Ziaul Islam and not Councillor Mohammed Idrees.

**54. Matters Arising**

Following Councillor Christopher Burden's request for an update on Tram service the Executive Director of Transport for West Midlands informed the committee that although a briefing was shared with members that service would resume toward the library this was subject to sufficient trams being available to enable a consistent reliable service, but due to other technical issues and general maintenance this has not yet been possible. It was hoped that the service would resume imminently but again was subject to sufficient trams being available.

**55. Forward Plan**

The committee noted the items to be reported to future meetings. The Governance Services Officer informed the committee of a change to the forward plan whereby the Local Transport Plan Consultation would be presented at the next meeting.

Resolved:

That the items to be reported to future meetings be noted, with the addition of the Local Transport Plan Consultation also being presented at the next meeting.

**56. Bus Delivery Monitoring Report**

The committee received a report from the Head of Bus, outlining the monitoring and delivery of the high-level deliverables and wider performance monitoring of bus services in the West Midlands.

Councillor Christopher Burden highlighted the reports reflection of the network currently carrying approximately 73% of expected patronage and queried to how this compared to pre-covid and other regions, he also referenced 2.13 of the report whereby it was noted that all stop flags had now been changed to new branding but reported this was inaccurate as a number of stops in Wolverhampton had not been changed. It was also queried as to whether physical copies of passenger information would return to bus station in the future. The Head of Bus highlighted that recovery was actually now ahead of the data provided in the report; 80% patronage which was in line with other city regions. Members of the committee would be provided with a link to access the patronage data outside of this meeting. The Head of Bus also spoke briefly about the encouraging methods being used to encourage and accelerate passenger levels across the network. In regards to the Stop Flag the Head of Bus apologised for the inaccuracies in the report and requested the details of those remaining flags to ensure they were corrected with the new branding. He also noted that physical copies of timetable were currently not being printed and published due to constant changing however physical copies can be sought via the customer services telephone line or TfWM Travel Shops.

Councillor Timothy Huxtable queried as to when the Number 11 bus service would resume a circular service, he also raised concern in relation to Birmingham Cross City Network Package Three, in particular to a bridge along Alcester Road. Councillor Timothy Huxtable raised that although Package Four was not included in the report requested that the development of segregated cycle lanes be complementary. The Commercial Director at National Express indicated that it was too early to comment on the decision being taken in regard to the Number 11 service as monitoring of data was required. However since the change punctuality was not running at about 95% rather than previously at 75%. The Head of Bus sought to further understand the issues relating to the bridge on Alcester Road. It was also highlighted that all cross city programme would ensure that bus improvements and cycle is considered and incorporated into single schemes.

Councillor David Stanley requested further information on the consultation being undertaken in relation to Burnt Tree Island as he raised concerns from residents of a bus gate at this location. He also commented on the poor service on the Number 1 route Dudley – Tettenhall Wood. The Head of Bus commented that the consultation for Burnt Tree Island related to the preliminary design and would share this with Councillor David Stanley. The Commercial Director at National Express understood the concerns raised by

the Councillor but highlighted the changes to the sector required services changes to balance a reliable punctual service, and therefore difficult decision affecting certain service/routes occurred but would look to reintroduce them at the earliest opportunity. He also highlighted the challenges relating to driver shortages and the mitigation plans in place to drive recruitment to address those challenges.

Resolved:

The contents of the report be noted.

#### **57. Network Resilience Update**

The committee received a report updating them on crime and anti-social behaviour, the Regional Transport Coordination Centre (RTCC) and wider network management and road safety. The report also provided detail on the Bus Byelaws.

Councillor Robert Grinsell stressed his concern on the levels of anti-social behaviour and crime being reported and how this reflected on the safety measures being implemented in preparation for the Commonwealth Games. The Executive Director of Transport for West Midlands highlighted that West Midlands Police would be leading on the security measures, in partnership with the Safer Travel Team and the British Transport Police. Work is currently being undertaken to look at deployment, safe and secure measures across the public transport network which in turn would be aligned to the Games Transport Plan. She stressed the importance of the work being done to ensure that not only visitors to the region, but its own residents continued to feel safe and secure whilst using the public transport network.

Councillor Christopher Burden highlighted that the report stated currently that three Transport Safety Officers (TSOs) had been recruited and in post, he felt that three officers was not enough resource to accommodate the levels of anti-social behaviour, crime and the increase of footfall that the Commonwealth Games would bring, he also sought further information on their current patrols and how their visibility could be further advanced. Councillor Christopher Burden also queried the future enforcement of the Bus Byelaws. The Interim Security and Policing Lead agreed that three TSOs was not enough but in regards to visibility at key locations was agreed at a Safer Travel Tasking meeting with included various key stakeholders considering various crime levels. in relation to Bus Byelaws it was highlighted that enforcement related to bus premises only and that further guidance and training would be issued to staff before any enforcement took place. It was also highlighted following a query from Councillor Ziaul Islam that the role of the TSOs did not include revenue protection / enforcement of payment.

It was agreed that future reports would include in-depth data / statics relating to action taken against criminals and crime types/levels across the network.

Resolved:

The contents of the report be noted.

**58. Rail Freight Update**

The committee received a report provided them with an update on Rail Freight, the report recognised that the wider West Midlands region was vitally important for Rail Freight. The report also explored areas for expansion and new Freight Terminals, new express logistics solutions, decarbonisation and supporting rail freight through West Midlands Grand Railway Collaboration.

Councillor Chaman Lal queried the funding available and being sought for future electrification on freight lines. The Strategic Lead for Rail Policy provided detail on National Rails Decarbonisation programme as outlined in their Environmental Sustainability Strategy, which outlined elements of extensive electrification of the network for both passengers and freight lines. He also cost at length amount the high levels of costs included for this to happen and funding was highlighted as a key issue. It was also recognised that the freight market was mainly within the private sector and therefore investment would only be sought if there was a reasonable rate of return for them. He also spoke about the challenges of price difference between electricity and diesel.

Councillor Timothy Huxtable spoke about the potential benefits HS2 would bring to Rail Freight. The Strategic Lead, for Rail Policy commented that it was evident to see that HS2 were trying to move as many construction materials as possible by rail rather than road, but at such time was difficult to quantify future timetables and capacity.

Resolved:

The contents of the report be noted.

**59. COVID-19 Recovery Update**

The Director of Integrated Transport Services provided a brief overview of the performance across the network relating to Bus, Metro and Rail. It was recognised that the network was now seeing a better increase in passenger numbers across the public transport network. He highlighted that following the issues with the Metro service patronage recovery was at 85%. There also continued to be improvement in terms of performance of service operated in terms of punctuality across the Rail and Bus network in relation to the previously discussed driver issues. The Director of Integrated Transport Services spoke briefly about the changes relating to the COVID Plan B measures being stepped down, he also noted that the position from Transport for West Midlands on face covering remained the same; recommending that customers continued to wear face covering. It was also noted that work continued with operators across the public transport network to promote the high level of cleanliness across the network.

Resolved:

The update be noted.

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

The committee noted the recent developments and meetings of the six Member Engagement Groups. Councillor Timothy Huxtable noted that the Sprint Member Engagement Group have arranged to undertake a site visit at Perry Barr / Rail Interchange but was disappointed to be told that the Sprint infrastructure on the interchange would not be completed in time for their visit and would look to arrange another visit once completed.

The Director of Integrated Transport Services also clarified that although the report referenced that a decision had been made to not proceed with a Park and Ride Site along the A34 north, that this was not the case.

Resolved:

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

**61. Date of Next Meeting**

Friday 14 March 2022 at 1.00pm.

The meeting ended at 2.55 pm.



## Transport Delivery Committee

<b>Date</b>	14 March 2022
<b>Report title</b>	Financial Monitoring Report
<b>Accountable Chief Executive</b>	Linda Horne, Finance Director, West Midlands Combined Authority 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, West Midlands Combined Authority 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 January 2022 against the TfWM Revenue Budget shows an overall favourable variance of £4.401m, as detailed in Section A.
2. Note the TfWM Capital Programme expenditure as at the end of January 2022 totals £241.7m, which is £105.3m below budget, as detailed in Section B.

## 1. Purpose

1.1 This report sets out the financial position as at 31 January 2022. 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 January 2022 shows an overall favourable variance of £4.401m against budget.

	January 2022 Year to Date			Full Year		
	Actual £'000	Budget £'000	Variance £'000	Forecast £'000	Budget £'000	Variance £'000
Net TfWM Surplus / (Deficit) before reserves	2,556	(4,108)	6,664	(162)	(4,695)	4,533
Budgeted Use of Reserves	1,626	3,889	(2,263)	5,874	4,695	1,179
<b>Net TfWM Surplus / (Deficit)</b>	<b>4,182</b>	<b>(219)</b>	<b>4,401</b>	<b>5,712</b>	<b>0</b>	<b>5,712</b>
Earmarked reserve (2022/23 Transport Budget Support)	0	0	0	(3,600)	0	(3,600)
Earmarked reserve (2022/23 Transport Risks)	0	0	0	(2,100)	0	(2,100)
<b>Net TfWM Surplus / (Deficit) after transfer to reserves</b>	<b>4,182</b>	<b>(219)</b>	<b>4,401</b>	<b>12</b>	<b>0</b>	<b>12</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 ongoing staffing variations across a number areas 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 A refresh of the full year forecast was under-taken during January and the position now reflects the expected outturn at year end. Savings within the Concessions budgets, primarily due to lower than budgeted patronage and fare assumptions along with reduced services as a result of Covid-19, are now reflected within the latest forecast. The expected full year impact of the revision of the Accessible Transport contract, including bringing the Customer Service team in-house, is also reflected. These favourable variances are partly offset by an increase in Metro Operational Costs relating to unprecedented additional pressure from increasing energy costs.

2.6 The expected surplus within Transport totals £5.7m. Of this, £3.6m will be carried forward to support the revenue budget next financial year as agreed by WMCA Board in February 2022. The remaining £2.1m will be earmarked to protect against specific risks in relation to the operation of the Transport Network into 2022

2.7 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 £241.7m which was £105.3m below the January year to date budget of £347m, with the variance primarily contained within the Investment Programme portfolio (£57.6m) and the Commonwealth Games Programme (£28.4m).

TRANSPORT PROGRAMME	YEAR TO DATE - JAN 22			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Investment Programme	112,316	169,887	57,571	158,121	229,074	70,953
CWG Programme	97,797	126,163	28,366	132,788	154,187	21,399
Other Major Programmes	18,250	32,922	14,672	26,832	39,972	13,140
Minor Work Programme	8,357	10,173	1,816	11,648	12,536	888
Grants to Local Authorities	5,009	7,866	2,857	9,187	7,866	(1,321)
<b>TOTAL</b>	<b>241,729</b>	<b>347,011</b>	<b>105,282</b>	<b>338,576</b>	<b>443,635</b>	<b>105,059</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 January of £169.9m, including 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 £229.1m for 2021/22. At the end of January actual costs totalled £112.3m, which was £57.6m below the budget. The largest year to date variance against budget is the Metro Birmingham Eastside Extension scheme of £22m 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 £16.2m is due to a combination of re-phased utilities works as a result of the co-ordination of enabling works and traffic management, and rephased construction. Tram acceptance has also been phased later than originally budgeted.

3.6 Rail Walsall to Wolverhampton Local Enhancements Package 1 project has a year to date variance from budget of £5.1m due to the project team having commenced the process to obtain a Compulsory Purchase Order to make a land acquisition, discussions around which have impacted physical construction timetable.

3.7 Appendix 3 documents the financial performance against the Commonwealth Games Programme with a year-to-date budget of £126.2m. 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 January, actual costs totalled £97.8m, which was £28.4m under budget. The main drivers of this variance are the Sprint projects, A45 Birmingham to Solihull £12.6m and A34 Walsall to Birmingham £9.1m. 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 (-£7.1m).

- 3.8 Appendix 4 documents the financial performance against the Other Major Works programme year-to-date budget of £32.9m. 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 January, actual costs totalled £18.3m, which was £14.7m 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.
- 3.9 Appendix 5 documents the financial performance against the Minor Works Programme with a year-to-date of £10.2m. This programme includes a broad range of relatively small schemes. At the end of January, actual costs totalled £8.4m, which was £1.8m below the budget. This is primarily driven by lower than expected claims from local authorities.
- 3.10 Appendix 6 documents the financial performance against the Grants to Local Authorities year-to-date 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 January, actual expenditure was £5m, which was £2.9m below budget. This variance largely relates to the New St/High St/Victoria Square Public Realm works, where the scope of several sub-schemes have been rephased to next year.

## Appendix 1: Transport for West Midlands Revenue Budget Position 31 January 2022

	JANUARY 2022 YEAR TO DATE						FULL YEAR 2021/22				
	ACTUAL £000			BUDGET £000			YTD VARIANCE FAV / (ADVERSE) £000	FORECAST £000	BUDGET £000	FULL YEAR VARIANCE FAV / (ADVERSE) £000	
	INCOME	EXPENDITURE	NET	INCOME	EXPENDITURE	NET		NET	NET		
Transport Levy	95,600	0	95,600	95,600	0	95,600	0	114,720	114,720	0	●
Use of Reserves	1,626	0	1,626	3,889	0	3,889	(2,263)	5,874	4,695	1,180	●
<b>TOTAL FUNDING</b>	<b>97,226</b>	<b>0</b>	<b>97,226</b>	<b>99,490</b>	<b>0</b>	<b>99,490</b>	<b>(2,263)</b>	<b>120,594</b>	<b>119,415</b>	<b>1,180</b>	
<b>Concessions</b>											
National Bus Concession	134	40,331	(40,198)	88	42,555	(42,467)	2,270	(45,797)	(50,472)	4,675	●
Metro / Rail	0	3,806	(3,806)	0	3,797	(3,797)	(9)	(4,565)	(4,572)	7	●
Child Concession	0	5,275	(5,275)	0	5,788	(5,788)	513	(6,358)	(7,029)	671	●
	134	49,413	(49,279)	88	52,141	(52,053)	2,774	(56,720)	(62,073)	5,353	
<b>Bus Services</b>											
Bus Stations / Infrastructure	6,764	10,828	(4,064)	6,115	10,428	(4,313)	249	(5,477)	(5,152)	(324)	●
Subsidised Network	3,357	12,644	(9,287)	1,704	11,439	(9,736)	449	(11,557)	(11,478)	(79)	●
Accessible Transport	(282)	4,072	(4,354)	0	5,531	(5,531)	1,177	(4,772)	(6,637)	1,865	●
	9,839	27,544	(17,705)	7,819	27,399	(19,580)	1,875	(21,806)	(23,267)	1,462	
<b>Rail and Metro Services</b>											
Metro Services	199	1,746	(1,547)	160	2,238	(2,078)	531	(4,444)	(2,579)	(1,865)	●
Rail Services	1,131	3,174	(2,043)	1,155	3,650	(2,494)	451	(2,986)	(2,904)	(82)	●
	1,331	4,920	(3,590)	1,315	5,888	(4,573)	983	(7,429)	(5,483)	(1,946)	
<b>Integration</b>											
Safety and Security	615	1,344	(729)	557	1,618	(1,061)	332	(1,069)	(1,274)	204	●
Passenger Information	12,292	16,723	(4,431)	808	5,907	(5,099)	668	(5,526)	(6,007)	480	●
Sustainable Travel	743	2,745	(2,002)	1,072	2,228	(1,155)	(847)	(2,506)	(1,401)	(1,105)	●
	13,651	20,813	(7,163)	2,438	9,753	(7,315)	153	(9,102)	(8,682)	(420)	
<b>Network Resilience</b>											
Commonwealth Games	555	2,433	(1,878)	3	2,632	(2,629)	751	(3,072)	(3,181)	108	●
Business and Democratic Support	3,928	3,928	(0)	3,991	3,991	0	(0)	0	(0)	0	●
Strategic Development	0	2,922	(2,922)	0	3,074	(3,074)	152	(3,736)	(3,809)	73	●
Transport Governance	1,063	4,321	(3,257)	1,318	4,549	(3,231)	(27)	(4,015)	(3,915)	(100)	●
Capital Finance Charges	0	106	(106)	0	109	(109)	3	(129)	(131)	3	●
	0	7,145	(7,145)	0	7,145	(7,145)	0	(8,874)	(8,874)	0	●
<b>TOTAL EXPENDITURE</b>	<b>30,500</b>	<b>123,545</b>	<b>(93,045)</b>	<b>16,972</b>	<b>116,681</b>	<b>(99,709)</b>	<b>6,664</b>	<b>(114,883)</b>	<b>(119,415)</b>	<b>4,532</b>	
<b>NET after Ear Marked Reserves</b>	<b>127,726</b>	<b>123,545</b>	<b>4,182</b>	<b>116,462</b>	<b>116,681</b>	<b>(219)</b>	<b>4,401</b>	<b>5,712</b>	<b>0</b>	<b>5,712</b>	
Ear Marked Reserve (2022/23 Budget Support)	0	0		0	0			(3,600)	0	(3,600)	
Ear Marked Reserve (2022/23 Transport Risks)	0	0		0	0			(2,100)	0	(2,100)	
<b>NET after Ear Marked Reserves</b>	<b>127,726</b>	<b>123,545</b>	<b>4,182</b>	<b>116,462</b>	<b>116,681</b>	<b>(219)</b>	<b>4,401</b>	<b>12</b>	<b>0</b>	<b>12</b>	

At the end of January 2022 there is a £4.401m favourable year to date variance against budget.

A refresh of the full year forecast was undertaken during January and the position now reflects the expected outturn by year end. Notably, the full extent of the expected savings within Concessions budgets and the additional Metro power costs are reflected in this latest forecast. This produces a predicted surplus of £5.7m by year end, of which, £3.6m will be required to support the 2022/23 Transport base budget (as agreed by WMCA Board in February) with a further £2.1m being earmarked to protect against specific Transport risks, particularly relating to the operational Network.

### Concessions

At this stage of the year, there is considered to be sufficient certainty to release the full extent of the expected savings, meaning the full year position has moved favourably. The driver behind the saving relates to the ENTCS budget and the reduced services despite the Authority paying at pre-Covid patronage levels 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.

The Subsidised Bus full year position reflects additional support that is expected to be required by operators in the last quarter of the year. This area is a key area of risk for the 2022/23 budget and the position continues to be monitored closely.

Within Bus Stations and Infrastructure budgets there is increased Advertising Revenue alongside savings against cleaning and staffing budgets which have contributed to the current favourable variance. These savings are partly offset by reduced departure charges and increased maintenance costs. A prudent view has been taken regarding the full year position, with maintenance costs in particular expected to be higher than budget.

## **Rail & Metro**

Within Metro lower insurance premiums, reduced engineering support for utility works and the timing of life cycle works are reflected in the savings to date.

The adverse forecast position reflects guidance received from our operator Midland Metro Limited that we are experiencing unprecedented additional pressure from increasing energy costs.

The Rail position to date reflects reduced rates at park and ride locations, alongside staffing variations. In the full year these savings are expected to be negated by lower car park receipts.

## **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 along with savings against British Transport Police costs.

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 January and a contribution to capital to fund pedal and e-bikes, docking stations and project support costs, all within the existing scheme.

These year to date variations are reflected in the full year forecast.

## **Network Resilience**

The year to date position is primarily driven by staffing variations alongside the profiling of external advice spend. The full year position reflects staffing resource required to the end of the year and the reprofiled external advice expenditure.

## **Reserves**

Reserves earmarked to support the delivery of the West Midlands Cycle Hire scheme have been drawn down to offset the lower than budgeted income and contribution to capital to date. Reserves earmarked to support the 2021/22 Transport Budget have not been drawdown to date but are still expected to be drawn in year.

## APPENDIX 2: TfWM Delivered Investment Programme Schemes

INVESTMENT PROGRAMME	YEAR TO DATE - JAN 22			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	2,760	4,291	1,531	4,020	8,878	4,858
Rail - Walsall to Wolverhampton Local Enhancements - Package 1	4,340	9,408	5,068	7,329	15,390	8,061
Rail - Sutton Coldfield Gateway	41	57	16	42	57	15
<b>Metro</b>						
Metro Birmingham Eastside Extension	33,926	55,921	21,995	48,810	66,735	17,925
Metro Wolverhampton City Centre Extension	3,283	3,030	(253)	4,693	3,030	(1,663)
Metro Wednesbury to Brierley Hill Extension	49,343	65,535	16,192	66,120	95,519	29,399
Metro Centenary Square/Edgbaston Extension	10,952	13,397	2,445	12,863	16,096	3,233
Bilston Road Track Replacement Phase 2	0	14	14	874	874	0
Metro Network Enhancements - Traction Power & OLE Upgrades	1,955	3,284	1,329	1,425	3,344	1,919
WIP Station and Car Park works	(54)	(54)	0	(54)	(54)	0
Metro Network Enhancements - Wednesbury Depot Upgrades	1,882	3,065	1,183	2,477	3,117	640
Metro Network Enhancements – Comms and Control	767	1,855	1,088	1,385	2,101	716
Buy Before Boarding	23	1,003	980	524	1,400	876
Wolverhampton WIP Public Realm	0	598	598	897	1,196	299
Wolverhampton WIP Contingency	0	0	0	2,093	2,093	0
MMA Innovation	60	0	(60)	60	0	(60)
MML Life Cycle Projects	2,739	3,896	1,157	3,783	4,623	840
Metro Programme Management	0	(1)	(1)	0	13	13
<b>Sprint</b>						
Sprint - Hagley Road Phase 1	222	4,206	3,984	565	4,206	3,641
Sprint - Longbridge to Birmingham	30	170	140	166	204	38
Sprint - Hagley Road Phase 2	42	204	162	42	245	203
Sprint - Sutton Coldfield to Birmingham - via Langley	6	7	1	6	7	1
<b>TOTAL</b>	<b>112,317</b>	<b>169,886</b>	<b>57,569</b>	<b>158,120</b>	<b>229,074</b>	<b>70,954</b>

## APPENDIX 3: Commonwealth Games Programme

COMMONWEALTH GAMES PROGRAMME	YEAR TO DATE - JAN 22			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
University Station Improvement Project	24,644	32,585	7,941	32,875	41,033	8,158
Perry Barr Rail Station	11,732	13,527	1,795	14,926	16,832	1,906
Sprint - A45 Birmingham to Airport and Solihull	20,289	32,867	12,578	32,443	38,594	6,151
Sprint - A34 Walsall to Birmingham	12,569	21,639	9,070	22,392	24,033	1,641
A34 Sprint Park and Ride	(1)	81	82	79	81	2
Regional Transport Coordination Centre - RTCC - development	(39)	0	39	(39)	0	39
RTCC-Design and Layout/Commercialisation	1,050	1,598	548	1,454	1,852	398
RTCC-Data - Tactical and Operational Intelligence	555	540	(15)	566	764	198
RTCC – ICT Equipment	17	50	33	58	58	0
RTCC-Operations	127	296	169	217	348	131
RTCC-Customer Information	6	64	58	51	76	25
RTCC-Highway Interventions	1,402	3,818	2,416	2,124	5,799	3,675
RTCC NWM Customer Interface Tool - Journey planner/Website	305	1,032	727	479	1,304	825
Perry Barr Mitigation Package	140	177	37	164	413	249
Commonwealth Games 2022 - Alexander Stadium Redevelopment	25,000	17,889	(7,111)	25,000	23,000	(2,000)
<b>TOTAL</b>	<b>97,796</b>	<b>126,163</b>	<b>28,367</b>	<b>132,789</b>	<b>154,187</b>	<b>21,398</b>

## APPENDIX 4: Other Major Works Programme

OTHER MAJOR MORKS PROGRAMME	YEAR TO DATE - JAN 22			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Snow Hill Public Realm	35	144	109	144	144	0
Electric Vehicle - EV - Charging	144	197	53	197	197	0
Clean Bus Technology Fund 2017-2019	525	786	261	799	786	(13)
Cross City Bus - City Centre Package	126	3,608	3,482	165	3,764	3,599
Cross City Bus - Dudley – Druids Heath Package	260	962	702	318	967	649
Coventry Electric Bus City	9,279	12,082	2,803	12,957	12,959	2
Longbridge Connectivity Package	101	106	5	100	106	6
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	480	499	19	975	1,096	121
Dudley Interchange	369	3,196	2,827	1,061	5,782	4,721
Autonomous Highway Rural & Parking Test Facilities - Meridian 3	454	454	0	453	454	1
Future Mobility Zone - Human Centered Data	54	105	51	96	124	28
Future Mobility Zone - Enabling Data Exploitation	179	784	605	203	1,106	903
Future Mobility Zone - Innovation Showcases	502	1,123	621	874	1,404	530
Future Mobility Zone - Programme Mgmt & Monitoring Evaluation	235	425	190	411	510	99
5G	2,407	2,429	22	2,943	2,891	(52)
ConVEx-Connected Vehicle data Exchange	159	159	0	159	159	0
Major Route Network - Programme	0	24	24	0	24	24
A435 Alcester Rd Bus Priority Revitalisation	25	888	863	106	1,047	941
Future Mobility Zone - Enhanced Ticket Platform	685	790	105	1,372	1,355	(17)
Major Road Network-A4123 Corridor	46	425	379	258	425	167
Major Road Network- A454 Wolverhampton to Neachells	86	270	184	258	344	86
Major Road Network-A449 Stafford Rd M54 J2 to A4150	15	346	331	285	540	255
Major Road Network- A46 Link Road Ph2 Coventry	250	250	0	375	250	(125)
Major Road Network- A46 Link Road Ph3 Coventry	0	0	0	125	250	125
Major Road Network- A38 Kingsbury Road Birmingham	83	70	(13)	55	90	35
Future Mobility Zone - Transport Network Data	677	1,554	877	832	1,901	1,069
WM5G Grants for Transport Use	937	1,055	118	1,032	1,032	0
Major Road Network- A41 Moxley	0	0	0	73	73	0
MRN-Keresley Link Road	1	0	(1)	0	0	0
MRN-Cov North Package Link M6	15	0	(15)	15	0	(15)
<b>TOTAL</b>	<b>18,251</b>	<b>32,922</b>	<b>14,671</b>	<b>26,831</b>	<b>39,971</b>	<b>13,140</b>

## APPENDIX 5: Minor Works Programme

MINOR WORKS PROGRAMME	YEAR TO DATE - JAN 22			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	3	3	0	5	5	0
DfT Tackling Nitrogen Dioxide - Wolverhampton MBC	146	198	52	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	15	(2)	17	18	1
<b>Cycling</b>						
Network Wide Cycling Programme - NWCP	3	2	(1)	3	2	(1)
Bike Life Report	15	0	(15)	30	15	(15)
West Midlands Cycle Hire	3,426	3,241	(185)	3,524	3,531	7
Better Streets Community Fund	1,032	1,447	415	1,276	1,459	183
Priority One Development Workstream	246	955	709	906	1,029	123
Active Travel Fund-Tranche 2	206	264	58	363	363	0
LSTF - Cycle Counters	93	150	57	93	150	57
Priority 1 Delivery- Perry Barr- Sutton Coldfield	0	0	0	500	500	0
Priority 1 Delivery- Binley Road Coventry	0	0	0	454	554	100
<b>Highway</b>						
ADEPT Live Lab	990	1,053	63	974	1,053	79
<b>Asset Replacement</b>						
IDOX - Asset Management System	3	14	11	15	14	(1)
Asset Management Programme	1,287	1,487	200	1,656	1,841	185
Real Time Information Upgrades	551	608	57	786	743	(43)
<b>Other</b>						
Bradley Lane Park and Ride	0	26	26	0	26	26
Asset Management- RTI Upgrades	18	248	230	262	450	188
Top Slice	0	50	50	50	50	0
Transport Data Unification - traffic data	1	1	0	1	1	0
AutopleX	59	65	6	71	71	0
HS2 Modelling Framework	11	74	63	89	89	0
<b>TOTAL</b>	<b>8,356</b>	<b>10,172</b>	<b>1,816</b>	<b>11,647</b>	<b>12,536</b>	<b>889</b>

## APPENDIX 6: Grants to Local Authorities

GRANTS TO LOCAL AUTHORITIES	YEAR TO DATE - JAN 22			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
B4106 Spon End - Coventry CC	3,148	3,800	652	5,451	3,800	(1,651)
New St/High St/Victoria Sq Public Realm - Birmingham CC	1,861	4,066	2,205	3,737	4,066	329
<b>TOTAL</b>	<b>5,009</b>	<b>7,866</b>	<b>2,857</b>	<b>9,188</b>	<b>7,866</b>	<b>(1,322)</b>

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**West Midlands**  
Combined Authority

## Transport Delivery Committee

<b>Date</b>	14 March 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 Pervez Akhtar

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

Transport Delivery Committee is requested to:

1. To note achievements since the January meeting of the Transport Delivery Committee
2. To note the progress of deliverables and outturn of the 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 January and February:
  - Dudley Interchange –
    - 1) A preferred contractor has been identified with discussions ongoing to formally engage them in contract to deliver the Interchange. Formal appointment is expected in March
    - 2) The head lease for the Farmfoods building has been secured by DMBC
  - Making the KRN Safer – The first iRAP (International Road Assessment Programme) Black Country workshop has taken place and was successful in informing relevant Local Authority stakeholders of the purpose and significance of the project
  - Perry Barr Rail Station and Bus Interchange – Continued positive progress with construction works on the station building and original scheme scope. Glazing has been installed, with cladding and public realm works underway (see Appendix 3 for pictures)
  - University Station – Development on cladding, glazing and internal fit out works continue to schedule and progressing well (see Appendix 3 for pictures)
  - TfWM Asset Renewal Programme - Significant progress has been made with delivery of the 2021/22 programme which includes various asset upgrades to Bus Stations, Highway infrastructure and P&R sites
  - West Midlands Cycle Hire Scheme - Positive progress has been made in sourcing a scheme sponsor and tendering the prospect. This opportunity is expected to go out to the market at the end of February 2022

## **4.0 Variations to Baseline Programme**

4.1 The following are variations to the baseline programme:

- University Station – Revision of baseline date to reflect a two stage Entry into Service; Stage 1 (interim state July 2022) will deliver wider platforms, canopies and public realm which will be available for the Commonwealth Games. The full station will be available in Summer 2022 under Stage 2 (full delivery September 2022)

## **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>Final contractual/financial agreements ongoing with lead contractor to reach final appointment. Land acquisition is progressing with the CPO documents and legal agreements currently with DMBC's appointed QC with the intention to make the CPO end Feb/early March. DMBC have now secured the head lease for the Farmfoods building and remain in ongoing dialogue to secure the final leases, other land interests are progressing toward negotiated acquisition. Reserved Matters application has been submitted to DMBC planning department and is currently being reviewed. Further discussion has been held with DfT with regards to the S247 Stopping Up, the final drawing is agreed and will be issued to DfT for advertising the Order once the CPO has been made.</p> <p>Key next steps: DMBC to maintain progress in acquiring land via Private Treaty whilst also making the CPO &amp; advertise S247 Order; discharge reserved matters; appoint contractor and commence detailed design.</p>
3	Making the KRN Safer	Rolling Programme	December 2024	December 2024	Amber	Same	<p>The first iRAP Black Country workshop has taken place to inform all relevant local authority stakeholders of the purpose and importance of the project (Safe System, Star Ratings, Data Analysis and future Investment plans). All data has been collated and coded in line with the iRAP methodology and we await the completed Network Condition Report.</p> <p>The annual road safety report has been drafted with the three-year rolling average performance data for 2018-2020 showing a 9.7% reduction in the number of killed and seriously injured (KSIs) casualties against the 2015-2017 baseline. More importantly, KSIs per 100,000 population have reduced by 13.2%. This is more accurate as it takes into account the annual rise in population in the West Midlands Metropolitan Region (currently averaging 60,878 over the 2018-2020 period according to ONS Mid-Term data).</p> <p>On the 27th January 2022, the Civil Enforcement of Road Traffic Contraventions (Approved Devices, Charging Guidelines and General Provisions) (England) Regulations 2022 was laid before Parliament. These will now come into force on the 31st May 2022. The Regulations, along with the Explanatory Note have been provided to all local authority officers engaged in consultation to date and TfWM are drafting all documentation to procure a single consulting firm to support all partners formulate their applications (should they wish to apply). The civil enforcement of moving traffic contraventions will have a direct impact on reducing KSIs, decreasing congestion and supporting the enhancement of public transport efficiency.</p>
4	Perry Barr Rail Station and Bus Interchange	Design & Delivery	May 2022	May 2022	Amber/Red	Worse	<p>Construction works on the station building and original scheme scope is progressing well. Glazing has been installed, with cladding and public realm works underway.</p> <p>In response to requests from ORR and Network Rail, the project has agreed to undertake additional works to platform crossfalls, funded by Network Rail. This will provide legacy safety improvements for passengers ahead of the Commonwealth Games and will significantly reduce the risk of challenge emerging later as part of the Entry into Service process. Unfortunately, NR have been unable to secure proposed possessions, and this has introduced a 3 week schedule impact. We are currently working with contractors to establish mitigations for this impact, but it is anticipated that an opening date in May 2022 can be maintained.</p> <p>Work on bus interchange is also progressing. Entry into service proposed in May with final elements completed thereafter.</p>
5	University Station	Design & Delivery	August 2022	July 2022 (interim state) September 2022 (full)	Green/Amber	Better	Work on cladding, glazing and internal fit out continues to schedule. Project has now established a two stage Entry into Service. The Stage 1 state for Commonwealth Games will deliver wider platforms, canopies and public realm, with the full station being available under Stage 2 later in the Summer. This is reflected in the updated programme which includes baseline dates for Stages 1 & 2.

	Project Name	Status	Baseline Comp Date	Forecast Date	DCA	DCA Trend	Summary
							Positive progress on resolving funding pressures, including engagement with DfT on potential funding flexibilities and funding secured from Stations Improvement Fund to support specific scope elements.
<b>Minor Works Programme</b>							
6	TfWM Asset Renewal Programme	Design & Delivery	March 2022	March 2022	Green	Same	TfWM are making significant progress with the delivery of the 2021/22 programme. These include various asset upgrades to Bus Stations, Highway infrastructure and P&R sites. There are some packages of work that will be delivered next financial year, and these include areas of shelter replacement and LED lighting upgrades due to supply chain delays. The TfWM asset renewal programme for 2022/23 is being developed and will be finalised within the next month.
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.
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 the vast majority of bikes out on street. This includes the 150 e-bikes which were launched on 8th December 2021. Work is ongoing to work through the small number of residual docking station locations, mainly focussed on rail stations across the network. Work is also progressing well in terms of tendering the opportunity to sponsor the scheme. This opportunity is expected to go out to the market at the end of February 2022 in order to identify and source a scheme sponsor.
11	Digital Panel Rollout	Rolling Programme	March 2022	March 2022	Green	Same	Following the successful negotiations regarding the Clear Channel contract, this now includes 110 digital panels across the TfWM estate over the remainder of the contract. A programme is being developed in partnership with CCUK to ensure these are installed in the most effective areas across our network. TfWM are also evaluating other assets and land across the region in which digital panels could be installed. This is in early stages at the moment but there does seem to be opportunities that can be taken forward to increase commercial income.

**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-base lining and/or overall viability re-assessed

## Appendix 2

TRANSPORT PROGRAMME		JANUARY 2022 YEAR TO DATE			FULL YEAR		
		ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Investment Programme		222	4,206	(3,984)	565	4,206	3,641
CWG Programme		(1)	81	(82)	79	81	2
Other Major Programmes		641	1,637	996	1,324	2,393	1,069
Minor Work Programme		1,354	1,850	496	2,071	2,427	356
<b>TOTAL</b>		<b>2,216</b>	<b>7,774</b>	<b>(2,574)</b>	<b>4,039</b>	<b>9,107</b>	<b>5,068</b>
				33%			56%
INVESTMENT PROGRAMME		JANUARY 2022 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		222	4,206	3,984	565	4,206	3,641
<b>TOTAL</b>		<b>222</b>	<b>4,206</b>	<b>3,984</b>	<b>565</b>	<b>4,206</b>	<b>3,641</b>
				95%			644%
COMMONWEALTH GAMES PROGRAMME		JANUARY 2022 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	79	81	2
<b>TOTAL</b>		<b>(1)</b>	<b>81</b>	<b>82</b>	<b>79</b>	<b>81</b>	<b>2</b>
				101%			3%
OTHER MAJOR WORKS PROGRAMME		JANUARY 2022 YEAR TO DATE			FULL YEAR		
		ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Snow Hill Public Realm		35	144	109	144	144	0
Longbridge Connectivity Package		101	106	5	100	106	6
Key Route Network Safety		480	499	19	975	1,096	121
A435 Alcester Rd Bus Priority Revitalisation		25	888	863	106	1,047	941
<b>TOTAL</b>		<b>641</b>	<b>1,637</b>	<b>996</b>	<b>1,325</b>	<b>2,393</b>	<b>1,068</b>
				61%			45%
MINOR WORKS PROGRAMME		JANUARY 2022 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	15	(2)	17	18	1
<b>Cycling</b>							
Network Wide Cycling Programme - NWCP		3	2	(1)	3	2	(1)
Bike Life Report		15	0	(15)	30	15	(15)
<b>Asset Replacement</b>							
IDOX - Asset Management System		3	14	11	15	14	(1)
Asset Management Programme		1,287	1,487	200	1,656	1,841	185
Network Infrastructure Measures		0	0	0	0	0	0
<b>Other</b>							
Asset Management- RTI Upgrades		18	248	230	262	450	188
Project Development Costs		0	0	0	0	0	0
Top Slice		0	50	50	50	50	0
<b>TOTAL</b>		<b>1,354</b>	<b>1,849</b>	<b>495</b>	<b>2,071</b>	<b>2,428</b>	<b>357</b>
				27%			15%
GRANTS TO LOCAL AUTHORITIES		JANUARY 2022 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>	<b>0</b>	<b>0</b>	<b>0</b>
				0%			0%

## Appendix 3

### Perry Barr Station



### University Station





**West Midlands  
Combined Authority**

## Transport Delivery Committee

<b>Date</b>	14 March 2022
<b>Report title</b>	Metro Operations Monitoring Report
<b>Accountable Director</b>	Michael Anderson, Metro Projects Director, Transport for West Midlands Email: <a href="mailto:Michael.anderson@tfwm.org.uk">Michael.anderson@tfwm.org.uk</a>
<b>Accountable Employee</b>	Sophie Allison, Commercial Director Midland Metro Limited Email: <a href="mailto:Sophie.Allison@westmidlandsmetro.com">Sophie.Allison@westmidlandsmetro.com</a>
<b>Report has been considered by</b>	Councillor Richard Worrall – Lead member Rail and Metro

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

Transport Delivery Committee is recommended:

- (1) To note the contents of the report.

## **1. Purpose**

- 1.1 To provide Transport Delivery Committee (TDC) with an update on the operational performance of Midland Metro Limited (MML), operator of West Midlands Metro (WMM).

## **2. Background**

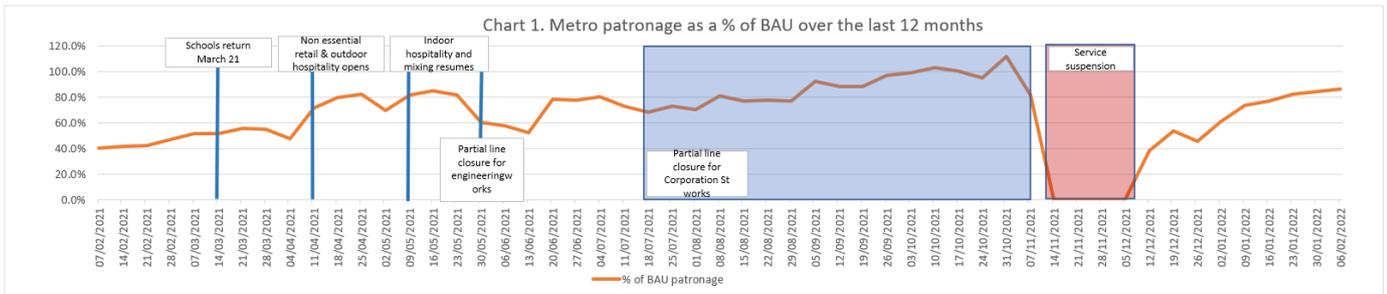
- 2.1 Since reporting on Metro Operations to TDC in November 2021, Metro Services were temporarily suspended for just over four weeks between the 13<sup>th</sup> November and 14<sup>th</sup> December. This was to enable essential repairs to be undertaken on the bogie boxes of the Urbos 3 trams which have experienced cracking. A repair programme has been underway since June 2021, but due to the rate of crack propagation on trams awaiting repair, it was no-longer possible to continue to operate. On safety grounds the decision was taken to remove all trams from operational service on the 13<sup>th</sup> November to enable the essential repairs.

Whilst service was suspended MML engineers worked with the tram manufacturer to both ensure the delivery of the repair programme and also support the testing and commissioning of the new Urbos 100 trams, in order that service could recommence as soon as safely possible. On the 15<sup>th</sup> December service was able to resume using a combination of both repaired Urbos 3 trams and a number of Urbos 100 trams accepted into operational service. This was a phased return, with trams initially operating between Wolverhampton St George's and Bull St and on the 12<sup>th</sup> February returning to Library. Trams are currently serving the full route on a reduced frequency of every 12 minutes during the day, which will increase as more trams become available. Where possible additional trams are being sent out at peak times to increase capacity, however these are not listed within the public timetable as they may not operate; although when they are able to this is communicated to customers via social media.

In the initial stages of the service suspension arrangements were put in place for Metro tickets and passes to be accepted on alternative modes of transport to keep customers moving. Transport for West Midlands (TfWM) worked to increase capacity on the routes adjacent to the Metro line to assist with the additional volumes. Alternative options for customers were communicated via TfWM's and MML's communication channels which kept customers informed of progress with the repairs and plans for service resumption. These included emailing Metro subscribers and direct debit customers, notifications to My Metro app users and use of social media. Communications were also sent to local education facilities who updated students.

## **3. Patronage**

Prior to suspending service patronage on Metro was c90% pre-covid levels. Since service resumed there has been a slower recovery, with patronage initially at c75% as shown on Chart 1 below. Government guidance to work from home where possible may have contributed to lower numbers of people travelling and remained in place until late January. Data for the first half of February is more positive, with a particular spike in patronage since service returned to Library. Patronage is now at c80% pre-covid levels.

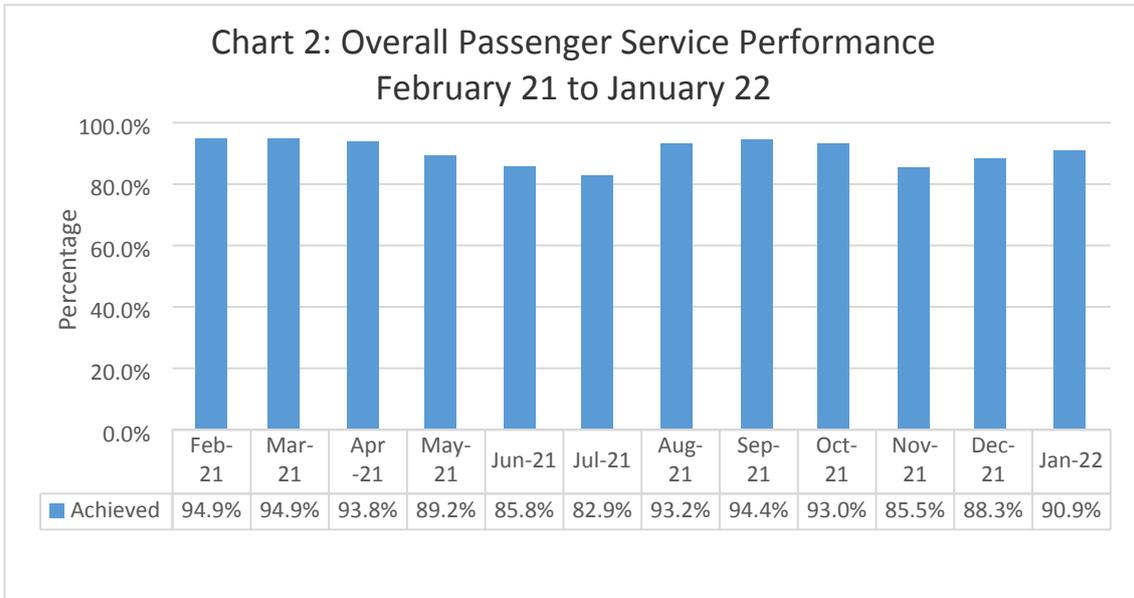


A 'Back on Track' marketing campaign, reassuring customers and welcoming them back to the network has been launched, alongside a promotional campaign which includes drink/snack vouchers for customers as a gesture. Examples of collateral are shown below.

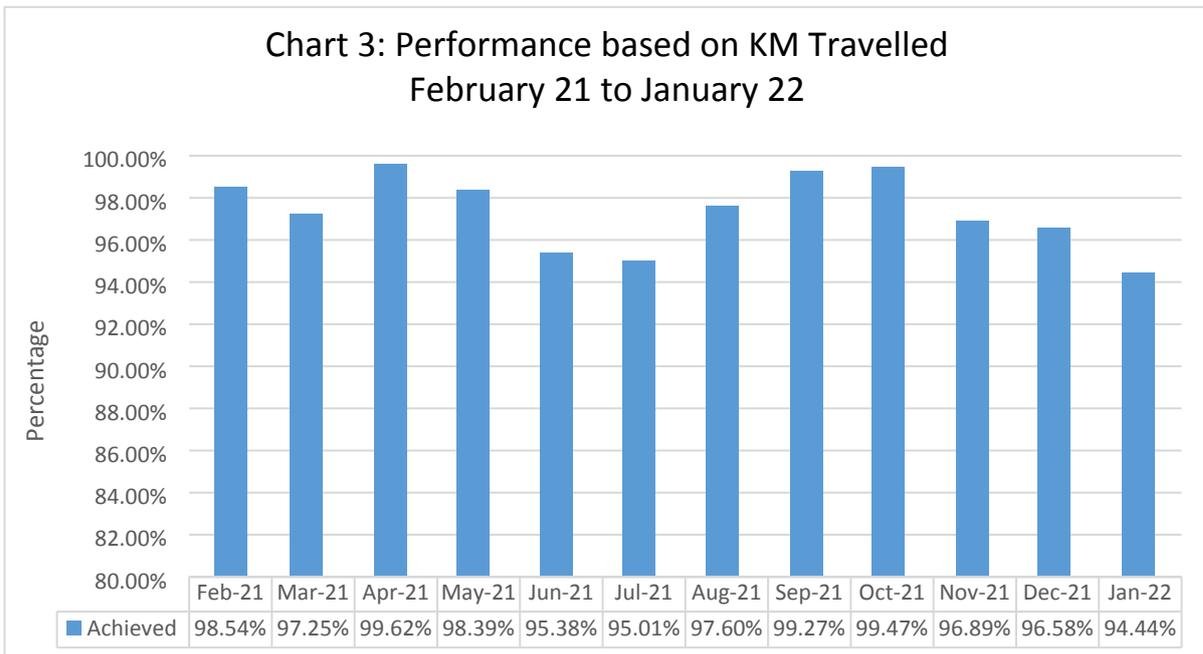


#### 4. Reliability

Whilst the repair programme continues with the Urbos 3 trams, vehicle availability remains limited. Service resumption in December was dependent upon successful testing and commissioning of the new Urbos 100 trams and although a number are now accepted into operational service, there has been some infancy issues. This has impacted service reliability as shown in Chart 2. As the new trams are embedded reliability is expected to improve.



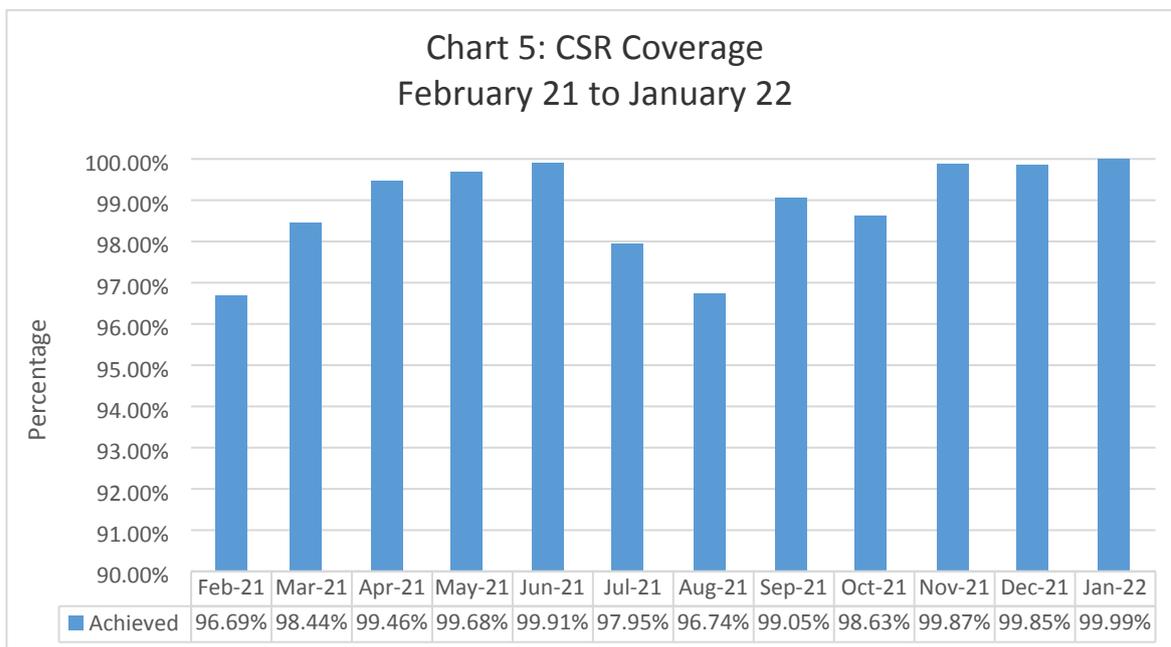
The issues with availability and reliability have also led to a slight decrease in operated KM's against those scheduled as shown in Chart 3. The most recent data for January shows that 94.44% of scheduled KM's were operated. It should however be noted that the operated figures shown exclude any KM's operated by the additional trams placed into service where availability permits. Once these are considered, this does increase the overall figure.



Whilst some transport operators have experienced high levels of Covid-19 related absence which has impacted service levels, MML have not been significantly affected by this with the highest recorded level of Covid related absence in the previous 3 months being 7%.

#### 4. Customer Service Representative (CSR) Coverage

The number of trams with a CSR onboard has been strong with the latest figure for January at 99.99%. As there has been a reduced frequency many trams have had two CSR's on board.



#### 5. Other operational activities

##### 5.1 Infrastructure Enhancements

During the period where services were suspended the opportunity was taken to bring forward some asset renewal projects. This included rail replacement in Hill Top tunnel, Priestfield, Bradley Lane, Bilston Central and the Crescent. Overhead line equipment (OLE) enhancements were also completed at Jewellery Quarter to bolster resilience in this section which is historically prone to OLE failures. In addition, the landscaping team undertook vegetation work between Black Lake and Dudley St trams stops. This reduces the risk of service disruption in the future from falling trees/branches. Tram stop shelters also received a deep clean in readiness for reopening.

##### 5.2 Safer Tram Stop Accreditation

In December West Midlands Metro was also accredited with the Safer Tram Stop Award. It remains the only network in the UK to have achieved the award for all stops, having held this previously. Complex criteria had to be met which includes being able to demonstrate a high standard of safety awareness and taking practical steps to reduce opportunities for criminal and anti-social behaviour at tram stops. The process of assessment includes providing evidence that crime patterns and the environment

of stops are monitored, as well as gaining customer feedback to understand their perceptions of the safety and security measures that are in place.

Ultimately the accreditation aims to:

- Reduce crime and the fear of crime at stops.
- Provide guidance to tram operators on how to create safe environments, and maintain that environment.
- Raise awareness with designers and architects and provide them with a design framework for new and redeveloped stops.

### 5.3 Metro Ticket Zones

During January MML commenced its customer communications for the introduction of Metro Ticket Zones. This replaces the current point to point pricing structure on Metro and is based on zones which are simpler and more transparent for customers to understand. The new structure will come into effect in Spring and will significantly reduce the number of different fares currently available, making it easier for customers to navigate. Customers will also be able to purchase season tickets for the specific zone in which they are travelling, providing better value as they will only be paying for the zone they are using. Currently season tickets are only available for the entire route.

The move to Metro Ticket Zones follows a user consultation exercise where respondents were asked to feedback on structure options such as flat fares, metro ticket zones, number of stops travelled. The responses helped to inform the final chosen option. Other factors considered include, being simple for customers to understand, affordable, responsive for the operator, scalable across the growing network and to deliver a financially sustainable Metro into the future. The changes were approved by MML Board in accordance with the Public Service Contract and followed extensive work with TfWM officers to agree the final model. It should be noted that aligning metro zones to rail zones was considered however, this would create an oversized Birmingham zone which was impractical. It would also introduce a fifth zone which did not naturally align. In addition, there is currently a review of rail zones as they are not considered optimised and due to the complexities of rail the outcome of this review is not expected until the medium to longer term. These timescales did not align with the requirements of Metro where there is a need to implement changes sooner.

### 5.4 New simulators in readiness for extension openings

With two new extensions opening soon, to both Edgbaston Village and Wolverhampton Rail Station, MML are making preparations to operate on the extended line. As the network grows so must the team and a number of new people have been recruited into the business to support this journey.

Last year the West Midlands Metro Training Academy took receipt of the first new driver simulator and recently a further two were delivered. With three simulators available MML are now able to train drivers simultaneously making training more efficient. The simulators enable drivers to get the best start to their driving journey, building their route knowledge and gaining valuable experience before they enter the mainline. During the service suspension MML took the opportunity to train all drivers on the new route for Edgbaston Village. This prepares them for driving in the real environment when the extension is handed over for operation.



## 5.5 Colleague Engagement

With so much happening MML has reviewed ways in which it can keep colleagues informed and up to date, particularly as many work out based on the network. As part of this, MML has launched a new version of its colleague app MyA. The app helps keep colleagues up to date, with features such as a newsfeed where the latest posts and announcements are shared, a colleague recognition function where colleagues can nominate and vote for a colleague of the month and a simple but pleasant Thank you! card feature where colleagues can thank one another, which is a small gesture but makes a big difference. The app has been well received by colleagues with the majority now having downloaded the app and many interacting.



## **6. Financial Implications**

TfWM are in discussions with the Department for Transport in terms of Light Rail Recovery Grant funding post the 5<sup>th</sup> April 2022 when the current funding arrangement is due to end.

## **7. Legal Implications**

There are no legal implications to this report, although Legal Services are supporting as appropriate in regards to items covered.

## **8. Equalities Implications**

There is no equality impact in relation to this report.

## **9. Inclusive Growth Implications**

The updates relating to Metro substantially pertain to the Connected Communities 'fundamental' of the Inclusive Growth Framework. Specifically:

- The repair programme significantly impacted on the connectivity that underpins the working and social lives of our citizens, which is reflected in the patronage figures. The learning from this issue should be embedded to ensure this does not happen again.
- It is positive that the repair time was used as a way to accelerate other asset renewal projects, as this made the best possible use of the disruption, to the benefit of citizens.
- Metro Ticket Zones are a positive development for creating a more intuitive pricing structure which enables better value with customers only paying for what they use. However, it is important to ensure that those customers continue to get good value and are not priced out of connectivity. As part of this the impact of the changes should be monitored through future research and reviewed as necessary. This would also have positive implications for the Power, Influence and Participation fundamental of the Inclusive Growth Framework.

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

West Midlands

## **11. Media**

There are no Media concerns in relation to this report.

## **15. Other Implications**

n/a



## Transport Delivery Committee

<b>Date</b>	14 March 2022
<b>Report title</b>	Update on University and Perry Barr Transport Interchange Projects
<b>Portfolio Lead</b>	Councillor Ian Ward
<b>Accountable Chief Executive</b>	Anne Shaw, Executive 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>	Malcolm Holmes, Executive Director West Midlands Rail Executive, Director of Rail, Email: <a href="mailto:Malcolm.Holmes@wmre.org.uk">Malcolm.Holmes@wmre.org.uk</a> Tel: (0121) 214 7058
<b>Report has been considered by</b>	

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

The Transport Delivery Committee is recommended:

- (1) To note the contents of this report

## 1. Purpose

Following a request by the Transport Delivery Committee, to provide an update on progress on the University and Perry Barr Transport Interchange projects being taken forward by the West Midlands Rail Programme.

## 2. Background

### **Perry Barr Transport Interchange**

Work is progressing well at Perry Barr Station, with construction works now in the final months. Glazing on the main building has been installed and the interior fit out continues alongside works outside to the public realm. We are on track to complete construction of the station building in early March, as planned. The project also remains within the £30.98m agreed budget for the rail station and bus interchange.

The Rail Programme has consistently sought to learn lessons from other projects across the West Midlands and as part of this work we have engaged early with the bodies responsible for approving the station's entry into service, including the Office of Rail and Road (the regulator). This is aimed at ensuring that we avoid critical challenges emerging at the last minute during the formal regulatory process.

Through this engagement, partners have indicated that they expect improvement works to be undertaken on the platforms before the station can be accepted back into service. These works would involve adjusting the platform crossfall so the slope runs away from the platform edge. The platforms fall outside the scope of the current scheme. However, in order to facilitate entry into service we have agreed that these works should be undertaken by our contractor, Galliford Try. All parties agree that these platform works will deliver a significant safety benefit for the Commonwealth Games and the longer term.

Network Rail have made available the funding to deliver the works, and at the moment we do not expect any additional cost pressure to emerge on the project as a result. However, due to difficulty in securing the necessary access from Network Rail, these works have introduced an additional risk to the schedule. We are currently working hard to establish the level of impact on the schedule, and we are confident that the scheme will, in any case, open well in advance of the Commonwealth Games.

Birmingham City Council also continue to work in parallel on the delivery of the Bus Interchange on behalf of the Combined Authority. We expect that the bus interchange will be entered into service in May, with the final elements, including installation of street furniture, completed in June.



## University Station

We are continuing to work at a fast pace to deliver University Station, and design and construction phases have progressed at an impressive pace since we broke ground in March 2021. Both the canal and rail bridges, key critical path items, were successfully installed in Autumn 2021. Currently glazing and cladding is being installed on the buildings, alongside interior fit out and works to the platforms.

As with Perry Barr, we have already started engaging with key parties in the Entry into Service process to ensure that the regulatory processes involved in opening the station will run as smoothly as possible.

Since the scheme was agreed in July 2020, several scope changes have been implemented to further enhance the station, including significant security enhancements and additional passenger facilities. Some of these changes introduced additional schedule pressure, but will deliver an improved station environment for passengers and meet higher standards of design and durability, which will offer long-term safety and reliability benefits.

Despite these impacts, and the additional delays incurred as a result of COVID-19, Brexit, and supply chain disruption, we have worked with our partners and contractors to find innovative, efficient ways to accelerate the programme to mitigate the delays and the resultant cost impacts.

Taken together, these elements have resulted in a new baseline EAC of £65.03m, which includes further provision for an interim state for the Commonwealth Games. Investing in project acceleration has helped to avoid further costs which would otherwise have emerged as a result of programme prolongation.

Thanks to the successful acceleration in delivery we have also been able to maintain a similar completion date to that set out in our Full Business Case, whilst delivering a significantly enhanced scheme. The bulk of construction work is due to finish by July 2022, and in line with the commitments we made 18 months ago, some elements of the new development will be made available for use during the Commonwealth Games:

- Widened platforms
- Full length platform canopies
- Public realm

The new station buildings will follow a programme of rigorous safety and operational checks, opening later in the summer. The existing station building will also be refurbished.



**3. Financial Implications**

No new implications. Report presented for information only.

**4. Legal Implications**

No new implications. Report presented for information only.

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

No new implications. Report presented for information only. The projects remain aligned with the Combined Authority's strategic objectives, as detailed in the relevant Full Business Cases.

**6. Equalities Implications**

No new implications. Report presented for information only. Both stations will improve accessibility over current rail infrastructure through improved provision of facilities including lifts and accessible toilets.

**7. Inclusive Growth Implications**

No new implications. Report presented for information only. Both projects will improve accessibility to the transport network, as set out above, and regional facilities such as the hospital and University of Birmingham. Contractors are working to social value commitments as part of their contracts, including providing local employment opportunities.

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

University Station is in the south of Birmingham and sits between University Hospital Birmingham, and the University of Birmingham, near the A38 in Selly Oak.

Perry Barr transport interchange is in the centre of Perry Barr, near the junction of the A4040 Wellington Road and the A34 Birchfield Road.

**9. Other Implications**

None

**10. Schedule of Background Papers**

None

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## Transport Delivery Committee

<b>Date</b>	14 March 2022
<b>Report title</b>	Transport for West Midlands 2022-23 Directorate Plan
<b>Portfolio Lead</b>	Councillor Ian Ward
<b>Accountable Chief Executive/TfWM Director</b>	Anne Shaw, Executive 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>	Kate Lees, Transport for West Midlands Business Manager Email: <a href="mailto:Kate.Lees@tfwm.org.uk">Kate.Lees@tfwm.org.uk</a> Tel: (0121) 214 7110
<b>Report has been considered by</b>	N/A

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

The Transport Delivery Committee is recommended to:

- (1) Note the content of the TfWM Directorate Plan (Appendix 1) for 2022-23.

## **1. Purpose**

- 1.1 The purpose of this report is to share a draft of the Transport for West Midlands, 2022-23 Directorate Plan with the Transport Delivery Committee, providing members with an overview of the agreed High-Level Deliverables (HLDs) agreed for the forth coming financial year.

## **2. Background**

- 2.1 For the first time since its creation the West Midlands Combined Authority (WMCA) has produced a set of corporate Aims and Objectives that set out how we will deliver the region's priorities over the next three years (2021-2024).
- 2.2 Each financial year a new set of HLDs aligning to the Aims and Objectives will be produced and published in the Corporate Annual Plan, and which will define the organisations activity over the forthcoming year.
- 2.3 Underneath this, directorates plans will be produced locally to help provide employees with an overview of the activity taking place across their directorate, and which will enable them to see how their work activity contributes to the delivery of the corporate Aims and Objectives via the golden thread.
- 2.4 Although the TfWM's directorate plan is currently in draft format we wanted to share with members to ensure they have oversight of the deliverables. The plan will be finalised ahead of the new financial year and sit underneath the WMCA business plan.

## **3. Financial Implications**

- 3.1 There are no direct finance implications from this report. The financial commentary and information is in line with the 2022/23 budget report approved by WMCA Board on 11 February 2022. The budget process has included the alignment of planned activity and resource. The WMCA Board papers have also outlined risks identified, particularly around bus funding as we continue to recover from Covid 19, and the appropriate mitigations.

## **4. Legal Implications**

- 4.1 None.

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

- 5.1 TfWM's HLDs have been designed in conjunction with the newly refreshed Local Transport Plan ensuring they are homogenous with both the region's future transport priorities and as well as the wider WMCA commitments.

## **6. Equalities Implications**

- 6.1 All deliverables

## **7. Inclusive Growth Implications**

- 7.1 As previously stated, TfWM's deliverables have been designed in line with the wider WMCA objectives which promote inclusive economic growth in every corner of the region, ensure everyone has the opportunity to benefit, that connect our communities by delivering transport and unlocking housing and regeneration schemes, reduce carbon emissions to net zero and enhance the environment, secure new powers and resources from central government, develop our organisation and our role as a good regional partner.

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

- 8.1 The work of TfWM expands across the West Midlands and our priorities identified in consultation with our Local Authority partners.

## **9. Other Implications**

- 9.1 None.

## **10. Schedule of Background Papers**

- 10.1 Appendix 1 – TfWM 2022-23 Directorate Plan.

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**Transport for  
West Midlands**  
Directorate Plan  
2022-23

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## Foreword from Anne Shaw, Executive Director of TfWM



Essential to achieving our plans for 2022/23 is the recovery of our transport system, following the Covid-19 pandemic. The challenges over the last year have been significant but we maintained services for our customers, responded to an ever-changing environment whilst carrying out our business-as-usual activity and forging ahead with our investment commitments.

Our investment in infrastructure to build and improve rail stations, extend the metro, and enhance our roads to make bus journeys more reliable and road users safer is keeping us busy. This will continue through the City Region Sustainable Transport Settlement (CRSTS) funding where we have the ability to deliver a longer term, sustainable transport investment programme with an established programme of projects.

We are also about to embark on a huge programme of change for our bus services through the implementation of the Bus Services Improvement Plan (BSIP). This will include Bus Service reform and changes to registration powers, welcoming an all-electric bus city at Coventry and introducing hydrogen buses onto our network.

We cannot miss the opportunity that the pandemic has presented, which is why we will be putting cycling at the heart of a green recovery, and with our local authority partners, we will be improving the 500-mile Starley Network and strengthening the West Midlands Cycle Hire Scheme.

This is an exciting time for TfWM as we embark on a new and exciting agenda transforming our infrastructure and services as well as resetting our statutory transport plan which sets the framework to meet the challenge ahead and truly ensures transport provides access to journeys that helps moves the region forward.

The difference we make is of course achieved because of every single member of TfWM and the wider WMCA who without we could no deliver through the continual commitment you bring each day. It is my pleasure to lead TfWM in our collective endeavour ensuring an integrated transport system that meets the needs of all our communities.

## Introduction

The WMCA’s Aims & Objectives sets out our strategy on how we will deliver on these priorities. This guides Transport for West Midlands (TfWM) use of powers and money secured from central government and measure our progress against our priorities over the between 2021-2024.

During 2022/23 will continue to develop and manage an integrated transport system for the West Midlands that is reliable, affordable, and accessible for all.

And as we look ahead, we have already set out a draft core strategy for the region’s fifth Local Transport Plan (LTP).

This sets out how we can achieve our 5 motives for change and a new vision for our transport system. This includes making sure we can deliver a transport for everyone, supports those who need it most and allows people to become more active.



## Our Plan for 2022/23

Essential to achieving our plans for 2022/23 is the recovery of our transport system, following the Covid-19 pandemic. This will support our customers, businesses, our economic recovery, and preparations for the Commonwealth Games.

### *Planning for the Future*

Transport has a huge role to play in tackling the climate emergency and supporting inclusive growth, through better connectivity.

The draft LTP core strategy sets out a new vision for future transport system and policy tool kit framed within “Six Big Moves”.

And for the first time, through the City Region Sustainable Transport Settlement (CRSTS) funding we have the ability to deliver a longer term, sustainable transport investment programme. This programme supports the Six Big Moves and allows plans for a longer time horizon than has previously been possible.

AVOID		<b>Behaviour change for the better</b> <ul style="list-style-type: none"> <li>• Better information to make better travel choices</li> <li>• Building consensus and appetite for action on our streets</li> <li>• Managing the transport network to promote behaviour change</li> </ul>
		<b>Growth that helps everyone</b> <ul style="list-style-type: none"> <li>• Promoting accessible new development</li> <li>• Designing and getting transport right for new developments</li> <li>• Making the most of digital connectivity</li> </ul>
SHIFT		<b>Safer streets to walk and wheel</b> <ul style="list-style-type: none"> <li>• Equipping people with skills and confidence</li> <li>• Quiet and safe local streets</li> <li>• A Starley Network with segregated routes for wheeling</li> </ul>
		<b>Public transport that connects people and places</b> <ul style="list-style-type: none"> <li>• Better public transport services</li> <li>• More options for shared mobility</li> <li>• A better connected and integrated network</li> </ul>
IMPROVE		<b>A resilient transport network</b> <ul style="list-style-type: none"> <li>• Keeping the West Midlands moving</li> <li>• A well-maintained network</li> <li>• Using our network better for efficient and safer travel</li> </ul>
		<b>Delivering a green revolution</b> <ul style="list-style-type: none"> <li>• Assisting the switch to zero emission vehicles</li> <li>• Working with businesses to innovate and export future mobility solutions</li> <li>• Using our transport system to enhance and protect our environment</li> </ul>

### *Delivering new infrastructure*

We're already starting to deliver part of the Six Big Moves, and throughout 2022/23 we'll continue to develop and deliver new public transport infrastructure.

This includes West Midland Metro extensions and new rail stations, and upgrade existing rail and bus stations. We will also be giving bus services priority on our roads, so they can avoid congestion and provide reliable journeys passengers expect.

We are also about to embark on a huge programme of change for our bus services through the implementation of the Bus Services Improvement Plan (BSIP), including an all-electric bus city at Coventry and introducing hydrogen buses onto our network.

We cannot miss the opportunity that the pandemic has presented, which is why we will be putting cycling at the heart of a green recovery, and with our local authority partners, we will be improving the 500-mile Starley Network and introducing the West Midlands Cycle Hire Scheme.

### *Improving the network and our services*

Our passenger's and their needs will to be central to everything we do and underpin our decision making. We will keep them safe, provide world class transport facilities and continue to work with transport operators to improve their journeys.

Through improved data management and technology, we will develop smarter systems that provide simple information and ticketing solutions that connect our citizens to jobs, education, and housing.

Working with our partners at HS2, Highways England and Network Rail, we will support their delivery of other road, rail and high-speed projects improving the desirability of the West Midlands to businesses and creating employment opportunities for future generations.

While these works take place, we will be there to support our residents through the short-term disruption to their journeys and also support improvements to our Key Route Road Network (KRN).

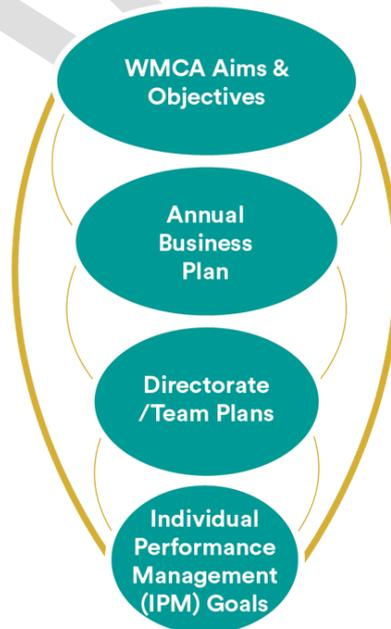
## Managing our Performance

The WMCA's Aims & Objectives are accompanied by a set of supporting objectives and the work activity for each directorate is aligned to support a combination of aims and objectives. The organisations aim and objectives will be regularly reviewed, including a formal review every six months, to monitor progress and they are agreed and owned by the WMCA Board, chaired by the Mayor.

The Aims & Objectives will be underpinned by the WMCA Annual Business Plan which sets out the work that needs to be completed against each objective in 2022-23, and by delivering the outputs of the activity the WMCA will be on its way to achieving our vision of being a more prosperous and better-connected West Midlands which is fairer, greener, and healthier.

Alongside the above each area will have a supporting Directorate or Team plan that will provide clarity on the specific work your division/team will be undertaking within the financial year to contribute to the completion of the organisations Aim and Objectives.

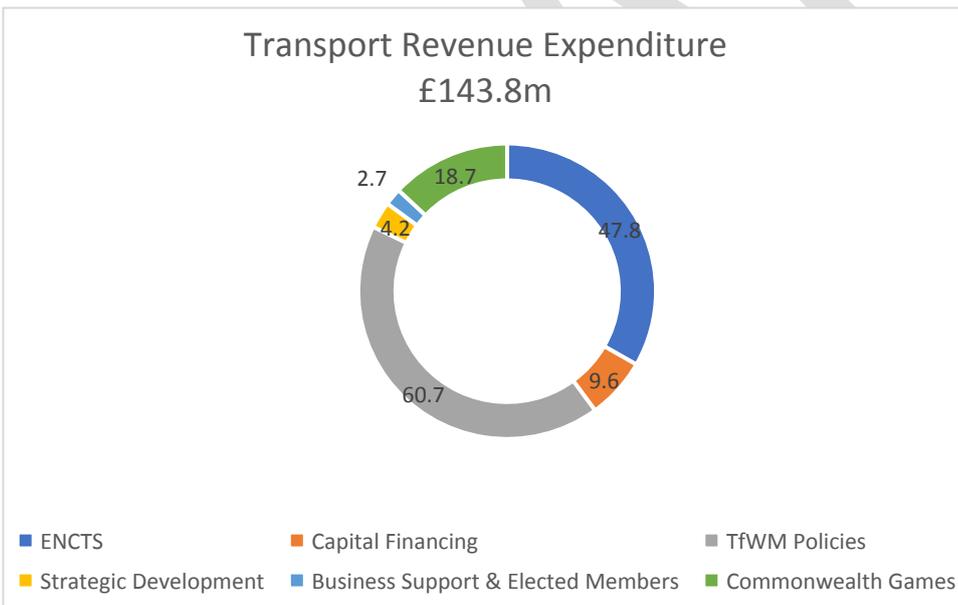
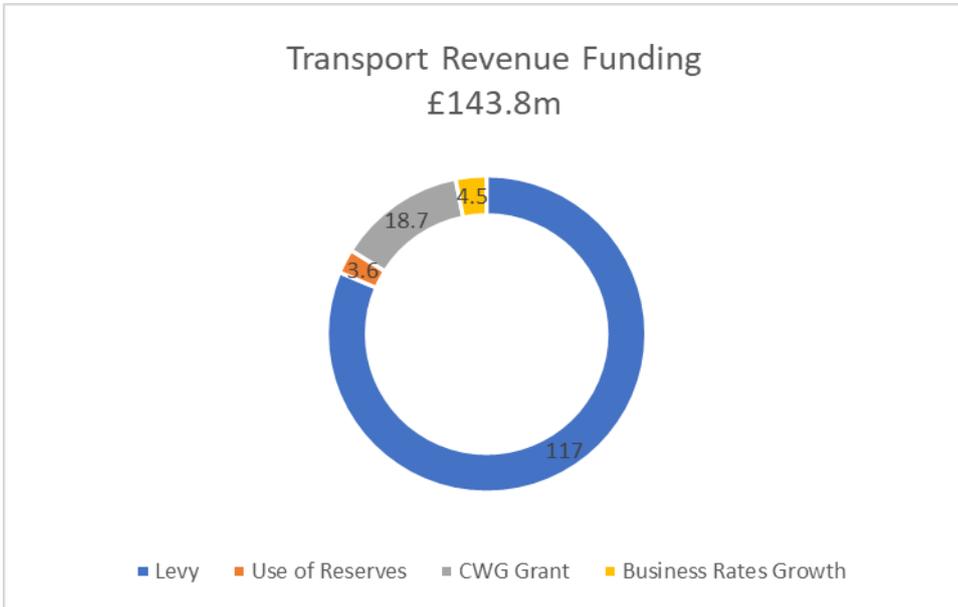
The TfWM Plan will enable our teams to see how the work we do connects into the wider organisational strategy as well as the important role we play regionally.



## Financial Summary

### Revenue Budget

The charts below show the TfWM revenue budget and expenditure for 2022/23.



Transport expenditure is funded as follows:

- Transport levy of £117m received from WMCA’s constituent members.
- £4.5m of WMCA’s share of 2022/23 Business Rates Retention income.
- £3.6m from WMCA’s existing reserves.

The Transport Levy has been increased by 2% (£2.3m) from 2021/22 having previously remained flat for five years.

£18.7m of grant funding will be received from 2022 Commonwealth Games Organising Committee in order to support the delivery of the Games.

No changes to WMCA Transport policies are proposed for 2022/23. WMCA have committed to working with Constituent Authorities throughout 2022 to develop a longer-term, sustainable budget and plan, building on the work to develop the 2022/23 Aims and Objectives which includes Transport.

### **Capital Budget**

Approximately 50% of the Combined Authority's planned capital investment to 2025/26 consists of expenditure incurred by Transport for West Midlands in pursuance of the Investment Programme, Transforming Cities Programme, and the Minor Works Programme. This is before CRSTS funding is included.

Those larger Transport for West Midlands Programmes contain significant investment in expanding the Metro networks in addition to investment in developing and delivering new local Rail stations in Birmingham and the Black Country. The Transport programme reflects the second phase of the Transforming Cities Programme, and in 2022/23 includes the completion of all WMCA delivered assets for the 2022 Commonwealth Games, namely University and Perry Barr rail station improvements and A34 / A45 Sprint highways.

The funding for the capital programme is supported mostly by project specific grants or borrowing, where the revenues to support the costs of the debt and interest are underpinned by Investment Programme income or expected passenger revenues obtained from the Metro network.

In January, WMCA approved a £1.05bn indicative allocation from City region sustainable transport settlement (CRSTS). Final allocations are due to be confirmed in the coming month along with active travel funding submitted in 2021. Both contain projects to be delivered by local authorities and TfWM. This business plan will be updated identifying the project totals and expected expenditure for 22/23.



The Policy, Strategy & Innovation department provides evidenced strategic and policy direction; maintain and develop the statutory transport plan; bring new transport investment into the region; and to push new innovative future transport solutions into the transport system. These include initiatives such as mobility as a service, continued operation and development of a world class smart ticketing offer and the progressive introduction of connected and autonomous vehicles and first/last mile solutions such as micromobility into the transport system.

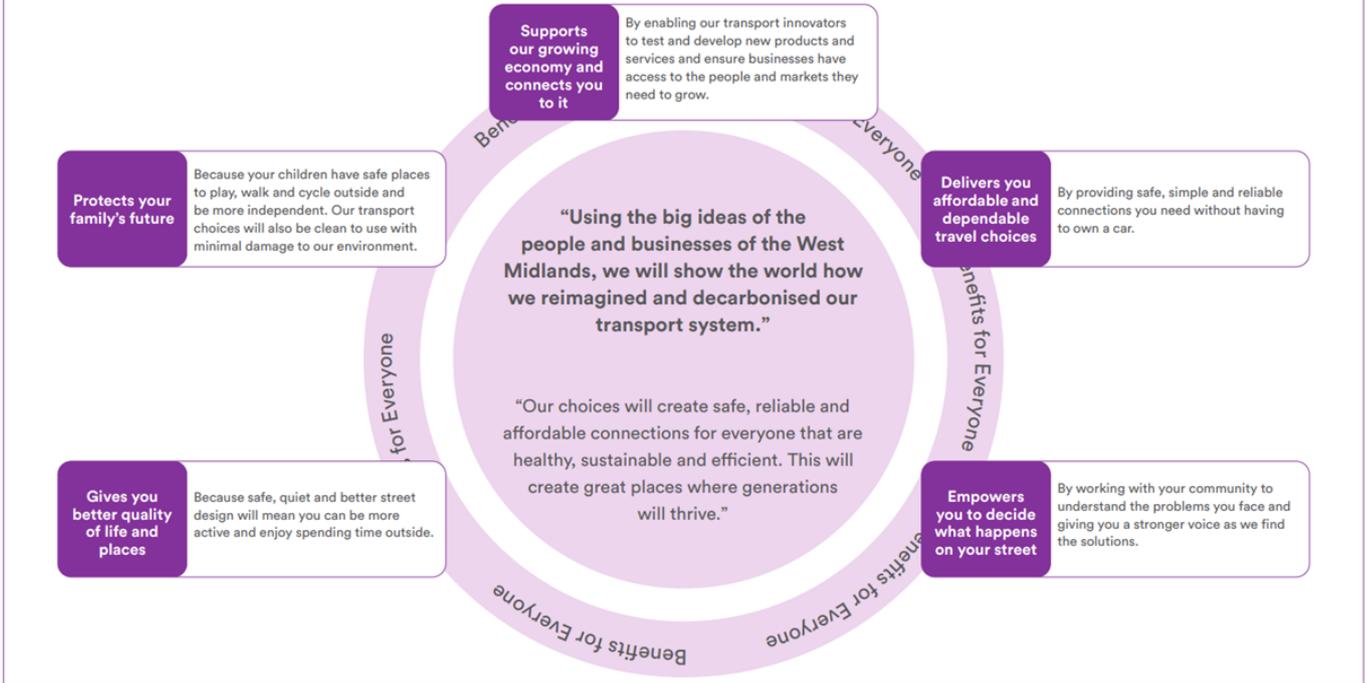
This requires a combination of deep technical expertise across data collection, collation and analysis, human factors research, customer experience, product management, transport planning and technology solutions spanning all aspects of data science, connected vehicles, sensors, and ticketing. Combined with a team of transport policy experts who manage the transport interface for TfWM with Comprehensive Spending Reviews, the mayoral agenda, devolution, and major new national policy initiatives; together the department sets the strategic direction for transport in the region through the statutory Local Transport Plan.

Practically we implement this by providing the strategic direction for the early stages of all new transport change initiatives – through problem identification, development of options, the production of the relevant Strategic Outline Business Case and Outline Business Case. We carry on throughout the life cycle of any change project to provide specific detailed technical support for economic and transport appraisal and the monitoring & evaluation of impact which in turn circles back to inform new policy and strategy development. The monitoring, evaluation and programme management activity includes regional City Region Sustainable Transport Settlement (a £1.3bn multi-agency programme) and overall M&E for the Local Transport Plan.

Part of our closely aligned and complementary specialist skill set, and expertise enables our Data Insight, Transport Innovation and Swift programmes to deliver nationally recognised thought leadership and innovation. The activity undertaken collectively provides a comprehensive real time transport data service to the Regional Transport Coordination Centre and Local Highway Authorities; secures new grant funded innovative solutions (such as 5G traffic sensors, eScooters, connected & autonomous vehicle services) and enhances and continually improves the operation the Swift regional smart payments platform. Recent examples of innovation which have been introduced and will continue to be developed through 22/23 include the introduction of Demand Responsive Transport services supported by Mobility Credits, the development of Mobility as a Service partnership with the regions bus operators and moving forward to deliver a national solution to contactless debt card payment which works seamlessly across all public transport operators.

Fundamentally we are working to achieve the vision of the West Midlands LTP.

What we want to achieve for the people of the West Midlands



PSI will work with each individual colleague in the department and across TfWM to ensure all will understand how they are directly contributing to this vision with a clear buy-in to **Why** and **How** we work to do **What**:

**WHY** we work... *“We believe that people in the West Midlands should be able to get where they want, when they want, but in a way that is environmentally and socially sustainable.”*

**HOW** we work... *“To deploy enabling and direct services, pilots, facilitation and investment direction iteratively to understand what activities and levers work best for which people, at what times.”*

**WHAT** we do... *“Build with colleagues and partner organisations a collectively ability to provide **VIABLE** and sustainable **JOURNEY** options for all”*



Aim	Objective	High Level Deliverable
3	(3.1) We will deliver and operate a safe, accessible, affordable, reliable, and sustainable transport system together with our partners that will enable all communities to better access opportunity across the region	Maintain & publish a West Midlands Local Transport Plan and embed transport policy and strategy in the plans and programmes of the wider WMCA & partners.
		Develop and maintain a deep understanding of the needs, attitudes and perceptions of people who use the West Midlands transport system
		Continue to develop and maintain a robust common data environment for the West Midlands transport system
		Analyse the transport system to provide deep insight, recommend actions and produce robust and funded evidenced based business cases for schemes and programmes
		Creating a system for easy to use and affordable payments to access the transport system
4	(4.4) We will pioneer and embed transport innovations and drive behaviour change to reduce emissions, improve air quality, and enable the creation of green jobs	Create a strategic transport innovation eco-system by delivering the West Midlands Future Transport Zone programme



Development & Delivery Team



Working across Directorates and the wider WMCA, the Development and Delivery Directorate take schemes from the drawing board into detailed design and delivery. Aligned to our strategic objectives, and those of our partners, we support in delivering the right projects at the right time in the right place.

TfWM is refreshing the statutory West Midlands Local Transport Plan (LTP), where an emerging delivery programme will focus on achieving local objectives such as inclusive economic growth and WM2041 net zero carbon targets. The forthcoming City Regions Sustainable Transport Settlement (CRSTS) will also reflect these emerging policy objectives. The robust development of these schemes will be key in demonstrating our ability to deliver this ambitious 5-year programme.

The region has targets to increase cycling to 5% of all journeys by 2023, while also increasing walking levels and which feeds into wider targets for clean air, health and congestion, and infrastructure developments align with the plan for an integrated transport network. Alongside the seven local authorities and partners, TfWM aims to lead the delivery of true behaviour change in the region.

In 2022/23 TfWM will oversee the delivery of some transformational infrastructure schemes; Better Streets Community Fund Projects and significant highway improvements to add major strategic routes to the Starley Cycling Network as well as continuing to develop West Midlands Cycle Hire. 2022 will also be the first year of Cycling for Everyone, a Commonwealth Games legacy project as well as other activation activities across the region.

**Sprint:** Is a reliable, frequent, and low-emission bus-based transit system, providing a new, cost-effective way for local people to travel across the West Midlands and will include the new, improved experience for bus passengers includes faster ticketing, predictable journey times, vehicle improvements and new improved shelters.

Phase 1 of the Sprint project is currently in delivery along both the A34 and A45 and is scheduled to complete on time and on budget in advance of the Commonwealth Games. As part of Phase 1, an Enhanced Partnership has been made with bus operators that guarantees all bus services on the route will be zero emission by 2030. Following completion of Phase 1, a zero-emission cross city bus service will be introduced on the corridor, a first for the region.

Phase 2 of Sprint is in development and scheduled to receive WMCA approval early in the year.

The Development team developing transport schemes within various programmes, supporting local growth and regeneration to improve connectivity across the region and beyond. Key projects over the next year include:

**Dudley Interchange,** the scheme has been developed, designed and is about to enter the delivery phase. It will provide a transformative Interchange facility for buses in Dudley Town Centre, improving connectivity with the introduction of Metro in the future and supporting local regeneration in the area.

**Sutton Coldfield:** This scheme is a multi-faceted project seeking to support HS2 (High Speed 2) connectivity and is interdependent with supporting the proposals within the Sutton Coldfield Town Centre Masterplan. The project seeks to improve interchange opportunities for bus and rail, but also improving walking and cycling opportunities and supporting the regeneration of the town centre.

**Transforming Cities Fund:** The aim of the TCF programme is to invest in new local transport infrastructure to boost productivity by improving public and sustainable transport connectivity.

**City Regions Sustainable Transport Settlement:** This programme is designed to move us towards the ambitious vision set out in our recently refreshed Local Transport Plan Core Strategy for a greener, more active, fairer, and economically successful West Midlands, whilst taking strides towards our 2041 carbon neutral target as part of the #WM2041 initiative.

CRSTS will enable an ambitious rolling, multi-year strategic investment programme prioritised and delivered locally under a devolved funding regime. This must move the dial in addressing local and national objectives, in particular the levelling up agenda which is so critical to one of the regions hardest hit by COVID. Anything less risks us treading water and missing the opportunity to invest in programmes complementary to key national initiatives such as HS2.

Following the release of the Mayors 2040 Rapid Transit Network, TfWM’s Development and Delivery Team will lead development activity working closely with other departments and key stakeholders to realise this ambition. These plans align with wider WMCA strategies and both the current and emerging Local Transport Plans. These plans also support 2046 modelling forecasts for the predicted areas for population and job growth.

**Very Light Rail (VLR):** is a Research and Development project being led by Coventry City Council with numerous partners including WMCA with support led by TfWM’s Development and Delivery Team. It will be using the latest automotive expertise developed in the West Midlands to deliver an innovative and affordable new mass transit solution for enhanced urban connectivity. It will fill a gap in the public transport market that will integrate with buses and other modes to create a seamless door to door experience.

VLR will provide a solution that is comfortable, efficient, reliable, and low-cost. The concept includes a lightweight, self-propelled, and battery-powered vehicle, and will run on a novel track designed to sit just 300mm inside the road surface, reducing the impact on utilities. These innovations combined will make urban VLR cheaper to install and operate over a lifecycle of many decades. The first route being developed will be in Coventry with ambitious plans to expand the network beyond this in the future.

**Transport Implementation:** provide a small team of skilled project managers who work across both TfWM and WMCA on the delivery of capital projects, which range in both size and complexity. They also assist in supporting on other initiatives such as corporate response to Covid-19, providing expert advice and input into corporate initiatives such as Strategic Hub activities and providing technically skilled support in the development and assurance of transport related business cases and their appraisal. They also involved in the development and delivery of standard reporting facilities across TfWM.

Corporate Aim	Objective	High Level Deliverable
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3	(3.1) We will deliver and operate a safe, accessible, affordable, reliable, and sustainable transport system together with our partners that will enable all communities to better access opportunity across the region	Increasing the efficiency and performance of transport delivery in the West Midlands
		Deliver the Commonwealth Games Active Travel Legacy programme
	(3.2) We will build new and develop current transport infrastructure, so that travel in the region is sustainable, active, and low-congestion and integrated with nationally important projects such as HS2	Deliver the West Midlands Walking and Cycling Programme and continue to invest in making streets more walkable
		Ensure the delivery of the CRSTS Capital Programme, including the TfWM Infrastructure programme
4	(4.4) We will pioneer and embed transport innovations and drive behaviour change to reduce emissions, improve air quality, and enable the creation of green jobs	Delivering a step change in our Mass Transit Network (including Sprint and Metro delivery programmes) to unlock inclusive growth and tackle climate change

### Integrated Transport Services



The Integrated Transport Services Team is at the heart of public transport delivery within the West Midlands, working closely with transport operators, national and regional delivery bodies as well as directly developing and operating our own diverse portfolio of front-line services.



Through our network transformation activity, we work to ensure the ambition of local strategies and plans is aligned to national opportunities, developing the business case for change, bidding for local transport investment and assessing the case for increased devolution. Key examples of this work in 2022-23 include the Bus Service Improvement Plan to Government, Zero emission bus schemes for electric and hydrogen buses, bus priority development and progressing the Enhanced Partnership development with bus operators and the Full Franchising Assessment for bus.

We develop and deliver a wide range of schemes aimed at improving bus reliability and a better customer experience. In 2022-23 we will continue our development of Dudley Interchange ensuring integration with the wider Metro programme, implement multiple bus priority schemes across the region's roads and continue to deliver on the Coventry Electric Bus City, and the transformation programme for Ring and Ride.

We are responsible for managing the operation of the existing bus network. With 4 out of every 5 public transport journeys made by bus in the West Midlands, this is a significant area of our work touching thousands of people every day. Our work with bus operators is central to this, we work collaboratively through multiple formal and informal bus partnerships across the region, including West Midlands Bus Alliance and the largest Advanced Quality Partnership Scheme in England. Through contractual relationships with operators, we directly manage the provision of socially necessary bus services which includes specifying and providing financial support to operate services that would otherwise not be viable, providing door to door accessible transport through Ring and Ride and developing and providing further 'on demand' style services through our Demand Responsive Transport network. We are also working hard to manage the post pandemic recovery of the network with bus operators and the provision of passenger information and integration with trains and trams.

We manage TfWM's transport assets including asset strategy, acquisition/disposal, asset renewal and commercialisation of the estate and our transport asset base is continually growing and diversifying. We maintain all of TfWM's transport assets to ensure they are safe and provide a good customer experience across our Park and Ride sites, bus stops and shelters, bus stations and real time information systems.

Our Customer Services team provides a single point of contact for citizens, visitors, and wider stakeholders across all of WMCA's work. We operate the Customer Relations Team, WMCA Switchboard, Swift Customer Support, Ring & Ride bookings, and West Midlands Cycle Hire support to name a few, offering services to customers across a range of contact channels. We service customers face to face through our 12 bus stations and Travel Centre and our teams on the ground are on hand to ensure things operate smoothly and safely. Through our flexible team, we are able to target face to face customer support across the wider network to support specific events as well as gather valuable insight and intelligence to inform future plans.

Robust health and safety management is key to our work and is achieved through the Health and Safety team who also has broader responsibility for corporate health and safety. We provide advice and guidance, formulate health and safety strategy, safety management systems, corporate policy and carry our risk assessments across the breadth of the organisation's work. An inspection regime is also in place and supports our ongoing accreditation to ISO standards 45001 and 45003.

Corporate Aim	Objective	High Level Deliverable
3	(3.1) We will deliver and operate a safe, accessible, affordable, reliable, and sustainable transport system together with our partners	Fund essential supported services that provide a social benefit including concessions, ring and ride, and tendered bus services
		Develop and deliver frontline services that provide high quality

	that will enable all communities to better access opportunity across the region	experiences that meet changing customer demands at TfWM facilities including bus stations and interchanges
		Ensure strategic and operational Health and Safety aims and key deliverables are communicated and embedded throughout the WMCA
		Creating and maintaining accurate and reliable public transport travel information including the requirements set out in the National Bus Strategy and Vision for Bus
	(3.2) We will build new and develop current transport infrastructure, so that travel in the region is sustainable, active, and low-congestion and integrated with nationally important projects such as HS2	Delivering our bus vision and BSIP to support inclusive growth
	(3.4) We will support and deliver coordinated investment packages with our partners across key corridors and local, town, and city centres	Developing Park & Ride assets to support better access to the transport system including making our transport assets more affordable by increasing commercial revenues
4	(4.4) We will pioneer and embed transport innovations and drive behaviour change to reduce emissions, improve air quality, and enable the creation of green jobs	Develop a strategy to support decarbonisation of the bus network including a zero-emission bus fleet and supporting infrastructure across the West Midlands

## West Midlands Rail Executive



The West Midlands Rail Executive is led by Mike Waters and acts on behalf of people in the West Midlands to maximise the benefits of the rail network for local communities.

The region's local authorities own the West Midlands Rail Executive (WMRE), so we are democratically run and accountable to elected representatives. Within the

West Midlands Combined Authority area, WMRE is integrated with TfWM to provide a specialist rail function.

Collaboration is at the heart of our organisation, and we work with the Department for Transport, Network Rail, train operating companies and a multitude of other partners. Historically, the rail industry has been very fragmented. Our collaborative approach is bringing the industry together, creating efficiencies and improving the experience for passengers.

Our role is to:

- Specify and manage the West Midlands Railway train service contract in collaboration with the Department for Transport.
- upgrade train stations and build new ones on behalf of Transport for West Midlands and other partners.
- Support improvements for passenger and freight train services.
- Plan future network improvements in the region.

Our influence helps ensure local train services support our regional economy and provide local people with access to jobs, education, healthcare, and leisure opportunities.

2022/23 will see us open redeveloped stations at Perry Barr and University, begin main construction for 5 new stations along the Camp Hill and Walsall lines. As members of the West Midlands Grand Railway Collaboration, we will be working with industry partner to improve the passenger focus. A key focus for the partnership is the delivery of rail services during the 2022 Commonwealth Games. We will also be updating the West Midlands Rail Investment Strategy to reflect the impacts of Covid-19 and Brexit and will deliver 80 new Class 196 trains will enter service in 2022 as part of the West Midlands Railway fleet. They will bring better facilities, increased capacity, and improved accessibility to passengers across the network.

Corporate Aim	Objective	High Level Deliverable
3	(3.1) We will deliver and operate a safe, accessible, affordable, reliable, and sustainable transport system together with our partners that will	Work in collaboration with Government, Operators, and the wider rail industry to deliver better outcomes from today's railway

	enable all communities to better access opportunity across the region	Co-manage the West Midlands rail franchise, through West Midlands Rail Executive
	(3.2) We will build new and develop current transport infrastructure, so that travel in the region is sustainable, active, and low-congestion and integrated with nationally important projects such as HS2	Building and planning tomorrow's railways by delivering the Rail Investment Programme
5	(5.2) We will work collectively with central government to gain new powers, resources, and investment channels for the WMCA and local authorities, including double devolution	Make the case for local rail devolution to deliver better outcomes for a future railway

## Metro Delivery



West Midlands Metro is an essential element in the TfWM structure and service to the passengers of the region. It serves the corridor from Wolverhampton to Birmingham, and during the height of the pandemic continued offer a full service supporting key workers.

Unlike most tram systems in UK, West Midlands Metro is wholly owned by the Combined Authority, and the maintenance and operation of the trams is delivered by a team at Midland Metro Limited (MML), who manage the interface with the travelling public and who maintain the infrastructure and the trams. With MML providing the operation and maintenance of the existing Metro line we can ensure

the WMCA objectives of greater connectivity and passenger focus are at the forefront in the way in which the service is delivered.

The Depot team manage the maintenance of 22.4km of track, 28 tram stops and 29 trams and work to deliver a safe and secure, reliable, and sustainable tram service, and taking a data led approach they MML adapt service according to patronage and movements of the travelling public.

With over 20,000 passenger journeys a day the operations team understand how important Metro is to passengers who rely upon the service to go about their daily lives.

Due to the huge success of the Metro a £800m programme of extensions is already in delivery with our partners in Midland Metro Alliance (MMA). The first of these to Library opened in 2019 and we will see the opening of two new extension in 2022, to Edgbaston village and to Wolverhampton’s new Rail station. The latter will provide a tram stop right outside Wolverhampton station making connections with both rail and bus much easier for the public. The extension to Edgbaston Village will extend the existing line out to Hagley Road and the Five Ways roundabout. This will deliver a service along Broad Street bringing passengers to the heart of that night-time activity and to major business and tourist attractions along the route.

We are also fully engaged in the delivery of two other significant extensions to the Metro making it a true network rather than a single line. These will see construction continue on the Wednesbury to Brierley Hill (WBHE) and the Birmingham East side extension (BEE).

On the BEE project, partial construction will complete in advance of the Commonwealth Games, with the remaining works completed after the games, and work on WBHE has already started along the old South Staffordshire rail corridor and into Dudley Town centre where you will also see work on the impressive Parkhead Viaduct, making this structure safe for the future operations.

In order to be able to service the expanded network a new fleet of trams has been procured. To date, we have taken delivery of 8 new trams to enhance our fleet and we are preparing ourselves for the arrival of the next batch of trams in 2023.

In preparation for the new extensions and the new fleet, we plan to secure funding this year for three major projects; Depot expansion to double the capacity of the depot to house and maintain the extended tram fleet, a Power Supply upgrade to add new substations to the existing line to support the increased traffic that the extensions will bring along the core of the network and Line 1 renewals are also planned in 2022 to start a major programme of renewal of the overhead line system as well as replacing some of the worn rails.

Corporate Aim	Objective	High Level Deliverable
3	(3.1) We will deliver and operate a safe, accessible, affordable, reliable, and sustainable transport system together with our partners that will enable all communities to better access opportunity across the region	Improving the financial, operational and asset performance of WM Metro to support metro services and network expansions

	<p>(3.2) We will build new and develop current transport infrastructure, so that travel in the region is sustainable, active, and low-congestion and integrated with nationally important projects such as HS2</p>	<p>Extending the WM Metro Network to better serve more people and businesses delivering Westside (Edge), Wolverhampton City Centre, WBHE and Birmingham East Side extensions.</p>
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### Network Resilience



The Midlands is at the heart of the UK’s rail and motorway networks. As a region, we are delivering an ambitious growth programme, with over £1billion investment announced in 2021 and our work must ensure the reliability and quality of journeys provided by the Strategic, Local, Rail and Bus Networks in both the context of existing journeys and future ones growth. Network Resilience’s role is to ensure the programmes of work undertaken across the region are coordinated, impacts mitigated against and with all information shared with partners and the public.

The Congestion Management Plan underpins the work we do with the 3 pillars; improve capacity, improve efficiency, and manage demand at the forefront of our decisions.

Safety, Security and Emergency Planning is responsible for the safety and security of the transport network, working alongside West Midlands Police and British Transport Police in the Safer Travel Partnership. The team also contributes to the Local Resilience Forum which has proved vital throughout the pandemic, and they will continue to do so as restrictions ease.

The CCTV Control Centre monitors both the TfWM assets and town centres 24/7 and alongside this sits the Regional Transport Coordination Centre (RTCC), a multi-agency, multi modal facility where the monitoring and dissemination of real time network information across the takes place, helping the general public to make informed decisions on how to travel. The key milestones for 2022 are around the CWG, with a number of testing and readiness exercises taking place. The RTCC also provides support for both planned and unplanned events, which could be social or works on the transport network and works closely with the PSI and the Data Innovation teams to enable TfWM to take an informed evidence-led approach.

The Key Route Network (KRN) team works alongside the local authorities to manage the KRN and enable improvements through the Highways Investment Strategy, which will continue with the coordination of local authority maintenance under the CRSTS Programme. The team is also responsible for road safety, implementing the Regional Road Safety Strategy as well as for the region’s Road Safety Action Plan.

Our Transport Skills Academy are working alongside TfWM and WMCA Skills looking to improve the skills gap in transport across the region.

The Travel Demand Management (TDM) team work alongside local businesses, educational establishments, and stakeholders to enable people to better plan their journeys and where possible seeks to remove some trips off the network by behaviour change, modal shift, car share, flexible working, and retiming journeys. We ensure a joined-up communications strategy around travel advice is linked to a strategic message

The Programme Development team looks to develop and deliver a suitable programme of mitigations, such as temporary bus lanes, bus gates, capacity improvements and signal validation and works with our internal and external partners to ensure a coordinated, joined-up approach. Milestones include continuing to coordinate the Interchange works.

Key milestones for 2022 are to ensure the delivery of a successful CWG; to support the Games team and enable residents and visitors to move around the network, whilst supporting the ongoing recovery from the pandemic, as well as continuing to monitor the network and provide up-to-date information to enable people to make informed decisions on how and when to travel.

Corporate Aim	Objective	High Level Deliverable
3	(3.1) We will deliver and operate a safe, accessible, affordable, reliable, and sustainable transport system together with our partners that will enable all communities to better access opportunity across the region	Managing the West Midlands Transport Network through improved coordination with the Regional Transport Co-ordination Centre
		Keep the transport system safe and secure

		Develop and enhancing the performance of the Key Route Network (KRN)
		Deliver the operational plan for the Commonwealth Games for visitors to the region and ensuring reduced impacts on everyday journeys
	(3.2) We will build new and develop current transport infrastructure, so that travel in the region is sustainable, active, and low-congestion and integrated with nationally important projects such as HS2	Keeping the West Midlands Moving by mitigating the impacts of transport investment programmes through Travel Demand Management

### Commonwealth Games



The Commonwealth Games team is responsible for preparing the Games Transport Plan and to deliver bespoke transport operations in support of a successful Commonwealth Games. The Games will showcase the region to the world and will be an opportunity to demonstrate TfWM’s delivery capabilities to its everyday customers and visitors. 72 nations will compete and around 1.7m tickets have been sold.

The Games transport Plan requires a significant uplift in operational staff for delivery of specific Games operations, to cater for the extraordinary demand pressures on the transport network and for the strengthening and resilience of some business-as-usual functions.

TfWM will be delivering the Spectator Park and Ride/Walk – 20 car parks for c.9000 vehicles with shuttle bus or walking routes to competition venues, City centre and accessible shuttle buses, management of the Games Route Network which is c.850km of roads along which the athletes, officials, media, and VIPs will travel. Other areas of responsibility include managing local Traffic plans, traffic management and parking

protection of venues, residents, and businesses, travel demand management, communication, and engagement to help ensure our transport networks can cope and to direct visitors.

In addition, we will be undertaking monitoring and evaluation, enhancing management of transport hubs to ensure good customer experience, strengthening of some public transport routes, contingency planning, and preparation, strengthening of the Regional Transport Co-ordination Centre (RTCC) and the management of suppliers,

A workforce plan has been developed to manage and deliver these services and, in addition to Games team staff already employed, a further 70-80 roles will be required, mostly for the 11 days of the event plus some training and familiarisation. There will be early mobilisation for full event testing of the new Alexander stadium and Sandwell Aquatics Centre and rehearsals for the Opening ceremony.

In terms of existing operations, an event of this scale and profile requires support from across the organisation and imposes additional pressures on business-as-usual activities, such as;

- Local bus, rail and tram strengthening.
- Road Event diversions – disruption to bus services from road races, marathon, cycle race and cycle time trials and triathlon. Significant bus diversions and bus stop relocations.
- Customer Experience - updating journey planner, roadside information, data process and management.
- Additional Games time support at key Metro stops e.g., Library, Grand Central, The Hawthorns and Wolverhampton St. George's.
- Bespoke plans in and around rail stations.

Throughout the planning of the Games a collaborative approach has been adopted with key partner organisations particularly the Birmingham 2022 Organising Committee and Birmingham City Council but also via an all-partner Joint Transport Group Chaired by TfWM.

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**West Midlands  
Combined Authority**

## Transport Delivery Committee

<b>14th</b>	14 March 2022
<b>Report title</b>	'Reimaging Transport in the West Midlands' Local Transport Plan – draft Core Strategy engagement
<b>Portfolio Lead</b>	Councillor Ian Ward
<b>Accountable Chief Executive</b>	Laura Shoaf, Chief Executive, 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>	Anne Shaw, Executive 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>Report has been considered by</b>	

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

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

1. Note the proposed approach and progress on development of the West Midlands Local Transport Plan (LTP) and the publication of the West Midlands Transport LTP Core Strategy for consultation.
2. Note the approach for developing the LTP Big Moves and Area Strategies through to Summer 2022.
3. Provide comment and advice on how TfWM and local authority officers can support and work with elected members in communicating and building awareness of the issues the LTP seeks to tackle and developing improved engagement with communities on how to start to change travel behaviours.

## 1. Purpose

- 1.1 The purpose of this briefing is to provide an update for Transport Delivery Committee on the development of a new West Midlands Local Transport Plan and in particular the engagement on the new Local Transport Plan Core Strategy. WMCA Board approved the draft Core Strategy for consultation on 14<sup>th</sup> January 2022. The engagement commenced on 7<sup>th</sup> February 2022 and will run until 4<sup>th</sup> April 2022.

## 2. Background

- 2.1 Under the Transport Act 2000, Local Transport Authorities (LTAs) have a statutory duty to produce and review a Local Transport Plan (LTP). As a consequence of the Local Transport Act 2008 and the West Midlands Combined Authority Order 2016, WMCA is the LTA for the seven constituent metropolitan districts/boroughs. The LTP will align to the core priorities of WMCA ensuring that all future funding bids and transport activity is optimised to meet the Corporate Aims and Objectives signed off by WMCA Board in November 2021.
- 2.2 The LTP must set out policies for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within the LTA area as well as proposals for the implementation of those policies. WMCA and the seven-metropolitan district/borough councils of the West Midlands must carry out their functions so as to implement these policies. The LTP carries statutory weight in a range of decisions made by many public authorities as they execute their functions under their relevant statutory provisions. It is a critical document for ensuring the West Midlands public's interests with regards to transport and its impacts are considered in such decisions. The LTP must be developed collaboratively between the WMCA as LTA and the 7 local authorities and implemented in partnership with other agencies and organisations such as National Highways, Network Rail and public transport operators.
- 2.3 Since Movement for Growth (the fourth West Midlands LTP) was published there have been significant changes to the policy context including changes to the political, social and economic landscapes which have implications for transport policy and plans. Most significant of these are the impact of the Covid-19 pandemic and the challenge of climate change, with the WMCA declaring a climate emergency in 2019 and committing to ambitious plans of becoming a net zero region by 2041.
- 2.4 The first [WM2041 five year carbon plan](#) was approved and adopted by WMCA Board in March 2021. This set out a priority for WMCA to support changes in travel behaviours through reduction in car usage and a much higher modal share of public transport and cycling. A key deliverable for WMCA was producing a new LTP aligned to WM2041. In July 2021, Transport for West Midlands published the 'Reimagining Transport in the West Midlands' Green Paper. The purpose of the Green Paper was to start a conversation with politicians, public and stakeholders on how transport policy and strategy in the West Midlands could change. The focus was to engage on how the region could better respond to the big challenges it faces, including responding to the economic downturn and the climate emergency, as described in the Green Paper through five 'Motives for Change'.

### **3. Green Paper Engagement**

3.1 The Green Paper engagement over the summer of 2021 saw over 600 full responses (and around 700 partial responses) to the public survey and around 20 detailed responses from a range of stakeholders including local businesses. As part of the engagement TfWM officers attended Dudley's Future Council and Housing and Public Realm Scrutiny Committees last summer. In addition, a series of deliberative engagement and citizens panel sessions also took place with around 60 stakeholders and a group of around 70 individuals through the Transport for West Midlands online community. This group was demographically representative of people from across the region. A summary of the results of the engagement is appended at Appendix 1, but the key messages include:

- The issues raised in the motives for change resonated with respondents who felt that these were important. Climate change and addressing inequality were the areas of most concern.
- There was a clear sense from responses that the current approach to transport was not delivering sufficient improvements, or that things were getting worse. 92% of respondents were fairly concerned or very concerned by climate change and 83% agreed that a key policy aim should be to tackle inequalities in transport access.
- There was a view that the West Midlands could not build its way out of the problems and should adopt an approach which places greater emphasis on using existing transport infrastructure better.
- Two thirds of respondents felt that levels of traffic on local roads were now a problem.
- The majority of people acknowledged that increasing levels of active travel were important, but that a lack of safe infrastructure and busy roads were a barrier to more people choosing to walk and cycle.
- The shift to electric vehicles was supported, but there was concern that the challenges of congestion would not be resolved.
- Whilst the car is still going to be important for many people's travel choices, a majority of people agreed that car use needed to be reduced. Many were open to new ways of accessing cars instead of private car ownership.
- When subsequently polled, 68% of a sample of respondents to the original consultation strongly agreed or agreed with the need for the use of 'sticks' to achieve significant change in travel behaviour. However, less people believed that either national or local government would use them within the next 5 years.

### **4 National Policy**

4.1 The last 18 months have also seen a number of policy statements from Government which have placed an emphasis on transport's role in responding to the need to rapidly decarbonise; delivering HMG's levelling up agenda; and supporting the post pandemic recovery of the UK. This has included an ambition to see half of all journeys in cities and towns walked or cycled by 2030. The Government has made it clear that local authorities will be expected to take the lead on bold decisions to influence how people travel; and to take local action to make the best use of space. These changes are in order to enable active travel and transform local public transport, including though

considering appropriate parking or congestion management policies to promote and support the desired behaviour change.

- 4.2 Government has said it will drive decarbonisation and transport improvements at a local level by making quantifiable carbon reductions a fundamental part of local transport planning and funding. This has influenced the approach to the City Regional Sustainable Transport Settlement programme. Further LTP guidance is expected to be published by Department for Transport in early 2022; and future funding decisions are likely to be directly informed by the level of reductions which are evidenced.

## **5 Developing the new West Midlands Local Transport Plan**

- 5.1 Following engagement on the Green Paper, a discussion with local authority Leaders took place on how the West Midlands should develop its new LTP. There was consensus that investment in transport remains critical to support the region's growth outcomes, enable modal shift, and improve accessibility – especially in traditionally under-served and deprived areas of the region. The pandemic has exacerbated some of our longstanding economic challenges around inequality, poverty, and poor health. The new LTP will help continue to make a strong case for transport investment, such as the City Regional Sustainable Transport Settlement, that will play a critical role in opening-up opportunities for communities across the region. There will be a focus on allowing the region to quickly regain growth momentum and avoid long-term post-pandemic economic scarring, whilst helping us to make good progress towards developing a carbon neutral transport system.
- 5.2 However, despite the positive progress being made, the need for more fundamental change was acknowledged and accepted. Our current approach is largely focussed on improving alternatives and informing travellers so they understand the benefits of using those alternatives. Whilst continuing to invest in the alternatives to the car is going to continue to be important, this alone won't be sufficient to generate the kinds of behaviour change needed to meet our aims.
- 5.3 We know from reviewing the impact of the current approach and modelling different scenarios that with the policies and programmes we have in place now we won't deliver the scale and pace of change that we need – even if we had significantly higher levels of funding to improve the public transport network or build more cycle infrastructure. Based on current actions we would not meet our WM2041 target for carbon reduction (or even the UK 2050 climate change emissions targets), and we would continue to make marginal progress against the other issues raised in our Motives for Change. Ultimately, without a change in direction, transport risks becoming a handbrake on the greener, fairer inclusive growth the region wants to deliver.
- 5.4 In discussion Leaders identified that being risk averse (carrying on with the same policy approach) would in itself be a risky strategy that fails to deliver the kind of transport system needed to meet the aims the region has agreed to try and achieve. The importance of demand management to achieving behaviour change was understood and it was acknowledged that Government policy is channelling local government towards such measures.
- 5.5 However, across the public and stakeholders there remains a significant lack of consensus around the best way to engender the behaviour change required. There are also significant concerns about the impacts of change at such an unprecedented scale and pace. To further complicate the matter, as a result of COVID-19 impacts, there has

also never been so much uncertainty about how travel behaviours will change further into the medium to long term.

- 5.6 A challenge for the new LTP will be honesty about the need to manage demand to help deliver the scale of behaviour change required and about the consequences of not taking appropriate action. The plan is being developed to account for this challenging position. It is being honest about the need for a demand management approach to help the transport system deliver against the region's wider objectives and vision. However, it is positioning the choice to manage demand as something that needs to be worked through with local people, communities and stakeholders with an understanding of the issues that will need to be managed if we carry-on as is. Engagement with the public and stakeholders will need to be on-going and more extensive than ever before. It will be important for the LTP to be understandable and relatable for the public and using TfWM's traveller segmentation tools we have started to articulate the vision through images of the places people experience and how transport underpins their day-to-day activities.
- 5.7 This approach will also enable the West Midlands to be realistic and clear over what is and is not within the gift of local leadership – understanding that appropriate local action on local streets can help give us a quieter and healthier urban environment, but that more transformational behaviour change (for example to significantly reduced carbon emissions) requires broader consensus across the country and national leadership (and sharing of the burden). Ultimately one regional area will struggle to be radically transformational without risking unintended and disadvantageous consequences for its economy. Conversely, change adopted at a similar pace and more uniformly across the country means concerns over economic displacement effects can be managed and companies operating across these geographies can plan and deliver national operating protocols with more confidence. This latter point is particularly relevant to the freight, logistics and automotive industries which the West Midlands is a national leader in.
- 5.8 Given the above context the approach to developing and implementing change will need to be different. To respond to this, the new LTP will have a dynamic and flexible approach to transport policy and delivery. A dynamic plan, which is regularly reviewed, will enable an on-going discussion with members and the public on how and where progress can be made on more or less difficult pathways. The draft Core Strategy sets out a policy tool kit framed within 6 Big Moves, from which WMCA, TfWM and local authorities will need to develop their delivery plans.
- 5.9 The Big Moves are all intended to improve the transport system to encourage a change in travel behaviours and deliver against our motives for change. The need to consider accessibility more holistically, i.e. not just through mobility but also through better spatial planning and digital connectivity ('the triple access system') is also reflected. This is illustrated in the figure below showing connection from the 'big moves' the motives for change.

Through Action against the 6 big moves...	...changes citizens' experience of transport options...	...which changes their behaviour...	...which divorces accessibility from the impacts of transport...	... and delivers our motives for change
<ul style="list-style-type: none"> <li>• Behaviour change for the better</li> <li>• Growth that helps everyone</li> <li>• Safer streets to be more active</li> <li>• Public transport that connects people and places</li> <li>• A resilient and safe transport network</li> <li>• Delivering a green revolution</li> </ul>	<ul style="list-style-type: none"> <li>• Reliable</li> <li>• Efficient</li> <li>• Flexible and convenient</li> <li>• Personalised</li> <li>• Well-connected</li> <li>• Comfortable</li> <li>• Accessible and easy to use</li> <li>• Affordable</li> <li>• Safe and secure</li> <li>• Cleaner and greener</li> <li>• Healthy</li> <li>• Modern</li> </ul>	<p>Avoid</p> <ul style="list-style-type: none"> <li>• Reduce travel</li> </ul> <p>Shift</p> <ul style="list-style-type: none"> <li>• Change destination or route</li> <li>• Change mode</li> </ul> <p>Improve</p> <ul style="list-style-type: none"> <li>• Choice to drive more efficiently</li> <li>• Choice to use more energy efficient vehicles</li> </ul>	<ul style="list-style-type: none"> <li>• Traffic reduction</li> <li>• Electrified transport</li> <li>• Improved accessibility</li> </ul>	<ul style="list-style-type: none"> <li>• Sustaining economic success</li> <li>• Creating a fairer society</li> <li>• Supporting local communities and places</li> <li>• Becoming more active</li> <li>• Tackling the climate emergency</li> </ul>

5.10 As reported previously the big moves policies will be detailed further in a series of additional LTP documents to be developed and consulted on during 2022. In addition TfWM is working with local authorities to develop a suite of Area Strategies within the framework of LTP policies. These will sit beneath the Core Strategy and alongside the Big Moves and will translate the policy tool kit into local areas. They will help us develop plans to solve the challenges of different kinds of places, covering neighbourhoods, corridors and centres but which are tailored to diverse places within areas/districts.

5.11 Following WMCA Board approval in January, engagement on the draft Core Strategy has now started and will run through to 4th April 2022. and run for a minimum of 8 weeks. Subject to feedback and updates to the LTP it is intended that a final Core Strategy and draft Area and Themes strategies will be presented to WMCA Board in summer 2022. A copy of the draft Core Strategy (Appendix 2) and summary document (Appendix 3) are attached.

## **6. Financial Implications**

- 6.1 There are no direct financial implications as a result of this report. WMCA Board has recently approved the £1.3bn City Regional Sustainable Transport Settlement (CRSTS) programme which includes a number of schemes in Dudley. The CRSTS programme will form a large element of the first five-year delivery programme for the new Local Transport Plan. It includes funding to help local authorities further develop and deliver schemes and initiatives and improve existing infrastructure conditions.

## **7 Legal Implications**

- 7.1 Under the Transport Act 2000, local transport authorities (LTAs) have a statutory duty to produce and review a local transport plan (LTP). As a consequence of the Local Transport Act 2008 and the West Midlands Combined Authority Order 2016, WMCA is the sole LTA. WMCA and the seven metropolitan district/borough councils of the West Midlands must carry out their functions so as to implement these policies.

## **8 Equalities Implications**

- 8.1 Transport is an essential part of our lives and plays a critical role in creating a fairer society. The aims of the LTP motives for change have been informed by the needs of people in the West Midlands and the role of the transport system in helping to meet those needs. An Equality Impact Assessment (EqIA), as required by section 149 of the Equality Act 2010 as amended, is being undertaken as part of the ISA to challenge and support the development of the LTP.
- 8.2 The statutory engagement required on the draft LTP Core Strategy will require an inclusive approach and TfWM will seek to reach a broad range of people and groups.

## **9 Inclusive Growth Implications**

- 9.1 Equity is at the heart of our motives for change and has been informed by the WMCA Inclusive Growth Framework. The LTP is of most positive relevance to the Connected Communities fundamental of this framework, but pertains to several others:
- Climate resilience: achieving the objectives laid out in WM2041 is also at the heart of the motives for change, and is embedded across the six 'big moves' that frame the next 20 years of activity.
  - Affordable and safe places: the LTP connects safety and perceived safety to uptake of active travel and mass transit options.
  - Health and wellbeing: this is at the heart of the vision for the LTP, which connects the way places are shaped to positive health outcomes – notably, how easy and safe they are to walk, ride and cycle through. Achieving this will realise other health benefits, including those associated with clean air.
  - Equality: the inequalities experienced by people in the West Midlands have been reflected in the motives for change.
  - Inclusive economy: affordable mobility is key to an inclusive economy, and this too is at the heart of the LTP vision.
- 9.2 Through the development of policy and strategy against the objectives set in the LTP the harmful impacts of transport and places can be reduced, people who have no or limited access to a car today will be better able to participate in society and our economy, and a better legacy will be secured for future generations. It will be important to ensure that

these objectives hold firm, as there are many competing drivers for mobility investment that often supersede inclusive growth considerations.

- 9.3 There are better ways of being more mobile and having better access without the harmful effects we experience today. It is possible to shift to a system that can work for everyone and everywhere.

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

- 10.1 The WMCA exercises transport powers overwhelmingly in respect of the area covered by its constituent authority members, however, there is significant interaction with the wider area. The health and performance of the transport system in the metropolitan area has a profound impact on the wider area and vice-versa. Deep engagement with surrounding Local Transport Authorities and with Midlands Connect will be essential. Additionally opportunities to align policies and timescales with surrounding Local Transport Authorities will be explored, especially noting that transport does not stop or start at administrative boundaries.

## **11 Other Implications**

N/A

## **12 Schedule of Background Papers**

**WM2041 Five Year Plan**, WMCA, 2021

**Reimagining Transport in the West Midlands: A Conversation About Change. LTP Green Paper**, TfWM, 2021

**The Transport Decarbonisation Plan**, DfT, 2021

**Gear Change**, DfT, 2020

**National Bus Strategy**, DfT, 2021

**City Regional Sustainable Transport Settlement**, WMCA Board Report, 14<sup>th</sup> January 2022

# Reimagining transport in the West Midlands: A conversation about change

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## LTP Green Paper Engagement Summary



# LTP Green Paper Engagement Summary

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1. Engagement Plan “What we did”
2. How we did it
3. What was said
4. Engagement summary and policy implications

*Produced by TfWM Policy, Strategy and Innovation Directorate*

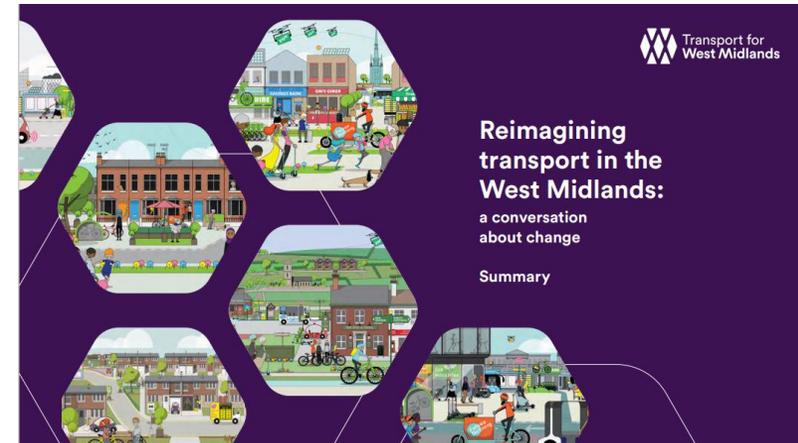
# LTP Green Paper: Overview

- The LTP Green Paper: Reimagining Transport in the West Midlands was published on the 1<sup>st</sup> July 2021
- The Green Paper serves as a consultation document for the general public, businesses and other key stakeholders in the West Midlands
- It will inform the development of the new Local Transport Plan (LTP5) for the West Midlands Combined Authority

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The document is based around five key Motives for Change, which encapsulate the main challenges facing the region in relation to transport:

- Creating a fairer society
  - Supporting local communities and places
  - Becoming more active
  - Tackling the climate emergency
  - Sustaining economic success
- The Motives for Change were developed as part of an evidence gathering exercise which formed the basis of the LTP Green Paper



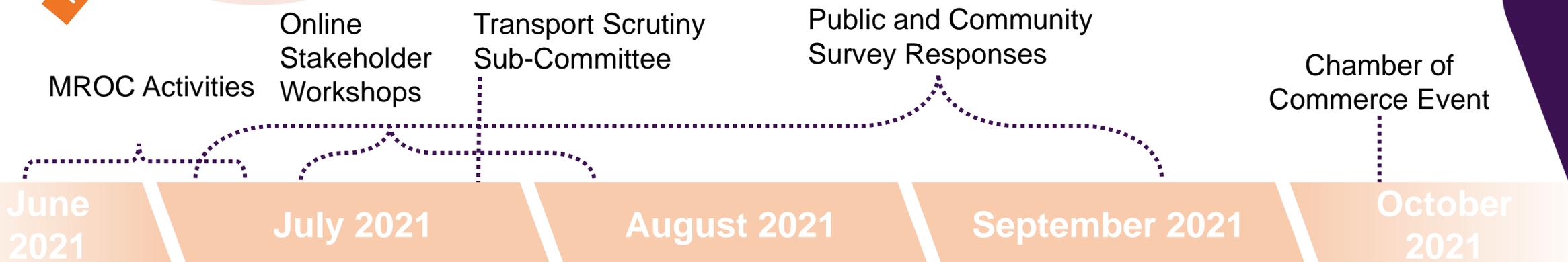
[Reimagining transport in the West Midlands - WMLTP5 Green Paper | Transport for West Midlands \(tfwm.org.uk\)](https://www.tfwm.org.uk)

# LTP Engagement Strategy



LTP Engagement was conducted through various channels, including:

- Public surveys which were disseminated via social media, mail and email
- Market Research Online Community (MROC) and targeted quick-poll surveys
- Online and in-person workshops with key stakeholders
- WMCA Boards

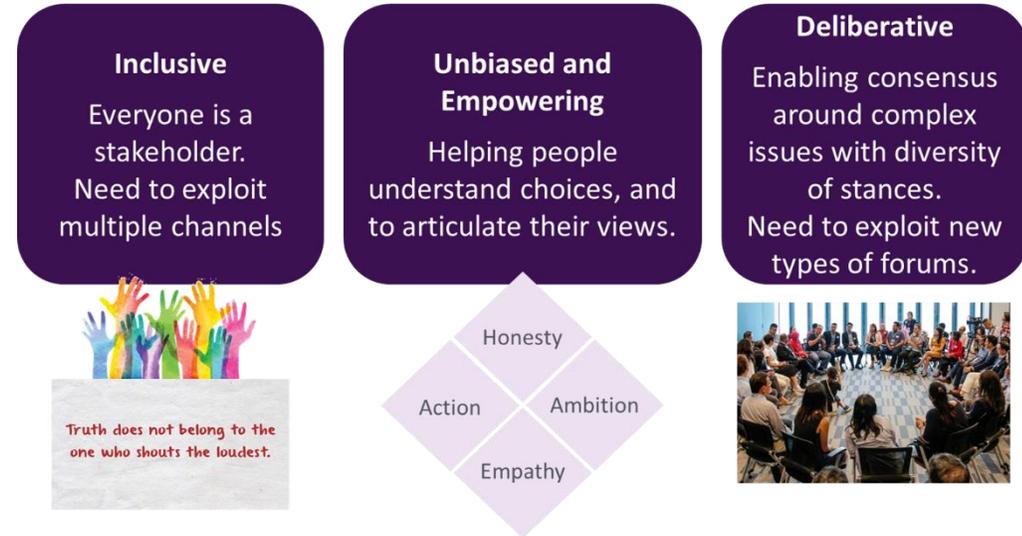


# LTP Public Engagement Campaigns

- The Green Paper was publicised via: TfWM's website, constituent authorities' websites, emails via Campaign Monitor and networks, social media, press releases and community outreach partnerships
- The citizen and business/community surveys were published on the 5th July and remained open until the end of September
- A follow up 'Quick Poll' survey for LTP survey participants who wished to take up in further research, which gathered more information on perceptions and use of policy mechanisms and the opportunities/threats posed by decarbonising transport
- An in-person business engagement event was facilitated by the Birmingham Chamber of Commerce and transport planning consultancy Atkins

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## Engagement Principles and Aims



- **Identify citizen's preferences** on how to meet objectives
- **Build understanding** of the day-to-day aspects of travel that are **key to positive customer experience**
- To build understanding of the **gap between plans, trends and aspirations**
- To build understanding of the **kinds of interventions** that **would bridge the policy gap**
- To **develop consensus around new policy strategies** that would help people make the changes required

# Public Survey Design

## Survey Sections

- Two types of survey were developed for the LTP Green Paper:
  - one for general citizens of the West Midlands,
  - another for businesses and community organisations

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Each survey included four sections with a mixture of closed (selected from discreet options) and open-ended (respondents to provide text-based answers) questions.

- The public were also invited to leave further comments/ feedback at the end of the survey and to take part in future research.
- TfWM ran a follow up 'Quick Poll' survey for LTP survey participants who wished to take up in further research.
- This gathered information on perceptions and use of policy mechanisms and the opportunities/threats posed by decarbonising transport.



# Market Research Online Community (MROC) Engagement

- Engagement was facilitated by research agency Mustard, who ran two activities
- Activity 1 ran over one week in June 2021 and focused on members' travel behaviour and journey patterns, open for all to respond with a prize draw incentive
- Members were asked questions on their travel behaviour, why they chose to travel in certain ways and their perceptions of different modes of travel
- Activity 2, for which interested members were selected, involved a 9-day session which explored a world without cars and getting members to explore potential alternatives
- Here, projective techniques were used to gather more in depth data on members' motivations, beliefs, attitudes and values, through a hypothetical scenario where private cars were no longer available.

# Targeted Stakeholder Activities

- Stakeholders were identified and selected for engagement activities according to how closely they needed to be involved, interest in the LTP and involvement in regional decision making.
- Four stakeholder webinars were held, which focused on recovery from the pandemic (short term) and the Motives for Change (long term).
- These ran in parallel to other surveys, social media and MROC activities.
- The Young Combined Authority was engaged. This is a WMCA board of 16-25 year olds, representing the diverse and young population.
- Key business stakeholder were also engaged through a face-to-face event facilitated by Birmingham's Chamber of Commerce and transport consultants, Atkins.

## Stakeholder Selection Process

<b>High Power/ influence</b>	<b>Keep satisfied</b> Engage and consult so they are satisfied their voices are being heard on key issues Avoid low value contact so they do not lose interest in the project Anticipate and meet need Could be a risk if not satisfied	<b>Key players</b> Involve in key decisions Engage regularly to maintain relationship lots of effort made to satisfy their concerns and requirements for information. These will be valuable advocates
	<b>Minimal effort</b> Communicate generally to keep updated Do not overload with excessive communications or needless information Monitor to check if interest levels change/issues arise	<b>Keep informed</b> Make use of interest – could be an ambassador Keep these stakeholders regularly informed to maintain their interest. Monitor any issues or concerns that may arise and respond
	<b>Low interest</b>	<b>High interest</b>

# Response overview

## Citizens

- 612 complete public responses. The responses tended to be skewed more towards white, older males, which doesn't give a true representation of the demographic profile of the West Midlands.
- Responses were relatively well spread across the region (with a slight bias towards Birmingham) and reflected the proportion of car and non-car owners.
- Younger age groups were more likely to answer Motive for Change questions, with 25-44 year olds providing the most responses.
- This age group were also more likely to answer questions on the Climate Emergency - 93% of respondents chose this motive.

## Business and Stakeholders

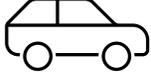
- Only 18 responses were received for the business and community survey.
- In the business and community survey, Tackling the Climate Emergency was the most engaged with Motive (15); Supporting Economic Success was also the least engaged with (9).

## MROC

- 77 took part in Activity 2, with respondents more evenly distributed across all 7 districts.
- Responses have a greater gender balance compared to the LTP citizens survey.
- This activity also achieved a better age and ethnicity balance, although young adults and ethnic minorities are still underrepresented.

# How have travel experiences changed over time?

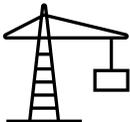
## Most Significant Changes

1) More car use/ownership (43%) 

Business and community organisations also recognised this as the most significant change

2) Deterioration in public transport performance (23%) 

3) Improvement in public transport performance (16%) 

4) More out of town development (8%) 

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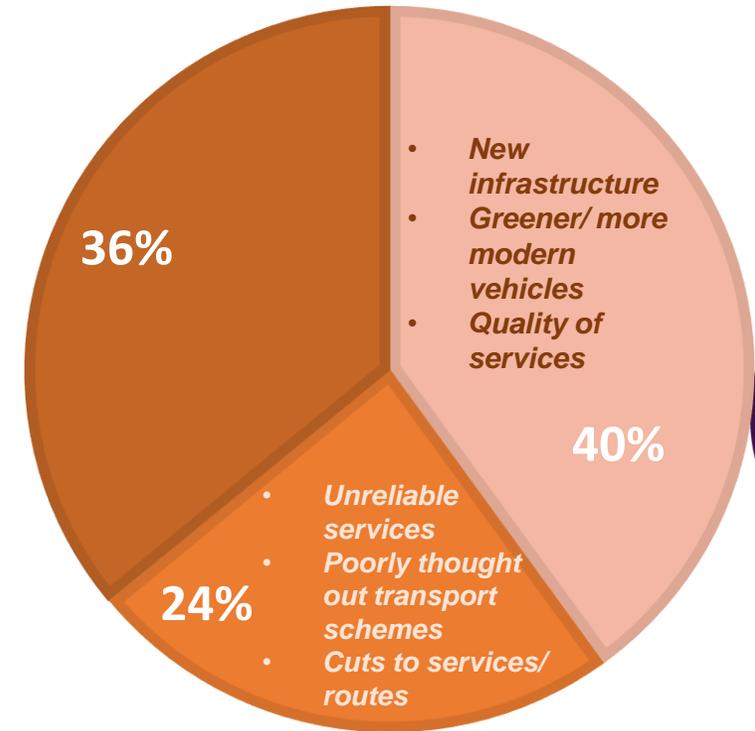
- People have witnessed significant changes to the transport system over their lifetimes; they were split on whether these changes were overly positive or negative, which could reflect the uneven distribution of benefits and impact across people and places.
- Whilst some have hugely benefited from increased mobility, freedom and choice, this has ultimately come at a price, with loss of green space, traffic, noise and pollution highlighted as key concerns.
- Over two-thirds of respondents thought traffic was a problem on local roads.

I can access places and areas I would never have been able to years ago.

Loss of green space, pollution, noise.

## LOCAL TRANSPORT PERFORMANCE OVER TIME

■ Better ■ Worse ■ Unsure/No difference



# Quick Poll Citizen Survey: Looking to the Future

Effect of pandemic on travel	%
Travelling by public transport less	25
Very little change/nothing/travelled as usual/key worker	23
Working from home	18
Travelling less in general	14
Increase car use	7

Tension between latest trends and future pathways?



What will change? (In the next 20 years)	%
Move to electric vehicles/less polluting fuels	36
More public transport use/better public transport offer	29
Reduction in car use/less car ownership	8
Uncsure/don't know/depends on too many things	7
More active travel/cycling/cycle facilities	7

More of the same?

Positive changes to keep in the future	%
General comment about improvements needed to public transport in the future (not Covid related)	23
Being more active walking/cycling	15
Not commuting/more flexible working/working from home	12
None noted/hasn't changed things for me/nothing positive	8
Keep social distancing measures/Face mask/ventilation etc	6

Negative changes to avoid in the future	%
Increased car use/more traffic	20
Negative comments about public transport in general (not Covid related)	14
Reduction in amount of public transport services during Covid	12
Fear of using public transport/scared to use public transport	9
Not going out/isolation/restrictions	8

- In the Quick Poll Survey, 80% agree that without change to transport there will be negative consequences for the region; 17% of car owners disagreed compared to 6% of non car owners
- The main advantages to changes in the next 20 years would be a cleaner/less polluted environment (48%). With fewer cars on the roads (14%), an improved public transport offer (13%), with a healthier population (8%). However, 14% thought there would be no advantages
- The main disadvantage to changes in the next 20 years were seen as being the increased costs of travel (19%), others saw congestion continuing as EV cars simply replace current car types (10%), while 9% feared public transport would not be able to cope with increased demand or there was a lack of political will to make changes. 13% could see no disadvantages.

# Perceptions of Living in a Car Free World

- Without access to cars, car owners were most concerned about not being able to see family and friends that live further afield
- Expressed frustration that they would be forced to use multiple forms of transport to reach their destination, would face longer journey times and could not complete activities
- Tended to evoke strong emotional responses; whilst many could see solution they would be very reluctant to follow through
- More importance was placed on the loses rather than the gains – 6 in 10 cited loss of independence and freedom, impact on wellbeing and reduced social circles and choice of destinations
- People would be less likely to travel to countryside further afield, travel around the UK, visit out of town retail parks and attractions that are not well connected by public transport.

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## Things People Would Miss the Most



Family and friends



Option to be spontaneous



Freedom / independence



- There was a perception that a car free world could reduce inequality and make travel more accessible for all
- Non car drivers felt there could be an improvement if travel options were aimed at non-owners from the get go
- 4 in 10 said gains were important, namely environmental, road safety and health benefits
- People would be more inclined to stay local, visiting bars, restaurants, parks, high streets, museums and surrounding countryside.



*[We'd be better off] If there were less cars on the road then I think it **would be better as less accidents, less traffic, less pollution.** However, to get less cars on the road **there needs to be incentives to use other forms of transport.*** Male, 35-44, Coventry



# Public Sentiments on Motives for Change

Most organisations saw 15-minute neighbourhoods as a good thing (8 out of 9), as it could lead to a reduction in traffic and help people realise healthier lifestyles. Citizens were also broadly supportive (78% of home owners and 80% of renters)

In terms of long-term changes, organisations were most in favour of redeveloping the urban realm, changing land use to put homes and services closer together, having a more extensive rail and rapid transport network and an ultra low emission fleet. Of least importance was connected/autonomous technology.

Business and community organisations broadly recognised the importance of having healthy and active workforces and that the urban environment for the West Midlands should support more active travel. Whilst 6 were already promoting active travel, 5 sighted the length of journeys as a key barrier, along with a lack of key infrastructure (3)

The majority of organisations agreed with the statement that the new transport plans should focus on rapidly changing how we travel (14 out of 17 respondents)

Business and community organisations were more likely to chose the 'Decide and Provide' approach (10 versus 2); however, 5 were unsure – one sighted the need for a blended approach, whilst another highlighting increased uncertainty in planning for the future, as proven by the Covid-19 pandemic

Business and community organisations were more likely to chose the 'Decide and Provide' approach (10 versus 2); however, 5 were unsure – one sighted the need for a blended approach, whilst another highlighting increased uncertainty in planning for the future, as proven by the Covid-19 pandemic

Business and community organisations were most concerned about changes to the way we travel (8 out of 15 respondents); responses were generally mixed, however they were less likely to be concerned by digital connectivity (7 out of 15)

Organisations thought the most important changes were shifting to walking, using local services, using the tram and avoiding travel by using telecommunications

**Agreement that Climate Change Represents an Opportunity to Address the Following Motives for Change (%) – Citizen Responses**

Motive for Change	Total	16-24	25-34	35-44	45-59	60 or over	Male	Female	Car access	No access
Becoming more active	77	50	85	90	75	75	73	85	78	77
Supporting local communities and places	76	66	78	90	72	75	68	85	73	82
Creating a fairer society	68	67	74	83	68	63	64	75	67	73
Sustaining economic success	56	66	52	63	60	52	53	61	54	61
Average	69	62	72	82	69	66	65	77	68	73

# Public Perception and Understanding

- People broadly understood the issues outlined in the Motives for Change; *many respondents believed that without changes to the transport system, negative consequences would get worse and stifle regional success.*
- Respondents were very likely to consider climate change a key threat, with 92% expressing mild or serious concern.
- 83% agreed that a key policy aim should be to tackle inequalities in transport access.
- To combat the issues at hand, the vast majority of respondents agree that improving mobility of those who don't have access to a car is the best approach to ensure future prosperity.
- However, respondents were more split on whether to prioritise using existing network capacity and vehicles differently or building additional network capacity to achieve positive change.
- Respondents were more likely to perceive tackling climate change as a threat to the economic success.
- On average 69% saw it as an opportunity to achieve positive change across all Motives.
- 91% thought it was very important/important that we show leadership in tackling the climate change emergency by decarbonising transport (plus 12 out of 15 organisations).



# Public and Business Consensus

- Respondents were broadly supportive of what the new LTP was proposing, despite tensions between advocating increased network capacity and using existing technology/infrastructure.
- Tensions on the recognition that reduced vehicle use are required.
- A significant minority of respondents who believed public transport needs to improve first for people to make the changes required.
- Non public transport users were more likely to disagree with or be unsure of the measures proposed, representing 25% of this group compared to just 14% overall. Respondents were also concerned about the effect rapid change would have on land use (65%) and the way people travel (58%).
- The most important short term changes were considered to be shifting to local bus, walking and rail, as well as using local services and consolidating trips.
- Longer term, respondents thought it was important to have more extensive rail and rapid transport, as well as high quality public realm and green infrastructure.
- Only 8% thought that there would be a reduction in car use in the next year 8 years, however 36% believed there would be a move to electric/less polluting vehicles
- Respondents thought that it was important that we demonstrated leadership in decarbonising transport.
- Businesses highlighted the importance of identifying clear critical paths to delivery and monitoring mechanisms.



MIND THE GAP

# MROC engagement and appetite for change

- Respondents highlighted the importance of convenience, flexibility and lack of alternative options as to why the public continue to prioritise the car.
- People do recognise the environmental and health benefits of public transport and active travel, however, 8 out of 10 respondents agreed that we need to use cars less. This further demonstrates a disconnect between what is seen as desirable and what is currently possible in terms of travel in the West Midlands .
- The car is still seen as desirable by a significant minority.
- Giving up the freedom and independence which the car provides is perceived as too heavy a price to pay, particularly regarding visiting family, friends and places of interest further afield.
- Changing private vehicles or moving to shared ownership were seen as the least impactful changes to the transport network by respondents to meet their personal needs.
- But just under half of respondents would consider using an alternative private vehicles – such as a moped, e-bike, e-scooter.
- 6 out of 10 respondents were either already making changes to their car use or were willing to do so in the future.
- Respondents highlighted replacing trips through digital connectivity, having goods delivered to your door and using more local services.
- Research highlights the importance of engaging with a diversity of residents and places and understanding their needs, informing them of the alternatives and understand which incentives to change would work.



# How do stakeholder and public sentiments compare?

- Stakeholders recognise the issues, with climate change also seen as the key driver for change, but also physical activity.
- This reflects a broader focus on enabling a healthy, productive workforce (brought into sharp focus by the Covid-19 pandemic) and safeguarding economic success of the region
- Clear feedback that the public and stakeholder felt that the political system is not geared up to tackle some of the huge challenges.
- Perception that decision-making tend to favour short-termist solutions.
- There was a need to acknowledge the lifespan of the LTP last 5 years, as do political tenures.
- Achieving longer-term buy in remains a key challenge.
- This is reflected in strong consensus around LTP measures, but less confidence in the ability to successfully mandate these within the next 5 years.



MIND THE GAP

# Achieving change and policy implications

- To achieve the most difficult changes, there is a general consensus that this should be done through the decarbonising transport lens.
- Clear that the LTP needs to identify a clear critical path for policy and transport scheme delivery.
- There is also a need to ensure all seven constituent authorities are adequately consulted and that the new LTP does not contradict other Local Plans and other regionally significant infrastructure projects
- Much like the public responses, stakeholders are split on whether additional capacity should be built on the network, or that we need to make better use of the existing network and change travel behaviours.
- There was a shared view that public transport offering had to be adequate enough to allow people to make the changes required.
- Respondents are most confident around the 'shift' element of the LTP, enabled through changing land uses, improving public realm and expanding mass transit in the next 10 years.
- Demand management solutions will also be key, although certain mechanisms – such as road charging – are still seen as contentious.
- To achieve change through policy, 68% people in the Quick Poll survey **agreed with the use of 'sticks' to achieve significant change in travel behaviour.**





Transport for  
**West Midlands**

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# Reimagining transport in the West Midlands: Local Transport Plan Draft Core Strategy



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Throughout this document, particular statements have been highlighted in boxes like this one. These statements constitute the primary policies of this Local Transport Plan Core Strategy.

Please visit <https://www.tfwm.org.uk/who-we-are/our-strategy/WMLTP5> for further information about this draft LTP core strategy, including how to provide feedback on it and engage.

Also, please visit [our MROC website](#) if you want to register to be a part of our Market Research Online Community and have your say in a range of conversations about transport.

# Foreword

As well as being at the heart of the UK's transport network, the West Midlands is at another kind of crossroads; one at which there is an opportunity to build back better from the COVID-19 pandemic, to ensure we can carry forward the reputation for economic success the region has built in the new millennium while improving the impacts of transport on our towns, cities and local communities.

This document is the Core Strategy for the fifth Local Transport Plan (LTP) for the West Midlands. It sets out the overall aims, vision and approach to guide the development and delivery of transport policies until the end of 2041. The plan seeks to address the challenges and opportunities currently facing our transport system. The decisions we make now about how we plan, invest in and manage our transport system will affect us all, as well as deciding what legacy we leave for future generations.

Over the past few years, the West Midlands has seen substantial improvements to its transport network. The West Midlands Metro has been extended through Birmingham city centre and a new line is under construction in the Black Country, connecting Wednesbury with Brierley Hill. We are improving our railways, with improved and new stations planned at Perry Barr, Darlaston, Willenhall, Aldridge and the revival of the old Camp Hill line. Fleets of electric buses are taking to the streets in increasing numbers. And our active travel revolution is well underway, with new cycling and walking routes springing up across the region.

After decades of underinvestment, our region is

beginning to turn things around. But significant challenges remain in tackling the defining issues of our time, such as climate change, air quality, our health, and now our economic recovery from the pandemic. The climate emergency presents a particularly unique challenge in that there is a definitive pace of progress that needs to be made, otherwise we will lose the ability to prevent escalating harm.

To enable economic recovery means improving people's access to opportunities. If we carry on our current path, trends suggest that we are heading towards a car-led recovery. That won't help the over 25% of our households without access to a car, or the many others for whom car ownership is a huge part of household spend that they can ill afford. We also know the negative implications this has on health, safety, air quality and climate change. We therefore need a collective effort to tackle these issues and encourage people to change the way they travel.

Managing demand will be critical to enabling behaviour change, and will provide the means to improve alternative modes of travel. We want to create a transport system where these alternative modes become the automatic first choice for residents. Cars will be needed and will be a critical part of our transport system for many years. However, they don't have to be the daily default choice that they are for many today. When needed they could more often and more easily be shared or drawn from a car club to get a safer zero emissions vehicle. This can save people money and help save the planet.

Whilst national policy measures do not currently address demand management, there are measures that are within our hands that we can implement at the local level now. Whilst some of these measures are considered more challenging and difficult to implement, we need to recognise the wider benefits that they can bring to local businesses, communities and residents.

We recognise that the plan will need to evolve and adapt over its lifetime, to account for changes to national policy and if it is going to meet the required outcomes. This Plan therefore proposes a new dynamic approach to transport planning in the West Midlands, and one that is in the hands of our communities. The Plan is focussed on 6 Big Moves which have been framed to target the benefits we want from a better transport system.

We will build on our City Regional Sustainable Transport Settlement (CRSTS) programme and have ensured that our 6 Big Moves and objectives align with this. The major infrastructure development within the first five years of this plan will be predominately be delivered through the CRSTS programme.

In developing proposals, we will be putting policies, measures and interventions to the people, to allow them to shape what they want the future to look like on their street.

So please engage and let us know what you think, so that together we can build a transport network that will serve our region for decades to come.



**Andy Street**

Mayor of the West Midlands



**Councillor Ian Ward**

Portfolio Lead for Transport  
Leader of Birmingham City Council

# Introduction

## Our role

The West Midlands Combined Authority (WMCA) is a special type of local authority. Its statutory administrative functions apply to the seven metropolitan boroughs of the West Midlands. One of WMCA's key statutory roles is being the Local Transport Authority and through Transport for West Midlands (TfWM) it must produce a Local Transport Plan (LTP) for the area.

The LTP must set out policies to promote safe, integrated, efficient and economic transport to, from and within the area as well as plans to implement those policies.

WMCA and the seven city and metropolitan borough authorities (councils) are legally required to deliver this plan through the use of all their powers and functions.



Transport is critical for a prosperous society. People need to travel, and goods need to be delivered. However, there are balances to be struck in how much the transport system can accommodate the diverse and competing needs of individuals and businesses.

The recent COVID-19 pandemic has hit the region hard. We need a transport system which will help get our region back on track and unleash its potential by improving access to opportunity for everyone. Transport systems can help economic growth by improving connections to workplaces and unlocking sites for development. It can also create more attractive places in which to do business and give more people access to the skills, education and training they need. The West Midlands economy supports a wide range of businesses from traditional manufacturers to hi-tech innovators and they all rely on transport.

The economic impact of the pandemic has been more severe in the West Midlands than elsewhere in the UK. That's because much of the local economy relies on exports which went into decline as a result of the COVID-19 crisis. But our economy is resilient and has many strengths within certain sectors, including automotive, manufacturing, leisure and hospitality. These sectors will enable a strong and fast recovery to happen and it's crucial that the transport system supports all sectors to recover.

But while making it easier to travel can help people access what they need to thrive and support economic growth, it can result in issues, such as emissions that pollute the air we breathe and cause climate change. The recent COP26 summit made it clear that we must urgently scale up action to respond to the threat of climate change to have a chance of limiting global warming. Transport is both a big part of the problem, but also a part of the solution. This plan highlights the need for urgent action to change things for the better.

There are also equality issues because transport might benefit some people whilst marginalising others. When planning transport, balances of the positive and negative impacts on people, communities and places need to be considered.

Our Green Paper 'Reimagining Transport in the West Midlands' started a conversation with people, business and key stakeholders on the challenges and opportunities facing the region, helping us to pin down what a better future transport system looks like and what we need to do to get there.

This document is the proposed Core Strategy for the fifth LTP for the West Midlands. It sets out the overall aims, vision and approach to guide the development and delivery of transport policies until the end of 2041.

# Our Aims

# Motives for Change

WMCA's goal is to deliver a deliberate and socially purposeful kind of economic growth – measured not only by how fast or aggressive it is; but also by how well it is shared across the whole population and place, and the capacity of our environment to sustain it. This is Inclusive Growth.

Delivering Inclusive Growth will mean that we are meeting our social needs, economic ambitions and our responsibilities to the environment in a balanced way.

It also means that all citizens can shape, contribute and benefit from the advancement of the region.

Page 101 Our objectives for this LTP (see right) are framed around 5 Motives for Change. These are five areas where changing transport could help us better support Inclusive Growth by improving the impacts of transport on people, and the places and environment on which they depend.



Motive for Change	Current issues	Objectives
<b>Sustaining economic success</b>	The West Midlands has experienced strong economic growth and investment in recent years; we want to leverage transport to sustain this success and to ensure everyone can benefit and participate.	<p><b>Inclusive economy</b> - We will inclusively grow our economy by making it easier to travel in a way that reduces the economic costs of transport's negative impacts and maintaining the network, improves the reliability of the network, improves the health of the workforce, and levels up access to opportunities for those who are less mobile to enable greater participation in the economy.</p> <p><b>Mobility market transformation</b> - We will support industrial transformation of the mobility sector to position the West Midlands as a global leader in future transport by creating a local transport market that enables innovation, development and deployment of transport products and services that best support Inclusive Growth.</p>
<b>Creating a fairer society</b>	The way our urban environment has been retrofitted and developed to suit lifestyles that revolve around the car has resulted in significant disparities in access. Those without access to a car have fundamentally less access than those who can access a car. There are particular groups who are much less likely to have access to a car, including younger people, women, those who are on lower incomes and those from ethnic minority backgrounds.	<p><b>Fair access</b> - We will improve social mobility by improving equity of access to opportunity by ensuring everyone, regardless of personal circumstance, has safe, usable and affordable travel choices that enable them to prosper.</p> <p><b>Fair impacts</b> - We will reduce the negative external effects of transport on people's health and wellbeing by improving road safety, reducing air pollution, and reducing noise.</p>
<b>Supporting local communities and places</b>	As traffic and car ownership have increased, motor vehicles have become increasingly dominant in our streets with the majority of space being made available on them. This has harmed the quality of places and limited opportunities to use streets for wider functions that can enrich people's lives.	<p><b>Local access</b> - We will strengthen local communities and economies by improving local sustainable travel connectivity and removing severance within and between neighbourhoods by sustainable means to provide better access to local opportunities</p> <p><b>Streets for communities</b> - We will strengthen communities by reducing the dominance of motor vehicles in local neighbourhoods to enable repurposing of streets.</p>
<b>Becoming more active</b>	We can make our region more safe and convenient for walking and cycling to help people make more local trips and change how they're making short trips. This is an opportunity to sustain healthier habits and support local economies. It will require changing the street environment to one where people feel safe with direct and convenient routes for travel without a car.	<b>Physically active</b> - Enable safe, convenient and accessible walking and cycling opportunities, to increase active travel for whole journeys or as part of journeys. This will improve the health, wellbeing and productivity of people today as well as leaving a healthy legacy for future generations
<b>Tackling the climate emergency</b>	WMCA has adopted an ambition for the region to be net-zero by 2041. Transport accounts for a large proportion of greenhouse gas emission across the region and reducing them is imperative. A lot of work is needed to change the way we travel and push towards greater electrification of our transport sector. Given the time that this will take, early momentum and action will be key to helping WMCA reach its net-zero target.	<p><b>Transport Decarbonisation</b> - We will protect the future of our own community as well as communities around the world from the effects of climate change by rapidly reducing transport carbon emissions at a rate consistent with WM2041*.</p> <p>*WMCA's decarbonisation policies.</p>

# Reimagining Transport

Our economic and social success depends on what people and organisations can access. Physical mobility is only one factor that affects this; it is also affected by where we need to travel to and from, and whether we can remotely access opportunity using telecoms (such as the internet).

During the pandemic, our physical mobility was constrained in order to protect public health; for example we were told to stay at home where possible and not to travel across borders. We saw that people adapted by accessing what they needed more locally and by using technology to work from home, speak to their doctor, and order supplies to their home.

Page 102 Building back better from the pandemic means we need to reduce the harmful impacts of transport on people, places and the environment, while ensuring we improve access equitably.

In determining how our LTP measures affect accessibility, we will seek to understand this by considering how accessibility is affected by the transport system, the way land is used and telecommunications.

The way we assess accessibility will not just account for the availability and qualities of infrastructure, it will also account for the capabilities and concerns of different people.

Even though access is affected by more than just transport, physical mobility is a key component of it. There are many ways of being mobile using today's technologies that will help us address our Motives for Change and wider aims.

Aside from travelling less and increasing the segregation between people and traffic, there are two universal ways to reduce the impacts of vehicles and traffic:

- Use vehicles with higher occupancy; and/or
- Use more energy efficient vehicles (by reducing power, weight, and/or speed).

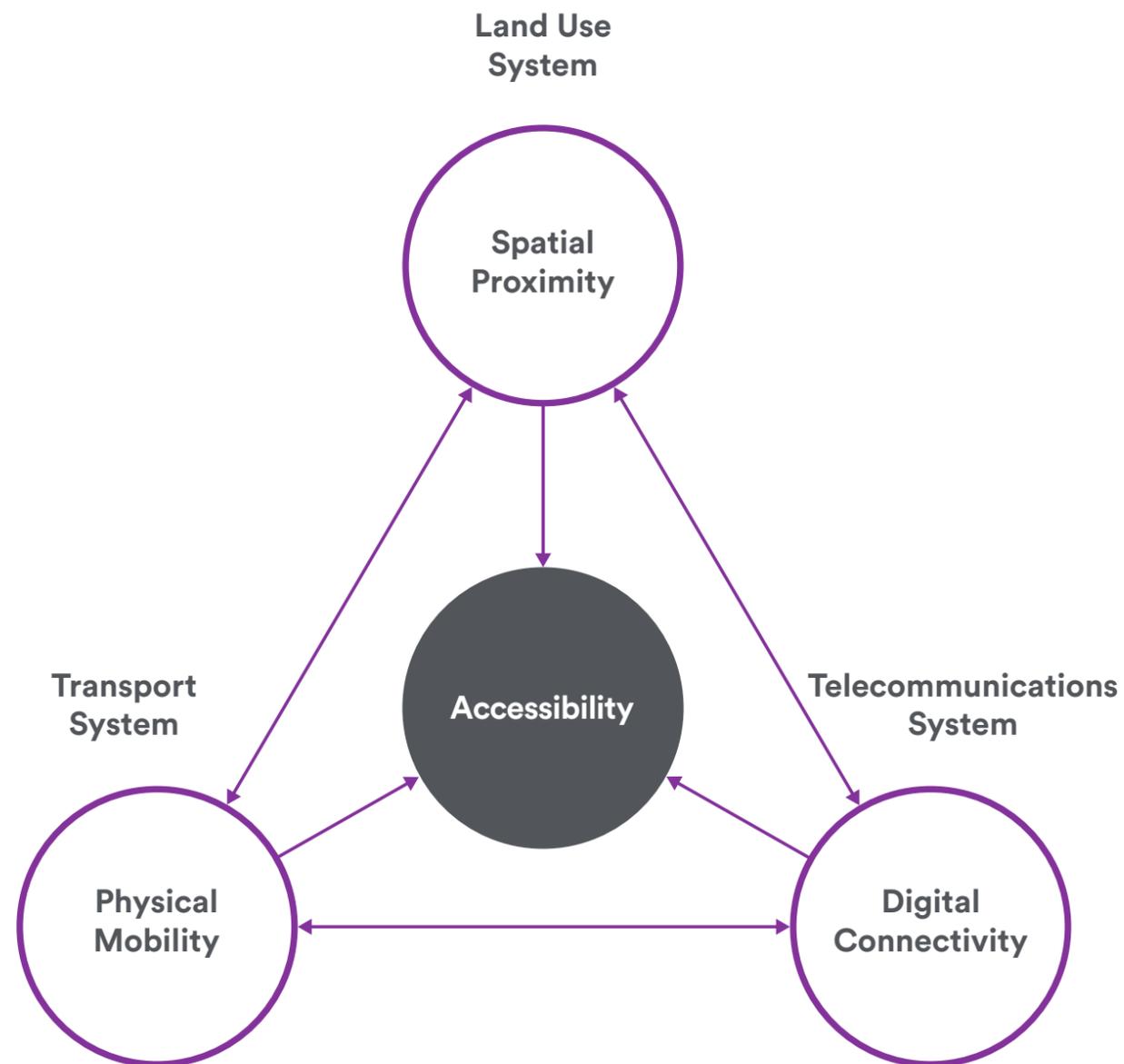
This provides us with a basic framework for our LTP of mobility options that can help us enhance our physical mobility to provide better access to opportunities whilst reducing the negative impacts of travel.

There are three primary changes to the transport system that will help us understand whether we have struck the right balance between providing access and managing the impacts of transport that is needed to address our Motives for Change.

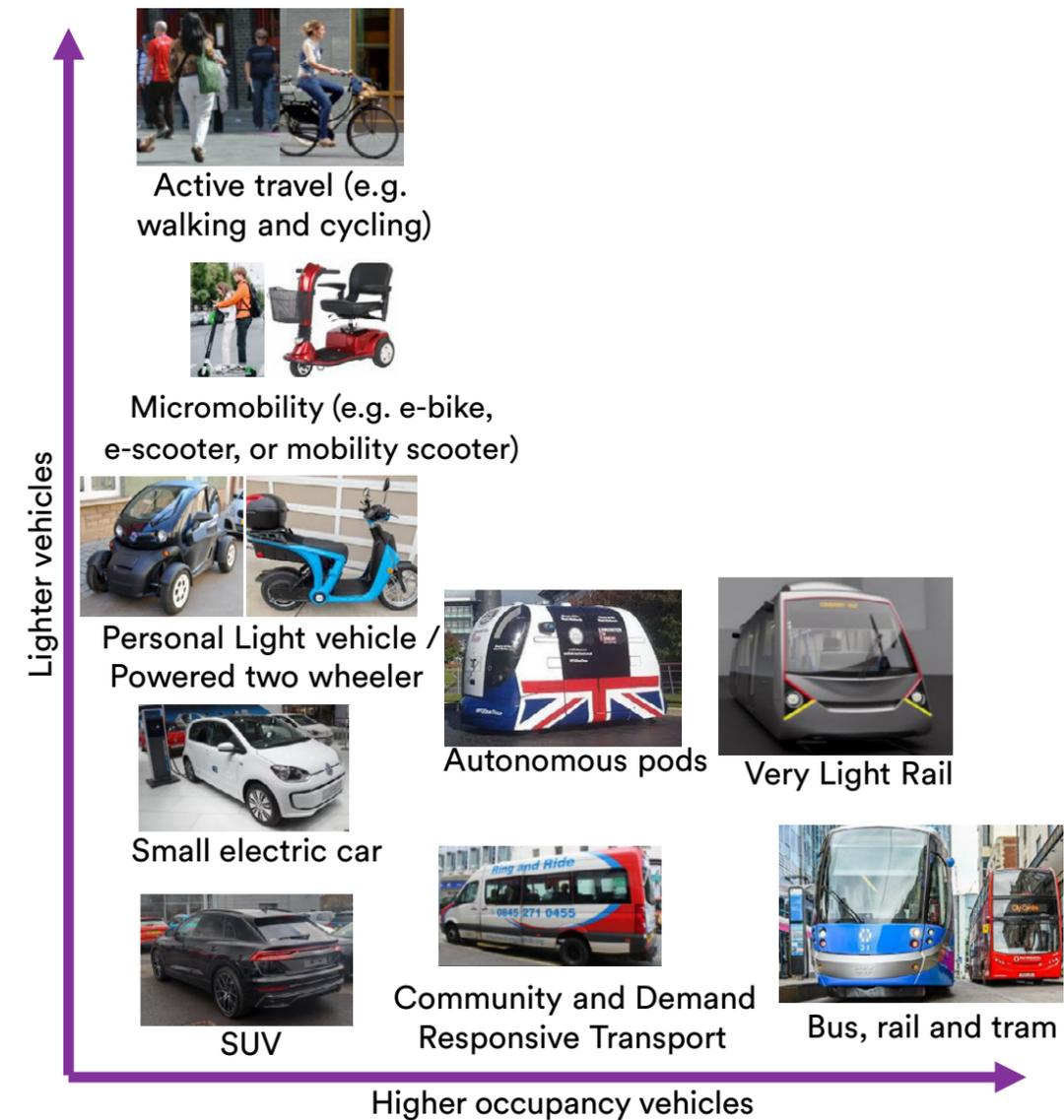


## We have lots of options for accessing what we need

The “Triple Access System” describes how accessibility depends on transport, land use, and telecoms.



There are lots of options available to us for changing our means of travel without fundamentally compromising access. They are all based on using higher occupancy vehicles and/or vehicles that consume less energy.



# Behaviour Change

The behaviour changes that are needed to make progress against our Motives for Change are described by the “avoid, shift, improve” framework. Our actions will be designed to result in behaviour change across this framework.

## Avoid

**Avoiding travel** - for example by accessing services online and consolidating trips we make;

## Shift

**Shifting travel** - to places that are more accessible by sustainable modes of transport, such as cycling, walking or public transport and travelling by those modes; and

## Improve

**Improve travel** - by designing out emissions and other impacts from the vehicles we use and tailoring their use, for example by adopting zero emission vehicles (such as electric/hydrogen vehicles).

The need for behavioural change towards sustainable travel is not new, most people understand that our overreliance on cars has caused us issues and resolving these issues would mean using cars less. However, like eating right and exercising, this can be easier said than done in the region as it stands today.

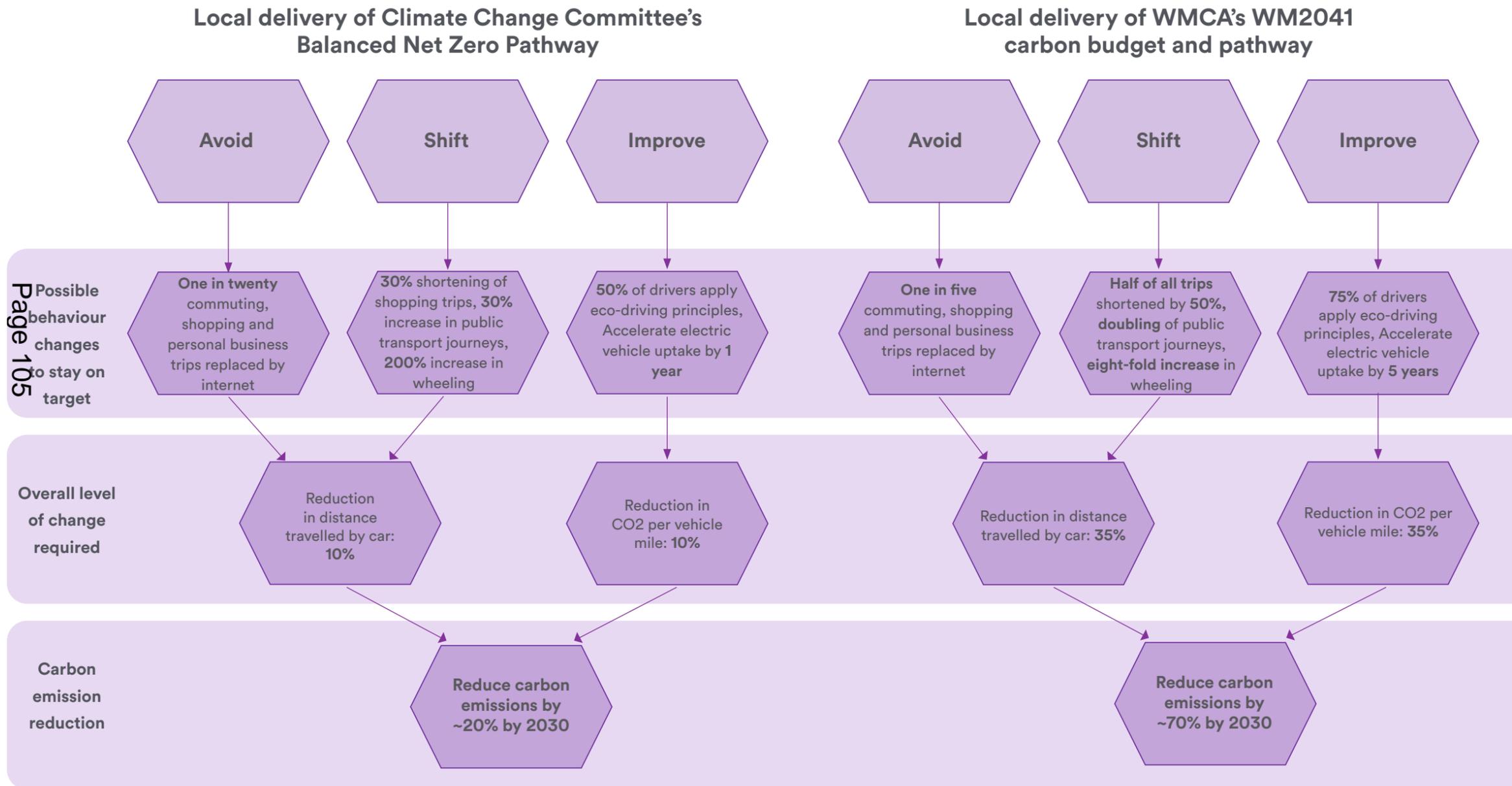
The climate emergency is a unique motive for us that makes the need for change more urgent; unlike our other motives, the global climate emergency is an issue which requires a definitive pace of progress, otherwise we will lose the ability to prevent escalating harm.



We have translated the need for urgency into the scale of change of behaviours that will need to be delivered in the next 10 years both to meet Government’s commitments and our local WM2041 commitments (see below). We will assess our progress against this scale of change as we deliver the LTP.

Before the pandemic distances travelled by cars were projected to increase by 15% between 2019 and 2031. The future is less certain now, however, demand to travel by car has recovered more than other modes. As our population grows and as the economy recovers it is expected that distances travelled by cars will continue to grow unless action is taken to change this.

Delivering a reduction in these distances will need us to disrupt long standing assumptions that economic growth and population growth go hand in hand with more car use. Even though these assumptions exist, there’s no fundamental reason why our region’s economy can’t grow without an increase in car travel; and it would be needed to deliver Inclusive Growth. We would have to do things differently to change course and this is part of building back better. However, national policy to manage demand using national not only local policy levers would be essential to this.



These required shifts for passenger travel are relative to travel demand and fleet composition predictions for 2030 and they are additional to key national policy proposals to stop the sale of petrol and diesel cars and vans by 2035.

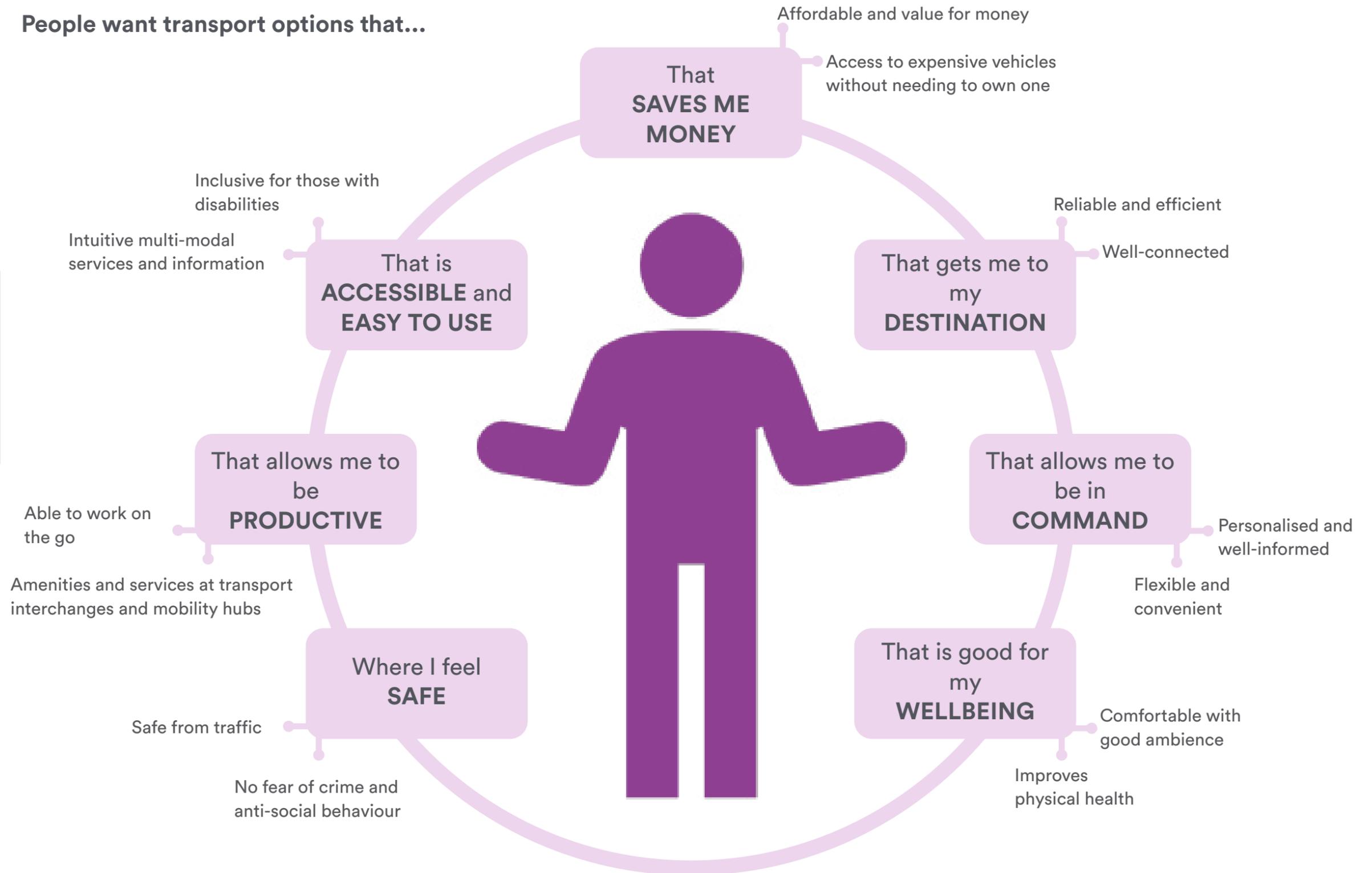
# Citizen Focussed Mobility

It is important that this LTP delivers for the people of the West Midlands. From recent studies we have a good understanding on what factors influence the way people travel.

We acknowledge that these factors are important to travellers and will be accounted for throughout the development and delivery of the LTP and its implementation proposals.

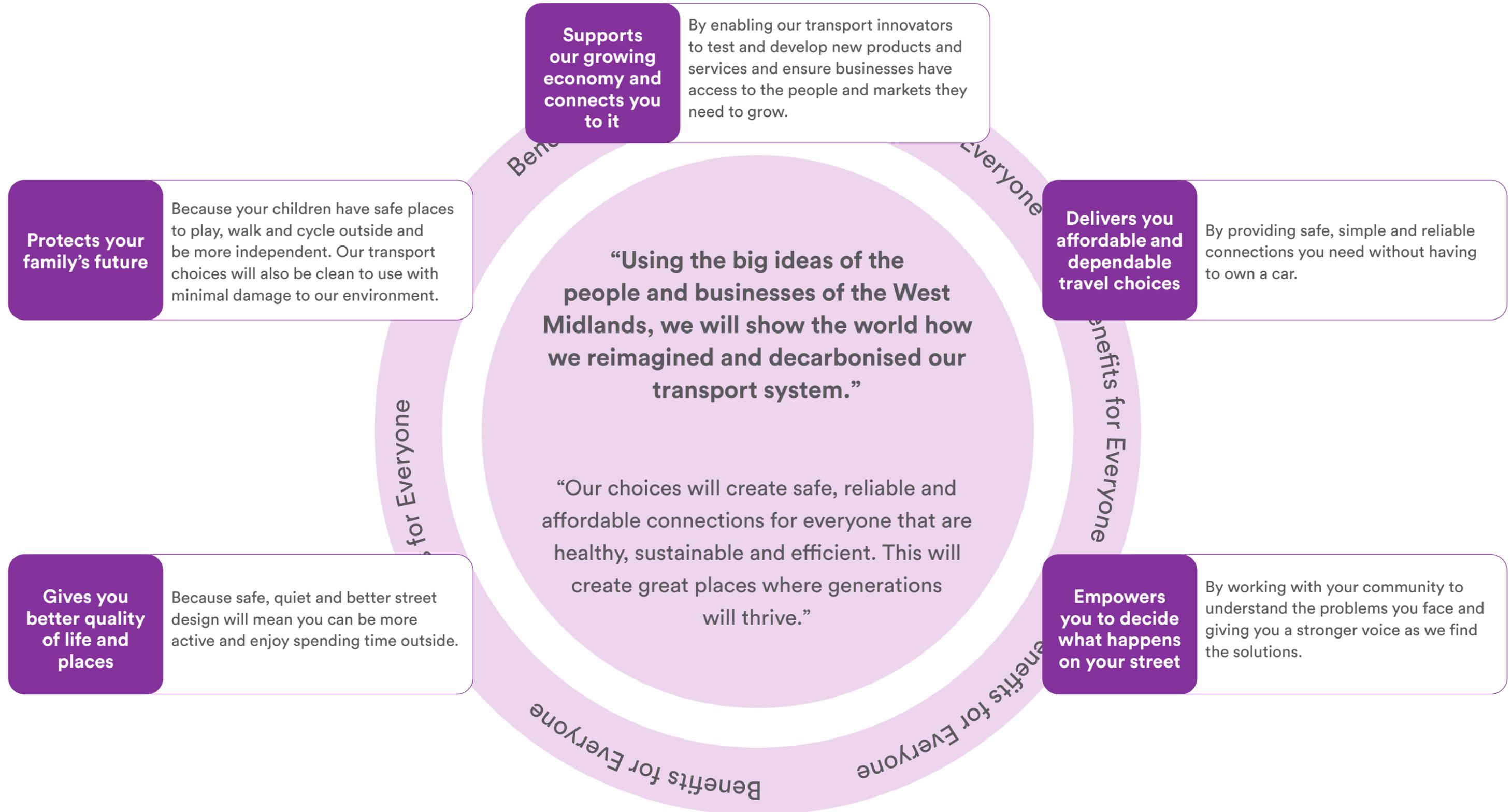
Achieving a good customer experience will be integral to the success of the proposed measures we wish to introduce as part of this LTP. This will help to influence consumer choice and make sustainable transport choices an obvious and viable option for travel.

## People want transport options that...



# The Vision

## What we want to achieve for the people of the West Midlands



# The vision for travel

Within the lifespan of this plan it is not envisioned that people will stop using cars, but a key aim is to reduce distances and trips made by car, and the more we do this, the better we address our aims.

However popular the car is, there are significant barriers to gaining access to one, including the costs of ownership, maintenance, insurance and gaining a driving licence. Similar issues apply to motorcycles.

Whilst we expect private motor vehicles to play an important role in our future transport system, we still envision a system where everyone can thrive without a driving licence and the need to own an expensive vehicle – a system that better caters for the 1 in 4 households in the West Midlands who do not have access to a car.

We have conceptualised what this could look like with our vision for 15 minute neighbourhoods within a 45 minute region. The vision is based on a combination of walking, wheeling and riding - travel options that require neither an expensive private vehicle or a full driving licence.

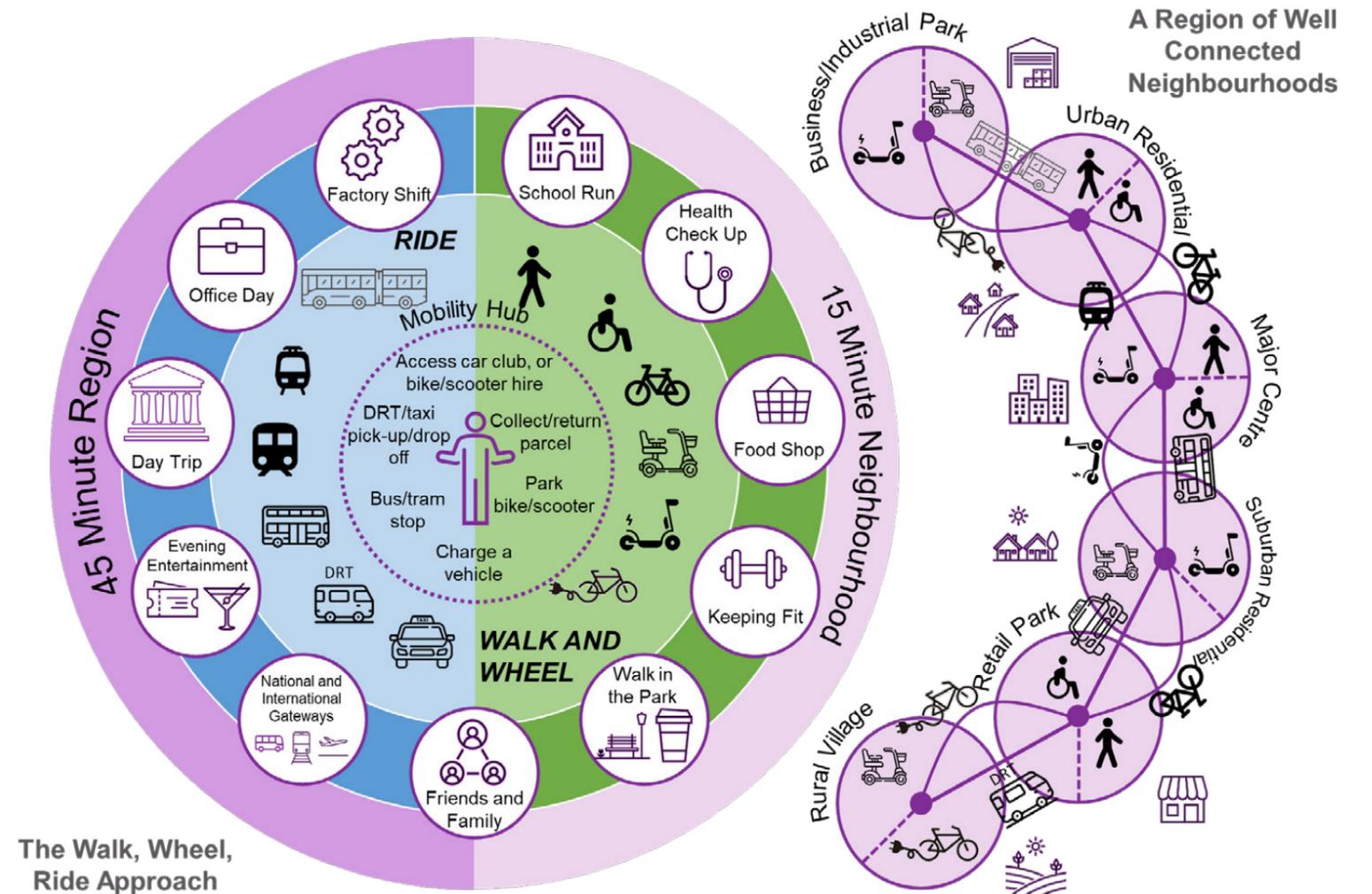
It means that a good range of services in our neighbourhoods can be accessed by “walking or wheeling” in a round trip of no more than 15 minutes, and a good range of places across our region to undertake work, leisure and socialising can be accessed by “ride” modes within a 45 minute trip.

These modes will be supported by options to access cars and vans without owning a vehicle and underpinned by mobility hubs that bring transport services together to create transport interchanges with greater amenity.

Page 109

By creating well-designed walkable and wheelable neighbourhoods with appropriate mixes of land uses, connected through high quality public transport, we can create more healthy, liveable communities.

This vision is not meant to be prescriptive; we recognise that everyone travels for different reasons, to different places and using different modes, and places themselves are different meaning that what works in one neighbourhood might not work in another. But it does represent something to aim for where everyone will have decent options to access what they need.



The Walk, Wheel, Ride Approach

### Ride modes

- Sprint (bus rapid transit)
- Light rail, inc. very light rail and trams
- Local heavy rail services
- Conventional bus services
- Demand responsive bus services – mini-buses that can be hailed on-demand.(inc. Ring & Ride)
- Taxis and private hire vehicle (inc. ride hailing)

### Walk and wheel modes

- Walking
- Using a wheelchair
- Conventional pedal cycle
- Mobility scooter
- Micromobility - fully electric or electrically assisted light vehicles such as e-scooters and e-bikes (noting that these are not currently generally permitted on public highways)

# City and Town Centres

Carry-on as we are

## Congested centres which support some improvement in active travel and micromobility

- ZEVs now make up the majority of the fleet but cars still dominate the city centre
- Cycling has become more popular, though routes aren't segregated
- E-Scooters are popular but often come into conflict with pedestrians on the pavement
- Increased congestion through the city centre often means public transport services are delayed



Meet Anita..... she is 35 and lives in Bilston on the outskirts of Wolverhampton in a terraced house. Anita works part-time and is a single parent with two children. She works in the city centre at a shoe shop. Each day she has to drop off and pick up her children. She is often tired and frustrated as she is late picking up the children due to heavy traffic in the city centre.

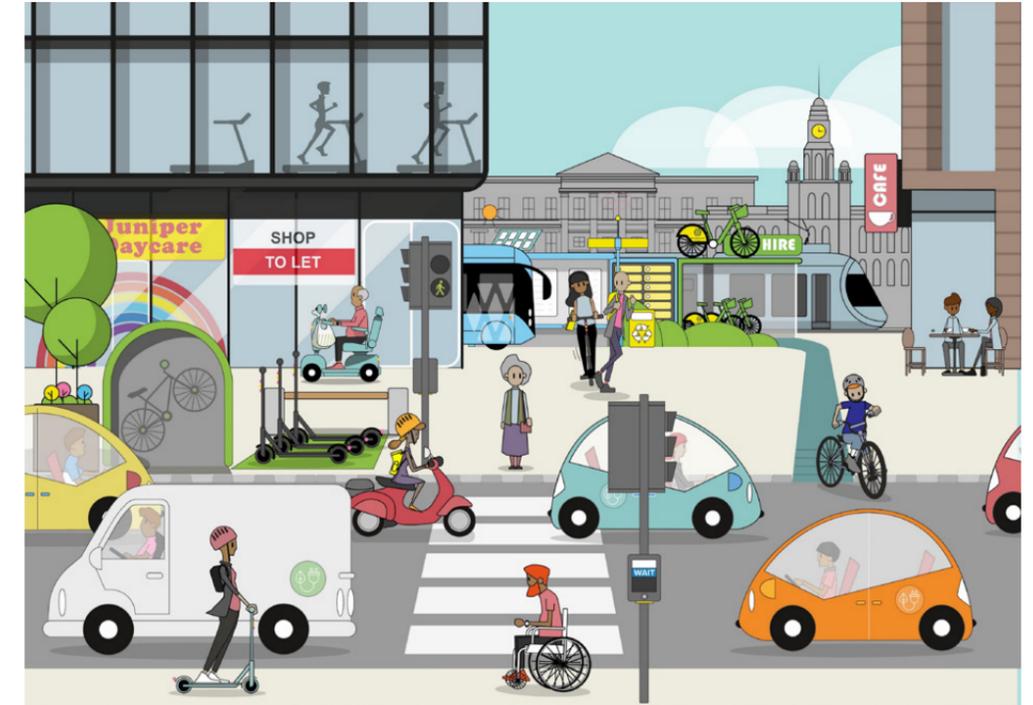
## Vibrant centres which support diversity of activities and people

- Deliveries by cargo bikes or small electric vehicles
- Public transport efficiently connects to the region
- Digital working spreads transport demand more evenly throughout the day
- Space for active travel prioritised
- Reduced traffic makes for quieter and safer environment



In 2030, Anita has a new job at a sales company on the other side of the city. Previously, Anita would not have considered working that far away, but the electric bus is now much quicker due to priority bus lanes and there is less traffic on the road. This has opened up a lot of new opportunities for Anita. Anita switches to another electric bus at a mobility hub in the city centre where she picks up a coffee, which she gets for free from a voucher from her annual subscription to the TfWM app.

Change course



# Local High Street

Carry-on as we are

## Designed to accommodate the private car

- Street design remains unchanged with on-street parking and traffic running through the centre
- On-street electric vehicle charging points have increased, however this has made pavements more cluttered
- Cycling and micromobility has increased but this often comes into conflict with pedestrians on the pavement and traffic in the carriageway as there are no segregated routes



Meet... Silvia, she is 60 and lives in Dudley town centre in a flat. This morning she is frustrated as she has been waiting over 20 minutes for the bus, which means she is going to be late for her hospital. It begins to rain, so Silvia decides to hail a taxi as there is no shelter at the bus stop. Whilst waiting for the taxi, a teenager on a e-scooter nearly hits her as he is busy looking at his phone. Silvia chats to the taxi driver about how bad the traffic is getting in to the town centre and she eventually makes it to her hospital appointment 45 minutes late.

## Designed for local activities

- Street design prioritises accessibility regardless of age or ability, green space, walking and public seating
- Local shops and services, and co-working spaces reduce the need for longer journeys
- Street connectivity is supported by active and shared travel, including bike and scooter hire, car cubs and ride hailing all accessible via one app
- Cargo delivery bikes are now a common sight



In 2030, Silvia decides to take a leisurely walk on her way back from her local community group. She stops at one of the benches along the way to admire all the bees that are attracted to the new planting that's been put in alongside the new area of shared space. Whilst sitting down, Silvia reflects on how nice it is to see more families walking and cycling in the town centre compared to a few years ago. She also reflects on how safe she now feels with far more people about.

Change course



# Rural Living

Carry-on as we are

## High car ownership and limited public transport options

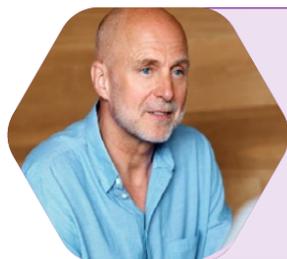
- Car ownership is very high with all houses having at least one car in the driveway, however most vehicles are now ZEVs
- Cycling still feels unsafe as the country lanes are badly lit and cars still drive very fast
- Lots of people choose to work from home as you now need to pay for parking in the city centre but the bus service does not provide a viable alternative
- Demand response transit provides access to local areas as an alternative to the bus



Meet... Marcus, he is 65 and lives in Hampton in Arden, Solihull in a detached house. Marcus is retired. Marcus is a proud owner of his diesel 4 x 4. Marcus loves cars and drives pretty much everywhere. This morning he is reading the newspaper which includes an article on electric cars. Marcus is aware that he may need to start thinking about switching to an electric vehicle at some point, but currently doesn't have any incentive to.

## Connected and convenient

- Sustainable travel brings convenience, health benefit and reconnects people to nature
- Travel intensity is reduced by access to services online or nearby
- Active travel, taxis, and bus routes provides cleaner and more agile local connections
- Rural mobility hubs host zero emission community car hire and park and ride to quickly reach destinations
- Information is readily available to sustainably support lifestyle choices



In 2030 the ULEZ has been introduced, so Marcus has swapped his diesel car for an electric vehicle, which he can charge on his private driveway. Marcus' grandchildren are coming over for the afternoon and as it is a sunny day, he decides to take them into town. Due to the distance into town, Marcus has invested in a few electric bikes which he keeps in the garage. There is now a segregated cycle route, so Marcus does not feel nervous cycling with the children.

Change course



# Modern Suburban Neighbourhood

Carry-on as we are

## Car dominated neighbourhood

- Suburbs have changed very little, new housing continues to be built with the car owner in mind
- Public transport options are limited
- On-street parking on residential roads continues to be a problem
- Roads are not considered safe for pedestrians and cyclists as roads are used as a rat run to avoid congestion on the main roads
- E-scooters are popular with younger people to travel to local centres



Meet... the Thompsons, they live on the outskirts of Solihull in a semi-detached. Due to increased traffic on the main roads around Solihull, more drivers have taken to using the Thompson's neighbourhood as a rat-run. Peter and Sarah are particularly concerned about the safety of their local roads and do not feel comfortable letting the children walk or cycle to school. As they live in a relatively rural area, public transport provision is poor. They also don't like the children to play out on the street after school due to high levels of on-street parking on pavements and green verges.

## Safe for living and working and playing

- Attractiveness is enhanced with spaces designed for health, wellbeing and recreation
- Working and shopping from home frees up time for family, friends and accessing local centres
- Community car clubs and less travel remove the need for car ownership
- Cost savings can be invested locally



In 2030, the Thompson's now live in a low traffic neighbourhood. Peter and Sarah now feel confident letting the children play in the street. Peter now works from home 3 days a week, and today he needs to go and pick up a parcel which is delivered to the parcel storage unit at the local community centre. He walks there in 5 minutes and is then back at home to start his virtual conference call at 9am. At the weekend, they are planning a trip down to London. For the Thompson family, planning ahead is essential. Sarah uses the TfWM app to buy tickets for all the family to get them from home to South Kensington tube station (including the bus, HS2 mainline and tube).

Change course



# Older Urban Neighbourhood

Carry-on as we are

## Cluttered Streets

- Pavements are cluttered as parking on the kerb continues
- Increase in the uptake of electric cars and vans but charging points make the pavements more cluttered
- Congestion through the neighbourhood continues and delivery vans often find it hard to park causing queuing
- There has been an increase in uptake of cycling and micromobility but there is often conflict with pedestrians on the pavement and traffic on the carriageway



Meet the Patels... they live in Aston in a semi-detached house. Pia and Raj work full-time with three children. The Patel parents, Pia and Raj are concerned about the safety of their son walking to school, so Pia takes him in the car. Pia struggles to find parking near the school so sometimes parks on the kerb while she takes him in. Recently, another Mum is frustrated as she has to walk in the road because she can't get her pushchair past all the parked cars on the pavement.

## Social Streets

- Streets are designed for people to connect, including safe spaces for children to play
- Online shopping is delivered by cargo bike or electric van
- Bike lanes and public transport make it easy to travel further when necessary
- Car ownership reduces alongside the shift to ZEVs, with positive impacts on mental, physical health, and frees up space for other activities



The Patel's have now got three children and their youngest is still at primary school. They got rid of their cars and have switched their remaining one to a small electric car. The family didn't bother investing in a larger car as when they need one to go and visit family, they use a car club. Pia walks her youngest to school and is happy to let her scoot ahead as their street now falls within Aston's low traffic neighbourhood. There is still some parking outside the school, but you now need to pay to park so Pia would rather save the money and walk. It also means that she can get in 20 minutes of exercise before work.

Change course



# Main Road

Carry-on as we are

## Supporting highly trafficked main roads

- Congested main roads often with queues
- Lack of segregated bus routes which causes delays to services
- Emergency services often get stuck in traffic
- E-scooters are popular but lack of segregated route means they often conflict with pedestrians on the pavement



Meet... Sam, he is 22 and lives in Birmingham city centre. He lives in rented accommodation on a main road and is a junior nurse at Birmingham Children's Hospital. Today, when he wakes up it is raining, so he decides to catch the bus to work. There is a lot of traffic and he starts to become irritated as he is going to be late for his shift again. He sees an ambulance stuck in the traffic and becomes more frustrated as he knows how urgent it is for his colleagues to be able to get to patients quickly. At the end of his shift, it has stopped raining so he decides to take an e-scooter from the local hire facility near the hospital. He is very tired and nearly collides with an old man on the pavement.

## Supporting a broad range of mobility choices

- Walking, cycling, wheeling and public transport prioritised and connected to support personalised travel choices
- Quieter, cleaner and more accessible streets to support more dynamic workplaces and leisure activities
- Vehicles able to communicate with each other improves safety
- Pot holes are detected and fixed before they appear



In 2030, Sam has subscribed to the TfWM app and pays a subscription fee that gives him access to all modes of shared transport across the West Midlands. He has calculated that the convenience means he no longer needs to own a car. Sam travels to work based on the advice provided by the app on his phone – this can vary depending on his shift, the weather or any incidents in the area. He decides to cycle home from work today, and books via the TfWM app so that a bike is automatically reserved from this at the hospital. Sam cycles home on the dedicated cycle and walk greenway and drops the bike at the bike share hub nearest his home.

Change course



# Our Approach

# A plan that works for all places

The West Midlands is home to nearly 3 million people with a range of diverse communities and places; what works in a modern estate with driveways and cul-de-sacs might not work in a terraced street with no off-street parking, and what makes sense in a city centre might not make sense in a village's high street.

We are clear that a “one size fits all” approach to delivering the strategy is therefore not appropriate. A range of solutions will need to be developed and tested, with engagement with local communities and businesses being an essential element of any new proposals.

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Working in partnership with our local authorities we will produce Area Strategies for the Black Country, Birmingham, Solihull and Coventry to apply the policy principles and interventions of the Core Strategy with a more detailed understanding of places.

We will enable different plans to be drawn up for different places but we will foster and encourage collaboration to solve the problems in places that face similar challenges.

We will develop these strategies with local authorities, ensuring that the identification of the measures needed will be problem-led rather than solution-led.

## Diversity of places

The way people travel is different in different places across our region. This is because of a complex range of factors relating to the people, function, form and setting of places. It's important to understand that just as travel is different across the region today, it will be different in future. Our plans must reflect this.

There are many different kinds of places across our area. None of our boroughs are characterised by one kind of place; they all have a diversity of places within them. No two places are exactly alike, but there is commonality in different urban and rural environments found across our region. There are great opportunities to share learning and to develop solutions that can work across the region in places that share common features.



We will develop Area Strategies with local authorities, ensuring that the identification of the measures needed will be problem-led rather than solution-led.

Area strategies will include plans to solve the challenges of different kinds of places, covering:

- Neighbourhoods;
- Corridors; and
- Centres

Plans for these places will be based on a holistic understanding of the local context, including:

The <b>people</b> of places	who uses this place?
The <b>function</b> of places	what do people do here
The <b>form</b> of places	what are the key features of the urban environment?
The <b>setting</b> of places	How does this place relate to others around it?
The <b>character</b> of places	What are the natural and built environmental characteristics of this place to be enhanced/protected?



## Birmingham

Birmingham is a city of over 1 million people that will continue to evolve with the arrival of High Speed 2 (HS2) and the realisation of plans detailed in 'Our Future City Plan.' For those travelling outside of the city centre car travel remains an important mode of travel whilst cycling and walking levels are improving following investment in active travel infrastructure. A Clean Air Zone was introduced in Birmingham City Centre in summer 2021 and this has helped to support the delivery of bus priority measures within the city centre and its radial routes.

Looking forward, Birmingham City Council published its Birmingham Transport Plan in 2021 which provides key principles for the evolution of transport in the city. The reallocation of roadspace away from private car together with parking and demand management measures aims to complement public transport and active travel improvements.



## Black Country

The Black Country forms a distinctive sub-region on the western side of the West Midlands. The Black Country is an area of many towns and a city. The denseness of the urban area and the number of centres create particularly complex movement patterns and have led to a complicated transport network.

Travel by car remains very important, reflecting in part the complexity of the urban area and declining bus speeds. Targeted investment in the Key Route and Major Route networks remains a key focus to improve reliability alongside the incremental development of the public transport network required to improve multi-modal connectivity. Walking and cycling is lower in the Black Country compared to other areas of the West Midlands however planned investment aims to reduce short trips by car and increase physical activity.



## Coventry

Coventry's Local Plan details plans to stimulate growth and meet a growing demand for housing. This rapid growth could generate a significant level of travel demand, both within the city and to and from neighbouring areas.

Coventry is a city of 370,000 people that is largely dominated by car travel. Both the total number of cars owned by Coventry residents and the number of cars per household have been increasing steadily over the long-term. Although Coventry is a relatively compact city, the number of people walking and cycling is not as high as it could be.

Looking forward, the city seeks to place innovation at the heart of its plans for economic and environmental success. Initiatives such as Very Light Rail (VLR), Electric Bus City and an Urban Air Port will complement other plans for growth including a new Gigaport to support electric vehicle growth.



## Solihull

Solihull has a population of over 215,000 residents across its urban and rural centres and villages. It has embarked on a strategy of 'managed growth' through the promotion of 'UK Central'. Solihull Connected provides a transport strategy which will support future development and maximise the benefits of the arrival of HS2.

More than 60% of all journeys to work made by Solihull commuters are made by car and this is increasing. Given this current position, the ambition behind Solihull Connected is to plan for balanced investment in transport infrastructure that still caters for cars, while emphasising alternatives. Walking and Cycling activity is some of the highest in the West Midlands which provides a good foundation for further investment in infrastructure to promote greater use. Solihull Connected is now accompanied by a detailed Delivery Plan which sets out key investment priority areas.

# A long term plan that doesn't lose sight of early opportunities

This is a twenty year plan, but it also focusses on the changes we can make today and the early benefits they can bring, as well as the actions that will take a long time to scale up over that period.

The climate emergency is a unique Motive because it has a particular urgency and definitive scale of action required. Around the world, people are trying to prevent 1.5-2°C warming which is predicted to occur by 2030. Avoiding this means emitting no more carbon emissions than our carbon budget allows. This means we need to reduce our transport carbon emissions now and not defer action to later years.

The switch to zero emission vehicles (ZEVs), whilst positive and important, will not deliver substantial reductions in carbon emissions until closer to that date and will not address our wider aims. Earlier behaviour change is essential for doing our bit to address the climate emergency for future generations, but could also help us meet wider aims sooner for the benefit of current generations.

Some things take longer to happen than others. It took hundreds of years to build our towns, cities, villages, and neighbourhoods. We can, and should, ensure that new developments are built in a way that is better suited to our future vision for travel but it will take a long time for our built environment to be renewed in this way. Similarly, it takes a long time to change and deliver significant transport infrastructure changes across our region. It also takes time for new technologies to be developed and deployed safely (such as autonomous vehicles).

To successfully rapidly change we would need to

consider that even though many households do not have a car, the majority do. The current importance of independent mobility using a personal vehicle cannot be understated; in spite of current issues it is embedded in our culture, lifestyles and the way much of our built environment, economy and society is structured.

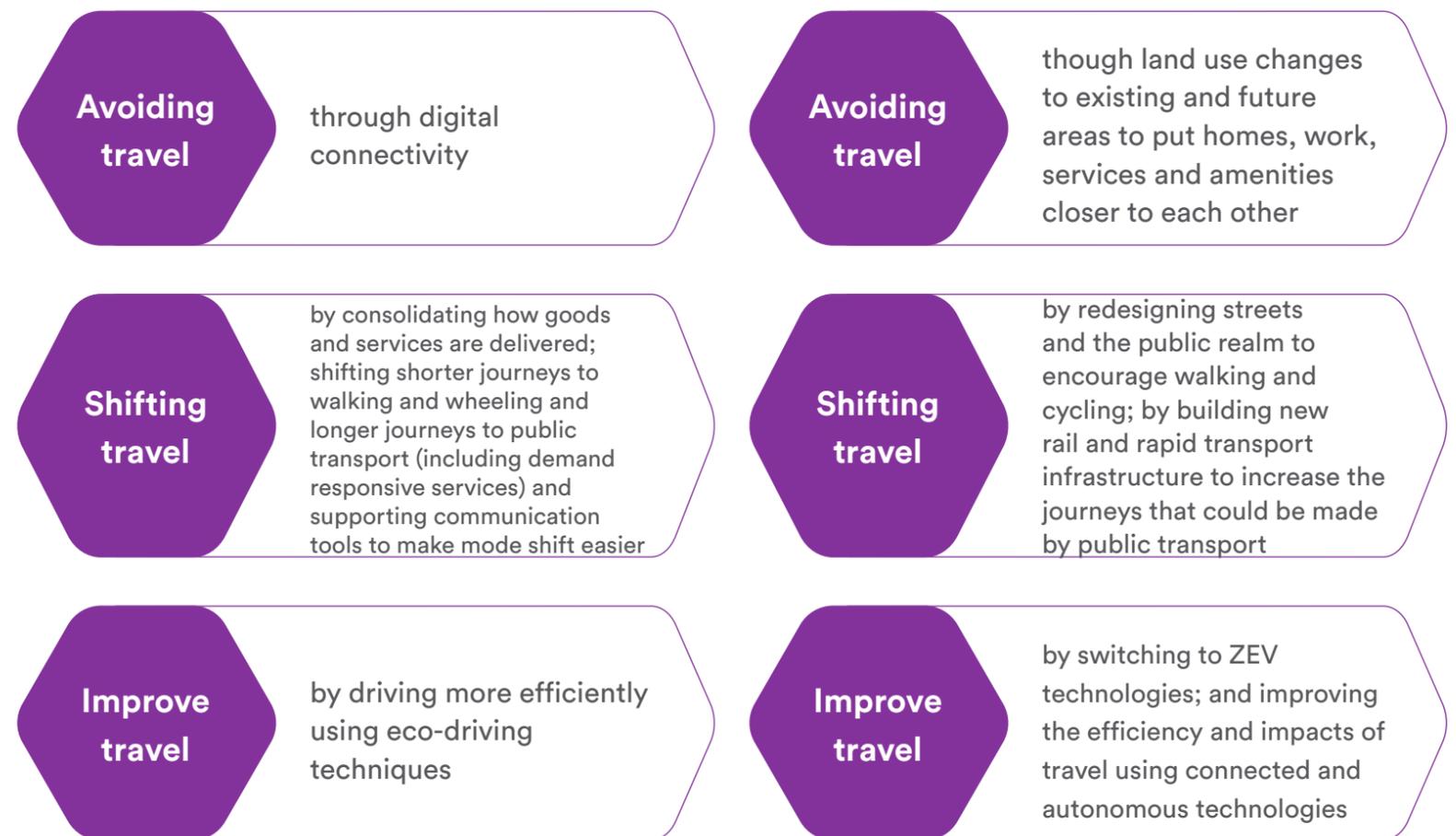
Rapid change is possible, and because of these factors it would likely need early actions that enable and encourage people to:

- Change the way that we use existing infrastructure, by making widespread small-scale changes to physical infrastructure supported by local highway regulations.
- Change how we use the buildings in our existing built environment so that people have better local provision of opportunities.
- Make best use of digital connectivity to access what we need without the negative impacts of transport.
- Use personal vehicles which have fewer impacts than cars (e.g. micromobility).
- Use road-based public transport such as buses and demand responsive transport.

These would be in addition to other actions that are focussed on longer term change.

## What could change before 2030?

We can progress actions that have an impact before 2030 to meet our commitments to decarbonise and deliver rapid transformative improvements to address the other Motives for Change. However, there will also be actions we could take now that will take time to build and will have transformative impacts beyond 2030.



# A plan to avoid a car-led recovery

Patterns of demand – why, when, how and where people travel – are likely to diverge significantly from trends before the pandemic. The shift to remote working and the increased role of e-commerce has been accelerated. The roles that big city and town centres and our local neighbourhoods play in our lives could well change because of this. The effect of these changes is likely to be more complex than a simple reduction in the amount of travel; we are likely to see that where travel for some reasons and between particular places may reduce, other kinds of travel demand may increase.

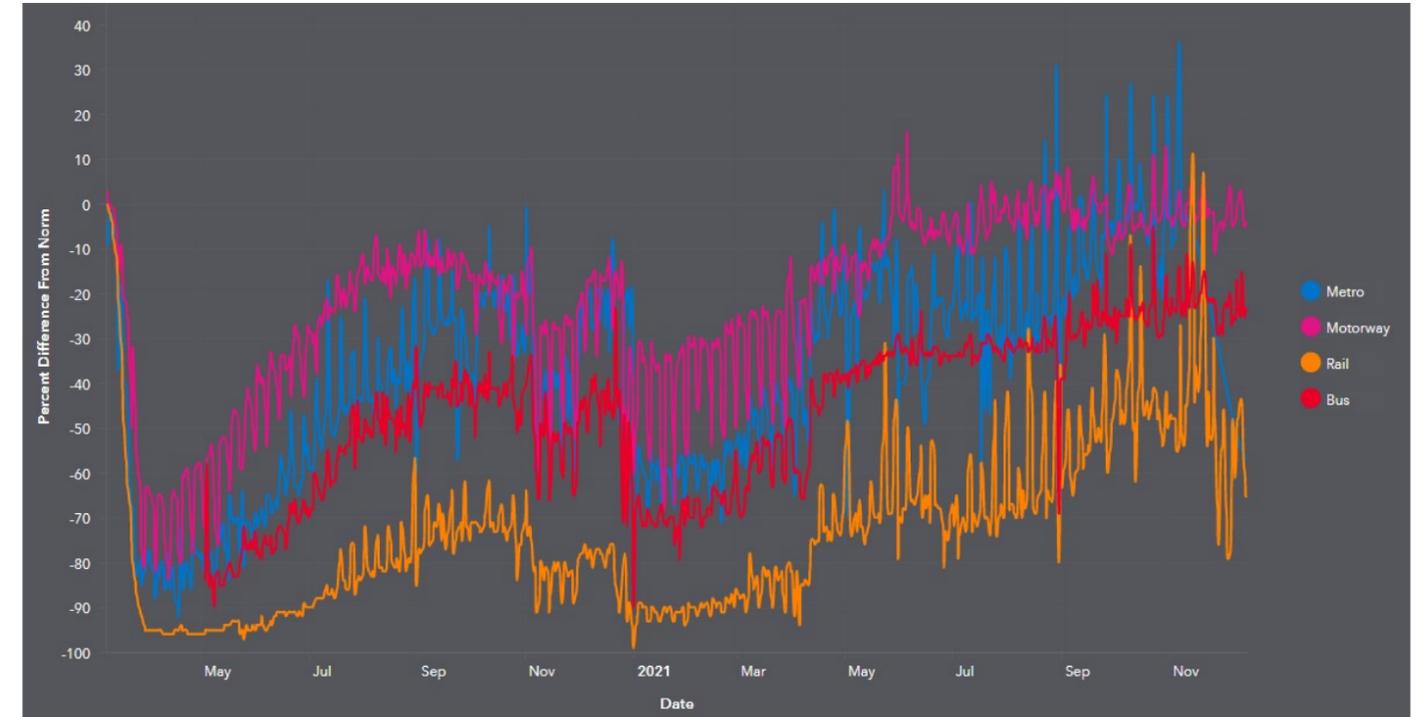
Public transport faces serious challenges ahead. As with many businesses, demand for services dropped during the pandemic. People have been specifically advised to avoid using public transport during the pandemic where possible to manage the spread of the virus. Maintaining service levels required greater public subsidy because there have been fewer fares collected.

There is a concern that as people have adopted new behaviours to avoid public transport where they can, these behaviours may persist after the pandemic is over. There are already signs that this will be the case; as lockdowns have relaxed, public transport has not recovered to the extent of car travel.

We are experiencing a “car-led recovery” something that the public, and local and national government has agreed should be avoided. Furthermore, much of the fare paying demand for public transport comes from regular commuting to and from busy centres. Persistence of remote working is likely to reduce demand for these services.

It is difficult to predict the long-term behavioural consequences of the pandemic, however, they will be influenced by public policies. There is a desire to “build back better” but doing so will require a conscious effort to do things differently.

## Travel demand throughout the pandemic



Travel restrictions and social distancing have caused reductions in travel across all modes. Car use has consistently recovered more than public transport when restrictions have been lifted. Rail demand has remained particularly low.

If public transport is to play an important role to avoid a car-led recovery in the early stages of our plan then something will need to prevent services reducing.

Without wider policies to substantially increase recovery of demand for public transport, maintaining and growing public transport will require greater public subsidy than has currently been provided by Government and we will continue to make the case for this.

Recovery of demand for public transport will include changes to why, when, how and where people use public transport compared to its use before the pandemic.

# A plan that makes an impact

Meeting the aims of this LTP doesn't just require an improvement to the options people have available to them to access what they need. It also relies on people using the options available to them differently, it requires people to change their behaviour.

It is a popular belief that before people can change their behaviour, they must have viable alternatives available to them. But in reality, things aren't so clear cut. For example, for cycling on local streets to become a safer option that people feel is viable, we would need people to change their behaviour so that those streets have less traffic. Also, if people change their behaviour so there is greater use of bus services, this can provide increased farebox revenues that operators can invest in more frequent services making use of the bus more viable. Behaviour change is often needed to make alternatives more viable.

Whilst behaviour change ultimately depends on individual choices, it is unfair and unrealistic to deflect all the responsibility for behaviour change onto individuals. A person might have a choice to cycle or drive, but they can't choose as an individual to reduce the traffic that puts them off cycling. A person might have a choice to take the bus or drive, but they can't choose as an individual for more people in their neighbourhood to take the bus so their fares can support more frequent services. That is why the way we govern the transport system is critical for behaviour change

Our current approach is focussed on improving alternatives to the car and informing travellers so they understand the benefits of using them. Continuing to invest in the alternatives is important and we will

continue to do this, but this alone won't be sufficient to generate the kinds of behaviour change needed to meet our aims.

We know from reviewing the impact of measures that have previously been progressed and modelling different future policy scenarios that the policies and programmes we have in place now won't deliver the scale and pace of change that we need to meet our aims. Furthermore, this would not change even if we had significantly higher levels of funding to deliver more investment in public transport and cycling infrastructure. We would not meet our WM2041 target for carbon reduction or even the UK 2050 climate change emissions targets, and we would continue to make marginal progress against the other issues raised in our Motives for Change.

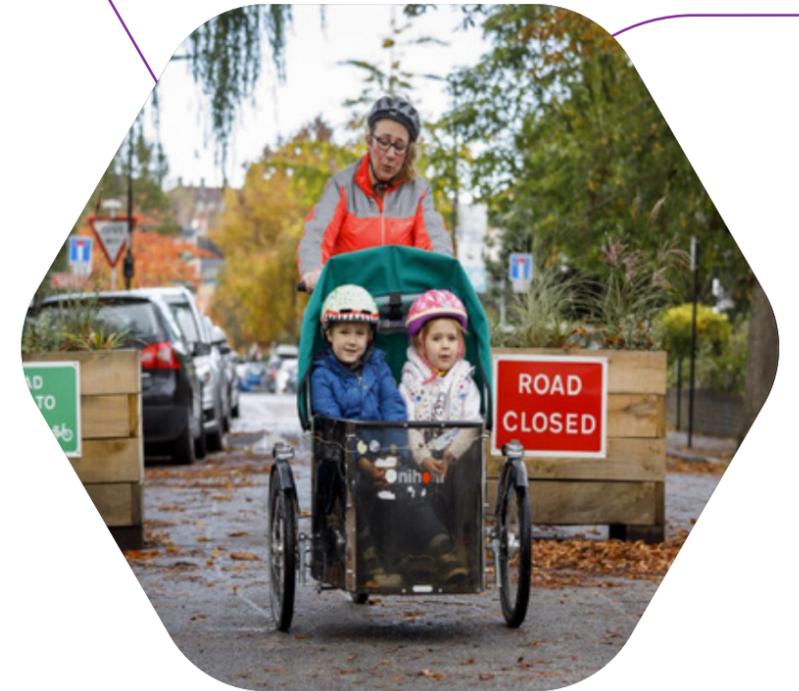
There are two key limitations with only trying to improve alternatives without managing demand:

- Often measures to improve the alternatives require us to manage demand, for example when we need to reallocate space from general traffic or selectively restrict access to particular places to support public transport, walking and/or cycling. Avoiding these measures reduces the extent to which our efforts can improve the alternatives.
- There is a limit to how much mobility, comfort, and convenience these alternatives can offer in contrast to the mobility, comfort, and convenience the car can provide today. This means that even if we use every feasible option to improve the current alternatives to the car, they will still not be as attractive as car use is today.

Both of these key challenges mean that the current approach limits the extent to which we can provide better alternatives, and the extent to which behaviour change is likely to happen.

To achieve our aims and the vision – to change behaviours without compromising what people can access – simultaneous measures would be required to:

- Enable people to travel by better alternatives by **investing in measures that support better access** to what people need via these alternatives; and
- **Manage demand** by discouraging the behaviours we want to do less of using physical measures (such as allocating less space to particular vehicles), and regulatory measures (such as increasing the price of travel by particular means or restricting access to particular roads).



## Enabling and Driving Choices – The Importance of Demand Management and Public Investment

To achieve the aims of the LTP, both demand management measures and public investment in the transport network will be vital. Demand management is critical for changing behaviours and shifting consumer spending on transport. Public investment in networks and services is critical for ensuring travel by alternative modes is safe and reliable. Implementing both demand management and public investment together is critical for improving the coverage, affordability and frequency of revenue dependent transport services such as public transport and car clubs.

### Increasing policies to manage demand

Business as usual	Limited to local measures	Region/nationwide measures
Measures to manage demand are largely avoided. This limits the measures that can be progressed to improve walking, wheeling and riding which require reallocation of space.	Measures such as: low traffic neighbourhoods; local speed restrictions; parking management; road space reallocation to riding, walking and wheeling; and access restrictions and/or road user charges to centres are implemented.	Measures such as: national pavement parking ban, national road user pricing, increased fuel and vehicle tax, and more stringent regulation to limit the use of higher impact personal vehicles (e.g. SUVs)

Increasing policies to invest and enable walking, wheeling and riding 	Focus on public transport	Measures such as Sprint and wider bus priority schemes (bus lanes and gates); light rail delivery; heavy rail capacity improvement and station delivery (inc. HS2); subsidy for conventional and demand responsive bus services; and multi-modal fares and ticketing	<p><b>More of the Same</b> – access by non-car modes does not improve whilst overall car mileage increases across the region. Public transport reliability improvement is limited, and coverage and frequency remains unchanged.</p> <p><b>Reliable and safe</b> – local public transport (particularly buses) become more reliable and streets are safer to walk and wheel. Mode shift occurs for trips to centres (but these are a minority of trips) and public transport services to centres become more frequent.</p>	<p><b>Sustainable but disconnected</b> – demand management has a significant impact, reducing car use everywhere. Public transport coverage and frequency improves, and land uses become less car oriented. People’s lives become focused on where they can cycle to and travel to via public transport (they travel to fewer places). Particular communities in car-oriented urban environments become more isolated and under economic pressure as they struggle to maintain mobility through car ownership.</p> <p><b>Sustainable and connected</b> – demand management has a significant impact, reducing car use everywhere. Public transport coverage and frequency improves, shared mobility service coverage improves, and land uses become less car oriented. However, the greater ability to wheel and access shared services better maintains the reach of people’s mobility helping to connect communities across the region.</p>
	Broader focus to unlock micromobility and shared mobility services	Measures such as regulating to permit greater use of micromobility (inc. privately owned vehicles); car clubs, bike and scooter hire; and segregated and priority cycleways.		

Limited Progress

Partial Progress

Significant Progress

 Achieving the Aims of the LTP

# A dynamic plan in the hands of communities

There is widespread awareness and support of the need to manage demand, but measures to manage demand are often divisive.

Government has acknowledged the need to manage demand in order to change behaviours to deliver its aims in its Transport Decarbonisation Plan, Bus Back Better and Gear Change strategies. It expects local authorities to explore and progress measures such as congestion charging, parking management, Low Traffic Neighbourhoods and reallocating space. Government may be less supportive of delivery of the measures within our LTP where our programmes do not include measures to manage demand.

Government has also acknowledged that there is a need to consider national road pricing as a possible measure to address the reduction in fuel duty as the use of fossil fuels in vehicles is phased out. Such a measure would have significant potential to support behaviour change across the whole of the country.

Government has not yet committed to manage demand through policy levers that are applied across the whole country, but it is likely that these will be required to deliver against national commitments to

decarbonise and achieve their aim for half of all trips in urban areas to be made by active travel.

We will promote measures to manage demand through the deployment of this LTP alongside and as part of wider measures. Commitment to deliver such measures has to be conditional on public support. As we develop Area Strategies with our local authority partners, the plans for different places will need to account for support for measures to manage demand. This will require us to engage with the public to help them make informed choices over how the transport system is governed in their local area.

We can make progress where there is support to manage demand locally to deliver local benefits for communities such as quieter, safer streets and more reliable public transport. However, more significant behavioural changes that will generate widespread uplift in the demands for the alternatives to the car will depend on national action to manage demand. Our plan will also therefore need to remain dynamic to account for future national policy.



## Government's expectations

“Local authorities will have the power and ambition to make bold decisions to influence how people travel and take local action to make the best use of space to enable active travel, transform local public transport operations, ensure recharging and refuelling infrastructure meets local needs, consider appropriate parking or congestion management policies, initiate demand responsive travel, as well as promoting and supporting positive behaviour change through communications and education”

“We will drive decarbonisation and transport improvements at a local level by making quantifiable carbon reductions a fundamental part of local transport planning and funding”

## Carrots

1 in 2 think better alternatives to driving need to exist first

It's not about making the car obsolete and making that a poorer item, but more of **making public transport the better alternative** as it offers way more personalised and more luxury items for the price we pay then owning a car.

**16-24, Dudley, 2 cars in household, No licence**

## Sticks

1 in 2 think restrictions to driving need to be applied first

If any added financial expenses of making a car journey far outweigh the cost of making a journey by a workkable alternative method, I would chose the alternative option, even if the journey took longer.

**45-65, Birmingham, 1 car in household, Driver**

Our LTP will be dynamic allowing us to make different choices over time and in different places according to:

- Local public appetite to manage demand
- National transport policies and guidance
- Monitoring and evaluation of local transport policy delivery and impacts; and
- Monitoring of external drivers of travel behaviours.

# A plan that ensures a just transition

Equity is at the heart of our motives for change. If we achieve our aims, the harmful impacts of transport and places will be reduced, people who have no or limited access to a car today will be better able to participate in society and our economy, and a better legacy will be secured for future generations. There are many better ways of being more mobile and having better access without the harmful effects we experience today. There will be something that can work for everyone and everywhere. This is what our vision for transport is about, helping people access what they need without needing a driving licence and having to own an expensive vehicle.

However, even if our end goal is a fairer West Midlands, the process of change can have its own inequities. Sometimes communities that might stand to receive the greatest benefits can also face the biggest barriers in adapting.

Pace of change is something that needs to be balanced. If we try to progress change at a very gradual rate we continue to suffer with the problems we're trying to fix and the world around us might move on faster than we ourselves are trying to change it. There is a risk that we could move further from our goals rather than closer. But if change is progressed too fast then people and businesses will face difficulties in trying to adapt.

Change is not an easy process and we often fear it. However, our ability to adapt is often greater than we give ourselves credit for. The pandemic has shown this clearly; for the right cause and with willpower, we changed our social rules and everyone has found creative ways to carry on living their lives and doing

business. The struggle of the pandemic has been unquestionable, but we showed great capacity to adapt in the face of adversity. Nonetheless, the pandemic has also reminded us that some people face greater barriers to adapt than others.

We won't allow fear of change and the challenges of transitioning to paralyse us, but we will ensure a just transition by:

- Distributing the burden of change so those who face lesser barriers and who's behaviours have the greatest inequitable impacts make bigger changes;
- Targeting support towards those facing the greatest barriers with least capacity to overcome them themselves to help them adapt as we transition;
- Setting a pace of change that gives us the momentum we need but at a pace that enables people to adapt; and
- Adopting an innovative spirit to find new ways of accessing what we need that might better help particular groups and places overcome their barriers.

## Our adaptability

Many of us can think of times where we've been intimidated by change ahead but have been able to reflect that "it wasn't so bad" on the other side. There are three key factors that can help us understand why we are often surprised by how well we adapt to a new set of circumstances even when we worry about change.

### Practice makes perfect

People, organizations and whole industries learn to adapt to new ways of working following a surprisingly predictable pattern.

Individuals and organisations focused on the short-term are likely often to be unwilling to switch to "better" ways of working because the initial costs of switching will appear daunting even though they can decrease rapidly with practice

### Better the devil you know

People and organisations tend to prefer the current status quo and are sceptical of deviating from it. But when circumstances change they tend to adapt quickly and adopt a new status quo. What's more, people then quickly become sceptical of deviating from the new status quo.

There are many reasons why this is the case but a simple way of thinking about it is that people invest in whatever circumstances they find themselves. Even if circumstances are not perfect, people spend time and energy in getting the most out of them and become familiar with them.

### Social rules can change

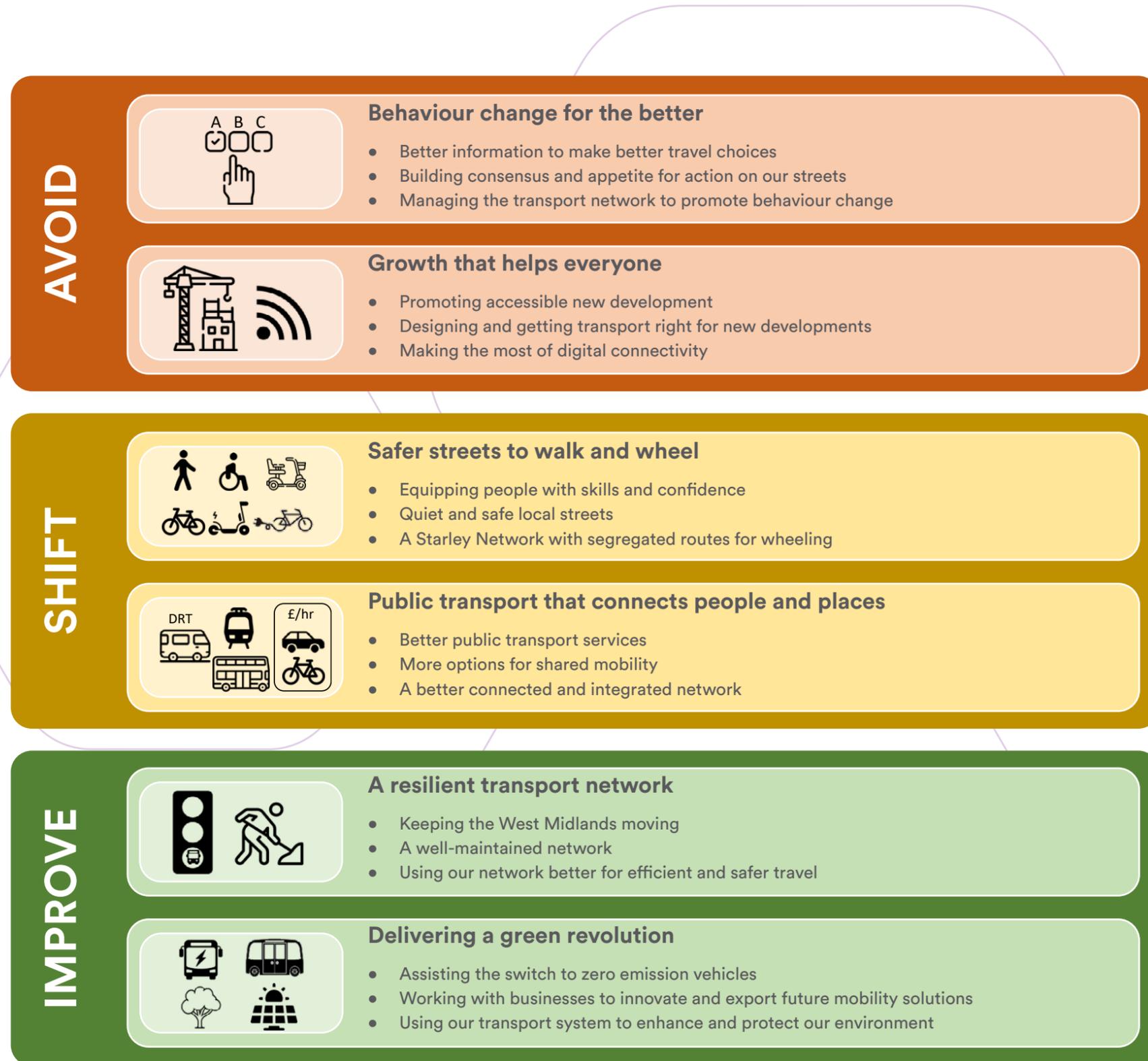
Social rules, what is considered normal and appropriate, have a very powerful influence over people's behaviour. There can be a very important rationale behind these rules but sometimes the original rationale for a rule we all follow becomes irrelevant/redundant. Changing these rules can help us overcome our challenges but can often feel uncomfortable.

# Our Actions

# 6 big moves

The benefits we are targeting from a better transport system will be achieved by focusing on six 'Big Moves' which relate to the **avoid, shift, improve** framework. Making progress against these will require a sustained effort over 20 years or more.

An overview of each of the 6 Big Moves is presented on the following pages, Alongside the 4 Area Strategies, the LTP will be supported by 6 detailed strategies for the 6 Big Moves.



# Behaviour change for the better

Behaviour change is at the heart of this strategy – it is essential to help us deliver against our carbon reduction targets but also to help make progress against our wider motives for change. All of the interventions set out in this strategy are aimed at improving our transport network and ultimately supporting behaviour change. There is a clear need for us all to think about our travel behaviours – we are all part of the problem and we all need to play a part in the solution.

Simply increasing highway capacity is not sustainable or physically practical. The impact of technology is ultimately limited and wider behaviour change will be required to ensure that transport emissions are reduced faster.

Beyond the infrastructure measures planned, there is considerable communications work needed to build and grow public awareness around the impacts of behaviours and choices and to help them make more appropriate choices.

We know that many people now agree that there is a need for more restrictive measures to help solve some of the transport challenges. Our local authorities hold the powers around traffic management, parking and planning and we will work with them to identify how and where further measures could be introduced to help deliver behaviour change across the region.



Meet Marcus, he is 65 and lives in Hampton in Arden, Solihull. At the weekend, Marcus visits his family who live in a low traffic neighbourhood in Birmingham. Whilst he can't park outside their house, it does mean that their street is safe to play in and his grandchildren are playing in a local pocket park when he arrives.



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## Better information to make better travel choices

Information is critical for helping people make the right decisions. We have already made significant progress in communicating transport information to the people who live and work in and visit the region. We have established recognisable brands across transport modes and services in the region. To drive public awareness of travel behaviours and choices we will further develop the TfWM brand as a key source of trusted, reliable information for transport information and journey planning.

We will broaden our communication and engagement to build on traditional information on public transport options and disruption and start to promote the role of shared mobility options, switching to zero emission vehicles, improving driver behaviour, promoting alternatives to travel and accessing services and mobility options differently.

Our customer information will be more targeted and impactful and we will use tools such as our traveller segmentation research, the West Midlands online transport engagement community engagement and further research to help us develop stronger, more effective campaigns. We will continue to build on the success of our Travel Demand Management programme to help more businesses better plan their use of our transport networks.

## Managing the transport network to promote behaviour change

To deliver behaviour change at the scale and pace required we will promote a range of interventions and measures that influence the cost and convenience of different forms of transport to manage demand, which could include physical, regulatory and pricing mechanisms (the latter which can provide income to support transport investment and be tailored to encourage use of cleaner vehicles).

We will need to deliver bold roadspace allocation, such as segregated cycling routes and bus priority, and consider how to prioritise and balance the competing needs of modes within our highway network. Parking management and charges are also a key lever, including tools such as Workplace Parking Levies. Planning policy also provides a mechanism through which to manage the supply of parking and TfWM will work with local authorities to ensure that appropriate local planning policies are in place. Finally, we will work closely with Midlands Connect and the National Infrastructure Commission to explore the case for a national Road User Charging (RUC) scheme and promote Government action to progress this. This would help with driving behaviour change in a more holistic way across the UK and help address the loss of fuel tax as fossil fuels are phased out.

## Building consensus and appetite for action on our streets

Engagement with the public and stakeholders is an essential part of the design and delivery of a new transport strategy. Activities cover everything from surveys tracking the performance of the transport system, to gathering feedback on new transport policy and strategy or commenting on major infrastructure proposals such as Sprint.

We have surveyed over 12,000 residents over five phases of engagement relating to travel behaviours during and after the pandemic. Separately, our quarterly Travel Trends and Behaviours Tracking Survey (TTABS) monitors travel patterns amongst local residents and their opinions on different modes of travel. We also engaged on our 'Reimagining Transport in the West Midlands' Green Paper, holding in depth discussion on key issues with our online community.

We will continue to develop our use of online communities and citizen assembly style forums to help us communicate, engage and build consensus on the most challenging issues and the measures that might need to be introduced. Engagement with the public will be critical for developing area strategies.

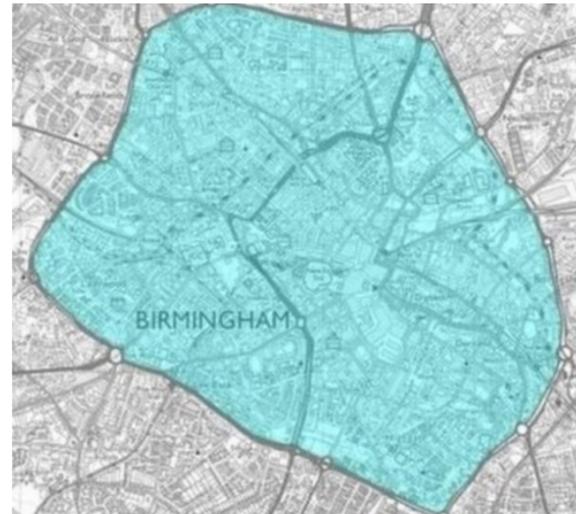
# Behaviour change for the better – policy showcases

## Controlled Parking Zones

Controlled Parking Zones (CPZ) are introduced as a means of managing on-street and off-street car parking, in order to safeguard the access needs of local residents, businesses and their visitors. By managing car parking effectively, additional streetspace can be freed up for pedestrians and cyclists to create a more pleasant environment.

Birmingham City Council has already introduced CPZs across the entirety of Birmingham City Centre, which encompasses every street within the A4540 Ring Road. This area has already seen significant transformation with the Clean Air Zone (CAZ) introduced. Nevertheless daily trips are forecast to increase by nearly 150,000 in the next 15 years.

### Birmingham's Controlled Parking Zone



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The Council is also looking to expand CPZs beyond the A4540 Ring Road into adjacent residential areas, to tackle displaced commuter parking which is becoming increasingly apparent since the introduction of the CAZ, as well as exploring the business case for a Workplace Parking Levy. This is a car parking management scheme which charges employers who provide workplace parking, to tackle issues such as peak time congestion, incentivise employers to manage work-based travel, as well as funding major transport schemes. Nottingham City Council have already successfully introduced this scheme, which has provided funding for tram extensions, redevelopment of the city's station as well as improving Linkbus services to areas where rail and West Midlands Metro are not currently available.

## Mobility Credits

Cost is often a significant barrier to people changing their travel behaviour, therefore Mobility Credits can offer an effective solution to overcome this.

The scheme is put in place to provide a financial incentive for people to scrap older, more polluting vehicles and get them using alternative forms of transport. In a national first, Coventry City Council launched a scheme in March 2021 where 74 residents received £3000 worth of credits for scrapping their personal vehicles. This was loaded onto a pre-paid card which could be used on public transport and other mobility services, included shared e-scooters, taxis, car clubs and car hire.

The scheme was put in place as part of a Department for Transport funded programme, where £22m was invested to trial new technologies that could support people to shift away from private car ownership and adopt more sustainable travel behaviours.

42% of participants gave up private car use altogether, by scrapping their only household vehicle. The majority of participants were aged 35-64 years old, although a fifth of respondents were aged over 65 years old.

## Schools Restart Campaign

TfWM worked with its local authority partners to support students to return to school at the start of September 2020, following pandemic closures. The team identified that 100,000 students would need to return safely to 1,500 sites.

By developing an understanding of school travel patterns across the region, pinch points were identified to manage demand. TfWM and local authorities came together in regional workshops to work through the challenge. A strategy for managing the demand was developed with a focus on communications and engagement. Schools in 'watch spot' areas benefited from free travel planning and implemented active travel measures. Imperative in the solution was the partnership work that saw TfWM strengthen local transport, schools transport and provision for those with Special Educational Needs and Disabilities (SEND). The public transport network was strengthened to accommodate social distancing and bus boarding figures were monitored daily.

Stay Safe Stay Apart

### Drop off Differently this September

Planning to drive to school this September?

Consider parking or dropping off a few streets away from the school gates and walk the short distance.

- Great form of exercise suitable for all ages
- Saves you being stuck in traffic
- Keeps the roads safer around school
- Reduces the chance of collisions or injuries

For updates and more information on Back to School Travel, visit our dedicated web page: [wmnetwork.co.uk/schooltravel](https://wmnetwork.co.uk/schooltravel)

A toolkit with a range of communications materials was developed for the 1,500 schools. In March 2021 the campaign was refreshed with an updated toolkit, face-covering campaign, walking bubble maps and social media campaign with strong emphasis on active travel.

As a result, TfWM has been able to successfully manage operational issues and maintain functional capacity on local transport networks since September 2020.

# Growth that helps everyone

Creating good, sustainable access to opportunities is critical to help us deliver inclusive growth; and to be successful, transport strategy needs to be supported by complementary land use policy. We need to build the right things in the right places with new developments planned and delivered in a way which supports progress against the LTP's objectives.

90% of the built environment will substantially be the same at the end of the plan period. Therefore, whilst better land use planning and delivery will not fix the legacy challenge of over 50 years of planning geared around the car, it is critical to help us avoid perpetuating the problem.

Significant amounts of new housing and employment development is required in the metropolitan area and surrounding areas to accommodate the forecast population growth. Even with the new infrastructure associated with new developments, this growth will have implications for the wider transport network. In particular a key challenge will be mitigating the cumulative impacts of new development. Left unaddressed, the positive impact of regeneration and growth in the region is likely to be undermined or wiped out by unfettered traffic growth.

We must continue to improve how new development is planned, designed and delivered (in a coordinated way alongside wider transport policy) to help minimise transport impacts and maximise the attractiveness and success of sustainable modes.

This LTP promotes an approach which favours the use of brownfield land and supports higher density land uses with no or limited parking close to transport corridors and hubs. In turn this can help to deliver improved urban environments and crucially protect and reenergise our local centres.

We will need to be creative in how we provide more space for innovative solutions such as mobility hubs, car club facilities and ultra-rapid charging and residential on-street charging infrastructure.

Alongside better land use planning there is a need to consider the opportunities for digital connectivity to address some of the accessibility challenges which cannot be easily addressed by better transport. There has been a significant shift in demand towards home digital access and connectivity in recent years. Improving digital connectivity and addressing digital inclusion are key to supporting the communities and businesses of the West Midlands and their ability to work, upskill and learn from home whilst supporting reduced travel for work and other activities. In 2021 WMCA and its partners published the West Midlands Digital Roadmap taking an evidence-based approach to digital connectivity. The roadmap recognises the potential of digital technology to transform the regional economy and build economic resilience.



Meet... the Thompsons. In 2030, the Thompson family have moved to Arden Cross, a new neighbourhood with car free gateways. Peter and Sarah, can confidently let daughter Annabel cycle to school along low traffic local streets and the segregated blue cycle way that runs through the heart of the development. Sarah works a couple of days a week in London, and when she does, she travels part of the way with Annabel by e-scooter whilst on her way to the nearby HS2 Interchange Station, where it takes just 38 minutes to get to London. The family have local shops and places to eat and drink that they can walk to, they can use the nearby West Midlands Metro or Sprint services to go further afield in the urban area, and they can make use of the Arden Cross car club when they visit grandparents in Studley.

## Promoting accessible new development

TfWM and WMCA will continue to support and promote a brownfield land first policy. It is acknowledged that there are challenges around the amount of development required and the ability for this to be met from brownfield land. However, if the region is to meet its net-zero targets for carbon reduction we will need to increase the use of sustainable modes for necessary travel with moves to focus development around high frequency public transport corridors and public transport interchanges. As such, the planning process is an important part of encouraging behaviour change and to help reduce the impacts of transport on communities and the environment.

## Designing and getting transport right for new developments

Active, innovative and sustainable travel should be key elements considered in all new developments; minimising the impacts caused by single occupancy car usage. We need to encourage well-designed new developments which support mixed and sustainable communities with high levels of public transport usage as well as cycling and walking. We also seek to ensure that the cost of public transport, along with poor accessibility and availability are not prohibiting factors which prevents people moving into the region.

We will publish guidance to support developers, local planning authorities and local communities with information to assist developers in implementing transport infrastructure and services. The guidance will set out what measures TfWM has available to support developers in designing and implementing sustainable travel measures, together with how they can work with TfWM and local authorities to ensure the transport network is able to provide the support needed for developments to flourish and meet the wider needs of the West Midlands.

## Making the most of digital connectivity

Digital connectivity presents a huge opportunity for improving access, however, there is also a risk that as society shifts more towards online systems, an inequality gap defined by digital skills and capability will widen, with some households becoming more excluded and isolated. To support the objectives of the LTP it will be important to develop and deliver high speed, reliable broadband and 5G connectivity to all communities and businesses within the West Midlands. Delivering enhanced digital infrastructure will help to reduce digital poverty and create a series of connected communities across the region that have equitable access to digital connectivity. We will work across the WMCA to better integrate digital accessibility, improving everyone's access to opportunities, particularly those in poverty.

# Growth that helps everyone – policy showcases

## Eastern Green, Coventry



Eastern Green in Coventry is a 435 acre, residential led mixed use urban extension, with a range of developers and local companies involved including Coventry City Council and Homes England.

The site will deliver significant housing numbers and associated employment, retail and community uses including 2250 new homes, 15ha employment land, a new major district centre, and primary schools. It will be served by extensive green infrastructure and public open space as well as good bus services and cycleways. A car club is also being explored together with our West Midlands Cycle Hire service to ensure active travel within and beyond the site. Mobility credits will also be provided to families moving in, to help reduce car usage at the site and Very Light Rail is also being considered as part of the wider design of the site.

## Icknield Port Loop

This development sees a multi-million-pound investment programme to drive forward new housing in central Birmingham.

Port Loop, when completed will see 43 acres of derelict industrial land transformed into a new 1,150-home waterside district featuring two, three and four-bedroom houses, apartments, public and communal green spaces, as well as excellent walking and cycling links throughout the development and beyond including along the Old Main Line Canal.

The Port Loop investment is the latest from the WMCA's devolved housing and regeneration programme – providing new homes, jobs and commercial floorspace while supporting the region's economic recovery and ambitions to be a net-zero carbon region over the next 20 years.

This site is also helping protect the Green Belt while creating new jobs and communities on brownfield land, with active travel and excellent transport links at the heart of the development.



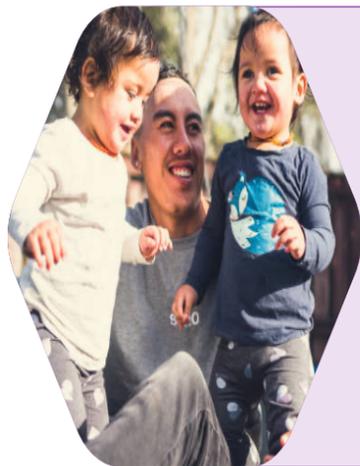
# Safer streets to walk and wheel

We want to deliver a step change in the way people travel, to encourage a greater proportion of trips to be made by walking and wheeling. This is because active modes and micromobility provide significant benefits to people and their local streets and communities and are the most sustainable forms of transport.

Increasing the uptake of active modes and micromobility will have a positive impact on people's physical health and mental wellbeing. Additionally, by making walking and wheeling more attractive, we seek to encourage the 'shift' away from traditional car trips. This can bring wider benefits such as a reduction in carbon emissions and improvements in local air quality, noise, safety and the local environment. Enabling people to walk and wheel will also improve people's accessibility. Active modes and micromobility are more affordable and therefore more accessible for a range of social groups. The roll out of micromobility such as e-scooters and e-bikes will enable greater distances to be travelled, where previously the car would have been first choice. Also, micromobility will improve access for a wider range of potential users, including by older or less fit users that may have been put off by conventional active modes.

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Making streets safer to walk and wheel will help us support Government's target for half of all journeys in towns and cities to be walked or cycled by 2030, however, achieving this would also require other measures across our wider Big Moves, including demand management.

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There is a role for e-cargo bikes and other modes of micromobility modes to help address the freight pressures we are seeing from the rise in online deliveries. E-cargo bikes are an affordable and sustainable method for making deliveries of locally produced and sold goods, or for making last mile deliveries from freight consolidation hubs located within towns and neighbourhood centres.



Meet.. The Patel family, they live in Aston, on the outskirts of Birmingham. At the weekend, The Patel family regularly go into the city to visit museums, shops, healthy fast food outlets etc and they use the nearby segregated cycle routes to get there. The streets are considered safe, clean and quiet with most cars now avoiding the city centre. The Patel's now consider their neighbourhood to have a positive impact on their children's physical and mental wellbeing.



## Equipping people with skills and confidence

We will work with local authorities to provide a package of measures to support behaviour change. This will include accessible, reliable information on available routes, as well as incentives and rewards for reaching certain levels of walking and cycling activity. Schools and businesses will be encouraged to promote active travel by providing training to equip people with the skills to make these changes. To support the uptake of active and micromobility modes, we will promote the provision of supporting facilities to make these options more attractive. This will include secure parking facilities, storage, changing facilities and charging facilities.

## Quiet and safe local streets

To promote the uptake of active modes and micromobility, we will make local streets more attractive by making them clean, quiet and safe. We will continue to invest and focus on road safety with a view to meeting an ambitious target of reducing the number of people killed or seriously injured on our roads by 50% by 2030 in line with the Towards Zero Foundation's vision. Potential measures to be delivered as part of Low Traffic Neighbourhoods could include introducing filtered permeability, reducing speeds, and managing on-street parking on residential streets and local centres. We will also identify and address key severance issues within and between neighbourhoods.

## A Starley Network with segregated routes for wheeling

We will ensure the delivery of our Starley Network. It is a network of cycling and walking routes that covers 500 miles of connected routes in the West Midlands. We will deliver a package of measures to provide cycle routes and towpaths, new pop-up cycle lanes, walking routes and walking zones in towns and cities. This will result in a high-quality network of walking and cycling corridors and public realm improvements in strategic centres, designed to Government standards.

# Safer streets to walk and wheel – policy showcases

## Low Traffic Neighbourhoods



Low Traffic Neighbourhoods (LTN's) are schemes which are designed in a way to limit the access of vehicular traffic to a street or collection of streets, in order to make them safer, easier and more appealing for cycling and walking.

Within the West Midlands, Birmingham City Council has trialled a number of LTN schemes across Kings Heath, Moseley, Bournville and Lozells as part of their Places for People initiative. Through use of the council's online engagement platform, residents, businesses and travellers in the area have been able to put forward their opinion on how each of these schemes is having an impact on the area. These are currently being reviewed.

Reactions to LTNs in Birmingham and across the UK has been mixed and sometimes divisive. In Walthamstow they have proved popular and have had a number of benefits such as reduced private car ownership and dependency and an increase in active travel.

## Micromobility

Micromobility is a broad term used to describe personal light electrically powered vehicles that can be used for urban transport. E-scooters and e-bikes are generally well-known and understood to fall under this label, but there are other kinds of vehicles that offer different opportunities for different groups depending on their needs, helping to promote a more inclusive West Midlands in the future.

Micromobility provides more sustainable and affordable options for travel.

In the West Midlands we are currently trialling e-scooters in collaboration with VOI as this particular mode is growing in popularity across the region.

In Birmingham, 38% of VOI users would have otherwise travelled by car or taxi and 38% of users are now able to places they previously couldn't.

Although it is not yet legal to ride privately owned e-scooters, the government is currently reviewing legislation and it is possible that these kinds of vehicles will become more universally accepted in the UK in future.

We will continue to explore ways to introduce

more accessible types of micromobility as new technology enters the market and we will work to develop a roadmap to allow for the early adoption of these modes. We will continue to work with industry and governance to ensure that introduction of micromobility modes will represent a safe and sustainable way to travel.



# Public transport that connects people and places

A safe, convenient, affordable and accessible public transport system is essential for enabling people to travel beyond their local neighbourhood without a car.

The West Midlands is at the heart of the UK's rail network and has its own network of services providing connections with the wider region and beyond. Our West Midlands Metro network is steadily expanding along with planned Sprint (bus rapid transit) and Very Light Rail services. Before the COVID-19 pandemic the West Midlands had the largest commercial bus network in England (outside of London). Our Ring and Ride service is also a lifeline for citizens who need extra help moving around the West Midlands.

As well as public transport services, shared mobility services have begun to expand helping people access vehicles without needing to use or even own a personal vehicle – for example, helping them access a car for a few hours from a car club in their local neighbourhood or perhaps hiring an e-scooter or bike to get from the train station to the other side of town.

Through a combination of walking and wheeling and public transport connected by seamless interchange, everyone will be able to explore the places across our region

Public transport plays a critical role in many peoples' lives today – particularly for the 1 in 4 households without a car. But in the future, public transport will need to play an even greater role in moving more people around the region and the country.

Because of the pace at which wide scale improvements to bus services can be made in comparison to rail and West Midlands Metro, rapid and early behaviour change in the LTP period will need to be supported by an increased role for and improvement of bus services. Our Bus Service Improvement Plan (BSIP) sets out a programme of bus investment to achieve this.



Meet... Anita she is 35 and lives in Bliston on the outskirts of Wolverhampton. At the weekend, Anita needs to take her two children to their grandparents so that they can stay over half term as she needs to work. Anita catches the tram to Birmingham where she puts them on the train to London on the new HS2 line. On her TfWM app she is able to create profiles for both her children. She only needs to buy one ticket for their whole journey and will be able to track their journey so she can check their journey and relax. Anita can use any device or card to pay and can relax safe in the knowledge at the end of the day no matter what combination of modes she has used she will never pay more than the lowest fare possible.



## Better public transport services

We will invest in highway and rail infrastructure so as to enable public transport operators to provide more frequent, quicker and reliable services where demand can sustain those services. This will include providing greater priority on highways to buses, extending our West Midlands Metro, and improving rail capacity and delivering new stations in the West Midlands.

We will also prioritise revenue funding available to us to subsidise the most socially necessary public transport services where these services cannot be sustained by commercial demand. This will include providing subsidy for tendered bus services as well as exploring the opportunity to provide coverage using Demand Responsive Transport where high quality conventional bus services are not viable, and commissioning services such as Ring and Ride to support people who find it difficult or impossible to use conventional public transport.

## More options for shared mobility

We will work with providers of shared mobility services such as car clubs, e-scooter and bike share schemes to provide infrastructure to support their operation where consumer demand can sustain them. These services will be particularly important as last mile solutions to travel where other options are not viable.

## A better connected and integrated network

A public transport network can offer more to people than the sum of its component parts where services are better planned and people do not face penalties for moving between services and operators. We will seek to improve integration of public transport by investing in better interchange facilities, continuing to evolve our Swift multi-modal best value ticketing offer, and exploring how governance changes could enable TfWM to better influence service planning and network design.

With a more proactive and assertive role in the design of public transport networks and services TfWM could ensure they integrate, don't duplicate and provide the highest quality most reliable experience possible. In the first instance we will strengthen our relationship with bus operators through the Enhanced Partnership which we are currently developing whilst exploring further the business case for franchising in the longer-term.

We will work with West Midlands Police and Crime Commissioner, transport operators and wider partners to deliver the principles and priorities set out in the Police and Crime Plan to ensure everyone can feel and be safe when using public transport.

# Public transport that connects people and places – policy showcases

## Mobility Hubs

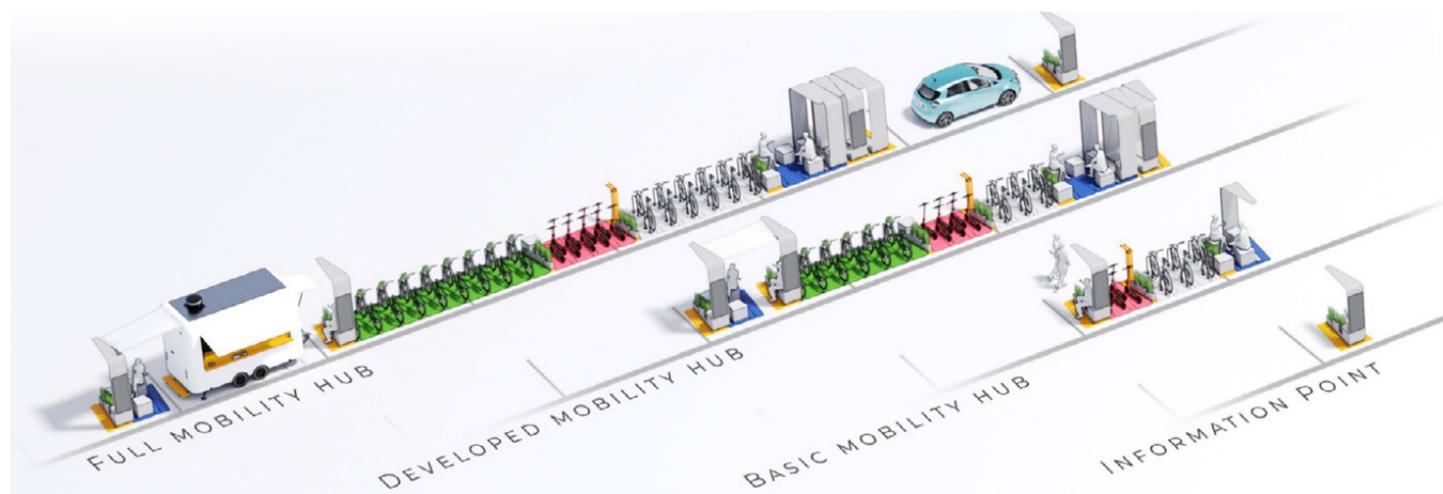
The purpose of mobility hubs is to bring together various transport modes into one place. The aim is to allow universal ticketing across different modes to make multimodal travel more seamless.

It has become feasible in recent years to offer certain types of micromobility – in particular e-scooters and bike hire – as short distance transport options to the public. In the West Midlands we have now introduced bike hire and e-scooter hire, and these are proving to be very popular for commuters and visitors to our strategic centres.

As we expand our charging infrastructure across the region there is also opportunity to bring together electric vehicles and even car share facilities at certain interchanges as part of our effort to encourage people to move away from private car ownership.

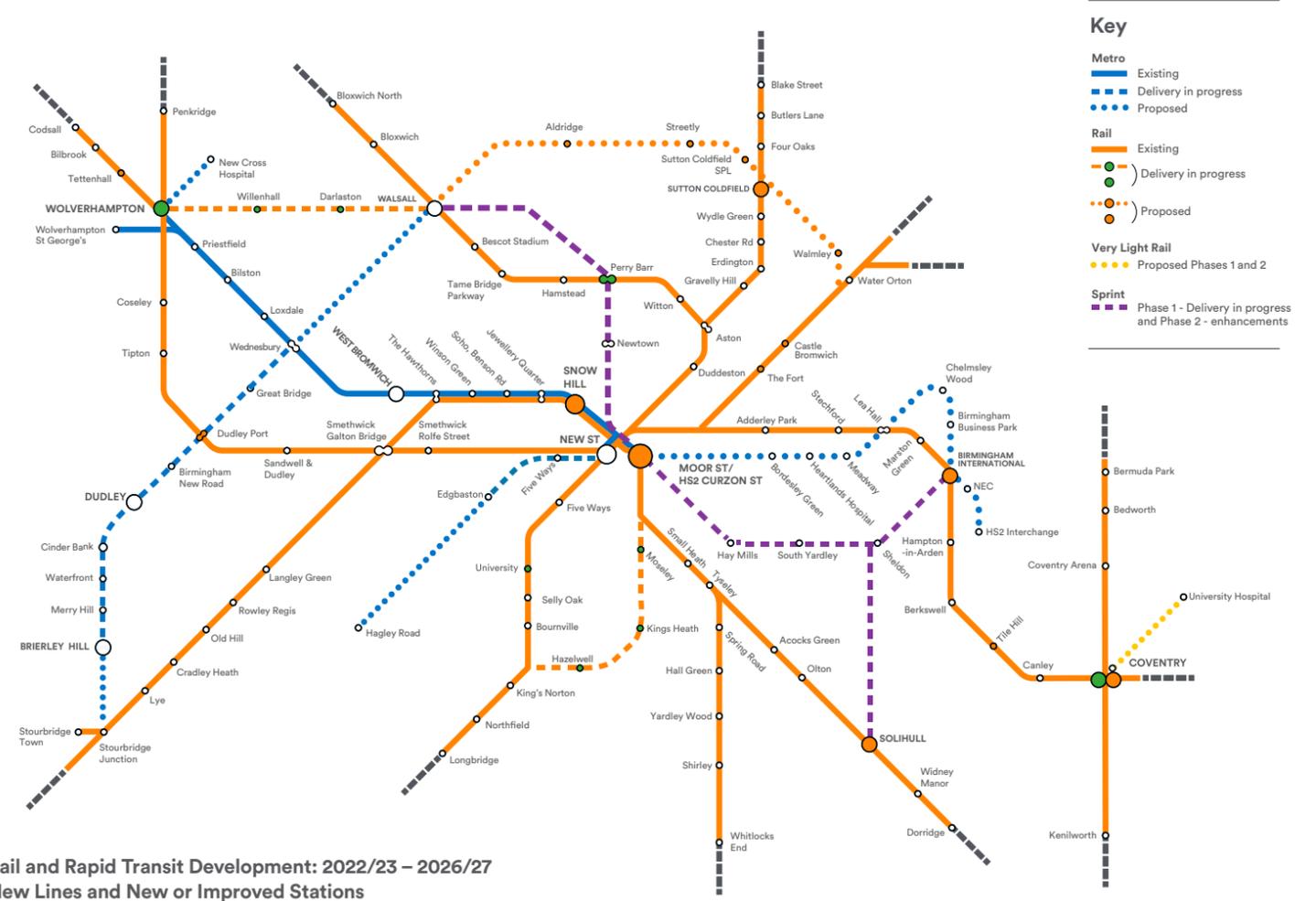
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This can support those in society who do not own cars by providing last mile solutions to get from train stations and bus stops directly to desired destinations through micromobility and bike share, but also providing options for those in more rural regions through car share facilities. This supports a shift away from private car ownership by increasing convenience for users.



## An Integrated Public Transport Network

The West Midlands public transport network will become a more integrated system, based on measures set out in the City Region Sustainable Transport Settlement and the Bus Service Improvement Plan. TfWM is currently considering international best practice to inform development of an integrated public transport network in the West Midlands.



# A resilient transport network

Our streets and roads are the most important piece of transport infrastructure we have. Most trips take place on them whether it is by foot, bike, wheeling, micromobility, public transport or by car. Our streets and roads are also places, from local neighbourhood roads to busy high streets, and they play different roles in the lives of people and businesses.

The West Midlands has a Key Route Network (KRN) of 605km of key highways. Whilst consisting of only 7% of the actual roads, the KRN carries 50% of all traffic whilst serving the main demand flows of people, goods and services across the region and provides connections to the national strategic road network. Our KRN serves a range of travel demands and functions across a range of place types with different characteristics.

The local authorities play an invaluable role in developing, managing and operating this network, and on the surrounding local network, working closely with TfWM.

How we design and manage our streets, including the KRN, is important in helping to influence travel behaviours and to create good places.

We need to make our streets work for everyone by making the most efficient use of the network. This means ensuring our streets are in good condition and resilient to future climate change impacts. This will ensure our network is safe and reliable for all users.

We need a network which enables people and businesses to plan and go about their lives with confidence. We will also develop the network in a way that balances competing needs for space and encourages travel behaviours which will deliver our aims.



Meet... Sam, he is 22 and lives in Birmingham city centre. He lives in rented accommodation on a main road and is a junior nurse at Birmingham Children's Hospital. At the weekend, Sam drives to see his girlfriend in Tewkesbury. He uses an app to give him the quickest route and variable message signs along the route to provide travel information about traffic congestion and advise him of the route he should take.



## Keeping the West Midlands moving

We will continue to develop the Regional Transport Coordination Centre (RTCC) in partnership with local authorities, National Highways, West Midlands Police and operators to manage the network and incidents/major events. We will coordinate the delivery of the transport investment programme alongside utilities development plans and minimise impact through collaboration. We will coordinate schemes to avoid excessive disruption to our networks and to reduce costs where multiple schemes can be delivered simultaneously nearby (without excessive disruption).

We will invest in technology to help monitor performance and manage traffic and invest in communication and information tools to help us become a trusted source of travel advice and support travel behaviour change. We will build on the success of our Travel Demand Management programmes to encourage residents and businesses to re-mode, re-route, re-time or remove some journeys.

We will continue to invest in road safety to meet an ambitious target of reducing the number of people killed or seriously injured on our roads by 50% by 2030 in line with the Towards Zero vision. We will continue to work with the Strategic Road Safety Partnership to reduce and better manage road incidents. We will work with the local authorities and the West Midlands Police and Crime Commissioner to explore how reform of enforcement responsibilities for moving traffic offences could better support safe and efficient highways.

## A well maintained network

We will work with our local authorities to support development and delivery of the region's transport infrastructure asset management strategies and plans, underpinned by robust digital asset management, to prevent the deterioration of main carriageways, structures and the unclassified network. We will seek to "dig once" where possible and seek to future proof schemes to minimise disruption and costs when further schemes are progressed (for example where bus priority schemes may be upgraded to Sprint and/or West Midlands Metro in future). As with network development, we will coordinate our maintenance and renewals with plans of utilities providers to maximise opportunity to minimise disruption.

We will ensure the risks of climate change on transport infrastructure across our region are understood and accounted for in plans to enhance, renew and maintain infrastructure.

## Using our network for efficient and safe travel

The development of the West Midlands highway network will influence and be influenced by supporting strategies for active travel, public transport and delivering behaviour change. We will bring forward a series of multi-modal corridors and low traffic neighbourhoods that will deliver targeted road space re-allocation to support active travel and public transport and reduce the dominance of the car in residential areas. We will also address key pinch points which compromise overall public transport reliability or create safety problems. We will strengthen the key bus based rapid transit corridors that are at the heart of our overarching network strategy and focus on key multi-mode interchange points.

Many of the biggest challenges will be on the KRN and we will work with our local authorities to create a framework to help us to monitor its performance and contribution towards the LTP's objectives.

# A resilient transport network – policy showcases

## LODE LANE ROUTE ENHANCEMENT

Lode Lane is a key corridor providing access to over 20,000 job roles in Solihull Town Centre and at Jaguar Land Rover, as well as wider access to Birmingham Airport, the NEC and the UK Central Hub.

Lode Lane is one of the busiest bus corridors in the region, generating a bus every two minutes during peak periods which carry more people into Solihull Town Centre during mornings than in cars.

A comprehensive route intervention was delivered between Jaguar Land Rover and Solihull Town Centre, including new bus lanes and bus priority at junctions. Critically, the scheme was delivered by maximising existing road space with no loss of service to general traffic.

The scheme opened in October 2016 and has achieved a 45% reduction in bus journey times in the morning peak hour into Solihull Town Centre. Bus patronage increased by 11%, and there is now an enhanced environment for pedestrians and cyclists.

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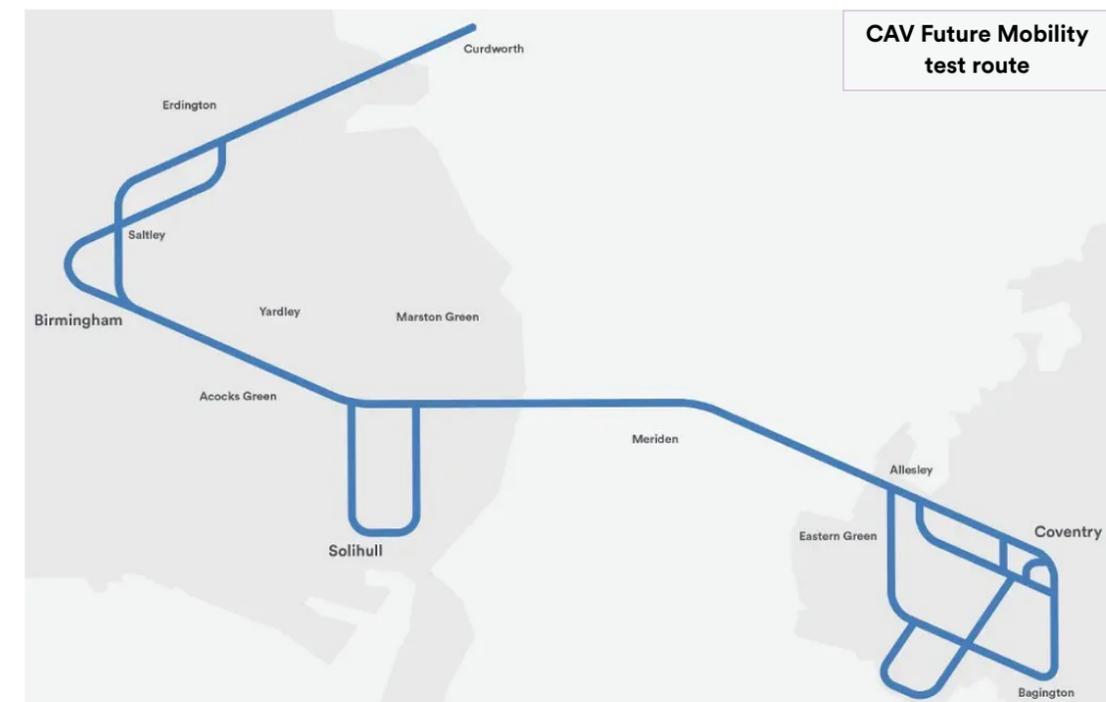


## Wireless Infrastructure Project / CAV Infrastructure

To improve the safety and efficiency of our roads we are introducing and installing hundreds of sensors across the network which will be able to facilitate fast communications across the network. Sensors will provide a breadth of useful information which can be used to make smart decisions about traffic management as well as relaying integral information to road users.

By updating the network in this way, we can work closely with our external stakeholders such as emergency services to provide safer roads, faster response times and improved data about the network.

This work is future proofing our region in advance of predicted changes which will be seen to our transport system. As society transitions to connected and autonomous vehicles (CAVs) we need to ensure that our infrastructure is fit for purpose.



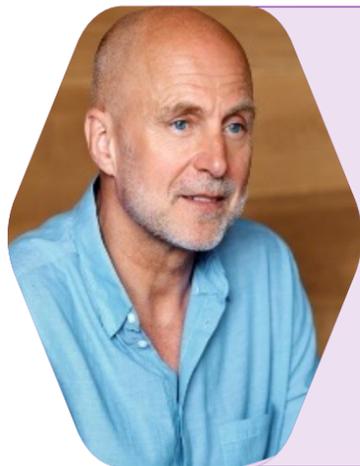
# Delivering a green revolution

Delivering a green revolution through our LTP means partnership working between the public and private sector to leverage our transport system to enhance our built and natural environment, in a way that stimulates our local industry to produce the products and services that support inclusive growth.

We will aim to decarbonise the West Midlands' private and public fleets by moving away from conventional and hybrid fossil fuel vehicles to zero emission alternatives. This will be critical to reducing emissions associated with transport and will also help to improve local air quality and reduce noise pollution. Our automotive industry is well placed to support this aim.

But transport innovation in the West Midlands, goes beyond making cars and we also have wider sector mobility strengths in products such as public transport, connected and autonomous vehicles, 5G, Mobility as a Service and modern infrastructure construction techniques.

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Meet Marcus, he is 65 and lives in Hampton in Arden, Solihull. When Marcus visits his family in a low traffic neighbourhood in Birmingham, he parks his car in a nearby mobility hub and so takes advantage of the charging facilities there. Whilst plugging in his car, he reads the notice explaining that all that the electricity is generated from the solar panels on the roof of the mobility hub. Marcus talks with his son later that day about hiring a couple of e-bikes next time he visits to go round the local nature centre.



## Assisting the switch to zero emission vehicles

We will work with partners, including local authorities and businesses across the region to ensure that the West Midlands' fleet moves to zero emission vehicles (ZEVs) as quickly and efficiently as possible, choosing the most suitable zero emission technologies (including a short-term role for low carbon fuels where zero emission technologies are less feasible within the next decade). We will help local authorities to plan and enable appropriate charging and fuelling infrastructure to be implemented, that is appropriate to the needs and characteristics of different places and avoids street clutter.

The provision and locations of charging stations will be strategically planned including on the key route network and strategic road network for HGVs and LGVs, but also at mobility hubs to provide easy access to other greener modes of transport (e.g. car clubs and e-scooters) and to provide charging for cars where private provision with off-street parking is unavailable. We will also work with our bus operators to support them with the adoption of hydrogen and/or electric buses where appropriate, understanding a particular need for electric vehicle charging en-route where charging in depots is insufficient.

## Working with businesses to innovate and export future mobility solutions

We will work with partners, including local authorities and businesses across the region to understand how innovation in the mobility sector can support our aims, and to support the development and trialling of new solutions by providing access to public assets (including our transport infrastructure, organisational expertise, match funding and publicly owned data).

## Using our transport system to enhance and protect our environment

We will use transport assets for non-transport functions so as to protect and enhance our built and natural environment.

This will include, but not be limited to, the use of transport land and buildings for sustainable energy generation, enhancing biodiversity and providing green spaces, and sustainable drainage systems (SuDS).

# Delivering a green revolution – policy showcases

## Green bus shelters

Green bus shelters which can improve air quality, generate their own power and even attract bees are being trialled in Halesowen.

TfWM has worked with the Halesowen Business Improvement District (BID) and Halesowen in Bloom to bring some plant-topped bus shelters to improve the town centre environment.

The shelters are made from recycled materials and their roofs include plants designed to reduce carbon in the environment as well as filters to catch fine particles and improve air quality.

Wild flowers, which attract bees and other pollinators, will grow from the eaves and roof edges and appear during the Spring, turning the bus stops to buzz stops.

Further to this are solar panels which will not only generate power for the display screens, lights but also allow people to charge their mobile phones for free while waiting for the bus.

If the trial proves successful more of the environmentally friendly stops could be installed as TfWM replaces and renews its 5,000 bus shelters across the region – playing a part in helping the region achieve its #wm2041 net-zero carbon targets.



## Coventry Electric Bus City

Coventry City Council, Warwickshire County Council, Transport for West Midlands (TfWM) and bus operators are working together to make the bus fleet in Coventry all electric.

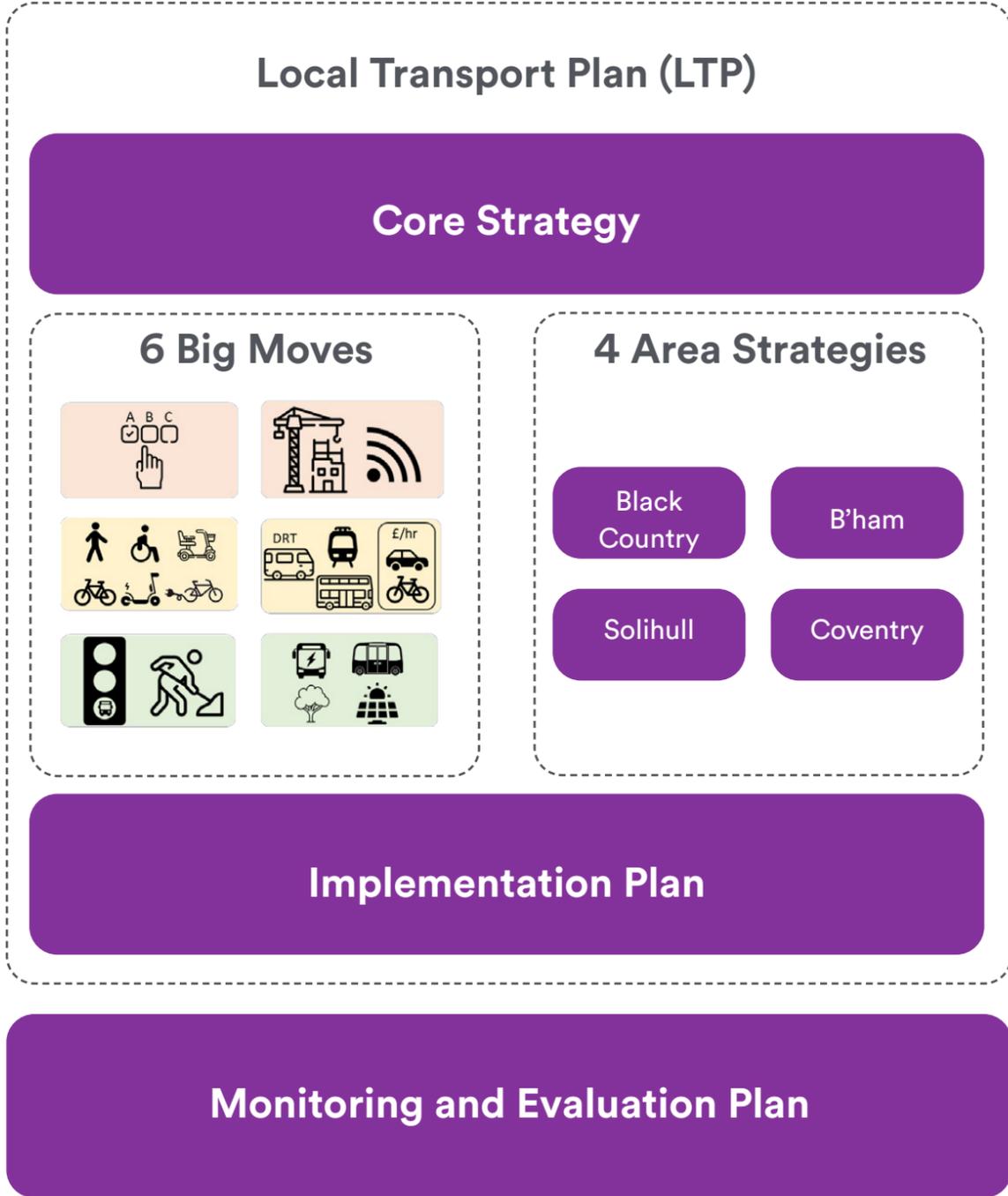
This will be the UK's first All Electric Bus City and under the ground-breaking project, every bus in Coventry will be electric powered by 2025, leading to improved air quality, reduced greenhouse gas emissions and lower running costs.

A £50m grant from the Department for Transport (DfT) will fund 297 all-electric buses and is supported by a further £78m of investment from local bus operator into depot charging facilities and associated power upgrades.



# Implementation

# LTP Development



The West Midlands LTP will include a number of component documents.

This **Core Strategy** primarily sets out the overarching aims, vision, approach, and framework for action for transport in the region until the end of 2041.

More detailed policies and implementation proposals will be identified aligned to the core strategy. These will be set out in 6 strategies relating to our **6 Big Moves** – focussed on regionwide principles and proposals for each Big Move – and **4 Area Strategies** – focussed on the planning of measures across our neighbourhoods, centres and corridors. The Big Moves and Area Strategies will be developed in tandem. The Area Strategies will be particularly important for resolving how measures across the 6 Big Moves will be delivered alongside each other in particular places, and for accounting for the land use and development proposals within Local Development Plans.

There are always more proposals than resources allow for. The **Implementation Plan** will set out our priorities for measures, how funding sources will be used to deliver these, and timescales for development and delivery. The implementation plan will also set out plans for further policy and scheme development where concepts require further development.

A **Monitoring and Evaluation Plan** and **Integrated Sustainability Assessment** will continue to be iteratively developed to support the LTP and updated throughout the life of the plan. They will transparently

ensure that LTP development and delivery is meeting the LTP objectives and broader duties relating to equalities and sustainability.

Excepting the Core Strategy, the LTP will be a living document and will be updated and amended with new policies and implementation proposals periodically.

Updates to the LTP will be agreed through discussions with the WMCA's Strategic Transport Board, comprised of transport portfolio holders of the seven metropolitan borough authorities. Where these are deemed to be significant, approval will be sought from WMCA Board. Where the decision to amend the strategy is considered to have a significant impact on a local community, local stakeholders will have an opportunity to comment through a targeted local consultation process.

Major reviews of the LTP will be undertaken periodically and linked to changes in local and national transport policy.

The WMCA's Strategic Transport Board will be responsible for overseeing delivery of the LTP on behalf of WMCA. At officer level, delivery will be overseen by Strategic Transport Officers Group (STOG), comprising managers from the seven metropolitan borough authorities with responsibilities for transport and TfWM's Executive Director.

# Sustainability throughout plan implementation

Implementing the LTP policies will require a balance between maintenance and operation of the existing transport network alongside construction or enhancement of infrastructure. These developments have the potential to impact the environment and local communities and visitors to the affected area. We will ensure that throughout our design and implementation process we understand and take account of the potential impacts and, wherever possible, specify designs to avoid or mitigate them, or enhance them where appropriate.

Where intervention takes place, measures will be subject to the appropriate level of assessment by the relevant authority, adhere to the relevant legal framework and be reflective of the scale and nature of the project. This will ensure that we understand potential impacts and how these can be best avoided or mitigated, or enhanced where beneficial.

Dependent on the scheme, assessment will include Health Impact Assessment, Equalities Impact Assessment, Habitats Regulation Assessment and Environmental Impact Assessment. Where these statutory assessments are undertaken they will be guided by HM Treasury's Green Book and DfT Transport Appraisal Guidance.

We will work closely with partner organisations, including the local authorities to ensure that consideration of sustainability, including health and equality, is made at the earliest possible planning stage for schemes. We will identify the types of assessment that are appropriate for the scale and nature of the scheme at each stage of development and which organisation has responsibility for the assessment process.

This will allow for full consideration of requirements in Local Plans and required statutory processes as necessary.

In developing this LTP, we will have a presumption in

favour of working with partners to make net improvements to the local environment wherever possible and, as a minimum, will always follow the policies set out in this LTP to take every opportunity to protect and enhance the environment. These principles have been integrated within our 6 Big Moves.

For any measures that could potentially affect sites that are designated for nature conservation or for other reasons, such as geodiversity, we will appropriately assess any potential direct or indirect impact that may arise over the life span of LTP. We will mitigate and / or compensate for any impacts, in line with existing best practice and relevant legislation. This will include undertaking a Habitats Regulation Assessment (or equivalent) when necessary.

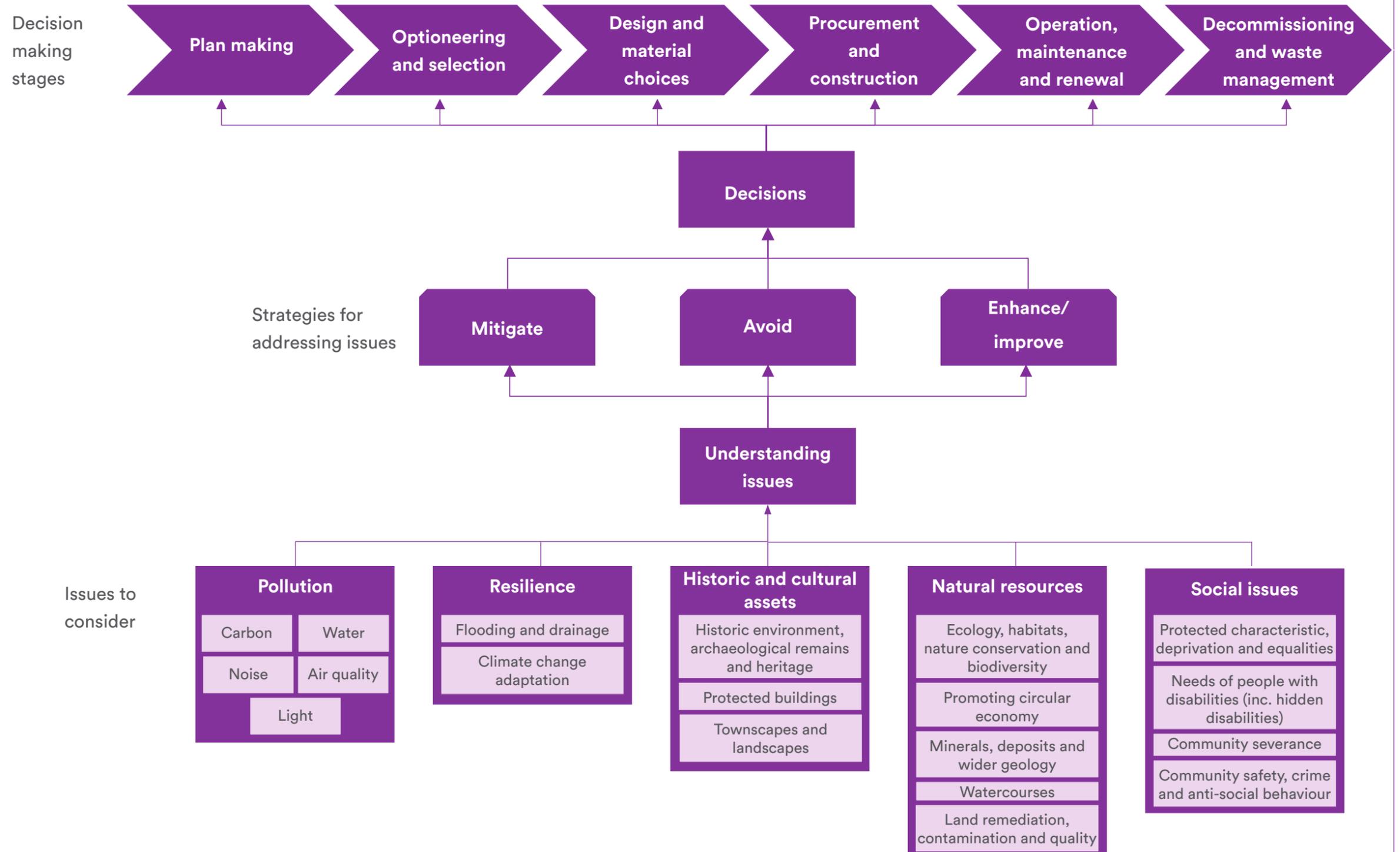
Environmental Management Plans (EMPs) will be prepared and implemented for all construction, refurbishment and maintenance contracts and will include the findings and suggested mitigation from any assessment made. The EMPs will consider material resource use, energy use, and other environmental issues relevant to the scheme, and will explain how risks and impacts will be mitigated, managed and addressed.



## Embedding sustainability in decisions at all stages

Decisions throughout the development and operation of our transport system affect environmental, social and economic assets that must be protected and improved. This includes any “embedded” impacts such as carbon emissions associated with materials used for construction.

We will work closely with statutory and wider stakeholders to understand issues relating to key assets for sustainability and develop strategies to enhance and protect these through options to be considered and decisions to be made at all stages of LTP development and implementation (including scheme development and asset operation).



# Working together

Whilst WMCA does have statutory responsibility to set the LTP for the area, it does not have direct responsibility for managing and operating most aspects of the transport system. Meeting our aims through delivering action will involve many partners.

WMCA, TfWM and the seven metropolitan borough authorities will continue to work together with local partners such as transport operators, with our neighbouring local authority partners, with our regional partners such as West Midlands Rail Executive and Midlands Connect, and with national partners such as Government and the national agencies responsible for transport functions to develop and deliver the LTP.

Ensuring that our transport system can support the wider objectives for growth, sustainability and quality of life in the region will mean working closely with those with responsibility for wider public outcomes, locally and beyond.

The successful delivery of the LTP will require other partners to deliver the policies and implementation proposals within it, reflecting them in their own plans.

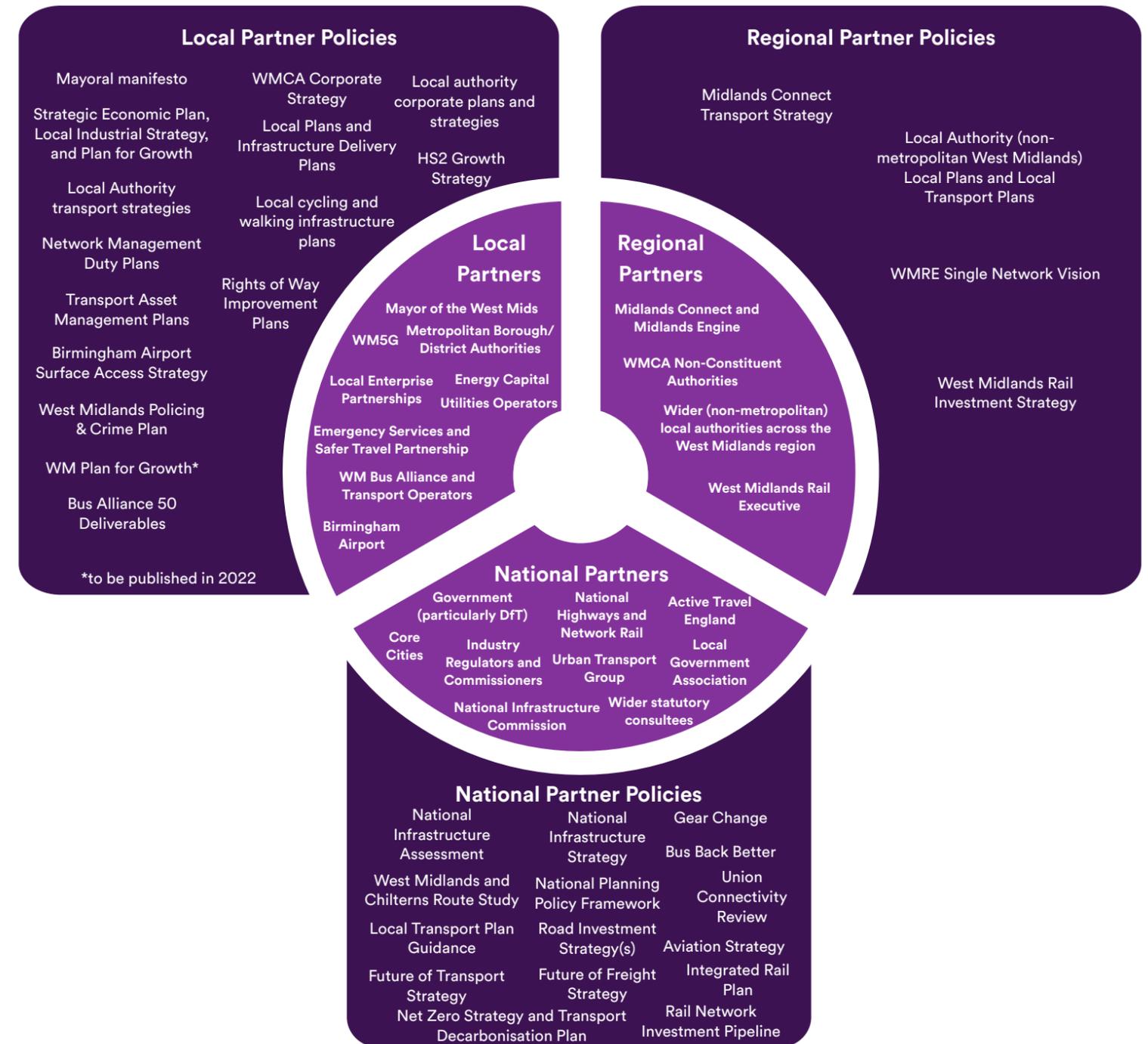
There are a number of delivery partners who are critical for delivering this LTP:

- The seven metropolitan borough authorities as highway, traffic and planning authorities.
- Local public transport operators who are responsible for running the buses, trams and trains our citizens use every day as well as emerging operators of shared mobility services (e.g. car clubs, and bike and e-scooter hire).
- National Highways, Network Rail and HS2 who are responsible for managing and developing the strategic road network and railways in the West Midlands.

Devolution and reform of responsibilities will enhance our voluntary partnerships, helping us to make best use of partners resources and ensuring we have the powers we need locally to achieve the best possible outcomes for the public.

## Key Partners and Policies

This diagram highlights some of our key local, regional and national partners and the policies and plans that have influenced this LTP. In turn, we will continue to work with these partners to influence policy implementation and future policy development to take into account our approach to transport in the West Midlands.



# Prioritising and resourcing our efforts

TfWM and partners must use their resources across three broad areas of spend to ensure our transport system is working effectively:

- Maintenance and renewal – maintaining assets to keep them performing and replacing them when they're at their end of life;
- Network enhancements – schemes to make our transport system better;
- Service and concession delivery – the day to day spending required to keep services and concessions going.

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There are many sources of funding available to and used by WMCA to fund these activities:

Transport Levy

- Maintenance block
- Capital grants
- Prudential borrowing
- Transport user fares, charges and fees
- Non-fare revenue sources (e.g. advertising, property)

We don't have complete discretion to use these funding sources for any activity – e.g. grants often come with conditions requiring the funding of particular projects and much of the transport levy has to be spent on the statutory English National

Concessionary Travel Scheme (providing free bus passes for older and disabled people who qualify).

The Implementation Plan will set out a funding strategy for securing the resources required to deliver our implementation proposals.

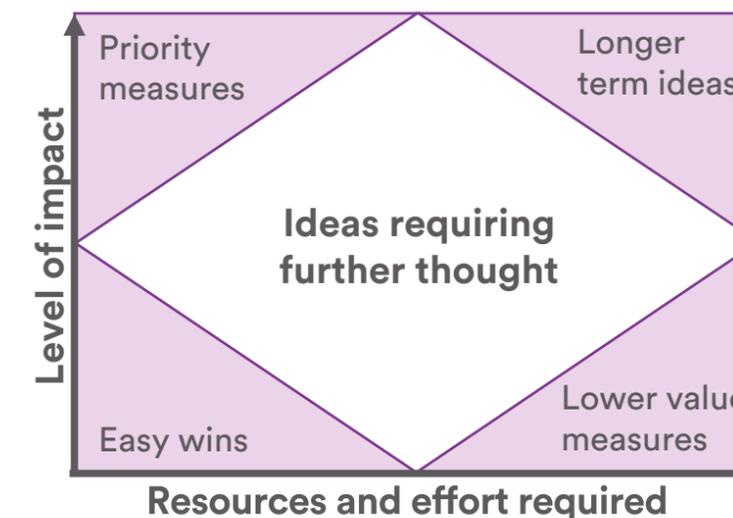
Local transport relies heavily on funding from central Government. We will continue to make the case for investment in our region, and we will continue to push for better long-term security of funding and flexibility in how to invest it best in our region. TfWM and local authorities will continue to explore options to create locally raised revenues from the planning and transport system to be used to develop and improve the local transport network.

Ambitious programmes of investment will also require continued close working with our delivery partners to secure the skills and knowledge required.

At the start of this LTP period, the UK will be emerging from the COVID-19 pandemic. It is likely that in the years to follow, public funding will be under pressure. We will need to think carefully how to best use funds available to enhance our network to greatest effect. However, we will make a strong case for increased revenue funding to support maintenance and renewal (which has already suffered a period of significant underinvestment owing to austerity policies) and public transport service delivery (noting that the pandemic will suppress demand for public transport for a number of years and services will be lost if any shortfall in fares is not made up in subsidy).

## A balanced and impactful programme

There are lots of ideas for actions we can take to make our transport system better. But we need to make sure we have a balanced programme: this means that we need to make sure that we don't use all our resources on a few expensive big projects; we need a programme that delivers benefits today and helps support immediate, scalable behaviour change as well as focussing on building towards bigger change over the long term; and ultimately what we do must represent value for money for citizens.



Where there is flexibility over how resources can be used, resourcing of transport locally will be prioritised based on the following principles:

- We will prioritise critical functions to ensure services for our most vulnerable service users are protected and to ensure our core assets continue to function;
- We will maintain a balanced programme of measures delivering actions across the 6 Big Moves to ensure impacts are felt across our Motives for Change;
- We will seek to ensure as many benefit from our actions as possible by ensuring delivery is felt across our region;
- We will seek to make investments that provide good value for money;
- We will have a balanced programme of short and long-term activity; of measures that can be delivered quickly for immediate impacts, and investments that will take longer to develop and deliver; and
- We will minimise redundant work, seeking to “dig once” where possible and otherwise ensuring schemes include future planning to minimise disruption and costs when further schemes are progressed (for example where bus priority schemes may be upgraded to Sprint and/or West Midlands Metro in future).
- We will coordinate schemes either to avoid excessive disruption to our networks or to capitalise on opportunities to reduce costs where multiple schemes can be delivered simultaneously nearby (without excessive disruption)



Transport for  
**West Midlands**

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# Reimagining transport in the West Midlands: Local Transport Plan Core Strategy - Summary



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# Introduction

'Reimagining Transport in the West Midlands' is the fifth Local Transport Plan for the West Midlands' seven metropolitan districts/boroughs.

This is the summary of the draft Core Strategy of the Local Transport Plan - the overarching document that sets out our aims, vision, approach, and a framework for action.

After the publication of our Green Paper for 'Reimagining Transport in the West Midlands' we asked for the views of stakeholders through a *conversation about change*. The engagement used a variety of channels including surveys, market research and online and in-person workshops.

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Those we spoke to when we engaged on the Green Paper agreed that we need an emission free transport system that's fairer, safer and healthier. It also needs to be a transport network that gets people to places without clogging up our streets or causing climate change and making pollution worse.

The issues raised around our 5 Motives for Change resonated with those who responded. Climate change and addressing inequality were the areas of most concern.

There was a clear sense from responses that the current approach to transport was not delivering sufficient improvements, or that things were getting worse.

The new draft plan shows how the transport system will be developed and managed in the region and we've already started talking to people and businesses about it and about how it can meet our future needs.

There are difficult decisions to be made; people know we can't build our way out of all our problems or rely on new technology, like electric cars, to solve them.

Whilst the car is still going to be important in future, the majority agreed that **car use needed to reduce.**

The shift to electric vehicles was supported but there was concern that **electric vehicles wouldn't solve the wider issues**

**92%** of respondents were concerned by **climate change**

**2/3** of people felt that levels of **traffic on local roads** were now a problem.

People felt that we can't build our way out of all of our problems – we need to focus on **using existing infrastructure better**

Feedback from engagement on our Green Paper

**83%** agreed that a key policy aim should be to tackle **inequalities in transport access**

The majority thought increasing **active travel** is important, but that **dangerous and busy roads** were holding people back.

**68%** of polled respondents to our green paper consultation said **'sticks' are needed** to achieve significant change in travel behaviour.



# Our aims

Whatever happens it's clear that there needs to be a change in our travel habits and behaviours.

To address the big social, economic and environmental issues we face, the objectives in the new plan are framed around 5 'Motives for Change' where we think that changing transport could help us better support inclusive growth by providing a transport system that's fair to everyone and the environment.



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There are three key changes needed in our transport system to make this happen - we need to improve accessibility, reduce traffic and electrify transport. That means using our cars less and accessing what we need in a different way.



## Meeting commitments to decarbonise

Tackling the climate emergency is just one of our Motives for Change. It is unique because it requires a definitive pace and scale of change.

There are national legal targets to reach “net-zero” carbon emissions by 2050, and local ambitions within our WM2041 agenda to reach net-zero by 2041. But whilst those end dates are important, national targets and local ambitions also require us to hit carbon reduction milestones along the way.

Shifting to zero emission vehicles (ZEVs) like electric and hydrogen powered vehicles is important but not enough to meet these decarbonisation goals. We also need to reduce the amount we are using our vehicles.

By 2031, we would need to deliver the following scale of change to meet national obligations or to go above and beyond to deliver local ambitions.

### National targets (net-zero by 2050)

### Local ambition (net-zero by 2041)

**10% reduction** in car mileage

**35% reduction** in car mileage

Accelerate ZEV uptake by **1 year**

Accelerate ZEV uptake by **5 years**

# The vision

Although private vehicles will still be important in the future, we want the West Midlands to be a place where people can thrive without having to drive or own a car.

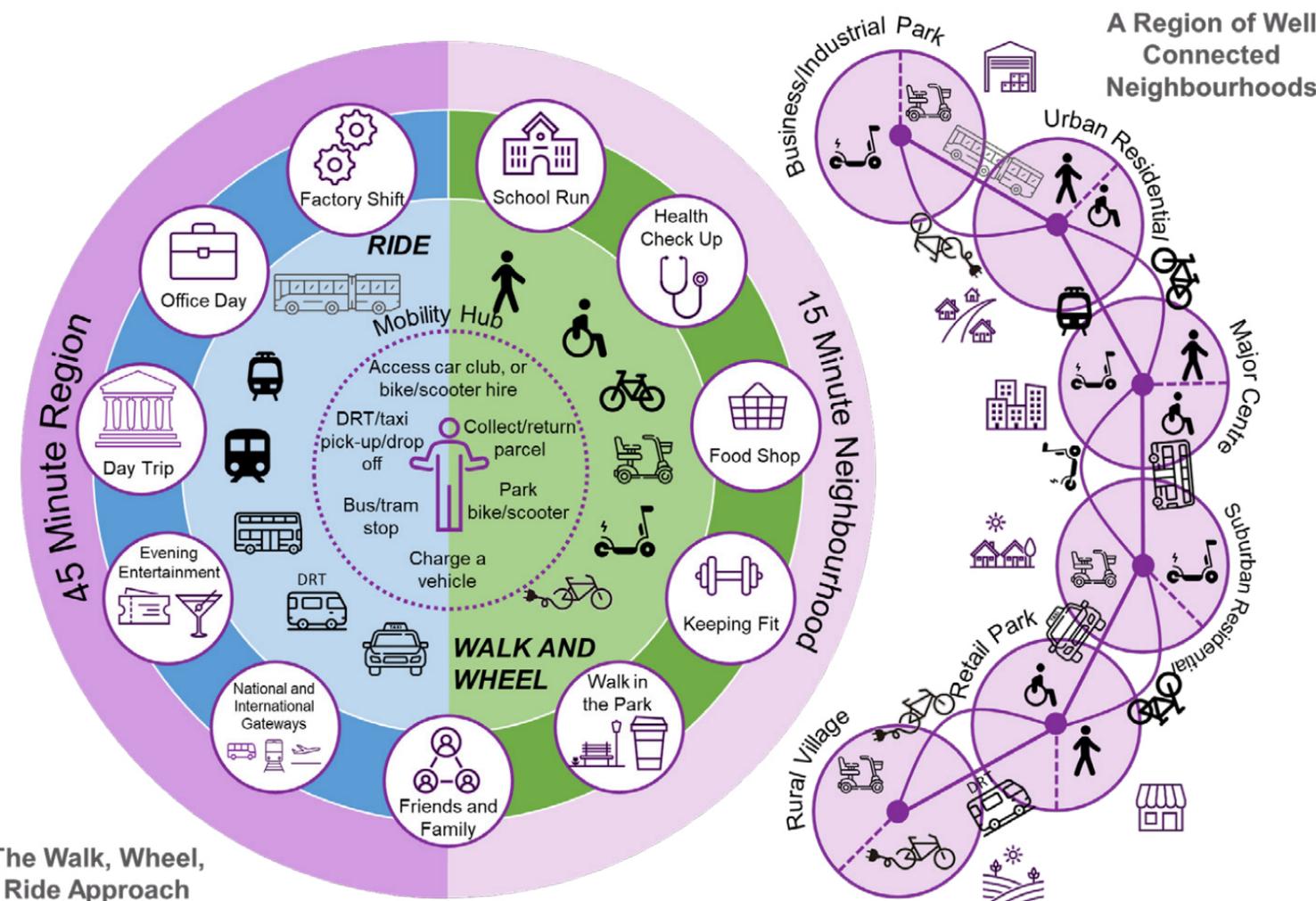
We have developed a vision for a well-connected 45 minute region and 15 minute neighbourhoods, where people can travel to access what they need through a mix of walk and wheel, and ride modes.

It means that a good range of services in our neighbourhoods can be accessed by “walking or wheeling” in a round trip of no more than 15 minutes, and a good range of places across our region to undertake work, leisure and socialising can be accessed by “ride” modes within a 45 minute trip.

This system will be supported by shared mobility services. These are services like car and van clubs so you don't have to own an expensive vehicle, or bike and scooter hire schemes to use in places where perhaps you couldn't bring your own bike or scooter – for example when you've caught the bus or train into your town/city centre and need a quicker way to get around once there.

All of this will be connected by mobility hubs. These are places where you can conveniently access a range of transport services. So as well as catching a bus, you might be able to access car and van clubs, hire an e-scooter, charge your electric vehicle or perhaps make use of a parcel drop off and pick up point.

This vision is not meant to be prescriptive. We recognise that everyone travels for different reasons, to different places and using different modes, and places themselves are different. So what works in one neighbourhood might not work in another. But it does give us something to aim for where everyone will have good options and choices to access what they need.



The Walk, Wheel, Ride Approach



## 15 Minute Neighbourhoods

a good range of services in our neighbourhoods can be accessed by “walking or wheeling” in a round trip of no more than 15 minutes



## 45 Minute Region

a good range of places across our region to undertake work, leisure and socialising can be accessed by “ride” modes within a 45 minute trip.

### Ride modes

-  Sprint (bus rapid transit)
-  Light rail, inc. very light rail and trams
-  Local heavy rail services
-  Conventional bus services
-  Demand responsive bus services – mini-buses that can be hailed on-demand.(inc. Ring & Ride)
-  Taxis and private hire vehicle (inc. ride hailing)

### Walk and wheel modes

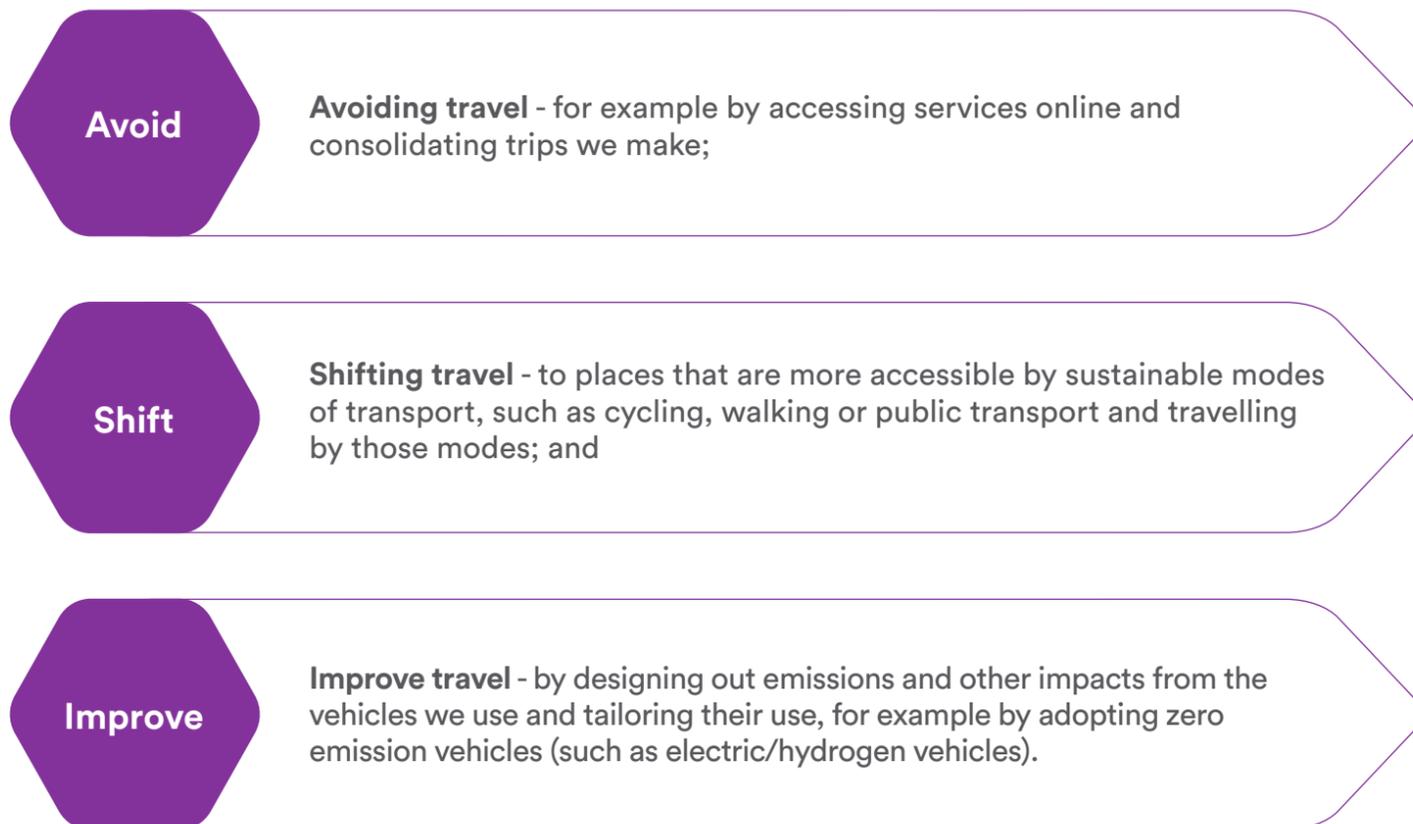
-  Walking
-  Using a wheelchair
-  Conventional pedal cycle
-  Mobility scooter
-  Micromobility - fully electric or electrically assisted light vehicles such as e-scooters and e-bikes (noting that these are not currently generally permitted on public highways)

# Our actions

To help deliver the changes needed we will focus on action across 6 'Big Moves'.

These Big Moves are a framework for the actions we will take to improve accessibility and encourage **avoid, shift and improve** behavioural changes.

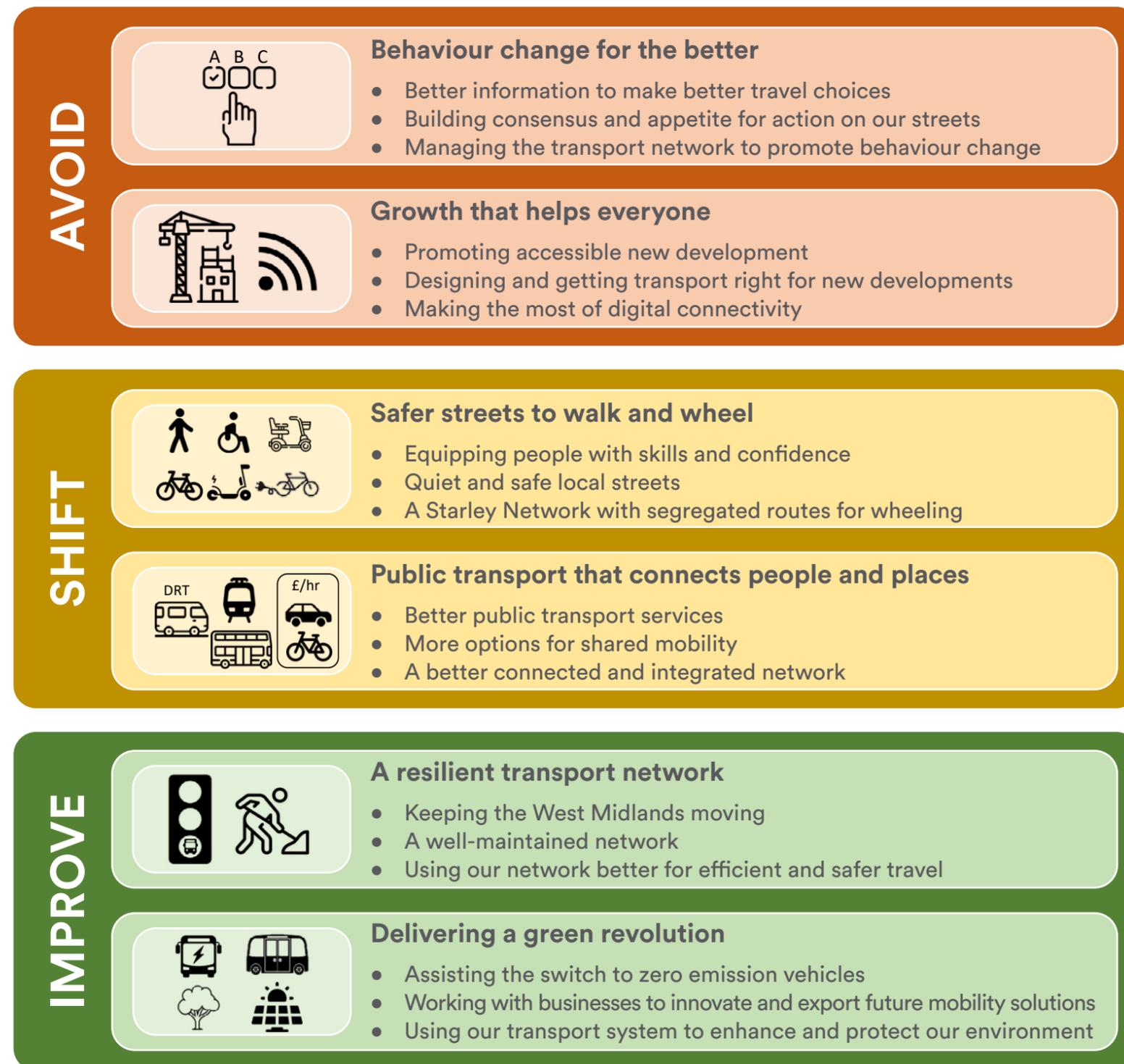
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For our new Local Transport Plan to be effective in reducing car use and improving access by other modes of travel it must include actions to:

- **Invest in better provision** for alternatives to our cars; and
- **Manage demand** by discouraging the behaviours we want to do less of, such as using our cars.

An overview of each of the Big Moves is presented on the following pages. The LTP will include six detailed strategies for the 6 Big Moves setting out challenges, opportunities and principles to consider across the region. Four Area Strategies will then set out how actions across the Big Moves are applied in specific places as appropriate to local views and context.



## Behaviour change for the better

Many measures being set out in this strategy are designed to improve sustainable travel options to support behaviour change. But these in isolation won't be enough to achieve impacts at the scale or at the pace that is needed! To deliver behaviour change, the travel choices that we will need to move away from - like driving - would need to become less appealing. We are all part of the problem and we can all play our part in the solution by choosing to travel differently. However, we will need to look carefully at the measures which drive behaviour change and build consensus on the need for "sticks" as well as "carrots".

### Avoid



#### Information

- Critical in helping people make the right decisions.
- Even better promotion of public transport
- Visible brands across our different modes, including the SWIFT smart card.

#### Demand Management

- Reallocating road space and higher parking charges at key destinations and workplaces.
- Charges can also be used to encourage cleaner vehicles.
- Engagement is an essential part of the design and delivery



## Growth that helps everyone

Good, sustainable access to opportunities is critical to help us deliver inclusive growth and to be successful. But to do this we need to be building the right things in the right places. New developments must be planned in line with the objectives of this LTP. We must minimise transport's harmful impacts and maximise the attractiveness and success of sustainable modes.

### Avoid



#### Sustainable and accessible development

- Continue to support a brown field first policy
- Innovative and sustainable travel in all developments.
- Minimise the impacts of single occupancy car usage

#### Digital connectivity

- Improve access to high speed broadband and 5G connectivity to all
- Reduces digital poverty and create a series of connected communities.



## Safer Streets to walk and wheel

We want more trips to be made by walking and wheeling. These 'active' modes provide significant benefits to people and their local streets and communities. They're also very sustainable and affordable. They can also have a positive impact on people's physical health and mental wellbeing and provide a good alternative to the car.

### Shift



#### Low Traffic Neighbourhoods (LTN's)

- Limit traffic in a street or collection of streets
- Safer, easier and more appealing for cycling and walking.
- LTN's have resulted in a number of benefits.

#### Micromobility

- A broad range of transport options that can be used for short distances
- E-scooters are also being trialed in the West Midlands.
- Starley Network for cycling and walking



## Public transport that connects people and places

Safe, convenient, affordable and accessible public transport is essential. This includes bus services and Ring and Ride across our area which are already vital for those who can't drive, as well as our expanding West Midlands Metro, Sprint and rail networks. Shared mobility services (like bike hire and car clubs) could also play a greater role in future. One in four West Midlands households don't have access to a car. Within a more inclusive transport system, public transport will need to play an even greater role.

### Shift



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#### Public transport

- Invest and improve the infrastructure to enable operators to provide better services
- Greater priority on highways for buses
- Improvements to rail capacity, along with new stations

#### Shared mobility

- Allows people to move around without the need to own a car
- Services include car clubs and e-scooters and infrastructure to support their operation
- Mobility hubs in key locations where consumer demand can sustain them



## A resilient transport network

Roads are important because they are used for most trips, whatever the mode. They play a different role in the lives of people and businesses. We need to make our streets work for everyone by developing the network so that balances the competing needs for space and supports the travel behaviours, which will help to deliver our outcomes.

### Improve



#### Regional Transport Coordination Centre (RTCC)

- Oversees all transport modes in partnership with operator and local authorities.
- Helps to coordinate the delivery of the transport investment programme and minimise impact through collaboration with our partners.

#### Highway maintenance

- Work with local authority partners on a focused plan
- Prevent the deterioration of streets and structures
- This is essential in the improvement of all modes of transport, including emerging mobility solutions



## Delivering a green revolution

Places need to be cleaner and greener. Private and public vehicles need to be zero emission, helping to improve local air quality and reduce noise. In addition, providing green infrastructure will help habitats and biodiversity. This encourages people to spend more time outside improving physical health and mental wellbeing benefits.

### Improve



#### Electric Bus City

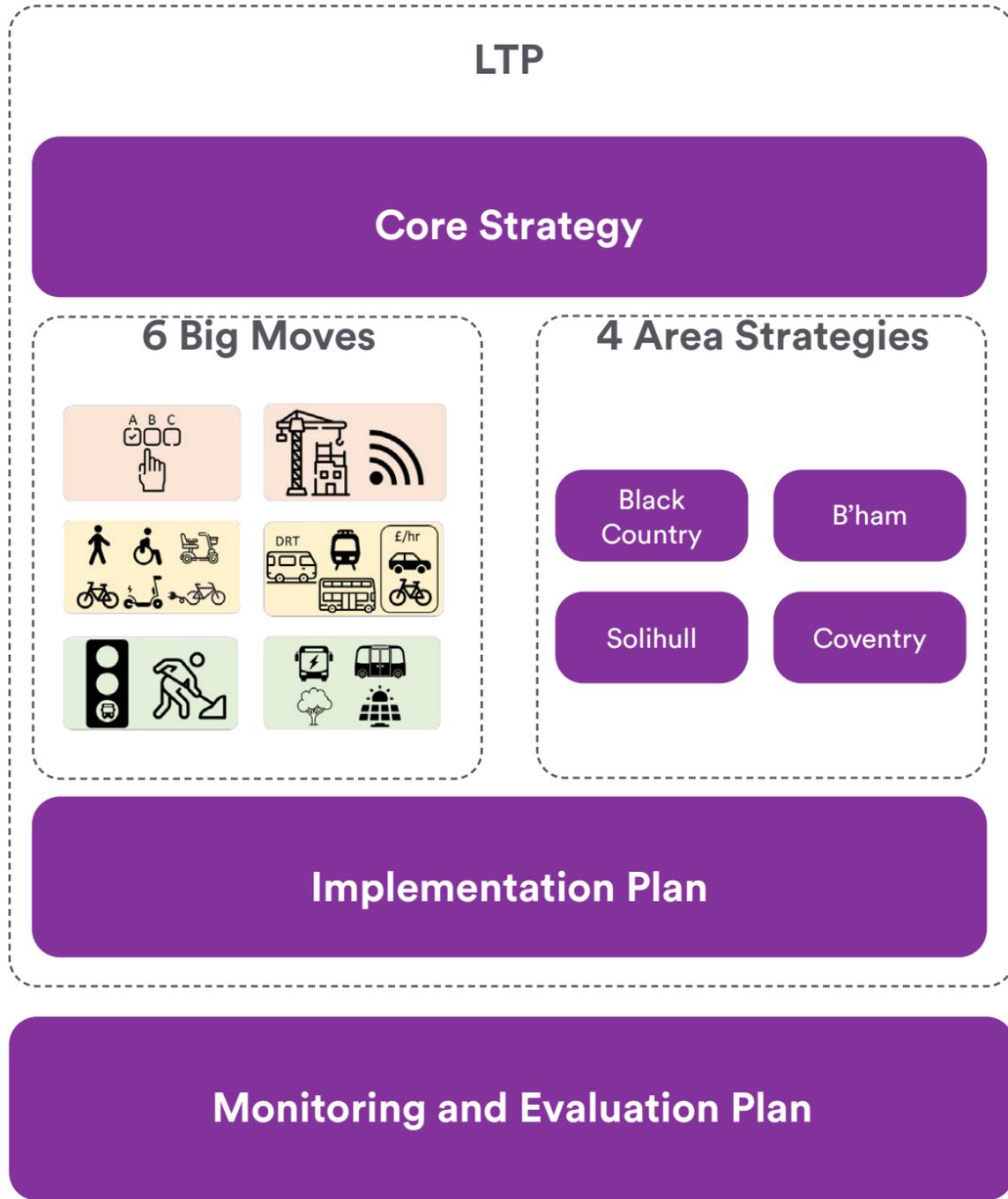
- Coventry to become the UK's first electric bus city
- Every bus will be electrical powered by 2025
- Improved air quality, reduced greenhouse gas emissions and lower running cost.

#### Green bus shelters

- Improves air quality and generates power. Being trialled in Halesowen.
- Transport for West Midlands worked with the Halesowen BID
- Roof top plants improve the town centre environment and attracts bees.



# Implementing our new Local Transport Plan



This LTP proposes a wide programme of improvements to provide better alternatives to the private car.

We have recently approved a £1.2bn funding programme to improve the transport system. This City Region Sustainable Transport Settlement will allow us to continue to invest in better public transport, opportunities for walking, wheeling and cycling and help to make our roads safer and places greener and cleaner.

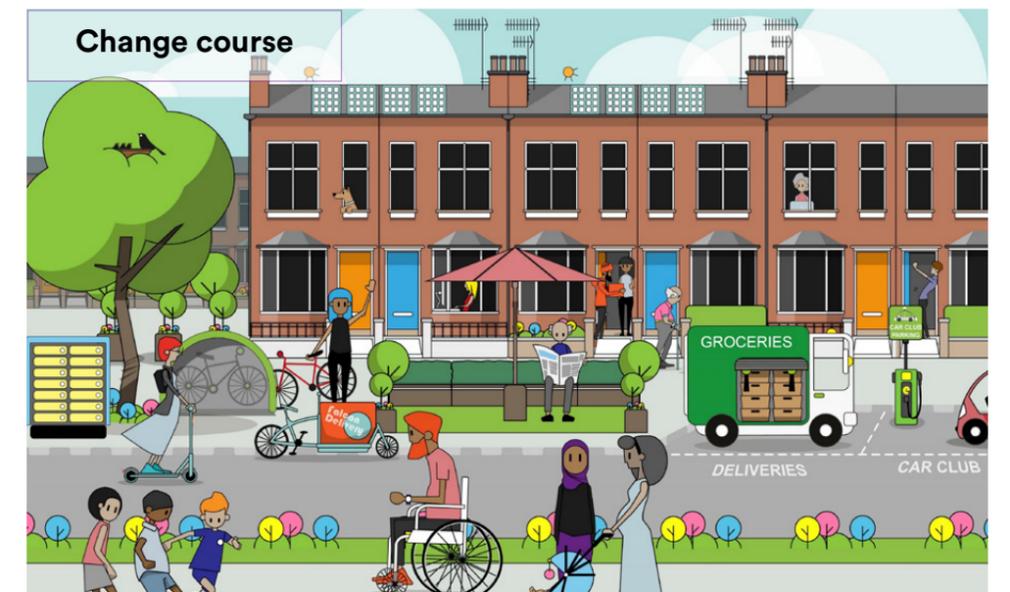
It does this by investing in measures that support better access to what people need via these alternatives. But alongside this investment there will also be a need to manage demand by discouraging the behaviours we want people to do less with the possible use of physical measures like bus lanes, which remove the amount of road space available to cars and other vehicles.

As we develop and implement our plan we will foster and encourage collaboration to solve the problems in places that face similar challenges. We will use new ways of engaging and communicating to help people understand the changes required and how they can benefit them.

We will develop these strategies in partnership with local authorities, ensuring that the identification of the measures needed will be problem-led rather than solution-led to help us create a more prosperous and better-connected West Midlands which is fairer, greener and healthier.

## Choices matter

As we develop detailed plans in different places we will need to think about how the decisions over how we govern transport locally will affect the future of transport in different places. It's important to think about what places will look like if we carry-on as we are or what they might look like if they change course. What kind of future do you want for you and your family?





Transport for  
**West Midlands**



## Transport Delivery Committee

<b>Date</b>	14 March 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 Air Quality, Congestion and Environmental Impact MEG met on 2 March. The Group considered a four monthly update table of the extensive TfWM actions to improve air quality and an update on 2022 key events related to air quality, such as the forthcoming consultation on new draft UK air quality targets. The Group also received a presentation setting out the key aspects of the health impacts of poor air quality.

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

The group met on Wednesday 27 October 2021 and discussed two items.

An update was given on the latest financial monitoring report to 30 September 2021 with an opportunity for members to ask questions.

A presentation was given on some of the initiatives happening within Future Transport Zone (FTZ) funded by Department for Transport grant. Focussed updates were given on two live schemes; mobility credits and demand responsive transport and one scheme in development; mobility hubs. The programme seeks to better understand the local population and develop new transport services to support modal shift and transport decarbonisation. The importance of this was noted by the group.

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

The Putting Passengers First Member Engagement Group (MEG) met virtually on Wednesday 23<sup>rd</sup> February 2022. Members present were Councillor Kath Hartley, Councillor Rizwan Jalil, Councillor Bob Grinsell, Councillor Mohammed Idrees, Councillor Pervez Akhtar and Councillor David Stanley. Members received an update on Sprint, including an update on tree protests in Walsall. Councillor Kath Hartley asked if there had been any new complaints regarding the new Sprint shelters and were pleased to hear that that had been nothing but positive feedback so far. Members were given an update on the proposals for wider Demand Responsive Transport to serve the Meriden area, replacing the existing service 89 and associated feeder service. Councillor Bob Grinsell recorded that he was not happy about the withdrawal of the service, due to the potential implications for vulnerable people. Councillor Kath Hartley raised the issue of bus routing in Birmingham city centre once the Metro runs to Five Ways and members were advised there are ongoing discussions with Birmingham City Council (BCC) regarding making some of the temporary Traffic Regulation Orders (TROs) permanent, National Express are supportive of some services staying on their current routes and there may be an opportunity for cross city BSIP

funding to be used. Members were provided with an update on Bus Recovery Grant funding and advised that a paper has now been shared with Government and Mayors office etc. Paper sets out specific effects to the network depending on various scenarios. It was highlighted that with regards to the BSIP the draft Enhanced Partnership (EP) needs to be agreed through Bus Alliance Board and TDC by the end of April 2022 and due to the tight timescales there may be a need for alternative methods of gaining approval through Governance methods. Cllr David Stanley was particularly concerned about any service losses and asked if there was any clarity on where these service cuts may be, in response members were advised that specific services were not yet known and further updates will be provided as a matter of urgency. Finally members were asked to consider each member picking a CRSTS funded scheme in their area to take a more active interest in and act as a Champion. This was the last meeting scheduled for the year 2021/22.

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

The rail and Metro Member Engagement Group met on 21st February. Matters discussed included the Metro capital programme, current rail operations, and the rail Whole Industry Strategic Plan (WISP).

On the Metro programme, members heard that good progress is being made on the Westside extension, with operations expected to commence in May. Much activity has taken place to address concerns raised by the local BID to the TRO, with this work hoped to conclude at the end of February. At Wolverhampton, the Alliance is working at a senior level with Network Rail to ensure that processes around design are navigated effectively. In the west of the region on the Brierley Hill extension, work remains on going to refresh the business case to reflect the changes to predicted future demand as a result of COVID. The Eastside extension is being delivered in five phases, starting with phases 1 and 5 (Bull Street and Digbeth High Street), both of which are expected to be delivered before the Commonwealth Games. Finally, three bids have been submitted to CRSTS; a) to increase the size of Wednesbury tram depot, b) to upgrade the power supply infrastructure, and c) renewal of track and overhead line equipment on the original metro route (Line 1).

Members received a presentation on the Whole Industry Strategic Plan (WISP). This sets out to; a) enable government to set a clear & unified direction for the railway in support of its wider long-term priorities, and b) set realistic ambitions, measures, and areas of focus over the short, medium and long term whilst acknowledging the trade-offs that may be required in the face of the economic reality. Great British Railways will be responsible for achieving the outcomes within the strategic plan, providing regular updates to Ministers on progress and adapting it to reflect changes in the economy, society and technology. The WISP will be framed and driven by strategic objectives set by government reflecting that the railway must serve the nation and the railway's objectives must align with the nation's. The Strategic Plan will not be a list of projects and investments, but will instead inform decisions on how the railway can improve and contribute to wider benefits over the coming 30 years.

WMRE has submitted a response to the initial WISP consultation, with a focus on the case for WMRE to be closely involved in the strategic planning process on behalf of WMCA and the WMRE Board.

Lastly, members were appraised of the recent performance of the local rail network. Severe weather in the form of three major storms had affected delivery to customers, with parts of the network closed due to trees and the objects coming down on to the tracks. More positively, members heard that timetables were going to be increase from 28th February. The most notable changes include the restoration of an hourly service on the NUCKLE Line,

the reinstatement of the New Street to Birmingham International shuttle, and the re-establishment of the second Avanti train per hour between Euston and the West Midlands.

*Safe & Sustainable Travel (Councillor Bob Grinsell)*

The Safe and Sustainable Travel MEG met on 28 February. Updated on crime on public transport was provided, with an overview of successes with a multi-agency approach to address crime by younger people. This included engaging with schools that the young people attended to address unacceptable behaviour. Cycling and Walking Programme update was also provided with excellent work being delivered with active travel funding across the region. Adam Tranter, Cycling and Walking Commissioner for the West Midlands also address the group, and provided an update on his engagement with stakeholders and his plans for the region to improve cycling and walking.

*Sprint (Councillor Timothy Huxtable)*

The Sprint MEG met on the 21 February 2022, members were updated on: Sprint phase 1, local authority briefings, cross-city packages and Sprint phase 2.

Sprint phase 1 interventions include significant sections of bus lane between Walsall and Birmingham (A34), and Birmingham to Solihull (A45). 76 shelters in total will be installed; two thirds have already been installed and those expected to be outstanding after March are included within non-Sprint projects e.g. Digbeth High Street (MMA) and Perry Barr Interchange (Perry Barr). Members asked for a site visit to Perry Barr Interchange and Alexander Stadium, to include Sprint infrastructure along the way, in May.

Solihull Ward Members will be briefed on phase 2 interventions on 23rd March. In Walsall, member engagement on the detail of phase 2 proposals will take place after the local elections. Birmingham's Cabinet Member will be briefed on 14th March, with Ward Members to follow after the local elections. Cllr. Worrall was informed that the new design for Broadway bus lane widening, which incorporates feedback from 2018's consultation, will be provided after the local elections.

There are 6 cross-city bus packages in development. Package 4 (CC4) is Longbridge to Sutton Coldfield; the Cabinet Member briefing will take place in mid March, with stakeholder/local ward member briefings to follow in the summer prior to OBC submission. Construction should commence and complete in 2024. A briefing note from Guy Craddock on A38N P&R is expected at the next Sprint MEG.

The Sprint team is expected to learn the outcome of the £56 million CRSTS allocation (to deliver phase 2) in March. Construction would start in 2023, with the full Sprint offer being delivered in 2024.

#### **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

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