



Transport Delivery Committee

Date: Monday 6 February 2023

Time: 1.00 pm **Public meeting** Yes

Venue: Room 116, West Midlands Combined Authority, 16 Summer Lane, Birmingham B19 3SD

Membership

Councillor Richard Worrall (Chair)	Walsall Metropolitan Borough Council
Councillor Timothy Huxtable (Vice-Chair)	Birmingham City Council
Councillor Mary Locke (Vice-Chair)	Birmingham City Council
Councillor Pervez Akhtar	Coventry City Council
Councillor Robert Alden	Birmingham City Council
Councillor Linda Bigham	Coventry City Council
Councillor Zaker Choudhry	Birmingham City Council
Councillor Bill Gavan	Sandwell Metropolitan Borough Council
Councillor Robert Grinsell	Solihull Metropolitan Borough Council
Councillor Shabrana Hussain	Birmingham City Council
Councillor Carol Hyatt	City of Wolverhampton Council
Councillor Narinder Kaur Kooner OBE	Birmingham City Council
Councillor Saddak Miah	Birmingham City Council
Councillor Anne Millward	Dudley Metropolitan Borough Council
Councillor Josh O'Nyons	Solihull Metropolitan Borough Council
Councillor Gurmeet Singh Sohal	Walsall Metropolitan Borough Council
Councillor Clare Simm	City of Wolverhampton Council
Councillor David Stanley	Dudley Metropolitan Borough Council
Councillor Julie Webb	Sandwell Metropolitan Borough Council

The quorum for this meeting is seven members

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

Contact Dan Essex, Governance Services Manager
Telephone 07824 547452
Email dan.essex@wmca.org.uk

AGENDA

No.	Item	Presenting	Pages
Items of Public Business			
1.	Apologies for Absence	Chair	None
2.	Declarations of Interest Members are reminded of the need to declare any disclosable pecuniary interests they have in an item being discussed during the course of the meeting. In addition, the receipt of any gift or hospitality should be declared where the value of it was thought to have exceeded £25 (gifts) or £40 (hospitality).	Chair	None
3.	Chair's Remarks	Chair	None
4.	Minutes - 9 January 2023	Chair	1 - 8
5.	Matters Arising <ul style="list-style-type: none"> Action Tracker 	Chair	9 - 10
6.	Forward Plan	Chair	11 - 18
Items for Consideration			
7.	Capital Programme Delivery Monitoring	Sandeep Shingadia	19 - 28
8.	Safer Travel Partnership Update	Mark Corbin	29 - 32
9.	Regional Transport Co-ordination Centre Monthly Performance - December 2022	Mark Corbin	33 - 38
10.	Transport Funding Update	Pete Bond	Verbal Report
11.	Member Engagement Groups Update	Pete Bond	39 - 42
12.	WMCA Board - 10 February 2023 - Transport Reports	Chair	To Follow
Date of Next Meeting			
13.	Monday 13 March 2023 at 1.00pm	Chair	None



West Midlands Combined Authority

Transport Delivery Committee

Monday 9 January 2023 at 1.00 pm

Minutes

Present

Councillor Richard Worrall (Chair)	Walsall Metropolitan Borough Council
Councillor Timothy Huxtable (Vice-Chair)	Birmingham City Council
Councillor Mary Locke (Vice-Chair)	Birmingham City Council
Councillor Pervez Akhtar	Coventry City Council
Councillor Robert Alden	Birmingham City Council
Councillor Zaker Choudhry	Birmingham City Council
Councillor Shabrana Hussain	Birmingham City Council
Councillor Carol Hyatt	City of Wolverhampton Council
Councillor Anne Millward	Dudley Metropolitan Borough Council
Councillor Josh O'Nyons	Solihull Metropolitan Borough Council
Councillor Clare Simm	City of Wolverhampton Council
Councillor David Stanley	Dudley Metropolitan Borough Council
Councillor Julie Webb	Sandwell Metropolitan Borough Council

In Attendance via Microsoft Teams

Councillor Robert Grinsell	Solihull Metropolitan Borough Council
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Item Title No.

49. Apologies for Absence

Apologies for absence were received from Councillor Linda Bigham (Coventry), Councillor Bill Gavan (Sandwell), Councillor Narinder Kaur Kooner (Birmingham), Councillor Saddack Miah (Birmingham) and Councillor Gurmeet Singh Sohal (Walsall).

50. Chair's Remarks

(a) Malcolm Holmes, Director of Rail, Transport for West Midlands

The Chair noted that Malcolm Holmes was to shortly leave Transport for West Midlands to take up a new post of General Manager at Great Central Railway. The committee expressed its thanks to Malcolm Holmes for his significant contribution towards improving rail services in the West Midlands and wished him well in his new role.

51. Minutes - 14 November 2022

The minutes of the meeting held on 14 November 2022 were agreed as a correct record, subject to an amendment to the list of apologies for absence that had been received to correctly spell Councillor *Clare* Simm's name.

52. Matters Arising

The matters arising from the minutes of the previous meeting were noted.

In respect of minute no. 83 ('Capital Programme Delivery Monitoring'), the Chair indicated that the Dudley Interchange scheme site visit would now be held at 10.00am on 30 January.

In respect of the three outstanding actions identified on the Action Log relating to Dudley Interchange, the Director of Integrated Transport Services, Transport for West Midlands indicated an update on these would be submitted to the next meeting of the committee on 6 February.

53. Forward Plan

The forward plan of items to be reported to future meetings of the committee was noted.

54. Financial Monitoring Report 2022/23

The committee considered a report from the Executive Director of Finance & Business Hub setting out the financial position as at 30 November 2022 in respect of the transport delivery revenue and capital budgets.

The year to date position on the transport revenue budget showed an adverse variance of £600,000 against budget. The most notable variance at this early stage of the year related to concessions, where there was lower than budgeted patronage and fare levels. These savings had been partly offset by lower than budgeted drawdown of reserves to support the overall budget as they had not yet been required. Overall, capital programme expenditure totalled £181m, which was £78.6m below the year to date budget, with the variance primarily contained within the Investment Programme portfolio.

Councillor Robert Grinsell noted that the maintenance costs of the metro were significant, and enquired as to the effect this might have on other projects that were intended to be funded from the City Region Sustainable Transport Settlement. The Executive Director, Transport for West Midlands explained that the City Region Sustainable Transport Settlement did allow for capital renewal works and the metro works had been built into the WMCA's funding submission that had been signed off by the WMCA Board. She undertook to provide a more detailed written response to this that would be shared with all members of the committee.

Resolved:

- (1) It be noted that the year to date position as at the end of November 2022 against the Transport for West Midlands revenue budget showed an adverse variance of £600,000.
- (2) It be noted that the Transport for West Midlands capital programme expenditure as at the end of November 2022 totalled £181m, which was £78.6m below budget.

55. Rail Delivery Monitoring Report

The committee considered a report from the Director of Rail, Transport for West Midlands that provided an update relating to the performance, operation and delivery of rail services in the West Midlands, including West Midlands Rail Executive activity.

The report provided details on recent activity relating to rail service delivery, the Great British Railways Partnership, Midlands Railway Hub, West Midlands Rail Investment Strategy, Transport for West Midlands new stations study, the forthcoming rail fares review and the West Midlands Grand Rail Collaboration.

Councillor Pervez Akhtar noted the significant impact that the current rail industry strikes were having on services, and the damage that was being caused to passenger confidence that was still recovering from the impact of the COVID-19 pandemic. He urged the Mayor to do all he could to help resolve the dispute to the satisfaction of all parties.

Councillor Robert Alden noted that there had been a marked reduction in the standards of service since Avanti West Coast had been awarded the West Coast Main Line franchise. He also sought an update on the planned timescales for completing the University station works, along with the causes of the delays to date. The Head of Rail Delivery, West Midlands Rail Executive indicated that the WMCA Board had agreed to write to Avanti West Midlands to express its own dissatisfaction with the current service when it met on 16 December 2022. He understood that Avanti West Coast was also meeting with West Midlands Trains to learn any lessons that might help improve its own services. The Executive Director, Transport for West Midlands indicated that an updated project delivery programme for the University station works would be brought to a future meeting of the committee, but she understood a number of the delays to date had been caused by the impact of construction sector inflation and the delivery pressures relating to the Commonwealth Games.

Resolved:

The report be noted.

56. Swift Delivery Monitoring Report

The committee considered a report from the Executive Director, Transport for West Midlands providing an update on the Swift programme, detailing recent growth in usage and satisfaction and setting out recently delivered projects and those currently in the delivery phase.

The report provided further details of those key projects that had recently been delivered, along with upcoming projects that would further develop and enhance the Swift card facility.

Councillor Clare Simm noted a recent bus journey using her Swift card when the driver had asked her which particular ticket she wishes to purchase. She understood that Swift should automatically calculate the most cost-effective ticket, rather than requiring the passenger to have a detailed knowledge of this. The Technical Director - Swift, Transport for West Midlands confirmed that this was a functionality of the Swift card and passengers did not need to be asked. He suspected it was an error by the driver during the early days of its implementation, but asked for further feedback if the issue arose again.

Councillor Carol Hyatt noted that the Oyster card in London also acted as a photo identification card, and enquired whether there were similar plans for the Swift card in the West Midlands. The Technical Director - Swift, Transport for West Midlands explained that whilst it was technically capable of operating in this way, there were currently discussions on-going as to whether the photograph should be removed from the card as it was considered a potential barrier to its wider take up due to new users being required to submit a photograph during the application process.

The Chair noted that there was currently no Lead Member for Swift and proposed that the committee should appoint one of its members to this important role.

Resolved:

- (1) The progress made towards the delivery of the Swift programme be noted.
- (2) The increase in both growth of Swift usage and customer satisfaction be welcomed.
- (3) Councillor Clare Simm be appointed the committee's Lead Member for Swift.

57. Transport Services Update

The committee received an update from the Director of Integrated Transport Services, Transport for West Midlands on the latest activity related to the recovery of the transport network and services from the effects of the COVID-19 pandemic.

The first tranche of Bus Service Improvement Plan funding was expected to be received on 20 January, which would allow the activities included within the plan to commence. The Government's Bus Recovery Grant funding was due to finish at the end of March. There was currently no funding that had been agreed to continue this support, but the Government had indicated a willingness to continue to support bus services after this date and was currently considering options. Further information on this was expected from the Government in February. There was concern in respect of how a delay in funding certainty would impact on the registration of bus services as operators were required to provide notification by 20 January of those services they intended to withdraw on 31 March.

Resolved:

The update be noted.

58. Update on the West Midlands Bus Network

The committee considered a report from the Director of Integrated Transport Services, Transport for West Midlands on an update on the review of bus services in the West Midlands which launched on 1 January.

The report provided further details on the outcome of the comprehensive operator-led network review that was undertaken last year with the intention of establishing a network that operators believed was sustainable in the longer term. This review had resulted in Transport for West Midlands identifying 39 services that were potentially 'at risk', and the report set out in detail the action then taken as a result of this, including the eight services that had been retained with no changes.

Councillor Robert Grinsell reported that he had contacted the memberenquiries@tfwm.org.uk email address on a number of occasions with matters he required a response to and to date had not received any responses. A number of other members of the committee shared similar experiences. The Head of Bus, Transport for West Midlands apologised for this, noting that he understood the email inbox had been receiving a considerably high number of enquiries. He undertook to respond to Councillor Robert Grinsell's responses directly after the meeting.

Councillor Robert Alden welcomed the retention of school bus services that had been threatened with deregistration, but called upon bus operators to refrain from proposing deregistrations during the school year, rather than waiting until the end of the school year to review their services. In respect of bus service no. 46, the Head of Bus, Transport for West Midlands undertook to send a further briefing note on this service to Councillor Julie Webb.

Resolved:

- (1) The report be noted.
- (2) The Mayor and the Portfolio Lead for Transport be requested to do their utmost to persuade the Government to adequately fund bus services in the West Midlands in the long term beyond March 2023.

59. Notice of Motion

The committee considered a notice of motion submitted by Councillor Richard Worrall.

Resolved:

The following motion be approved, as amended:

“Transport Delivery Committee is concerned that a bus operator serving the West Midlands is presently unwilling to take part in the Government’s £2 maximum single fare initiative. This not only penalises affected bus passengers in particular areas of the West Midlands, but also leads to would-be bus users’ confusion as to which bus operators are, and are not, in the scheme. We ask Transport for West Midlands to contact the operator in question as soon as possible to (a) urge them to reconsider their view to joining the scheme at the earliest, and (b) to ask them to set out their reasons for not taking part.

This information is to be communicated to all Transport Delivery Committee members and to the meeting of the committee on 6 February 2023. Furthermore, we note that this is a short term scheme funded by the Department for Transport until the end of March only, when we believe there would be major benefit in an adequately funded, affordable longer term Department for Transport single bus fare scheme. We therefore recommend to the WMCA that they ask the Department for Transport to extend the scheme on a long term basis.”

60. Member Engagement Groups Update

The committee considered a report of the Governance Services Officer noting recent developments and meetings of the six Member Engagement Groups. The report highlighted the discussions held at the following meetings:

- Safe & Sustainable Travel MEG - 5 December
- Finance & Performance MEG - 12 December
- Rail & Metro MEG - 12 December
- Putting Passengers First MEG - 14 December
- Air Quality, Congestion & Environmental Impact MEG - 4 January

Councillor David Stanley noted the issue he had raised at the Putting Passengers First MEG in respect of the potential confusion caused to passengers when real-time information displays were showing scheduled travel information. The Head of Bus, Transport for West Midlands indicated that he would provide a more detailed briefing to members on this issue at the next MEG.

Resolved:

The recent activities of the committee’s Member Engagement Groups be noted.

61. Transport for West Midlands Capital Pressures

The committee considered a report that had been submitted to the WMCA Board on 16 December 2022 on the current budget pressures being experienced on transport capital projects in delivery, the reasons for these and the potential solutions available to ensure that they could be completed successfully within a managed way which prevented any revenue cost exposure to the WMCA and local authorities.

Over the last couple of years, there had been a number of projects increase in costs due to scope changes and construction challenges which had emerged on site. Standard practice was to allow for programme and budget contingencies to accommodate these pressures and this had been the case in all Transport for West Midlands projects. However, the last few years had thrown up a number of extraordinary further challenges, notably in relation to hyperinflation which was a national and global issue. The potential scale meant that Transport for West Midlands was unable to contain this within the existing capital resources and was therefore required to take some actions to mitigate any cost exposure to the WMCA.

The WMCA was heavily constrained in terms of the discretion it could exercise over its capital funding. Whilst the overall programme was substantial, many projects were funded on a project specific basis. The Transforming Cities Fund was the only pot of funding which was fully devolved to the region for local leaders to make the ultimate investment decisions. Whilst the City Region Sustainable Transport Settlement was also a devolved pot, the Department for Transport and the Treasury did retain some influence in how the funding was used to deliver clearly documented deliverables and outcomes.

Resolved:

The report be noted.

62. Exclusion of the Public and Press

Resolved:

In accordance with s100(A) of the Local Government Act 1972, the public and press be excluded from the meeting for the following item of business as it was likely to involve the disclosure of exempt information as specified in paragraph 3 of the Act.

63. Confidential Appendix to Transport Capital Pressures Report

The committee considered a confidential appendix report that had been submitted to the WMCA Board on 16 December 2022 on the scheme specific details concerning the Transport for West Midlands capital pressures which were considered commercially sensitive.

The report summarised the projects which were exposed to the issues highlighted in minute no. 61 above, together with indicative estimates of additional budget requirements post mitigation. Three schemes required an immediate uplift in budget, which the report sought to address. The remaining schemes were shown as early warnings, but all were highly likely to mature into a cost pressure to some degree over the short to medium term.

Councillor Robert Alden highlighted the delays to the University station project and sought assurances that there would be no further budget allocation required. The Executive Director of Transport for West Midlands indicated that work was currently being undertaken to rebaseline the project and fully understand the remaining costs. Once this work was completed, expected within the next few weeks, greater certainty on overall project costs would be known.

Councillor Pervez Akhtar sought assurances that Transport for West Midlands was undertaking proper planning for these projects. The Executive Director of Transport for West Midlands explained that all projects had a risk register that included mitigation measures, but the nature of construction was often that some costs would only become apparent during the course of carrying out the works.

Resolved:

The report be noted.

- 64. Date of Next Meeting**
Monday 6 February 2023 at 1.00pm.

The meeting ended at 3.15 pm.

Transport Delivery Committee - Action Tracker 2022/23

	Date of Meeting	Action	Allocated to	Status	Comments
1.	11 July 2022	The Mayor to be invited to a future meeting.	Chair / Dan Essex	Outstanding	The Chair to inform the Governance Services Officer when best appropriate to invite the Mayor to attend.
2.	10 October 2022	A copy of the briefing note shared with Councillor Anne Millward relating to Dudley Interchange to be shared with all committee members.	Sandeep Shingadia	Completed	Circulated to committee members on 24 January.
3.	10 October 2022	Dudley Interchange to be discussed at a future morning briefing of the Transport Delivery Committee.	Sandeep Shingadia	Outstanding	-
4.	10 October 2022	An update on Walsall Town Centre Feasibility Study to be shared at the next committee.	Sandeep Shingadia	Completed	Report provided to meeting on 14 November 2022.
5.	14 November 2022	Site visit to Dudley Interchange.	Sandeep Shingadia	Scheduled	To be held on Monday 30 January 2023.
6.	9 January 2023	A written response be provided to all members of the committee in respect of the use of CRSTS allocated funding on metro capital maintenance works.	Mike Waters / Michael Anderson	Completed	Circulated to committee members on 27 January.

7.	9 January 2023	An updated timescale for the completion of the works at University station be reported to a future meeting of the committee.	Tom Painter	Outstanding	-
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TRANSPORT DELIVERY COMMITTEE FORWARD PLAN: MARCH 2023 - JANUARY 2024

Title of Report	Reason	Date of Meeting	Purpose	Lead Officer	Confidential
Financial Monitoring Update 2022/23	To review the latest revenue and capital position of TfWM	13 March 2023	Comment	Kate Taylor	No
Capital Programme Delivery Monitoring Update	To consider the latest delivery position with TfWM capital projects	13 March 2023	Comment	Sandeep Shingadia	No
Bus Delivery Monitoring Update	To monitor the delivery of high-level deliverables and wider performance monitoring.	13 March 2023	Comment	Jon Hayes	No
Network Resilience Delivery Monitoring Update	To monitor the delivery of high-level deliverables and wider performance monitoring.	13 March 2023	Comment	Mark Corbin	No
Save-A-Space Trial Extension	To note and approve the Save-A-Space trail extension.	13 March 2023	Comment	Babs Spooner	No

Title of Report	Reason	Date of Meeting	Purpose	Lead Officer	Confidential
Solihull and Wolverhampton Advanced Quality Partnership Schemes	To consider the outcome of consultations held regarding proposals to revoke the Solihull and Wolverhampton Advanced Quality Partnership Schemes.	13 March 2023	Decision	Pete Bond	No
TfWM Business Plan	To consider the Annual TfWM Business plan.	13 March 2023	Comment	Pete Bond	No
Transport Update	To consider the latest activity from TfWM related to transport.	13 March 2023	Comment	Pete Bond	No
WMCA Board Transport Reports	To consider and comment on those transport related reports being consider at the next meeting of the WMCA Board	13 March 2023	Comment	Pete Bond	No
Report back from Member Engagement Groups	To consider a report back from member engagement groups held since the last meeting of the committee.	13 March 2023	Noting	Chair	No
Appointment of Vice-Chairs	To appoint the Vice-Chairs of the committee for 2023/24.	July 2023	Decision	Dan Essex	No

Title of Report	Reason	Date of Meeting	Purpose	Lead Officer	Confidential
Financial Monitoring Update 2023/24	To review the latest revenue and capital position of Transport for West Midlands.	July 2023	Comment	Kate Taylor	No
Capital Programme Delivery Monitoring Update	To consider the latest delivery position with Transport for West Midlands.	July 2023	Comment	Sandeep Shingadia	No
Sprint Monitoring Delivery Update	To consider an update on the latest Sprint-related activity.	July 2023	Comment	Angela Hosford	No
Transport Update	To consider the latest activity from Transport for West Midlands.	July 2023	Comment	Pete Bond	No
Feedback from Member Engagement Groups	To consider feedback from Member Engagement Group meetings held since the last meeting of the committee.	July 2023	Noting	Dan Essex	No
WMCA Board Transport Reports	To consider and comment on those transport related reports being consider at the next meeting of the WMCA Board.	July 2023	Comment	Pete Bond	No

Title of Report	Reason	Date of Meeting	Purpose	Lead Officer	Confidential
Financial Monitoring Update 2023/24	To review the latest revenue and capital position of Transport for West Midlands.	October 2023	Comment	Kate Taylor	No
Capital Programme Delivery Monitoring Update	To consider the latest delivery position with Transport for West Midlands.	October 2023	Comment	Sandeep Shingadia	No
Rail Delivery Monitoring Update	To consider an update on the latest rail-related activity.	October 2023	Comment	Tom Painter	No
Metro Delivery Monitoring Update	To consider an update on the latest metro-related activity.	October 2023	Comment	Michael Anderson	No
Walking & Cycling Delivery Monitoring Update	To consider an update on the latest walking and cycling-related activity.	October 2023	Comment	Hannah Dayan	No
Transport Update	To consider the latest activity from Transport for West Midlands.	October 2023	Comment	Pete Bond	No
Feedback from Member Engagement Groups	To consider feedback from Member Engagement Group meetings held since the last meeting of the committee.	October 2023	Noting	Dan Essex	No

Title of Report	Reason	Date of Meeting	Purpose	Lead Officer	Confidential
WMCA Board Transport Reports	To consider and comment on those transport related reports being consider at the next meeting of the WMCA Board.	October 2023	Comment	Pete Bond	No
Capital Programme Delivery Monitoring Update	To consider the latest delivery position with Transport for West Midlands.	November 2023	Comment	Sandeep Shingadia	No
Bus Delivery Monitoring Update	To monitor the delivery of high-level deliverables and wider performance monitoring.	November 2023	Comment	Jon Hayes	No
Network Resilience Delivery Monitoring Update	To monitor the delivery of high-level deliverables and wider performance monitoring.	November 2023	Comment	Mark Corbin	No
Park & Ride Delivery Monitoring Update	To consider an update on the latest Park & Ride-related activity.	November 2023	Comment	Babs Spooner	No
Transport Update	To consider the latest activity from Transport for West Midlands.	November 2023	Comment	Pete Bond	No

Title of Report	Reason	Date of Meeting	Purpose	Lead Officer	Confidential
Feedback from Member Engagement Groups	To consider feedback from Member Engagement Group meetings held since the last meeting of the committee.	November 2023	Noting	Dan Essex	No
WMCA Board Transport Reports	To consider and comment on those transport related reports being consider at the next meeting of the WMCA Board.	November 2023	Comment	Pete Bond	No
Financial Monitoring Update 2023/24	To review the latest revenue and capital position of Transport for West Midlands.	January 2024	Comment	Kate Taylor	No
Rail Delivery Monitoring Update	To consider an update on the latest rail-related activity.	January 2024	Comment	Tom Painter	No
Swift Delivery Monitoring Update	To consider an update on the latest Swift-related activity.	January 2024	Comment	Matt Lewis	No
Transport Update	To consider the latest activity from Transport for West Midlands.	January 2024	Comment	Pete Bond	No

Title of Report	Reason	Date of Meeting	Purpose	Lead Officer	Confidential
Feedback from Member Engagement Groups	To consider feedback from Member Engagement Group meetings held since the last meeting of the committee.	January 2024	Noting	Dan Essex	No
WMCA Board Transport Reports	To consider and comment on those transport related reports being consider at the next meeting of the WMCA Board.	January 2024	Comment	Pete Bond	No

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Transport Delivery Committee

Date	6 February 2023
Report title	Capital Programme Delivery Monitoring Report
Accountable TfWM Director	Sandeep Shingadia, Director of Strategic Partnerships & Delivery Integration, Transport for West Midlands email: sandeep.shingadia@tfwm.org.uk
Accountable Employee	Raj Aujla, Scheme Development Officer, Transport for West Midlands email: raj.aujla@tfwm.org.uk
Report has been considered by	Transport Lead Member for Finance & Performance - Councillor Pervez Akhtar

Recommendation(s) for action or decision:

Transport Delivery Committee is recommended to:

- (1) Note achievements since the January meeting of the Transport Delivery Committee.
- (2) Note the progress of deliverables and outturn of the 2022/23 Capital Programme.
- (3) 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 2022/2023 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 2022/23 Capital Programme allocation was approved by WMCA Board as part of the draft capital and revenue budget in February 2022.
- 2.2 As with recent years, the ITB allocation for 2022/2023 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 agreed baseline date with an indication of the current forecast date with a RAG indicator.
- 2.4 As the Committee will be aware, the reporting provided through this report has historically only focussed on schemes that had elements of funding allocated via the Integrated Transport Block (ITB). Further work is being undertaken by TfWM on broadening the capital reporting for Transport Delivery Committee to reflect the wider CRSTS programme as well other capital funded schemes. This work will inform a proposed reporting framework which will be shared with TDC Members. Work is continuing on this and it is expected that the new reporting arrangements will be implemented for the new financial year.

3.0 Achievements

- 3.1 The following elements within the 2022/23 Capital Programme have been completed between November and January:
- Dudley Interchange – The CPO documents were sealed by DMBC on 9th November 2022.
 - Digital Panel Rollout - The first Waferlite units have recently arrived and are scheduled for installation towards the end of the January.
 - Cross City Package 3 Dudley to Druids Heath – SOBC completed for the DfT Better deal for Bus Users scheme and is currently awaiting approval.

4.0 Variations to Baseline Programme

- 4.1 There are no variations to the baseline programme to note.

5.0 Financial Implications

- 5.1 The detailed financial aspects of the TfWM 2022/2023 Capital Programme are reported within the Financial Monitoring Report with the next reporting coming to March 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 2022/2023.

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 2022/2023 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 2022/23 Baseline Programme

11.2 APPENDIX 2 – Financial Summary

12.0 Glossary of Terms

BCCI = Birmingham City Centre Interchange

CA = Combined Authority

CAZ = Clean Air Zone

CCTV = Closed Circuit Television

CRSTS = City Region Sustainable Transport Settlement

DfT = Department for Transport

DLUHC = Department of Levelling Up Housing and Communities

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
VE = Value Engineering
WMCA = West Midlands Combined Authority
WMM = West Midlands Metro
WMT = West Midlands Trains
ZEBRA = Zero Emission Bus Regional Areas

Transport Delivery Committee Dashboard

2022/23 Capital Programme Summary

	Project Name	Status	Baseline Comp Date	Forecast Date	DCA	DCA Trend	Summary
Major Works Programme							
1	Longbridge Connectivity Project	Complete				Complete	Works to the car park are now complete with the new illuminated external sign being erected on 12 th August. Final testing of the payment systems has also been undertaken. The car park opened on 16 th August 2021.
2	Dudley Interchange	Procurement	September 2024	September 2024	Amber	Better	<p>The CPO documents were sealed by DMBC in November and formal notices erected/published on the 18th November. A 4 week objection period to be notified to the Department of Levelling Up Housing and Communities (DLUHC) expired in December with the applicant (DMBC) being notified of objections received 4 weeks after this date. Concurrently the S247 Highways Stopping Up Notices were erected by DMBC on 13th December with an expiry for objections being 12th January 2023. To date the only objections received are from utility companies which is normal and are being removed through discussion.</p> <p>Land acquisition discussions with remaining land interests is ongoing but no positive movement as yet but we expect to see some positive engagement now that the CPO has been formally made and the acquisition of land is now within a regulated formal process.</p> <p>The initial development of the detailed design (RIBA 4) has commenced with the appointed consultants convening a value engineering workshop with the project team to review the whole project and to develop potential cost savings and improvements with the aim to deliver a detailed design that works within the approved funding. The outcome of the Value Engineering (VE) review will be delivered by the consultants in January prior to moving forward with proper detailed design. Engagement with MMA and DMBC design teams is progressing well with detailed information exchanges and regular formal meetings to ensure all designs and programmes are aligned. This is also the same with the TfWM/MMA utilities teams to ensure that all existing utilities and any planned Metro utility diversions are considered such that when Interchange construction commences all existing utilities are removed /diverted from the plot.</p> <p>Key next steps: DMBC to maintain progress in acquiring land via Private Treaty; manage objections once informed by the DLUHC, maintain dialogue with DfT to complete the S247 Highways Stopping Up including the removal of objections; review output and recommendations from the VE exercise and progress with the detailed design (RIBA 4); maintain the regular meetings and discussion with MMA/DMBC/TfWM Utilities.</p>
3	Making the KRN Safer	Rolling Programme	December 2024	December 2024	Amber	Same	<p>Birmingham, Walsall, and Coventry are intending to submit their applications for the powers for civil enforcement of moving traffic contraventions by 15th February (Tranche 2 deadline). The remaining four authorities continue to work on their applications for a potential Tranche 3 later in 2023. There is a risk that due to the current and future legislative timetable, that Tranche 3 will not go ahead. We have met with DfT to request a third tranche so that all West Midlands met authorities can secure the powers, but this is dependent on providing confidence to DfT that the remaining four will be ready by the end of August 2023. Consultants and TfWM will continue to support local authorities formulate their applications on time.</p> <p>The Driving for Better Business scheme has now started, and we are currently looking to engage with interested fleet managers across the region. This includes the Fire Service and Local Authorities. There is a risk that only a limited number of fleet operators take up the offer of joining the initiative. As such, we are now developing a comms plan to raise awareness of the schemes and associated benefits. We have appointed a delivery consultant who has experience of implementing this in other parts of the UK.</p> <p>So-Mo has now been appointed to expand the young driver and passenger behaviour change team, engaging with community groups to identify targeted road safety issues and use relevant evidence to produce and implement campaigns that have proven to improve safety within this audience.</p> <p>The Refreshed Regional Road Safety Strategy is now being written following a series of engagement and consultation activities. There is a strong risk that this will not now be ready for launch by mid-March as hoped due to the level of</p>

							<p>engagement now required to secure ownership and consensus. This may push the launch to June 2023 following local elections.</p> <p>Confirmed road casualty data has been released for 2021. This shows a 16% reduction in killed and seriously injured casualties in the West Midlands Metropolitan Region in the second reporting period (2019-2021), up from 13.2% in the first reporting period (2018-2020). Pedestrians remain the most at-risk road user group.</p> <p>The Regional Road Safety Strategy and Action Plan refresh process has begun. This will take approximately 6 months to complete and will include the integration of Vision Zero. Partners are currently being consulted on its varying components with a view to launching in March 2023.</p> <p>We are working with all local authorities, WMP and BCT to consider a single service level agreement for average speed enforcement across the region. This will set out the plans for managing the programme and look to secure economies of scale for issues, such as maintenance. The desire for this across the region is currently mixed. The Assistant Chief Constable is leading for the police and TfWM are facilitating partnership meetings to discuss.</p>
4	Perry Barr Rail Station and Bus Interchange	Design & Delivery	May 2022	May 2022 (Station) July 2022 (Bus Interchange)	Green	Same	<p>The station is in operation and is working well. The handover of the station to Network Rail is currently underway and this is expected imminently. Only a short snagging list remains, and no further major works are expected. Work ongoing with BCC to agree how a final piece of permanent kerb line is to be installed to replace the existing temporary protection measures.</p> <p>The bus interchange is also functioning well. Some further activities are required to address issues identified post opening which are being worked through by the team and we expect they will be dealt with as defects under the contract.</p>
5	University Station	Design & Delivery	August 2022	July 2022 (interim state) TBC (full)	Amber/Red	Same	<p>In Summer 2022 wider platforms with canopies were opened to support the Commonwealth Games. These remain in use and are delivering a significant element of the economic benefit identified in the original business case for the scheme.</p> <p>Since then, it was advised last Autumn that the fully completed station would be opened in Spring 2023. This was as a result of a number of factors including supply chain impacts, industry resource shortages, and the decision to focus on CWG scope.</p> <p>Since then we have encountered further challenges particularly with the supply of cladding from subcontractors, and the impact of rail strikes. This has resulted in further schedule impact. Work is ongoing on developing the programme for this and will be reported in due course.</p>
Minor Works Programme							
6	TfWM Asset Renewal Programme	Design & Delivery	March 2023	March 2023	Green	Same	<p>TfWM are making progress with the delivery of the 2022/23 programme. These include various asset upgrades to Bus Stations, Highway, Cycle and P&R infrastructure. There are some packages of work that have been carried over from last financial year, and these include areas of shelter replacement (orders for these shelters are now being placed after a delay in digital advertising requirements from Clear Channel) and all LED light heads have now been received following supply chain delays. Work has started on the 2023/24 programme using condition assessments, whole life costs and customer operational feedback. 40 shelters have been processed for upgrade most of which will be installed before April 2023 along with 8 new digital sites. TfWM are aiming to deliver the upgrade of Tame Bridge P&R access road and Wolverhampton Bus Station to LED in the next couple of months.</p>
7	Network wide Park & Ride Expansion Developments – Phase 2	Development / Feasibility	March 2020	March 2023	On Hold	On Hold	<p>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. Assessment for schemes will be undertaken against the Park & Ride Strategy. Tile Hill and Whitlocks End have been identified within the CRSTS Programme for development activity. Updates on this will be provided once a programme has been developed.</p>
8	Walsall Town Centre Interchange	On Hold			On Hold	On Hold	<p>The Black Country Transport major projects 'pipeline' reflects three distinct phases to deliver the ambition for Walsall Town Centre Interchange: -</p> <p>Phase 1: Connected Gateway – a Future High Streets Fund (FHSF) project that seeks to improve access to the rail station from the main shopping street (Park St); improve access to/from Platform 1; better connect the rail station to St Paul's Bus Station, including public realm improvements. This is fully funded, and concept design has been completed. Expected delivery by 2025.</p> <p>Phase 2: Walk, Cycle and Bus Access Walsall Town Centre Interchange – this project has the ambition to remove vehicular traffic from the area between St Paul's Bus Station and Park St and realise the Town Centre Masterplan vision for this part of the town centre that is not included in the scope of the Connected Gateway project. This is included in the CRSTS 2022-27 programme for <u>development only</u> and work is at an early stage.</p>

							Phase 3: Cenotaph Square – a major transport scheme is envisaged to deliver the ambition for the Cenotaph/Bradford Place area in the Walsall Town Centre Area Action Plan and Town Centre Masterplan. It is expected that such a project would involve replacing the existing Bradford Place on-street bus interchange with a new facility and creating a fitting and dignified public realm scheme around the Cenotaph, thereby creating a new gateway into the town centre. This project is currently unfunded and is likely to be promoted for development and delivery in the next CRSTS period (2027-32). This work is being led on by Walsall MBC.
9	West Midlands Cycle Hire Scheme	Complete				Complete	West Midlands Cycle Hire has now been implemented across the region, with the initial scheme delivery now complete. The scheme has now moved into a BAU / general operations setting, with a Contract Manager now in place within TfWM to oversee the ongoing scheme management carried out by Serco. Work is underway to agree moving station infrastructure within the scheme to ensure that currently underperforming docking stations are moved to higher-usage areas in order to increase the financial sustainability of the scheme. Work remains ongoing to source a scheme sponsor.
10	Digital Panel Rollout	Rolling Programme	March 2023	March 2023	Green	Same	Working with Clear Channel, there is a list of 22 shelters that have planning approved for digital advertising and these are being considered. Orders for the replacement shelters will be ordered following discussions with Clear Channel to discuss modification requirements to the shelters to accommodate the new Waferlite screens. Further sites have now been submitted for planning which generally is an 8-week turnaround from district council planners. The first Waferlite units have recently arrived and are scheduled for installation towards the end of this month. In total 50 sites have now been earmarked and planning permission approval sought.
11	Coventry Electric Bus City	Delivery	December 2025	December 2025	Green	New	NXWM: As of 31 December 2022, 106 of the 130 double decks ordered by National Express have been delivered with 50 vehicles in service. National Express has provided completion certificates for all delivered vehicles so far as per the grant funding agreement and are drawing down the grant against the agreed milestone schedule. Charging infrastructure installation is progressing at pace with 90 chargers installed and 50 fully operational in the depot and the remaining 40 on test. National Express have secured a temporary lease with Coventry City Council for the additional land required for vehicles within Cox Street car park, with National Express taking possession on Friday 23rd December when they completed the license and erected Heras type fencing to secure the site. Both parties are now working towards the permanent lease. Stagecoach: Regular update meetings are ongoing with Stagecoach with this to develop into positive forward steps in the New Year. A draft grant funding agreement was issued to Stagecoach on 1 September, with a reminder sent in September. Stagecoach confirmed in November they had appointed their legal representative and they hoped to have initial feedback on the draft agreement before the Christmas break; this was not achieved but we were informed the response would be issued early in the New Year. Subsidised Bus: A network review was concluded in early October with tenders for TfWM supported bus service contracts reviewed and issued. The Peak Vehicle Requirement for these tenders is 21, which equates to 24 allowing for maintenance spares. However, this does not necessarily mean that this number of buses will be ordered, as the actual contracts being awarded are still to be confirmed with the procurement process ongoing. Given the All Electric requirement from 2025, the contracts have been issued for a period of two years, until the end of 2024, and therefore the final TfWM 'share' of the fleet remains subject to change.
12	Cross City Package 1 (City Centre)	Contract Awarded	September 2023	September 2023	Green/Amber	New	The Tender process is now completed, and a Contractor has successfully been appointed to progress the delivery of Alcester Road, starting the end of February to June 2023. The sign off of the PBC for Cross City Package 1 and 3 is pending and as soon as this is completed, Package 1 will be added to the Contractor's Scope as a pre-priced (the price at Tender stage, plus the price fluctuations due to inflation) Compensation Event. Assuming that the PBC appraisal and sign off will be completed in a timely manner, the indicative dates for the start of delivery and completion are – June to September 2023.
13	Cross City Package 1 (Birmingham City Centre)	SOBC	March 2026	March 2026	Green/Amber	New	DfT Better deal for Bus Users (and CAZ funded) scheme to provide bus priority and infrastructure upgrades enabling new cross city bus services. Detailed design and TRO Consultations completed for Margaret St, Snow Hill Queensway, Newhall St, Summer Hill Road scheme elements. Contractor shortlisted (to be appointed following SOBC and advanced works approval), works to start Mid 2023. Key next steps: Road space booking approval, Contractor mobilisation, review of bus stop infrastructure outside of highway priority areas, completion of design and consultation on remaining scheme elements.
14	Cross City Package 3 Dudley to Druids	SOBC	March 2026			New	DfT Better deal for Bus Users (and CAZ funded) scheme to provide bus priority and infrastructure upgrades enabling a

	Heath			March 2026	Green/Amber		<p>new cross city bus service to be introduced providing direct access from Dudley, Oldbury and Cape Hill to Digbeth, Moseley & Kings Heath and corresponding access from Kings Heath and Moseley to Colmore Business District, Jewellery Quarter, Midland Metropolitan Hospital, Oldbury etc. SOBC completed and awaiting approval.</p> <p>Preliminary design and public consultation completed at Burnt Tree Island (Dudley) and Druids Heath/Kings Heath (Birmingham). Preliminary design completed for A457 Dudley Rd from Halberton St to Icknield Port Rd.</p> <p>Preliminary design undertaken for Oldbury and Cape Hill (further development work with Sandwell MBC required).</p> <p>This scheme is also part funding bus priority works in Balsall Heath (A435). These works have been detailed designed and TROs approved. Contractor appointed, works to commence February 2023.</p> <p>Key next steps: Review designs in Kings Heath following consultation – agree amendments with BCC – move to detailed design – communicate outcomes of consultation. Commence detailed design for Burnt Tree Island (noting interface with A4123 and A461 active travel & bus priority corridors).</p> <p>Finalise consultation plan for A457 Dudley Rd – Halberton St to Icknield Port Rd. – Finalise proposals in Sandwell. Review bus stop infrastructure along the route and determine upgrade plan (shelters, real time information, selected use of CCTV).</p>
15	Cross City Package 2 Longbridge to Hamstead (Persore Rd 45/47 & 16)	OBC	December 2026	December 2026	Green/Amber	New	<p>CRSTS funded scheme to provide bus priority and infrastructure upgrades enabling new cross city bus services.</p> <p>Programme Business Case Approved, design consultant appointed.</p> <p>Key next steps: Commence preliminary design, necessary surveys and modelling.</p>
16	Cross City Package 4 Longbridge to Sutton Coldfield/Castle Vale (Bristol Rd 61/63 to Lichfield Rd 67, X14)	OBC	December 2026	December 2026	Green/Amber	New	<p>CRSTS funded scheme to provide bus priority and infrastructure upgrades enabling new cross city bus services.</p> <p>Programme Business Case Approved, design consultant appointed and preliminary design well progressed. Modelling underway for key interventions.</p> <p>Key next steps: Complete preliminary design and modelling, develop Outline Business Case and plan public consultation.</p>
17	Cross City Package 5 Bartley Green to Castle Bromwich	OBC	December 2026	December 2026	Green/Amber	New	<p>CRSTS funded scheme to provide bus priority and infrastructure upgrades enabling new cross city bus services.</p> <p>Programme Business Case Approved, design consultant appointed.</p> <p>Key next steps: Commence preliminary design, necessary surveys and modelling.</p>
18	Cross City Package 6 West	OBC	December 2026	December 2026	Green/Amber	New	<p>CRSTS funded scheme to provide bus priority and infrastructure upgrades enabling new cross city bus services.</p> <p>Programme Business Case Approved, design consultant appointed.</p> <p>Key next steps: Commence preliminary design, necessary surveys and modelling.</p>
19	Cross City Package 6 East	OBC	December 2026	December 2026	Green/Amber	New	<p>CRSTS funded scheme to provide bus priority and infrastructure upgrades enabling new cross city bus services.</p> <p>Programme Business Case Approved, design consultant procurement complete – appointment imminent.</p> <p>Key next steps: Complete designer appointment. Commence preliminary design, necessary surveys and modelling.</p>
20	ZEBRA (Zero Emission Bus Regional Area)	Procurement	December 2024	December 2024	Red	New	<p>Competition has been undertaken to formally appoint an operator partner. Concerns around risks of proposed approach by operator and deliverability within timescales required by DfT. Operator is refining the proposal to mitigate risk and depending on the outcome of this exercise, a change request will be progressed.</p>

Project Delivery Confidence Assessment (DCA) Definitions

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

R

Successful delivery of the project/programme appears to be unachievable. There are major issues on project/programme definition, schedule, budget required quality or benefits delivery, which at this stage do not appear to be manageable or resolvable. The project/programme may need re-base lining and/or overall viability re-assessed



Transport Delivery Committee

Date	6 February 2023
Report title	Safer Travel Partnership Update
Accountable Chief Executive/TfWM Director	Anne Shaw, Executive Director, Transport for West Midlands email: anne.shaw@tfwm.org.uk
Accountable Employee	Mark Corbin, Director of Network Resilience, Transport for West Midlands email: mark.corbin@tfwm.org.uk
Report has been considered by	n/a

Recommendation(s) for action or decision:

The Transport Delivery Committee is requested to:

- (1) Note the contents of the report and the progress being made across a number of key areas within the Safer Travel Partnership.

Purpose

1. This report provides an update against delivery towards the Safer Travel Plan 2021 – 2024 objectives. Safer Travel last attended Transport Delivery Committee in November 2022 and also briefed members about the partnership in January 2023.

Violence Against Women and Girls

2. Raising awareness and reporting of Violence Against Women and Girls (VAWG) continues to be a priority for the partnership. Our Education Officer has been promoting our “See Something Say Something” campaign, reporting details through numerous events held recently at educational establishments and Business Improvement Districts meetings. Our new Transport Safety Officers (TSOs) are also encouraging reporting of concerns by women and girls so we have the best data available to allow effective tasking of our resources.

3. Additionally, The Ending Male Violence Against Women and Girls (EMVAWG) Alliance has been established to ensure that there is senior, strategic ownership and oversight of the systems in place across the West Midlands to prevent, reduce and ensure effective responses to male violence against women and girls. We are currently reviewing our information/intelligence sources of data to consider how this could contribute to the overall understanding of this issue alongside other data.

Crime and Anti-Social Behaviour

4. The Safer Travel Partnership consists of just over 100 staff brought together from several organisations including Transport for West Midlands (TfWM) West Midlands Police, British Transport Police, transport operators, and private security companies. Managed through TfWM, the Partnership has the main objectives of delivering the Safer Travel Plan, reducing/managing crime levels on public transport and making passengers feel safe.
5. The Safer Travel Partnership is unique and has received National and European praise for its innovative crime reduction methods and for bringing together a range of partners to deliver the results. The Safer Travel Partnership utilises deployment models such as SARA (Scan, Analyse, Respond, Assess) and POP (Problem Orientated Policing), following the Police National Intelligence Model (NIM). This approach has ensured that the right resource is in the right place, at the right times, doing the right things to reduce crime and make passengers feel safer. Monthly passenger journeys for December 2022 are 20 million on bus, 4.6 million on train and 540,000 on Metro.
6. Year to date (Dec 2022) crime figures for 2022/23 are as follows:
 - Bus 4073 (1.90 crimes per 100k journeys)
 - Rail 1728 (3.37 crimes per 100k journeys)
 - Metro 65 (1.11 crimes per 100k journeys)
7. Total recorded crime for 22/23 is currently showing an increase of 22% compared to 21/22. December 22 did however see the first decrease in recorded crime on bus down 17%, (541 crimes per month) and rail down 21% (380 crimes per month) Anti-Social behaviour incidents decreased with 243 reported in December 2022.
8. Crime types that account for the largest percentage of crime are Public Order, Damage/Arson and Violence Against The Person (non-injury) The majority of violent crime victims tend to be in the 15-24 age bracket where a large number of victims know the offender. The police team have completed the following work in Q3 to December 2022:

	Oct	Nov	Dec	Q3 TOTAL
Tasking Areas Patrolled	628	728	637	1993
Other areas Patrolled	48	61	31	140
Knife arches/weapon sweeps	2	8	9	19
Incidents/Operations	206	218	121	545

9. At the last TDC there was a request for data from each local authority area. The figures for December 2022 are as follows:

Local Authority	Bus	Rail	Total	Population Estimates)	(2021	Crimes per 100,000 population
Birmingham	166	88	254	1,144,900		22.19
Coventry	42	4	46	345,300		13.32
Dudley	37	1	38	323,500		11.75
Sandwell	38	9	47	341,900		13.75
Solihull	20	12	32	216,200		14.80
Walsall	39	9	48	284,100		16.90
Wolverhampton	38	14	52	263,700		19.72
Outside West Midlands	0	24	24			
Total	380	161	541	2,919,600		18.53

10. We continue to highlight positive results from the partnership teams operations using our social media channels to act as a deterrent to those intent on committing crime on the network.
11. The Combined Authority have committed to having a visible presence on the transport network in the form of Transport Safety Officers (TSOs) The original team of 3 officers has now grown to 11 following funding being received through the Bus Service Improvement Plan (BSIP). The teamwork between 0800 and 2200hrs 6 days a week and have received a warm welcome from passengers and partner agencies.
12. The primary role of the TSOs is to provide a visible presence on the Public Transport Network in the West Midlands, providing good Customer Service to Staff and Passengers to tackle low level Anti-Social Behaviour and improve the perception of safety for users of the transport network. The approach to be followed by the TSOs can be summarised as **Engagement, Education,** and where necessary **Enforcement.**
13. Their deployment is driven by issues identified via the Safer Travel Tasking process held monthly and the TSOs have weekly patrol sheets focusing on key routes and locations, but they have the flexibility to respond to emerging trends identified by partners. This is also adapted and improved by our new weekly pace-setter meetings where we review emerging crime and anti-social behaviour issues. In December 2022 our TSOs spent 1,485 hours on patrol. Members are invited to join our TSOs on patrol to see first-hand their work across the region. Please contact Kerry Blakeman, Head of Security and Policing to arrange a visit.

Network

14. The Safer Travel team have been involved in activity on the network to help minimise congestion and improve safety. Examples include the use of our newly established drone team who deployed prior to Christmas in the Digbeth area to give a situational overview of traffic and congestion issues as well as at the recent Aston Villa v Wolverhampton (evening) football match, which took place during a rail strike. Live images from these deployments were also fed into the Regional Transport Coordination Centre, Local Authority CCTV control rooms and West Midlands Police.

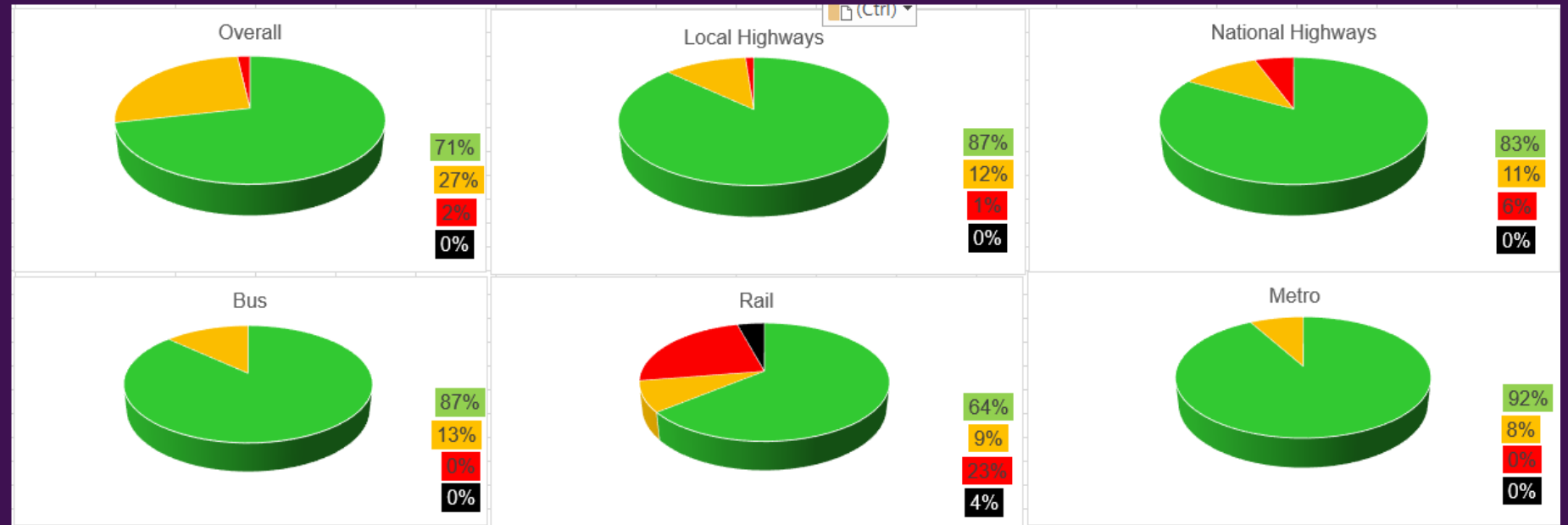
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RTCC

Monthly Performance Report

December 2022

Modal RAG rating breakdown



RTCC Reports produced

Scheduled Pulse Reports	141
Additional Pulse Reports	2
Start Of Day Brief	24
RAG change alerts	19

Rail

- Continued impact from industrial action saw significantly reduced or fully withdrawn services on 13th, 14th, 16th, 17th, 24th – 27th, 28th and 29th, with RAG Red for most, and Black where no services at all (usually pre-07:00 and post-18:30)
- RAG changes through Thursday 15th (day between sets of IA), due late start-ups/earlier finishes on some routes, various short-forms and cancellations, and impact on various routes due to icicles in tunnels
- Tuesday 6th saw significant disruption through the day to Wolverhampton – Birmingham routes due to a lineside fire at Lower Horseley Fields. RAG Red.
- Signalling issue at Proof House on Saturday 24th significantly impacted services running through New Street. RAG Red.
- Points failure at Stourbridge (Thursday 1st AM), service cancellations through New Street routes (Monday 5th PM), broken down train at International (Thursday 8th AM) all caused some disruption, with RAG Amber.

Metro

- Thursday 8th saw disruption to services due to road congestion across Bilston, RAG Amber.
- Tuesday 13th interpeak saw disruption due to a broken down tram at Wednesbury Parkway, with services shuttling either side, and passengers having to replatform. RAG Amber.
- Tuesday 20th saw a loss of service between Library and Edgbaston through the day due to a cabling fault near Five Ways. RAG Amber.
- Thursday 22nd PM saw a loss of service between Priestfield and Wolves St Georges due to a stuck car across the line at The Royal.
- Wednesday 28th AM RAG Amber due to a loss of service Library – Edgbaston, due to a broken down bus across the line near Five Ways.

Bus

- 10 instances of RAG Amber through December
- Specific issues seen include impacts through Digbeth on Saturdays (impact mitigated somewhat through RTCC actions), routes around Wolverhampton due to Lower Horseley Fields fire (6th – 8th), A456 Hagley Road temp signal issues (Thursday 8th), Black Country routes around M6 J10 – J9 incident (Monday 19th)

Local Highways

- RAG Red during PM peak on Thursday 8th due to significant delays (>60 minutes across various routes around Five Ways), set of temporary signals on A456 Hagley Road had failed. RTCC struggled to make inroads as to who the signals belonged to, in order to get them repaired. Once this was established, issue was resolved
- Closure of A454 Lower Horseley Fields/Willenhall Road for several days from Tuesday 6th due to a fire. Significant impact on surrounding routes with displaced traffic during peaks led to several instances of RAG Amber
- RAG Amber Friday 2nd PM peak (gas leak in Cotteridge, impact to A441 Pershore Road), Friday 9th interpeak (A38 St Chads RTC closure), Wednesday 13th PM and Monday 19th PM (disruption around several SRN incidents)
- Several other changes due to significant congestion across local highways routes during peaks
- RTCC mitigations through Digbeth and Birmingham City Centre continued on Saturdays up to and including Christmas Eve, as well as several occasions in the week before Christmas.
- RTCC have secured PVMS through Digbeth and approaches to M5 J1, to allow for better dissemination of information around repeat areas of disruption.

National Highways

- RAG Red Monday 5th AM (broken down crane on M6 southbound J9 – J8 lane closures), Thursday 8th interpeak (M6 J10 southbound RTC with up and over closure), and Monday 19th PM (M6 J10 – J9 southbound closure due to a fatal RTC), all with 60+ minute delays, and impact on local routes
- RAG Red through Tuesday 13th PM, closure of A45/A46 in Coventry (fatal RTC), M42 southbound J5 –J4 RTC and J6 –J5 broken down coach, M5 J2 –J3 RTC, and M6 J6 –J7 broken down HGV, all with 30-60 minute delays and several incidents running concurrently.
- Roadworks embargo from Tuesday 20th December through to 3rd January, removal or reduction of vast majority of TM (M6 J10 and other major works had TM remaining in place
- Slightly off-region closure of M42 both directions between J9 and J10 due to HS2 bridge lift, with closures from 23rd December through to evening of 1st January (removed 36 hours ahead of schedule)

Look ahead

- Further significant rail disruption due to RMT industrial action on 3rd – 4th and 6th – 7th January (reduced, truncated or withdrawn services across all TOCs), with ASLEF action on 5th (no WMT services). Potential for further dates to be announced
- No Chiltern services north of Banbury until 9th January, impact on Birmingham – Marylebone route
- NX have various significant timetable and service amendments from 1st January, in an effort to improve service reliability (and therefore compliance)
- NX operational hours within RTCC extended to 07:00 – 21:00 Monday – Friday, 10:00 – 18:00 Saturday, providing benefit to both NX and RTCC operations.
- Metro disruption from Thursday 5th due to MMA cabling repairs near Five Ways, loss of service Library – Edgbaston, hoped to only be for one day but potential for this to change.
- National Highways major works continue across M6 J10, M42 J6, and M40/M42 interchange.
- Closure of Catherine-De-Barnes Lane 15th January – 8th February as part of M42 J6 works (key route for BHX)
- Home matches for Aston Villa (8th and 13th), Wolves (14th), Birmingham City (21st), Coventry City (7th, 21st and 24th), WBA (28th) and Walsall (21st and 28th). Potential for additional matches weekend of 28th (FA Cup)
- Notable events at Utilita include Strictly Live (20th – 22nd) Lewis Capaldi (26th), and BBL Finals (29th).
- Resorts World events include Young Voices (9th – 13th and 25th – 27th), The 1975 (15th), Florence + The Machine (29th) and Black Stone Cherry (31st)
- NEC events include LAMMA (10th – 11th), Autosport International (12th – 15th) and National Running Show (21st – 22nd)

Value adds

RTCC value adds logged separately, for longer-term feeding into Monitoring Evaluation Framework. Broader summary of these includes:-

- RTCC mitigation and escalation on roadworks (local councils, utilities, major schemes and traffic signalers)
- RTCC link between WMT/NX/Metro, providing disruption updates and ensuring that discussions around cross-ticket acceptance are taking place, and agreed where appropriate.
- RTCC link between National Highways and respective UTCs for incidents on the SRN/local highways network, for VMS/traffic signal mitigation
- RTCC monitoring of and requesting activation/deactivation of A38(M) Expressway Tidal Flow through National Highways ROC.
- RTCC links with WMP/BTP (including Safer Travel Team and TfWM TSOs through CCTV Control), issuing of vulnerable/missing person alerts, bus vehicle locating through NX, and CCTV footage (NX/WMT/Metro)
- RTCC mitigations through Digbeth works, including co-ordination of WMP resource, TfWM TSOs, MMA signal engineers, and liaising with Birmingham UTC and Bull Ring car parks.



Transport Delivery Committee

Date	6 February 2023
Report title	Member Engagement Groups Update
Accountable Chief Executive	Laura Shoaf, West Midlands Combined Authority email: laura.shoaf@wmca.org.uk
Accountable Employee	Dan Essex, Governance Services Manager email: tanya.patel@wmca.org.uk

Recommendation(s) for decision:

Transport Delivery Committee is recommended to:

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

2.2 In total there are currently six MEGs:

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

2.3 At the last meeting of the committee on 9 January it was agreed to establish a seventh MEG to focus on the important area of the Swift travel card. Councillor Clare Simm was appointed the Lead Member for Swift, and arrangements are now being made for this MEG to become established and start meeting.

2.4 Each of the MEGs normally meet ahead of each meeting of this committee and are open to all Transport Delivery Committee members to attend.

3. Member Engagement Group Updates

3.1 An update from Member Engagement Groups is provided below for those groups that met after the last committee.

3.2 Sprint MEG - 23 January (Lead Member: Councillor Richard Worrall)

3.2.1 The meeting was attended by Councillor Richard Worrall, Councillor Saddak Miah, Councillor Gurmeet Singh Sohal and Councillor Josh O'Nyons.

3.2.2 Councillor Gurmeet Singh Sohal asked about timescales after May. Transport for West Midlands will be working closer with Walsall Metropolitan Borough Council regarding cabinet dates and the process leading to a decision. Comms & engagement will communicate it once a decision has been made, with the lead time likely to be June. The local elections in May were likely to affect cabinet approval and decision.

3.2.3 Councillor Richard Worrall suggested board members take a site visit to Solihull bus stops. Transport for West Midlands suggested it would be premature at this stage and advised carrying this out after the scheme had gone through agreement and cabinet approval.

3.2.4 It was intended for the residents meeting to take place 25 January only if a venue could be secured, due to larger than normal numbers wanting to attend. This would be clarified once known.

3.3 Finance MEG - 24 January (Lead Member: Councillor Pervez Akhtar)

3.3.1 The MEG meeting was attended by Councillor Pervez Akhtar, Councillor Anne Millward and Councillor Robert Grinsell. This meeting focussed on the draft 2023/24 transport budget and high level deliverables that were approved by WMCA Board in January with the final budget due to be received by February WMCA Board.

3.3.2 Members were taken through the key funding and expenditure streams, including the transport levy calculation by constituent authority. It was noted that Bus Service Improvement Plan revenue monies would be in their second year (of three) supporting transformational activity related to bus. City Region Sustainable Transport Settlement capital funds would also be entering their second year of the five year programme supporting transport infrastructure across all modes. It was noted that the capital programme for 2023/24 was currently indicative and would be updated post-2022/23 outturn with an update brought to Transport Delivery Committee and WMCA Board in the summer.

3.3.3 High level deliverables relating to transport were highlighted and noted to demonstrate the breadth of activity being planned for delivery in 2023/24.

3.3.4 The next MEG will focus on capital.

3.4 Putting Passengers First MEG - 25 January (Councillor Mary Locke)

- 3.4.1 Councillor Mary Locke, Councillor Bill Gavan, Councillor Shabrana Hussain, Councillor Carol Hyatt, Councillor Clare Simm and Councillor David Stanley joined the meeting remotely with apologies received from Councillor Narinder Kaur Kooner.
- 3.4.2 Following discussions at the previous meeting, Councillor Carol Hyatt was able to update the group that Wolverhampton had given permission for white transport ambulances to use bus lanes in the city without penalty. Members then received an update on the bus network review, with a large number of bus service changes coming into effect from 1 January 2023. A number of issues and lessons learnt were highlighted and details of ongoing monitoring and next steps were provided.
- 3.4.3 Councillor David Stanley raised a number of operational issues and asked for a direct conversation with Jon Hayes to go into the detail. Members were updated on the possibility of industrial action affecting National Express bus services. Whilst engineers have voted for action and have a mandate, no dates have yet been set. Bus drivers are currently being balloted and if they also vote for action the earliest date for drivers to go on strike is towards the end of February.
- 3.4.4 Members were also briefed on the ongoing dialogue with central Government regarding bus recovery funding post April 2023, there does now seem to be less positive signals that the funding will continue in any form and if this is the case we should prepare for further significant bus service reductions from this date. The final decision lies with the Minister and members will be kept updated.
- 3.4.5 Members then received an update on the roll-out of passenger information and were advised that the January changes resulted in 2,451 bus stop flags and 9,568 timetable posters requiring to be updated and positioned, all are due to be completed by the middle of February. As there were a number of challenges around getting accurate information ahead of the deadline we are aware that there are errors and welcome feedback to put these right. Cllr Stanley advised of a couple of issues, and all were reminded to forward any such issues found to the Member Enquiries email address memberenquiries@tfwm.org.uk.
- 3.4.6 Members then received a verbal update on how Transport for West Midlands was looking to reduce costs surrounding assets (bus stops, shelters, bus stations and park and ride sites) whilst maintaining a satisfactory level of service. Members were then advised of Transport for West Midlands' intention to close the Wolverhampton Travel Information centre at the bus station. Since National Express closed their travel shops, this has been the sole remaining such travel centre and the decision has now been taken to close this and redeploy the staff to provide information and assistance to passengers on the network in a more agile way.
- 3.4.7 Following concerns raised previously, an update was given on the response to member enquiries submitted to the member enquiries email address. Upon receipt of an email the team identify the relevant service specialist and a requirement to liaise with relevant officer with aim of responding within 10 working days. Between October and December - October average case closure 10 working days, 12 days in November and 11 for December. The team will look to implement better ways of communicating delays to a full response in order to keep members better informed.

3.4.8 Members were then given an update on Metro, Sprint and the recently started trial to co-mingle Ring & Ride with the West Midlands On Demand service in Coventry, further updates on these are standing agenda items.

3.4.9 The next meeting is scheduled for Wednesday 22 February.

3.5 Air Quality, Congestion & Environmental Sustainability MEG - 25 January (Lead Member: Councillor Linda Bigham)

3.5.1 The MEG had a successful technical visit to University of Birmingham's WM-Air Project on 25 January. This visit was open to all Transport Delivery Committee councillors, so a wider group attended. There were presentations by Professor William Bloss and Dr Suzanne Bartington on air quality issues, public health impacts of poor air quality, and the work of the WM-Air project. There was also an opportunity to visit the university's air quality monitoring station.

4. Financial Implications

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

5. Legal Implications

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

6. Equalities Implications

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

7. Inclusive Growth Implications

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

8. Geographical Area of Report's Implications

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

9. Other Implications

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

10. Schedule of Background Papers

10.1 None.