



Transport Delivery Committee

Date: Monday 13 March 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 - 6 February 2023	Chair	1 - 6
5.	Matters Arising <ul style="list-style-type: none"> • Action Tracker 	Chair	7 - 8
6.	Forward Plan	Chair	9 - 16
Items for Consideration			
7.	New Stations Study	Peter Sargant	17 - 24
8.	Financial Monitoring Update 2022/23	Kate Taylor	25 - 34
9.	Enhanced Partnership Scheme - Variation 003: Update	Pete Bond	35 - 178
10.	Full Business Case Approval for Spend Under City Region Sustainable Transport Settlement Metro Line 1 Renewals	Michael Anderson	179 - 186
11.	Transport Operations Update	Antony Sloan	Verbal Report
12.	Bus Recovery Funding Update	Pete Bond	Verbal Report
13.	Member Engagement Groups Update	Chair	187 - 194
14.	WMCA Board - 17 March 2023 - Transport Reports	Chair	None



West Midlands Combined Authority

Transport Delivery Committee

Monday 6 February 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 Carol Hyatt	City of Wolverhampton Council
Councillor Narinder Kaur Kooner	Birmingham City Council
Councillor Saddack Miah	Birmingham City Council
Councillor Josh O'Nyons	Solihull Metropolitan Borough Council
Councillor Gurmeet Singh Sohal	Walsall Metropolitan Borough Council
Councillor David Stanley	Dudley Metropolitan Borough Council

In Attendance via Microsoft Teams

Councillor Linda Bigham	Coventry City Council
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65. Apologies for Absence

Apologies for absence received from Councillor Bill Gavan (Sandwell), Councillor Shabrana Hussain (Birmingham), Councillor Anne Millward (Dudley), Councillor Clare Simm (Wolverhampton) and Councillor Julie Webb (Sandwell).

66. Chair's Remarks

(a) William Whiting - Stourbridge Line Users Group

The Chair noted the recent death of William Whiting, Chair of the Stourbridge Line Users Group and former Chair of West Midlands Railfuture. The committee observed a minute's silence in memory of Mr Whiting.

67. Minutes - 9 January 2023

The minutes of the meeting held on 9 January 2023 were agreed as a correct record.

68. Matters Arising

(a) **Swift Delivery Monitoring Report** (minute no. 56)

The Chair expressed concern at the suggestion that photographs might be removed from the Swift travel card as this could potentially make it more susceptible to fraudulent use. The Director of Integrated Transport Services indicated that no decision had yet been made in this regard. Members of this committee would be involved in any assessment of the advantages and disadvantages of removing the photograph from the card before any final decision was taken.

(b) **Update on the West Midlands Bus Network** (minute no. 58)

Councillor Robert Grinsell noted that there continued to be reliability problems with bus service no. 8/9. The Head of Bus acknowledged that there remained some bus services that did not operate with the reliability Transport for West Midlands expected, and he was working closely with Stagecoach in respect of this particular service to seek improvements in its reliability.

(c) **Notice of Motion** (minute no. 59)

The Chair sought an update on the motion agreed at the last meeting of the committee regarding the Government's £2 maximum single bus fare initiative. The Head of Bus explained that Diamond Bus had been approached to establish why it was choosing not to participate in the scheme. It had responded to say that the reimbursement provided by the Government to meet the costs of participating in the scheme would not adequately cover its costs. The Head of Bus undertook to circulate the full response to members of the committee.

The Director of Integrated Transport Services reported that the Department for Transport was currently monitoring the uptake of the initiative. There was also an evaluation being undertaken as to the scope for extending the scheme to continue after the publicly announced end date of 31 March.

(c) **Member Engagement Groups Update** (minute no. 60)

Councillor David Stanley reported that there continued to be problems with real-time information displays showing incorrect information. The Head of Bus reported that Transport for West Midlands was currently working with National Express West Midlands to improve the accuracy of the information being displayed and had recently contracted with two suppliers to improve the use of data within the system. The Director of Integrated Transport Services undertook to provide a briefing note to the committee setting out the specific improvements to the service that were planned, along with the timescales for their delivery.

69. Action Tracker

The Chair suggested a further site visit be undertaken to the Dudley Interchange site to view the progress being made with construction works.

70. Forward Plan

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

71. Capital Programme Delivery Monitoring

The committee considered a report from the Director of Strategic Partnerships & Delivery Integration on a progress monitoring update on the approved Transport for West Midlands-led 2022/23 programmes and projects.

The report set out those elements within the 2022/23 capital programme that had been completed between November and January in respect of projects at Dudley Interchange, the digital panel rollout, and the Cross City Package 3 Dudley - Druids Heath.

Councillor Carol Hyatt enquired whether it was possible for future monitoring reports to include a specific 'red-amber-green' evaluation in respect of the project's budget. The Director of Strategic Partnerships & Delivery Integration indicated that whilst the currently reported 'red-amber-green' rating included an assessment of the project's financial position, he was looking to improve the usefulness of the information presented to the committee.

Councillor Narinder Kaur Kooner sought further information on plans to install ramps at Perry Barr rail station. The Director of Strategic Partnerships & Delivery Integration explained that the provision of ramps was not included within the scope of the station works programme. He understood that whilst work had been undertaken to assess the possibility of installing ramps, there were concerns that the gradient that would be required was greater than current regulations permitted. He undertook to ask the Rail team to provide a fuller briefing note on this issue.

Resolved:

- (1) The achievements since the January meeting of the committee be noted.
- (2) The progress of deliverables and outturn of the 2022/23 capital programme be noted.
- (3) Variations from the baseline programme be noted.

72. Safer Travel Partnership Update

The committee considered a report from the Director of Network Resilience providing an update against delivery towards the Safer Travel Plan 2021-24 objectives.

Raising awareness and reporting of Violence Against Women and Girls continued to be a priority for the partnership, including through the Transport for West Midlands Education Officer promoting the 'See Something Say Something' campaign, reporting details through numerous events held recently at educational establishments and Business Improvement Districts meetings. The Safer Travel team had been involved in activity on the network to help minimise congestion and improve safety, including through the use of its 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 football match, which took place during a rail strike.

Resolved:

The report, and the progress being made across a number of key areas within the Safer Travel Partnership, be noted.

73. Regional Transport Co-ordination Centre Monthly Performance - December 2022

The committee received a presentation from the Director of Network Resilience on the performance of the Regional Transport Co-ordination Centre during December 2022.

The presentation provided updates on recent activity related to rail, metro, bus and highways, including the impacts arising out of rail disruption caused by strikes. The centre provided significant 'value adds' in helping to mitigate the effects of congestion caused by roadworks, as well as liaising closely with West Midlands Police and British Transport Police.

Councillor Pervez Akhtar welcomed the presentation and the work of the Regional Transport Co-ordination Centre. He enquired as to whether it had been possible to quantify the monetary value of the work it undertook in mitigating congestion. The Head of RTCC Events & Emergency Planning reported that he was currently looking at how best to assess this as part of improving the monitoring and evaluation framework being used.

Resolved:

The presentation be noted.

74. Transport Funding Update

The committee received an update from the Director of Integrated Transport Services on the latest information regarding the funding being provided by the Department for Transport to the bus industry to support its recovery from the effects of the COVID-19 pandemic.

There was still no commitment from the Department for Transport for continuing the funding to bus operators after 31 March. Following the motion passed by this committee at its last meeting (minute no. 59), the Mayor had met with the Parliamentary Under Secretary of State for Roads & Local Transport to make clear the risks to the West Midlands bus network should this funding be withdrawn as planned. Transport for West Midlands was meeting with bus operators to understand their plans in circumstances where funding was withdrawn. He did stress though that the region had been able to retain 90% of the bus network that existed prior to the outbreak of the pandemic.

Councillor David Stanley stressed the importance of bus reliability in building public confidence in using the bus network. The Director of Integrated Transport Services undertook to update members of the committee as soon as he was aware for certain what the funding arrangement was to be post-31 March.

Resolved:

The update be noted.

75. 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:

- Sprint MEG - 23 January
- Finance MEG - 24 January
- Putting Passengers First MEG - 25 January
- Air Quality, Congestion & Environmental Sustainability MEG - 25 January

Councillor Carol Hyatt welcomed the visit that the Air Quality, Congestion & Environmental Sustainability MEG had undertaken to the University of Birmingham's WM-Air Project. Members had considered that Birmingham's Clean Air Zone was not located in those areas of the city suffering most with poor air quality, but that its location had been overly influenced by the Government.

The Chair enquired as to the progress being made with the replacement of timetable at bus stops. The Head of Bus reported that he expected all bus stop information to be updated by the end of February, and he would send round an update to members on this issue as it progressed.

Councillor Josh O'Nyons handed over a petition he had been signed by residents seeking the removal of a bus stop in Lode Lane, Solihull due to the overcrowding of the footpath caused by people waiting for bus services.

Resolved:

The recent activities of the committee's Member Engagement Groups were noted.

76. WMCA Board - 10 February 2023 - Transport Reports

The committee considered those transport-related reports that were due to be considered by the WMCA Board at its meeting on 10 February. These reports related to:

- HS2 Growth Delivery Programme
- West Midlands Local Transport Plan 'Reimagining Transport in the West Midlands' - Final Core Strategy and draft Big Moves and draft Area Strategy Guidance

In respect of the HS2 Growth Delivery Programme, Councillor Timothy Huxtable requested further information on the environmental measures being implemented to mitigate the impact of construction. He also noted that a number of the infrastructure projects being built did not appear visually appealing to the public, and he urged HS2 Ltd to engage with local communities better to ensure their support for the proposed works. Councillor Carol Hyatt also reported that she understood large areas of the woodland planted by Hs2 Ltd during the Summer of 2022 had died due to the young trees not being nurtured during the very warm weather than had been experienced.

The Chair proposed that a member briefing session on the HS2 programme be arranged for a future date.

Resolved:

The comments of the committee on the transport-related reports be shared with the WMCA Board when it considered these items on 10 February.

77. Date of Next Meeting

Monday 13 March 2023 at 1.00pm.

[The meeting ended at 2.55pm.]

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	Dudley Interchange to be discussed at a future morning briefing of the Transport Delivery Committee.	Sandeep Shingadia	Outstanding	-
3.	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	-
4.	6 February 2023	A briefing note be circulated setting out the improvements being made to the accuracy of real-time information displays, along with the timescales for their delivery.	Pete Bond	Outstanding	-
5.	6 February 2023	The response from Diamond Bus as to why it was not participating in the Government's £2 maximum single bus fare initiative be circulated.	Jon Hayes	Outstanding	

6.	6 February 2023	A further site visit be undertaken to the Dudley Interchange site to view the progress being made with construction works.	Sandeep Shingadia	Outstanding	The Chair to indicate when he considers a further site visit to be appropriate.
7.	6 February 2023	A briefing note be provided to Councillor Narinder Kaur Kooner on the provision of ramps at Perry Barr railway station.	Tom Painter	Outstanding	-
8.	6 February 2023	A briefing note be provided on any developments with the Government's post-COVID funding support to bus services.	Pete Bond	Outstanding	-
9.	6 February 2023	A briefing note be provided on the updating of at-stop bus timetable information.	Jon Hayes	Outstanding	-
10.	6 February 2023	Information on the environmental projects to mitigate the impact of HS2 be shared with Councillor Timothy Huxtable.	Craig Wakeman	Outstanding	-
11.	6 February 2022	HS2 to be discussed at a future morning briefing of the Transport Delivery Committee.	Craig Wakeman	Outstanding	-

TRANSPORT DELIVERY COMMITTEE FORWARD PLAN: JULY 2023 - FEBRUARY 2024

Title of Report	Reason	Date of Meeting	Purpose	Lead Officer	Confidential
Appointment of Vice-Chairs	To appoint the Vice-Chairs of the committee for 2023/24.	July 2023	Decision	Dan Essex	No
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
Rail Delivery Monitoring Update	To consider a six-monthly update on the latest rail-related activity.	July 2023	Comment	Tom Painter	No

Title of Report	Reason	Date of Meeting	Purpose	Lead Officer	Confidential
Metro Delivery Monitoring Update	To consider a six-monthly update on the latest metro-related activity.	July 2023	Comment	Michael Anderson	No
Sprint Delivery Monitoring Update	To consider a six-monthly update on the latest Sprint-related activity.	July 2023	Comment	Angela Hosford	No
Regional Transport Co-ordination Centre Quarterly Performance	To provide a quarterly update on the activity of the Regional Transport Co-ordination Centre.	July 2023	Comment	Mark Corbin	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
Metro Delivery Monitoring Update	To consider a six-monthly update on the latest metro-related activity.	October 2023	Comment	Michael Anderson	No
Regional Transport Co-ordination Centre Quarterly Performance	To provide a quarterly update on the activity of the Regional Transport Co-ordination Centre.	October 2023	Comment	Mark Corbin	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

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.	October 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.	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
Safer Travel Partnership Update	To provide a six-monthly update against delivery towards the Safer Travel Plan 2021-24 objectives.	November 2023	Comment	Mark Corbin	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

Title of Report	Reason	Date of Meeting	Purpose	Lead Officer	Confidential
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
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 a six-monthly update on the latest rail-related activity.	January 2024	Comment	Tom Painter	No

Title of Report	Reason	Date of Meeting	Purpose	Lead Officer	Confidential
Metro Delivery Monitoring Update	To consider a six-monthly update on the latest metro-related activity.	January 2024	Comment	Michael Anderson	No
Sprint Delivery Monitoring Update	To consider a six-monthly update on the latest Sprint-related activity.	January 2024	Comment	Angela Hosford	No
Regional Transport Co-ordination Centre Quarterly Performance	To provide a quarterly update on the activity of the Regional Transport Co-ordination Centre.	January 2024	Comment	Mark Corbin	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
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

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.	January 2024	Comment	Pete Bond	No
Capital Programme Delivery Monitoring	To provide an update on a progress monitoring update on the approved Transport for West Midlands-led 2023/24 programmes and projects.	February 2024	Comment	Sandeep Shingadia	No
Safer Travel Partnership Update	To provide a six-monthly update against delivery towards the Safer Travel Plan 2021-24 objectives.	February 2024	Comment	Mark Corbin	No
Transport Funding Update	To consider the latest activity from Transport for West Midlands.	February 2024	Comment	Pete Bond	No
Member Engagement Groups Update	To consider feedback from Member Engagement Group meetings held since the last meeting of the committee.	February 2024	Comment	Pete Bond	No
WMCA Board - February 2024 - Transport Reports	To consider and comment on those transport related reports being consider at the next meeting of the WMCA Board.	February 2024	Comment	Pete Bond	No



Transport Delivery Committee

Date	13 March 2023
Report title	New Stations Study
Accountable Director	Tom Painter, Interim Director of Rail, Transport for West Midlands email: tom.painter@wmre.org.uk
Accountable Employee	Peter Sargant, Head of Rail Policy & Strategy, West Midlands Rail Executive email peter.sargant@wmre.org.uk
Report has been considered by	Councillor Tim Huxtable - Rail & Metro Member Engagement Group Chair

Recommendation(s) for action or decision:

The Transport Delivery Committee is recommended to:

(1) Note the content of the report.

1. Purpose

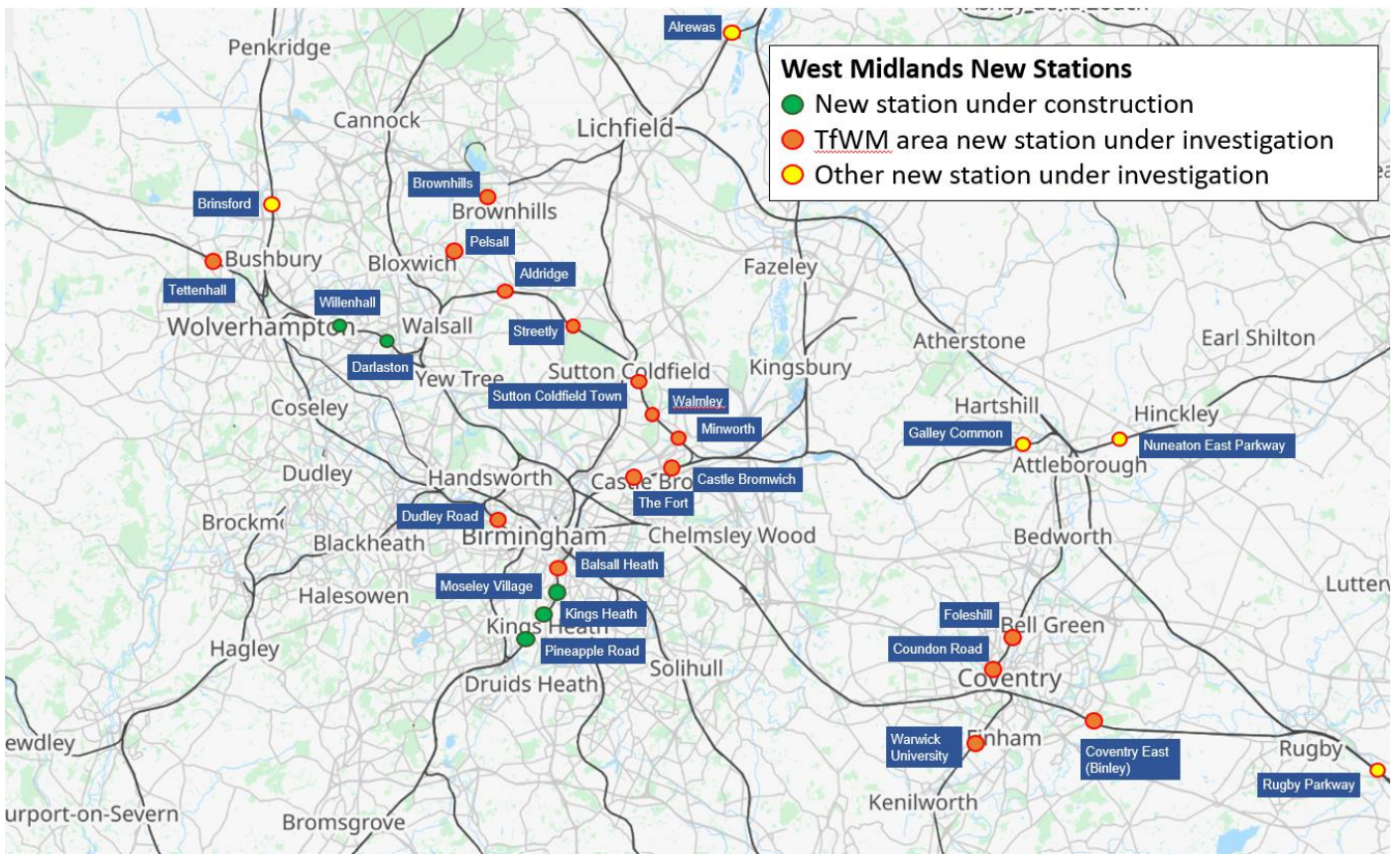
1.1 To report on the outcomes of the TfWM New Stations study and advise on the next steps.

2. Background

2.1 TfWM/WMRE commissioned Mott MacDonald to undertake a study to assess the potential case for developing new stations at 15 locations within the TfWM area. The purpose of this study was to determine which stations were likely to have the strongest case for further development work, allowing us to target future development funding to best effect.

3. Assessment Process

3.1 The new stations that formed the study are shown on the map below (orange spots), but excluding Aldridge which is actively being progressed separately.



(map source: OpenStreetMap)

3.2 The stations were assessed against a number of different criteria including:

- Strategic fit around Governmental priorities (as well as regional policy fit);
- Demand and revenue – both gross and net impacts;
- Business case aspects concerning deliverability and likely outcomes and impacts;
- Dependencies, i.e. the extent to which proposals are reliant on, complementary to, and/or in conflict with, other proposals;
- Industry and stakeholder support, i.e. the extent to which the new station is supported across the region and by the rail industry; and
- Indicative investment cost range.

3.3 The assessment used a multi-criteria analysis tool to balance the various criteria and come to a view as to which stations had the strongest case for being taken forward for further work. The multi-criteria assessment specifically considered the following themes:



4. Findings

- 4.1 The assessment considered which stations had a strong, medium or weak case for undertaking further work, and concluded as shown below:

Strong Case for Further Work	
Coventry East (Binley/Willenhall)	High complexity project with major deliverability challenges, but potentially provides strong benefits when post-HS2 released capacity supports train service.
Balsall Heath	Potentially delivers strong local benefits, but requires delivery of Midlands Rail Hub to support train service into Moor Street
Foleshill	Potentially delivers local benefits, but train service is limited to hourly until network capacity enhanced at Coventry
Castle Bromwich	Plugs a significant gap in local rail service provision in East Birmingham, but services will be limited until MRH delivers additional capacity
Medium Case for Further Work	
Tettenhall	Reasonable potential to provide station and services, but strategic case for a rail-based solution needs demonstrating
Streetly	Station has major environmental challenges and weak standalone case. Dependent on a wider Sutton Park Line scheme following Midlands Rail Hub

Sutton Coldfield Town	Station has some deliverability issues, but is dependent on demonstrating wider case for Sutton Park line services post Midlands Rail Hub
Walmley	Station has relatively weak individual case, but needs to be considered as part of any wider business case for Sutton Park line post Midlands Rail Hub
Minworth	Station has reasonably strong strategic fit linked to Langley Sustainable Urban Extension, but catchment has potential overlap with Castle Bromwich and is dependent on wider Sutton Park Line Scheme
Fort Parkway	Needs further work to demonstrate that rail is the best mode to address transport issues in area, and delivery challenges exist for both station and services
Warwick University/Coventry South	Case for station needs to be linked to emerging development plans. Difficult to deliver credible service without track doubling.
Weak Case for Further Work	
Coundon Road	Strategic case for station is weak due to proximity to city centre and overlap with catchments of both Foleshill and Coventry stations.
Brownhills and Pelsall	Major delivery issues exist with need to reinstate rail line between Walsall and Lichfield. Potential benefits are highly unlikely to justify the significant costs. Other transport solutions should be considered before heavy rail.
Dudley Road	While station has potentially strong strategic fit, there are major delivery issues for both station and services. Other transport solutions need to be considered first.

- 4.2 As can be seen, every station has its own issues in terms of deliverability and business case, and there are linkages between various stations. This means that any further work on Sutton Park line stations in particular will need to consider the overall strategy for the line.
- 4.3 Many of the projects are dependent on other interventions happening on the rail network in order to provide the capability to operate a credible rail service. In particular delivering Midlands Rail Hub West and Central (both Bordesley Chords) is required if there is to be any potential for trains serving Balsall Heath and the Sutton Park line stations.
- 4.4 For Coventry East, HS2 will need to be delivered to provide the capacity to serve it with a rail service, and this assumption is already factored into the industry plans for post-HS2 timetables.
- 4.5 While Midlands Rail Hub and HS2 are unlikely to be delivered until the end of the decade, work needs to take place now on Balsall Heath and Coventry East if we wish to deliver these new stations at the same time.
- 4.6 Castle Bromwich is also likely to be easier to deliver once Midlands Rail Hub Central and East elements have been constructed.
- 4.7 While Foleshill isn't dependent on HS2 or Midlands Rail Hub, it will ideally require a half-hourly service which is likely to be dependent infrastructure changes at Coventry such as the new bay platform.

5. Next Steps

- 5.1 Based on this assessment it is intended to undertake further work on the following stations:
- Coventry East
 - Balsall Heath
 - Foleshill
 - Castle Bromwich
 - Tettenhall
- 5.2 While Tettenhall falls within the Medium case for further work category it is potentially more deliverable than the other Medium Case schemes, and so it is included for further development.
- 5.3 Capital funding is available within the City Region Sustainable Transport Settlement (CRSTS) to support the development of a number of rail projects between now and 2027. To release this funding, it is necessary to develop and submit a Strategic Outline Case (SOC) or Programme Business Case (PBC) into the Combined Authority's Single Assurance Framework (SAF) process.
- 5.4 While the New Stations Study will provide much of the information needed to develop the SOC/PBC for the strongest performing stations, it will be necessary to commission further work to undertake a multi-modal transport assessment for each of the potential stations in order to demonstrate that a rail station is an appropriate solution to the transport issues of the area. This work is needed to satisfy the requirements of the SAF process and support the business case requirements.
- 5.5 Midlands Connect, WMRE and Network Rail are currently considering the overall strategy for the Coventry area, and undertaking more work on Coventry East would support this activity. It is likely that work on Coventry East will therefore be prioritised for work at this stage, as this will link into these other workstreams and help support the broader case for enhancing the rail network in the Coventry area.
- 5.6 TfWM/WMRE has also been approached by Wolverhampton, Staffordshire County Council and South Staffordshire District Council to take a larger role in taking forwards plans for a station at Brinsford which would be located on the Wolverhampton to Stafford line close to the M54 where significant housing growth is planned. An SOBC has already been developed for Brinsford and this is also a project that could be considered for CRSTS funding alongside those identified in the New Stations Study. As there is some overlap between the potential catchment areas for both Brinsford and Tettenhall, it makes sense for them both to be considered together.
- 5.7 A Press Release advising on the stations that we intend to undertake further work on was published on 28 February, and this is attached in Appendix A.

6. Financial Implications

- 6.1 Budget is available within the existing TfWM Rail/WMRE External Advice to fund the additional multi-modal assessment work.

6.2 The process for releasing the CRSTS Rail Development funding is to be confirmed, with, at present, an allocation of £1M available through to 2027 to support the on-going development of new stations. The availability of this funding is subject to wider reviews of the CRSTS programme.

7. Legal Implications

7.1 There are no legal implications arising from the contents of this report.

8. Equalities Implications

8.1 There is no direct equality impact in relation to this report. Any new stations will be designed to comply with the appropriate standards and legislation.

9. Geographical Scope

9.1 This report covers the whole TfWM area, as per the map in Paragraph 3.1.

10. Inclusive Growth Implications

10.1 New rail stations have the potential to support inclusive growth objectives, and these will be considered through the development and business case process.

Plans for five new railway stations across the West Midlands

Tuesday 28 February, 2023

Transport for West Midlands (TfWM) and the West Midlands Rail Executive (WMRE) are to explore the feasibility and business cases for five new railway stations across the region.

The five proposed stations: Balsall Heath, Coventry East (Binley), Foleshill, Castle Bromwich and Tettenhall have been selected from a long list of 15 following an initial feasibility study. They were identified as those with the strongest case for development first.

It follows the award of funding from the West Midlands City Region Sustainable Transport Settlement (CRSTS) to investigate and plan the next phase of station development.

Once complete these business cases could be used to secure further Government funding to design and build the new stations.

Delivery of some of the new stations is also linked to the completion of HS2 which will free up capacity for more local services on existing rail lines, as well as completion of the Midland Rail Hub project to increase rail network capacity into central Birmingham.

Three of the new stations need to be planned now so they can be built and ready to open alongside Midlands Rail Hub and HS2.

TfWM, which is part of the West Midlands Combined Authority (WMCA), and the WMRE are already overseeing the growth of the rail network in the region with construction work currently under way on five new stations – three on the Camp Hill line in south Birmingham at Moseley Village, Kings Heath and Pineapple Road, and two on the Walsall to Wolverhampton line serving Darlaston and Willenhall. Funding has also been allocated, subject to business case, to build a new station at Aldridge.

Andy Street, Mayor of the West Midlands and WMRE Chair, said: “New stations are taking shape across Birmingham and the Black Country - with diggers in the ground after our success in securing funding.

“Alongside these projects now underway, we’re turning our attention to the next set of stations and these five are a good place to start.

“Investing in rail stations is Levelling Up in action - helping to regenerate local areas, offer a convenient alternative to the car and driving job creation.”

The initial assessment of the five stations covered:

- Balsall Heath on the Camp Hill line in Birmingham. This would require construction of the Bordesley Chords and extra capacity at Moor Street Station as currently proposed by the Midlands Rail Hub project
- Coventry East (Binley) – on the main line between Coventry and Rugby which will benefit from greater capacity for local services following completion of HS2

- Foleshill – on the Coventry-Nuneaton line
- Castle Bromwich – east of Birmingham which would also benefit from the greater capacity into central Birmingham provided by Midlands Rail Hub
- Tettenhall – west of Wolverhampton on the line to Shrewsbury

Cllr Ian Ward, WMCA portfolio holder for transport and leader of Birmingham City Council, added: “Our rail station developments proposals are about both growing our local economy, better connecting people to job and leisure opportunities and assisting our move towards a net zero carbon region.

“And these stations are the ones that most match these aims and, although it may take time to deliver, we are starting the planning now so when the funding becomes available we are ready to go with a sound plan of action.

“But while these will take time, we are carrying on with delivering £1.3 billion investment in our road, rail, bus, tram, cycling and walking infrastructure over the next few years – including building and opening new stations on the Camp Hill line and Walsall to Wolverhampton line.”

Of those stations long listed those on the Sutton Park line were put on hold as they require further assessment as well as the development of the Midlands Rail Hub, especially the Bordesley Chords to allow extra rail services into Moor Street Station in Birmingham city centre.

TfWM and the WMRE continue, with partners including Midlands Connect, to lobby Government for the Midlands Rail Hub to be funded and delivered in full.

The City of Wolverhampton, South Staffordshire District and Staffordshire County councils have also looked at the case for a new station at Brinsford, to serve new developments near the M54. As this is close to the proposed Tettenhall Station business cases for the two stations will be considered together.



Transport Delivery Committee

Date	13 March 2023
Report title	Financial Monitoring Report
Accountable Director	Linda Horne, Executive Director of Finance & Business Hub email: linda.horne@wmca.org.uk
Accountable employee(s)	Kate Taylor, Head of Finance Business Partnering & Strategic Planning email: kate.taylor@wmca.org.uk
Report to be/has been considered by	Lead Member for Finance & Performance - 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 2023 against the TfWM Revenue Budget shows a favourable variance of £2.7m, as detailed in Section A.
- (2) Note the TfWM Capital Programme expenditure as at the end of January 2023 totals £224.9m, which is £111.7m below budget, as detailed in Section B.

1. Purpose

- 1.1 This report sets out the financial position as at 31 January 2023. 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 023 shows a favourable variance of £2.7m against budget.

- 2.2 The latest forecast position shows a surplus of £0.4m, an improvement of £0.4m against the previous forecast. Within the forecast a provision of £2.4m has been made for future funding pressures within the capital programme recognising the need for prudence and to provide some resilience against inflationary pressures and supply chain issues. In addition, a provision of £0.5m has been made to support WMCA hosting of transport events such as the 2027 Intelligent Transport Systems World Congress bid reported to September 2022 WMCA Board.

£'000	YTD			Full Year		
	Actual	Budget	Variance	Forecast	Budget	Variance
Net TfWM Surplus / (Deficit) before reserves	(1,814)	(3,855)	2,041	(6,507)	(9,078)	2,571
Use of Reserves	8,248	7,562	686	9,794	9,078	716
Net TfWM Surplus / (Deficit)	6,434	3,707	2,727	3,287	0	3,287
Earmarked Reserve (2023/24) Capital Pressures	0	0	0	(2,400)	0	(2,400)
Earmarked Reserve (2023/24) Transport Events	0	0	0	(500)	0	(500)
Net TfWM Surplus / (Deficit)	0	0	0	387	0	387

- 2.3 The most notable variances relate to Concessions where savings to date due to lower patronage and fare levels have been transferred to a reserve to protect against future risks in relation to the transport network. Within Metro, there is an increased MML operating cost requirement which is partly offset by Local Transport Fund (LTF) grant received in year. Savings to date also arise from vacancies across a number of budgets and on reduced spend on supplies budgets.
- 2.4 Of the £7.9m budgeted reserves to support the overall Transport budget, £6.6m has been utilised to date. Further reserves drawdown relate to Cycle Hire scheme £0.9m and the funding allocated for University Station of £0.7m.
- 2.5 The position to date is expected to be partially offset by the full year due to the increase in the Metro subsidy requirement and provisions made to reflect capital funding pressures and for hosting future Transport events.
- 2.6 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 £224.9m which was £111.7m below the year to date budget of £336.5m, with the variance primarily contained within the Investment Programme (£38.6m) and CRSTS (£25.2m) portfolios.

TRANSPORT PROGRAMME	YEAR TO DATE - JANUARY 23			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Investment Programme	116,100	154,746	38,646	151,926	196,522	44,596
CWG Programme	45,896	58,542	12,646	56,161	59,934	3,773
Other Major Programmes	12,132	26,751	14,619	14,841	38,878	24,037
Minor Work Programme	2,547	6,188	3,641	8,116	12,419	4,303
Grants to Local Authorities	6,442	23,321	16,879	14,139	38,861	24,722
CRSTS	41,744	66,984	25,240	56,628	86,602	29,974
TOTAL	224,861	336,532	111,671	301,811	433,216	131,405

- 3.2 The TfWM delivered Investment Programme portfolio contains 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 six sub programmes. The largest of these is the Investment Programme with a budget to January of £154.7m, 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 £196.5m for 2022/23. At the end of January, actual costs totalled £116.1m, which was £38.6m below the budget. The largest variance to date within Metro is the Wednesbury to Brierley Hill Extension scheme which is £10.8m under budget due to the rephasing of some activities in accordance with the agreed phased delivery plan agreed by WMCA Board in July 2022.
- The Metro Birmingham Eastside Extension has a year to date budget variance of £6.2m due to the process of agreeing revised commercial terms for HS2 utilities works.
- 3.5 Rail Camp Hill Line Local Enhancements Package 2 project has a year to date variance from budget of £9.6m due to the rephasing of physical construction activity. This is not expected to impact on the completion date.
- 3.6 Rail Walsall to Wolverhampton Local Enhancements Package 1 project has a year to date favourable variance from budget of £4.0m due to the rephasing of physical construction activity after the discovery of mining infrastructure at the site.
- 3.7 Appendix 3 documents the financial performance against the Commonwealth Games Programme with a year to date budget of £58.2m. This includes all the schemes (Sprint, Perry Barr & University Rail Stations, and Alexander Stadium Redevelopment) originally scheduled to be delivered in advance of the Games. At the end of January, actual costs totalled £45.9m, which was £12.6m under budget. The largest variance is the Perry Barr Station Improvement project which has a £4.2m variance from budget which is due to the timing of resolving contract close out on the project. There is a variance of £1.8m relating to University Station due to the timing of compensation events. Sprint schemes are £4.1m behind year to date budget due to construction works requiring review and approval of compensation events, creating a time lag between work done and contractor agreement. It is expected that some work will continue into next financial year.
- 3.8 Appendix 4 documents the financial performance against the Other Major Works programme. 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 clean bus technology, and Key Route Networks, to manage congestion and keep the West Midlands moving. At the end of January, actual costs totalled £12.1m, which was £14.6m below budget. The largest variance of £6.9m relates to Coventry Electric Bus City project due to ongoing discussions around power suppliers. The Cross City Bus Dudley to Druids Heath Package has a year to date budget variance of £2.8m as a result of rephasing of a sub-scheme into the following financial year.
- 3.9 Appendix 5 documents the financial performance against the Minor Works Programme with a year to date budget of £6.2m. This programme includes a broad range of relatively small schemes. At the end of January, actual costs totalled £2.5m resulting in a variance from budget of £3.6m.
- 3.10 Appendix 6 documents the financial performance against the Grants to Local Authorities. At the end of January there is a variance from budget of £16.9m largely relating to the Active Travel Fund (Tranche 3) due to construction delays and local authority resourcing.

The programme business case has now been approved and local authorities are progressing individual business cases to ensure funding is committed by March 2023 as stipulated in the grant conditions.

- 3.11 Appendix 7 details the City Regional Sustainable Settlement Fund (CRSTS) which comprises of schemes delivered by both WMCA and Local Authorities. The 2022/23 budget has been rebased after an exercise with project sponsors to reflect the most up to date information for the CRSTS programme. Actual spend as at the end of January is £41.7m, a year to date budget variance of £25.2m. The largest variances are within schemes delivered internally by WMCA and are due to the timing of project business case assurance and approvals.

4.0 Glossary of Terms

ATF = Active Travel Fund

CRSTS = City Region Sustainable Transport Settlement

DfT = Department for Transport

ENCTS = England national concessionary travel scheme

HS2 = High Speed 2

LNIP = Local Network Improvement Programme

LTF = Local Transport Fund

LTP = Local Transport Plan

MML = Midland Metro Limited

MRN = Major Road Network

OLE- Overhead Line Equipment

RTI = Real Time Information

RTCC = Regional Transport Coordination Centre

TfWM = Transport for West Midlands

UKSPF = United Kingdom Shared Prosperity Fund

WMCA = West Midlands Combined Authority

Appendix 1: Transport for West Midlands Revenue Budget Position 31st January 2023

At the end of January 2023 there is a £2.7m favourable variance against budget.

The latest forecast position shows a surplus of £0.4m an improvement of £0.4m against the previous forecast. Within the forecast a provision of £2.4m has been made for future funding pressures within the capital programme recognising the need for prudence and to provide some resilience against inflationary pressures and supply chain issues, in addition a provision of £0.5m has been made to support WMCA hosting of transport events.

	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				
Transport Levy	97,512	0	97,512	97,512	0	97,512	0	117,015	117,015	0
Use of Reserves	7,513	0	7,513	7,563	0	7,563	(50)	9,059	9,078	(19)
TOTAL FUNDING	105,025	0	105,025	105,075	0	105,075	(50)	126,074	126,092	(19)
Concessions										
National Bus Concession	113	39,143	(39,030)	155	38,710	(38,556)	(475)	(48,467)	(47,843)	(624)
Metro / Rail	0	3,792	(3,792)	0	3,799	(3,799)	7	(4,550)	(4,576)	26
Child Concession	0	4,777	(4,777)	0	5,346	(5,346)	570	(5,815)	(6,710)	895
	113	47,711	(47,598)	155	47,855	(47,701)	102	(58,832)	(59,130)	298
Bus Services										
Bus Stations / Infrastructure	5,953	10,316	(4,363)	6,281	10,810	(4,529)	166	(4,985)	(5,643)	658
Subsidised Network	26,265	37,273	(11,008)	1,704	12,758	(11,055)	46	(13,420)	(13,420)	0
Accessible Transport	142	4,658	(4,516)	0	4,631	(4,631)	115	(5,664)	(6,638)	974
	32,360	52,247	(19,887)	7,985	28,199	(20,215)	328	(24,070)	(25,702)	1,632
Rail and Metro Services										
Metro Services	159	6,296	(6,137)	176	5,637	(5,461)	(675)	(8,004)	(6,137)	(1,867)
Rail Services	1,089	3,714	(2,624)	1,298	4,520	(3,222)	598	(3,395)	(4,165)	770
	1,248	10,009	(8,761)	1,473	10,157	(8,684)	(77)	(11,399)	(10,302)	(1,097)
Integration										
Safety and Security	591	1,408	(817)	561	1,604	(1,043)	226	(908)	(1,257)	349
Passenger Information	19,633	24,397	(4,764)	789	6,177	(5,387)	623	(6,050)	(6,959)	909
Sustainable Travel	81	1,393	(1,312)	126	1,681	(1,555)	243	(1,660)	(1,893)	232
	20,306	27,199	(6,893)	1,476	9,462	(7,986)	1,093	(8,618)	(10,109)	1,491
Network Resilience										
Commonwealth Games	27,344	27,344	0	18,656	18,656	0	0	0	0	0
Business and Democratic Support	0	2,925	(2,925)	(333)	2,917	(3,251)	325	(3,444)	(3,697)	253
Strategic Development	943	4,127	(3,184)	1,208	4,919	(3,712)	527	(4,490)	(4,863)	373
Transport Governance	21	128	(106)	0	113	(113)	7	(145)	(135)	(9)
Capital Finance Charges	0	7,008	(7,008)	0	7,008	(7,008)	(0)	(8,410)	(8,410)	(0)
TOTAL EXPENDITURE	82,335	180,927	(98,592)	30,656	132,024	(101,368)	2,776	(122,787)	(126,092)	3,305
NET before Earmarked Reserves	187,360	180,927	6,433	135,731	132,024	3,707	2,726	3,285	0	3,285
Earmarked Reserve (2023/24) Capital Pressures	0	0		0	0	-		(2,400)	0	(2,400)
Earmarked Reserve (2023/24) Transport Events	0	0		0	0	-		(500)	0	(500)
NET after Earmarked Reserves	187,360	180,927	6,433	135,731	132,024	3,707	2,726	387	0	387

Concessions

Year to date savings within the ENCTS and Child concessions budgets are due to lower patronage and fare levels and have been transferred to an ear-marked reserve to protect against risks in relation to the bus network going forward. The full year forecast has been broadly retained at budgeted levels.

Bus Services

There are savings across Bus Infrastructure budgets of £0.3m in the main in relation to staffing. The Subsidised Bus position is in line with budget with Local Transport Funding (LTF) offsetting the increased subsidised service costs.

Within Accessible Transport there are minor savings to date. The full year position reflects savings against grant payments due to contractual performance. These savings have been partly utilised to fund a joint commission with Birmingham City Council to look into future provision.

Rail & Metro

The Metro Services budget has an adverse variance to date of £0.6m due to an increased MML subsidy requirement of £4.2m in year which is partly offset by LTF grant income that has been received in relation to the first half of year alongside savings on general insurance premiums to date. The full year position reflects the full impact of the increased subsidy requirement and the LTF grant received.

Within Rail Services the year to date savings are largely within the external advice budget where savings have been committed to in order to help fund the additional Metro subsidy requirement.

Integration

Within Passenger information savings to date largely relate to staffing where there are vacant posts across several budgets, savings against external budgets and additional commission receivable.

In addition, there are savings against contractual Safety and Security costs along with increased capital recharges due to the extension of the Active Travel Fund.

These savings to date largely flow through to the full year position.

Network Resilience

Within the Network Resilience budget there are savings to date against the Staffing budget due to vacant posts alongside external advice savings. The external advice budget is expected to be mostly spent by the end of the year.

Strategic Development

In year savings are largely within the staffing budget because of hiring delays due to a restructure, vacant posts are now expected to be appointed during the fourth quarter of the year. The remaining underspend is due to timing, with activity relating to the Local Transport Plan, Local Transport Investment Programme and Rail surveys expected in the last quarter of the year to align with recruitment.

Reserves

Budgeted reserves earmarked to support the 2022/23 Transport Budget have been drawn down in line with budget.

Other use of reserves drawn down to date relate to the delivery of the West Midlands Cycle Hire scheme and University Rail Station.

APPENDIX 2: TfWM Delivered Investment Programme Schemes

INVESTMENT PROGRAMME	YEAR TO DATE - JANUARY 23			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Rail						
Rail - Camp Hill Line Local Enhancements - Package 2	10,145	19,784	9,639	18,549	26,923	8,374
Rail - Walsall to Wolverhampton Local Enhancements - Package 1	5,941	9,950	4,009	7,450	15,348	7,898
Rail - Sutton Coldfield Gateway	0	64	64	0	165	165
Metro						
Metro Birmingham Eastside Extension	35,409	42,583	7,174	42,640	48,548	5,908
Metro Wolverhampton City Centre Extension	9,984	5,610	(4,374)	14,815	5,610	(9,205)
Metro Wednesbury to Brierley Hill Extension	45,583	56,358	10,775	57,165	73,676	16,511
Metro Centenary Square/Edgbaston Extension	5,486	6,625	1,139	5,973	7,068	1,095
Bilston Road Track Replacement Phase 2	4	865	861	4	865	861
Metro Network Enhancements - Traction Power and OLE Upgrades with Power Modelling	412	2,216	1,804	428	2,563	2,135
WIP Station and Car Park works	0	58	58	0	58	58
Metro Network Enhancements – Comms and Control	456	874	418	538	1,118	580
Buy Before Boarding	111	2,664	2,553	1,202	5,647	4,445
Wolverhampton WIP Public Realm	0	909	909	0	909	909
Wolverhampton WIP Contingency	0	2,092	2,092	28	2,092	2,064
MML Life Cycle Projects	599	939	340	1,016	1,118	102
2GT Car-Body Works	231	218	(13)	233	228	(5)
OLE Parafil Work	1,535	1,776	241	1,555	1,776	221
Sprint						
Sprint - Hagley Road Phase 1	19	762	743	20	2,266	2,246
Sprint - Longbridge to Birmingham	87	130	43	168	168	0
Sprint - Hall Green to Interchange via Solihull	0	139	139	0	208	208
Sprint - Hagley Road Phase 2 - with Halesowen and Dudley to Birmingham	98	129	31	143	167	24
Sprint - Sutton Coldfield to Birmingham - via Langley	0	1	1	0	1	1
TOTAL	116,100	154,746	38,646	151,927	196,522	44,595

APPENDIX 3: Commonwealth Games Programme

COMMONWEALTH GAMES PROGRAMME	YEAR TO DATE - JANUARY 23			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
University Station Improvement Project	18,794	20,640	1,846	23,685	20,880	(2,805)
Perry Barr Rail Station	3,494	7,668	4,174	4,936	7,668	2,732
Sprint - A45 Birmingham to Airport and Solihull	12,362	12,578	216	13,779	13,779	0
Sprint - A34 Walsall to Birmingham	6,468	10,652	4,184	7,804	8,295	491
RTCC-Design and Layout/Commercialisation	352	552	200	483	602	119
RTCC-Data - Tactical and Operational Intelligence	124	507	383	320	540	220
RTCC-Operations	263	170	(93)	135	370	235
RTCC-Customer Information	37	59	22	45	65	20
RTCC-Highway Interventions	3,042	4,301	1,259	3,661	5,863	2,202
Birchley Island - Sandwell MBC	(35)	356	391	216	487	271
RTCC NWM Customer Interface Tool - Journey planner/Website	401	398	(3)	483	500	17
Perry Barr Mitigation Package	5	42	37	5	207	202
Commonwealth Games Public Realm - Local Authority	589	590	1	590	590	0
RTCC - Development	0	30	30	20	90	70
TOTAL	45,896	58,543	12,647	56,162	59,936	3,774

APPENDIX 4: Other Major Works Programme

OTHER MAJOR WORKS PROGRAMME	YEAR TO DATE - JANUARY 23			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Clean Bus Technology Fund 2017-2019	85	247	162	85	247	162
Cross City Bus - City Centre Package	103	996	893	185	1,661	1,476
Cross City Bus - Dudley – Druids Heath Package	52	2,852	2,800	111	4,340	4,229
Coventry Electric Bus City	8,489	15,419	6,930	9,900	16,196	6,296
Zero Emission Bus Regional Area (ZEBRA)	0	0	0	0	5,742	5,742
West Midlands Cycle Hire	80	103	23	281	311	30
Dudley Interchange	481	874	393	672	942	270
Future Mobility Zone - Human Centered Data	77	28	(49)	83	112	29
Future Mobility Zone - Enabling Data Exploitation	424	1,284	860	662	1,611	949
Future Mobility Zone - Innovation Showcases	251	1,068	817	332	1,591	1,259
Future Mobility Zone - Programme Mgmt and Monitoring Evaluation	307	476	169	348	553	205
5G	739	1,079	340	967	1,101	134
Future Mobility Zone - Enhanced Ticket Platform	49	296	247	50	626	576
Future Mobility Zone - Transport Network Data	994	2,030	1,036	1,166	3,844	2,678
TOTAL	12,131	26,752	14,621	14,842	38,877	24,035

APPENDIX 5: Minor Works Programme

MINOR WORKS PROGRAMME	YEAR TO DATE - JANUARY 23			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Bus						
DfT Tackling Nitrogen Dioxide - Dudley MBC	26	26	0	26	26	0
DfT Tackling Nitrogen Dioxide - Wolverhampton MBC	102	85	(17)	102	153	51
Air Quality Grant Scheme 2021-	0	495	495	0	990	990
NPIF 2 Birmingham Growth Point	16	59	43	59	59	0
Alcester Road North- Highgate Middleway to Augusta Rd East	82	960	878	162	1,218	1,056
Rail						
Snow Hill Public Realm	0	109	109	109	109	0
Aldridge Rail Station Study	2	1	(1)	1	1	0
Sprint						
Electric Vehicle - EV - Charging	53	0	(53)	53	53	0
Cycling						
Better Streets Community Fund	193	341	148	355	385	30
Priority One Development Workstream	315	721	406	406	1,035	629
Highway						
Key Route Network Safety	5	460	455	311	613	302
ADEPT Live Lab	(31)	34	65	1	34	33
M6 Toll - In Vehicle Messaging	636	590	(46)	747	781	34
Asset Replacement						
IDOX - Asset Management System	0	7	7	10	10	0
Asset Management Programme	914	1,639	725	1,446	2,040	594
Real Time Information Upgrades	137	158	21	137	160	23
Other						
Asset Management- RTI Upgrades	52	489	437	132	621	489
Top Slice	43	0	(43)	56	100	44
HS2 Modelling Framework	3	15	12	3	30	27
Digital Devices	0	0	0	4,000	4,000	0
TOTAL	2,548	6,189	3,641	8,116	12,418	4,302

APPENDIX 6: Grants to Local Authorities

GRANTS TO LOCAL AUTHORITIES	YEAR TO DATE - JANUARY 23			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Active Travel Fund-Tranche 2	62	48	(14)	62	62	0
Active Travel Fund- Tranche 3	139	13,652	13,513	201	16,113	15,912
Priority 1 Delivery- Perry Barr- Sutton Coldfield	0	500	500	0	1,500	1,500
Priority 1 Delivery- A45 Coventry Road Birmingham	0	1,485	1,485	0	4,454	4,454
Priority 1 Delivery- Binley Road Coventry	3,263	3,000	(263)	4,559	4,559	0
Priority 1 Delivery- WTBH Metro Corridor Access Improvements	0	0	0	287	1,000	713
ATF3- SOL321-Solihull - Walking Improvements	14	14	0	209	209	0
B4106 Spon End - Coventry CC	953	953	0	953	953	0
New St/High St/Victoria Sq Public Realm - Birmingham CC	548	200	(348)	2,120	2,120	0
Major Road Network-A4123 Corridor -A4150 Ring Road to A456 Hagley Road	143	360	217	110	360	250
Major Road Network- A454 Wolverhampton to Neachells Phrases 1 2 And 3	298	314	16	198	419	221
Major Road Network-A449 Stafford Rd M54 J2 to A4150 Ring Road	61	232	171	232	470	238
Major Road Network- A46 Link Road Ph3 Coventry	110	168	58	150	250	100
Major Road Network- A38 Kingsbury Road Birmingham	0	17	17	37	37	0
WM5G Grants for Transport Use	111	88	(23)	88	88	0
Major Road Network- A41 Moxley	0	27	27	27	27	0
MRN - A461- Dudley	133	200	67	150	200	50
MRN - A461- Sandwell	101	230	129	220	320	100
MRN - A461-Rushall Jn -Walsall	0	172	172	30	230	200
MRN - A456- Dudley	0	50	50	50	100	50
Major Road Network- A41 Sandwell	0	100	100	15	150	135
MRN - M5 J1 - Sandwell	0	166	166	25	250	225
MRN - A435	0	100	100	200	200	0
MRN-A4540 Bham Midd.-Eastside	0	350	350	578	650	72
MRN-Keresley Link Road	78	143	65	151	237	86
MRN-Cov North Package Link M6	8	98	90	23	223	200
MRN-A452 Balsall Common Bypass	120	353	233	284	500	216
MRN-A45 Cov Rd/Damson Pkway jn	300	300	0	300	300	0
UKSPF Communities & Place	0	0	0	2,880	2,880	0
TOTAL	6,442	23,320	16,878	14,139	38,861	24,722

Appendix 7 2022/23 City Regional Sustainable Transport Settlement Programme

CRSTS (by Sponsoring Authority)	YEAR TO DATE - JANUARY 23			FULL YEAR		
	ACTUAL £000	BUDGET £000	VARIANCE £000	FORECAST £000	BUDGET £000	VARIANCE £000
Birmingham						
CRSTS - IG - East Birmingham to Solihull Corridor	0	0	0	10	50	40
CRSTS - IG - East Bham to Solihull Bham	0	0	0	0	50	50
CRSTS - CoP - Sutton Coldfield Gateway	0	90	90	0	160	160
CRSTS - HSaS - A38 Selly Oak to Longbridge Segregated Cycling	0	77	77	0	130	130
CRSTS - HSaS - City Centre Active Travel to Interchange	0	30	30	0	110	110
CRSTS - HSaS - One Station and Smallbrook Queensway	0	43	43	0	110	110
CRSTS - LNIP - Birmingham City Council	5,211	5,211	0	6,254	6,254	0
Coventry						
CRSTS - CoP - VLR P2 Cov Demonstration Route	2,250	4,563	2,313	3,574	6,423	2,849
CRSTS - CRNaC - Foleshill Transport Package	439	544	105	928	952	24
CRSTS - DaGR - Cov South Sustainable Transport (GIGA Factory)	142	347	205	396	505	109
CRSTS - LNIP - Coventry City Council	1,695	1,695	0	2,034	2,034	0
CRSTS - Highways Maintenance - Coventry City Council	3,405	3,405	0	4,086	4,086	0
Dudley						
CRSTS - CoP - VLR P2 Innovation Centre Dudley	187	0	(187)	277	200	(77)
CRSTS - CRNaC - A461 Dudley WCB Corridor	0	0	0	0	100	100
CRSTS - LNIP - Dudley Council	1,467	1,467	0	1,760	1,760	0
CRSTS - Highways Maintenance - Dudley Council	3,738	3,738	0	4,486	4,486	0
Sandwell						
CRSTS - IG - Smethwick - Birmingham Corridor Transport Package	83	83	0	250	250	0
CRSTS - LNIP - Sandwell Council	1,498	1,498	0	1,798	1,798	0
CRSTS - Highways Maintenance - Sandwell Council	3,951	3,951	0	4,741	4,741	0
Solihull						
CRSTS - LNIP - Solihull Council	987	987	0	1,184	1,184	0
CRSTS - Highways Maintenance - Solihull Council	3,227	3,227	0	3,872	3,872	0
Walsall						
CRSTS - IG - BCW Access Darlaston and Willenhall Train Stations	0	166	166	0	212	212
CRSTS - CRNaC - A41 Mox IP Wal TC WCB Corr	0	0	0	0	40	40
CRSTS - LNIP - Walsall Council	1,303	1,303	0	1,563	1,563	0
CRSTS - Highways Maintenance - Walsall Council	2,974	2,974	0	3,569	3,569	0
Wolverhampton						
CRSTS - IG - A454 WCB Corridor East Park Active Travel	0	0	0	0	50	50
CRSTS - CRNaC - A4123 Walk, Cycle and Bus Corridor	0	100	100	0	200	200
CRSTS - LNIP - Wolverhampton City Council	1,202	1,202	0	1,442	1,442	0
CRSTS - Highways Maintenance - Wolverhampton City Council	2,771	2,771	0	3,325	3,325	0
Other						
Metro Network Enhancements - Wednesbury Depot Upgrades	1,599	7,422	5,823	1,961	8,544	6,583
Metro Line 1 Renovation costs	342	6,688	6,346	2,107	7,528	5,421
Traction Power Phase 2	118	155	37	94	219	125
Dudley Port Integrated Transport Hub	0	126	126	24	176	152
Aldridge Station	0	300	300	0	500	500
Hagley Road Rapid Transit	0	26	26	0	118	118
Sprint Ph2 A34 - Package E Sandwell & BCC	1,593	942	(651)	2,110	1,445	(665)
Sprint Ph2 A45 - Package F Solihull	248	535	287	861	1,064	203
Sprint Ph2 A34 - Package G Walsall	315	557	242	1,040	1,085	45
Sprint Ph2 A45 - Package H BCC	419	699	280	1,180	1,327	147
Sprint Ph2 A34 - Package J City Centre	208	369	161	949	1,048	99
Bsisp Bus Priority X - City Routes	225	4,286	4,061	297	6,000	5,703
Swift cEMV contactless payment broker	100	5,208	5,108	209	7,291	7,082
CRSTS - CoP - VLR P2 R and D	0	200	200	200	600	400
CRSTS - Data Scheme Development Support plus M and E	45	0	(45)	46	0	(46)
TOTAL	41,742	66,985	25,243	56,627	86,601	29,974



Transport Delivery Committee

Date	13 March 2023
Report Title	Enhanced Partnership Scheme - Variation 003: Update
Accountable Director	Pete Bond, Director of Integrated Network Services email: pete.bond@tfwm.org.uk
Accountable Employee	Martin Pyne, Bus Transformation Manager email: martin.pyne@tfwm.org.uk
Report Considered by	Putting Passengers First Lead Members

Recommendation(s) for action or decision:

Transport Delivery Committee is recommended:

- (1) To note the revocation of the Solihull and Wolverhampton Advanced Quality Partnership Schemes (AQPS) following a period of public consultation.
- (2) To note the update on WMCA taking on local bus service registration powers from the Traffic Commissioner.
- (3) To approve that WMCA, and by extension the WMCA Head of Governance, make the Enhanced Partnership Scheme Variation 003, subject to passing the operator objection stage in accordance with the bespoke variation mechanism as set out in EP Scheme Variation 002 and in line with the Bus Services Act 2017.

1.0 Purpose of Report

- 1.1 To provide a final update on the development of the West Midlands Enhanced Partnership (EP) Scheme for Buses, Variation 003; and to seek approval to make the variation.
- 1.2 Also to provide an update on the revocation of the AQPS schemes, following a period of public consultation.

2.0 Background

- 2.1 An Enhanced Partnership (EP) is a formal agreement between a local transport authority, local highway authorities and local bus operators to work together to improve local bus services and is one of the new powers available in the Bus Services Act 2017. It requires a clear vision for the improvements that the EP is aiming for, known as the EP Plan. The actions, requirements and commitments to achieve the objectives within the EP Plan are set out in one or more accompanying EP Schemes.
- 2.2 The West Midlands Combined Authority (WMCA) Board approved Transport for West Midlands (TfWM) to give formal notice of the intention to prepare an Enhanced Partnership Plan and accompanying Enhanced Partnership Schemes as set out in section 138F of the Bus Services Act 2017, at its meeting on 28 June 2019.
- 2.3 The WMCA Board also delegated authority to the WMCA Transport Delivery Committee to oversee the development and subsequent making of the Enhanced Partnership Plan and Schemes.
- 2.4 TfWM issued the Notice of Intention to prepare an EP Plan for the area of the West Midlands Combined Authority¹ excluding the three existing Advanced Quality Partnership Scheme (AQPS) areas due to the way the legislation is written and applied, as they cannot both apply within the same geography; and associated EP Schemes for the A34 (north) and A45 / B425 Lode Lane corridors. Both the EP Plan and EP Scheme were made on 28 June 2021.
- 2.5 From 29 June 2022 the Plan was varied to clarify that upon the AQPS areas ceasing to exist (on expiry or revocation) that those areas would automatically be absorbed into the EP. The EP Scheme was also varied at this date in the same way to cover the entirety of the EP Plan area (i.e. the whole WMCA area).
- 2.6 Variation 002 of the EP Scheme was made on 24 November 2022. This variation was primarily to put obligations on WMCA that implement objectives from the Bus Service Improvement Plan and so unlock central government funding for several initiatives. This variation also included some operator obligations related to area-wide vehicle technical standards for vehicles in place of those in the Solihull and Wolverhampton AQPS areas.

3.0 Revocation of the Solihull and Wolverhampton Advanced Quality Partnership Schemes

- 3.1 As the lead authority (the schemes are made jointly between WMCA and the relevant LA) it is up to us to revoke the scheme, however we must take into account the wishes of partner authorities. Both local authorities have taken the revocation matter to their respective cabinets, who have acknowledged that the respective AQPS needs to be revoked for the EP scheme to be altered to incorporate route requirements.

¹ As defined by the West Midlands Combined Authority Constitution, excluding the three existing Advanced Quality Partnership Schemes

- 3.2 A public consultation was held between 16 October 2022 and 10 January 2023. No objections were received. Some comments asked us to ensure that the status quo is not lost following revocation.
- 3.3 The standards from the AQPS schemes largely already exist within the EP Scheme (since Variation 002), within existing legislation or are being included as part of the Customer Charter (mandated by the EP to exist by March 2023). Thus, many of the benefits of the AQPS schemes are being widened up to the whole WMCA area.
- 3.4 The consultation reports can be found in Annex A.
- 3.5 Revocation is not contingent on Variation 003 being made (though 003 does contain additional specificity) but AQPS revocation is a prerequisite for WMCA taking on bus registration powers.
- 3.6 Therefore, both the AQPS schemes were revoked with effect from 5th March 2023 to enable the adoption of bus registration powers, also effective 5th March 2023.

4.0 WMCA Taking on Bus Registration Powers

- 4.1 The registration of local bus services and regulation of bus operators are, by default, a function of the Office of the Traffic Commissioner. By virtue of the Bus Services Act 2017, bus registration powers can be taken over by the Local Transport Authority for areas in which an Enhanced Partnership Scheme is active. WMCA plans to take on these powers for bus services wholly within the WMCA area.
- 4.2 An operator's service that runs entirely within the WMCA area would be registered with WMCA. Cross-boundary services would remain with the Traffic Commissioner.
- 4.3 This only applies to bus registration powers. Matters pertaining to an operator's licence would remain within the purview of the Traffic Commissioner / DVSA.
- 4.4 It is important to note that WMCA will not have power to refuse or cancel registrations / variations / deregistrations should WMCA be unhappy with routes or timetables operated. For example, where a route requirement does not exist on a corridor, WMCA cannot prevent a new operator from registering a service to stimulate competition on the network.
- 4.5 WMCA's Director of Law and Governance is the specific person who will have registration powers delegated to them. Thus, they are ultimately responsible for acceptance, rejection or cancellation of registrations.
- 4.6 TfWM's Bus Services Manager and their team will be responsible for processing bus service registrations.
- 4.7 TfWM has developed a registration submission website which is now fully developed, has undergone stress testing with stakeholders and is now awaiting the first registrations to arrive.

4.8 Formal notice to the Traffic Commissioner of WMCA adopting registration powers was sent on 27th January 2023 (see Annex B). The powers were officially delegated to WMCA starting from Sunday 5th March 2023.

5.0 EP Scheme Variation 003

5.1 Operators were formally informed on 29th November 2022 that WMCA intends to vary the EP Scheme.

5.2 The proposed changes are to implement further objectives from the Bus Service Improvement Plan. Notably the removal of the nBus premium, introduction of new passenger charter and a mechanism for the introduction of route requirements.

5.3 The EP Scheme will apply to nBus (and the bus element of nNetwork) products and would remove the price premium between the dominant operator's multi-journey ticket prices and corresponding tickets in the nBus product range for the period until March 2025.

5.4 With the removal of the price disincentive for passengers to use the multi-operator nBus products, it is important to ensure that the market is not flooded with wasteful competition on routes that are already served adequately (as this may result in diversion of existing resources to the main corridors from other areas). The proposed mechanism to limit this is the mechanism to implement Maximum Frequency Route Requirements. The proposed EP Scheme Variation 003 provides the mechanism through which the maximum number of buses per hour on a specific corridor can be capped at the level required to meet current and immediate future demand. The EP Scheme provides a clear mechanism and the triggers to implement these Maximum Frequency route requirements. If implemented, where a corridor has services in excess of the maximum frequency, Operators are asked to agree timetable co-ordination or service reductions to meet the route requirement. These can be secured via a Qualifying Agreement. If Operators cannot reach agreement, then WMCA and the Traffic Commissioner (where appropriate) will cancel the service registrations and let a Slot Allocation Contract for that corridor with a 5 year duration.

5.5 The Variation has been drawn up in collaboration with stakeholders and the indicative date for making the scheme variation is 2 April 2023.

5.6 A meeting of the EP Reference Group will be held and a formal vote on the proposed variation conducted on 15th March 2023. This will either result in the proposed variation being accepted by operators, or a 14-day objection period being triggered. If sufficient objections are received at that point, then we will be unable to implement this variation of the EP Scheme in its current form. Under all other scenarios we will make the EP Scheme Variation 003 subject to all other approvals.

6.0 Financial Implications

- 6.1 There are no direct financial implications as a result of this update report. Costs incurred or support provided by WMCA from undertaking activity referred to in this report will be from within agreed overall Integrated Transport Services budgets and resources including BSIP and CRSTS funding. The cost of the system to facilitate bus registrations are being fully funded by the BSIP allocation and the ongoing costs of administration can be met from within existing resource.

7.0 Legal Implications

- 7.1 It is noted that the request for advance approval to make the EP Plan and Scheme is subject to the statutory objection period by operators for the modified Scheme, being satisfied. This can be construed as a 'conditional' advance approval from TDC, which legal considers to be acceptable. This is however subject to the proviso that the appropriate WMCA officers, namely the Accountable Director and employee report back to TDC without delay, in the event the conditionality referred to above, is not satisfied.

8.0 Equality Implications

- 8.1. An Equality Impact Assessment has been undertaken on the original Scheme, which noted some groups of people are more likely to be reliant on public transport and are more likely to face barriers to public transport. The Enhanced Partnership is likely to enhance the travel experience for everyone but will especially positively impact these groups. From a disability perspective measures such as audio-visual availability will help address some of the key information barriers.

9.0 Inclusive Growth Implications

- 9.1 Bus is a vital component to inclusive growth as it directly supports access to the labour market, and allows people to access education, employment and services. The flexibility of the bus network also makes bus the perfect means of providing public transport options in areas of growth, changing travel demand and new housing; directly supporting our West Midlands Housing Deal and Local Industrial Strategy. This means that buses are central to supporting regeneration, inclusive growth and social integration. Where there may not be a case for investing in permanent rail and light rail infrastructure, new bus infrastructure can be planned to connect new communities and support housing and jobs growth.
- 9.2 EP Scheme Variation 003 proposes a price reduction on multi-operator tickets and a passenger incentive ticket programme which should make bus travel more affordable, enabling travel to employment especially for the poorest.

10.0 Geographical Area of Report's Implications

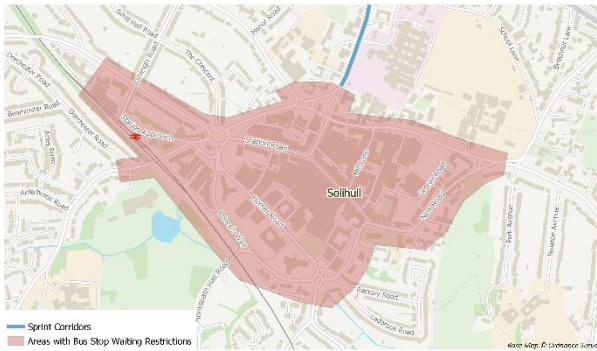
- 10.1 This report covers the constituent area of the West Midlands Combined Authority.

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Background

Where

The Solihull Advanced Quality Partnership Scheme (AQPS) applies to a zone surrounding Solihull Town Centre and Solihull Rail Station.



What

The AQPS enshrines minimum service standards for bus operators and the highways and transport authorities as relates to buses.

The Solihull scheme began in 2017 for a period of 10 years and has been successful in improving bus services, air quality and the passenger experience.

Why

Since the making of the AQPS, the West Midlands Enhanced Partnership Scheme has been developed and expanded. The EP Scheme is delivering on the Bus Service Improvement Plan which covers the entire WMCA area.

Due to the way the legislation is constructed, an AQPS and EP Scheme cannot overlap.

The standards set in the AQPS already exist (or will shortly come into effect) in the current version of the EP Scheme (Variation 002), the Customer Charter (March 2023) or exist in other extant legislation.

Furthermore, under an EP Scheme, it is possible for WMCA to have local bus service registration powers delegated to it (for services operating wholly within the EP Scheme area). This is not possible within an AQPS area.

Therefore, it is proposed that the AQPS is revoked.

Revocation will allow the service standards in the area shown above to be managed in a single scheme, for ease and simplicity. It will also allow WMCA to implement specific route requirements on particular bus services and, for applicable routes, use its delegated registration powers to independently enforce the standards set out in the EP Scheme.

The process for revoking an AQPS is the same as making the scheme and so stakeholder consultation was required.

Consultation

Who

Legislation requires the following entities to be consulted:

- Relevant bus operators
- Passenger representative groups
- Solihull Metropolitan Borough Council
- The Traffic Commissioner
- Chief of Police
- Transport Focus
- The Competition and Markets Authority
- The Public

How

This was largely done through email, with an offer of a meeting to discuss any concerns. It has also been mentioned at other meetings involving similar parties.

The exception to this is the public consultation, which comprised a notice in a local newspaper, social media posts and a webpage to submit feedback.

When

The public consultation ran from 16/10/22 to 10/01/2023. Consultation with other bodies above was carried out during this same period.

Summary of Responses

The following entities provided the following summarised response(s). Otherwise, there were no objections received:

Operators

It was expressed that the waiting time restrictions and stand allocations in the AQPS document were not representative of the currently agreed situation. We were asked to ensure that the status quo was preserved when the restrictions were moved to the EP Scheme.

Solihull Metropolitan Borough Council (SMBC)

Support the revocation of the AQPS to allow the EP Scheme to take effect.

The Public

Biggest theme was ensuring that equivalent standards are in place before the AQPS is revoked.

There were also some other comments that were not related to the proposed revocation.

Conclusion

There were no categorical objections received toward the revocation of the AQPS.

The limited feedback received was either supportive or conditionally supportive.

The pre-conditions requested were:

- the preservation of the status quo of bus waiting restrictions; and
- to ensure continuation of vehicle and service quality conditions.

Next Steps

Given the lack of objection and the lack of pertinent concerns that were expressed during consultation, and the benefits available by transferring the area into the EP Scheme, it is TfWM's intent to continue with the revocation.

There will be a short break (of a few weeks) between the revocation of the AQPS and the EP emissions standards coming into force on 1st May 2023. This delay is due to other dependencies.

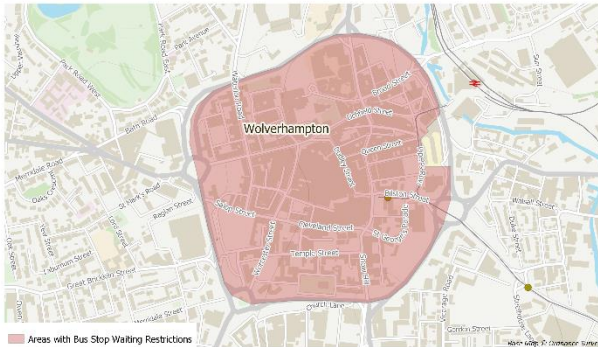
Further Information

Martin Pyne
Bus Transformation Manager
Martin.Pyne@tfwm.org.uk

Background

Where

The Wolverhampton Advanced Quality Partnership Scheme (AQPS) applies to a zone within the ring road, excluding the site of Wolverhampton Bus Station.



What

The AQPS enshrines minimum service standards for bus operators and the highways and transport authorities as relates to buses.

The Wolverhampton scheme began in 2018 for a period of 10 years and has been successful in improving bus services, air quality and the passenger experience.

Why

Since the making of the AQPS, the West Midlands Enhanced Partnership (EP) Scheme has been developed and expanded. The EP Scheme is delivering on the Bus Service Improvement Plan which covers the entire WMCA area.

Due to the way the legislation is constructed, an AQPS and EP Scheme cannot overlap.

The standards set in the AQPS already exist (or will shortly come into effect) in the current version of the EP Scheme (Variation 002), the Customer Charter (March 2023) or exist in other extant legislation.

Furthermore, under an EP Scheme, it is possible for WMCA to have local bus service registration powers delegated to it (for services operating wholly within the EP Scheme area). This is not possible within an AQPS area.

Therefore, it is proposed that the AQPS is revoked.

Revocation will allow the service standards in the area shown above to be managed in a single scheme, for ease and simplicity. It will also allow WMCA to implement specific route requirements on particular bus services and, for applicable routes, use its delegated registration powers to independently enforce the standards set out in the EP Scheme.

The process for revoking an AQPS is the same as making the scheme and so stakeholder consultation was required.

Consultation

Who

Legislation requires the following entities to be consulted:

- Relevant bus operators
- Passenger representative groups
- Wolverhampton City Council
- The Traffic Commissioner
- Chief of Police
- Transport Focus
- The Competition and Markets Authority
- The Public

How

This was largely done through email, with an offer of a meeting to discuss any concerns. It has also been mentioned at other meetings involving similar parties.

The exception to this is the public consultation, which comprised a notice in a local newspaper, a social media post and a webpage to submit feedback.

When

The public consultation ran from 16/10/22 to 10/01/2023. Consultation with other entities has been carried out during this same period.

Summary of Responses

The following entities provided the following summarised response(s). Otherwise, there were no objections received:

Operators

Two operators responded regarding a specific vehicle emissions exemption.

WCC

Support the revocation of the AQPS to allow the EP Scheme to take effect, subject to the conditions being preserved via the EP Scheme.

The Public

The majority of comments related to bus service reliability.

The remainder were asking for detail on AQPS standards.

Conclusion

There were no categorical objections received toward the revocation of the AQPS.

The limited feedback received was either supportive or not relevant to revocation.

Next Steps

Given the lack of objection and the lack of pertinent concerns that were expressed during consultation, and the benefits available by transferring the area into the EP Scheme, it is TfWM's intent to continue with the revocation.

There will be a short break (of a few weeks) between the revocation of the AQPS and the EP emissions standards coming into force on 1st May 2023. This delay is due to other dependencies.

Further Information

Martin Pyne
Bus Transformation Manager
Martin.Pyne@tfwm.org.uk

West Midlands Enhanced Partnership Plan

June 2022

Page 45



Transport for
West Midlands



West Midlands Combined Authority (WMCA) seeks to develop and promote a fully integrated transport system, where each public transport mode (rail, Metro, bus and demand responsive transport) contributes towards the overall objective of enabling all residents to have easy access to a range of services and facilities. Bus is central to this and an Enhanced Partnership offers a mechanism to help achieve the objective.

Drawing on the West Midlands Bus Service Improvement Plan (BSIP) and Transport for West Midlands' Strategic Vision for Bus, this document fulfils the statutory requirements set out by the Bus Services Act 2017 of an Enhanced Partnership (EP) Plan for the West Midlands. This will facilitate an EP Scheme for the region.

Whilst significant progress in improving bus services is being achieved through the Bus Alliance and the Advanced Quality Partnership Schemes already in place in central Birmingham, Wolverhampton and Solihull, an Enhanced Partnership is considered the best way of ensuring that some of the more ambitious plans to transform bus travel are achieved. Amongst these are the Sprint bus rapid transit corridors, which will rely on investment both in vehicles (by operators) and infrastructure (by local authorities). The EP will place binding commitments on partner organisations to provide the necessary enhancements, as well as ensuring on-going provision of high-quality bus services.

In accordance with statutory requirements for an EP Plan, this document includes:

- Details of the area covered
- Factors affecting the local bus market
- A summary of passengers' experiences of using bus services and the priorities of users and non-users for improvements
- Trends in bus journey speeds and the impact of congestion on bus services
- Objectives that are sought for bus service provision
- Interventions needed to achieve the desired outcomes



Overview

The West Midlands has strong growth ambitions to improve productivity and the quality of life for everyone who lives and works in the region. The development of HS2, 2021 UK City of Culture in Coventry, and the 2022 Birmingham Commonwealth Games will help transform the region and drive investment, offering opportunities for the bus to play an important role in meeting existing and new travel demands.

Transport is key to economic growth, but traffic congestion can constrain this ambition. TfWM is supporting local authority partners and investing to develop a world-class integrated transport system that will allow seamless, convenient travel across the region, thereby reducing the need for journeys to be made by car.

In 2017/18, 71.9¹ million bus service miles were operated in the West Midlands by 26 bus operators. This represents the largest number of bus service miles for a metropolitan area in England (outside of London) and the largest commercially-provided bus network (66.5 million bus service miles). Some 5.4 million bus service miles operate with financial support from TfWM and local authority partners.

With its widespread coverage, bus plays a vital role across the region. The bus accounts for 4 out of 5 public transport journeys and remains the most important, adaptable and flexible mode, serving and supporting a better quality of life for West Midlands residents. The importance of the bus for access to employment is illustrated in Figure 1.

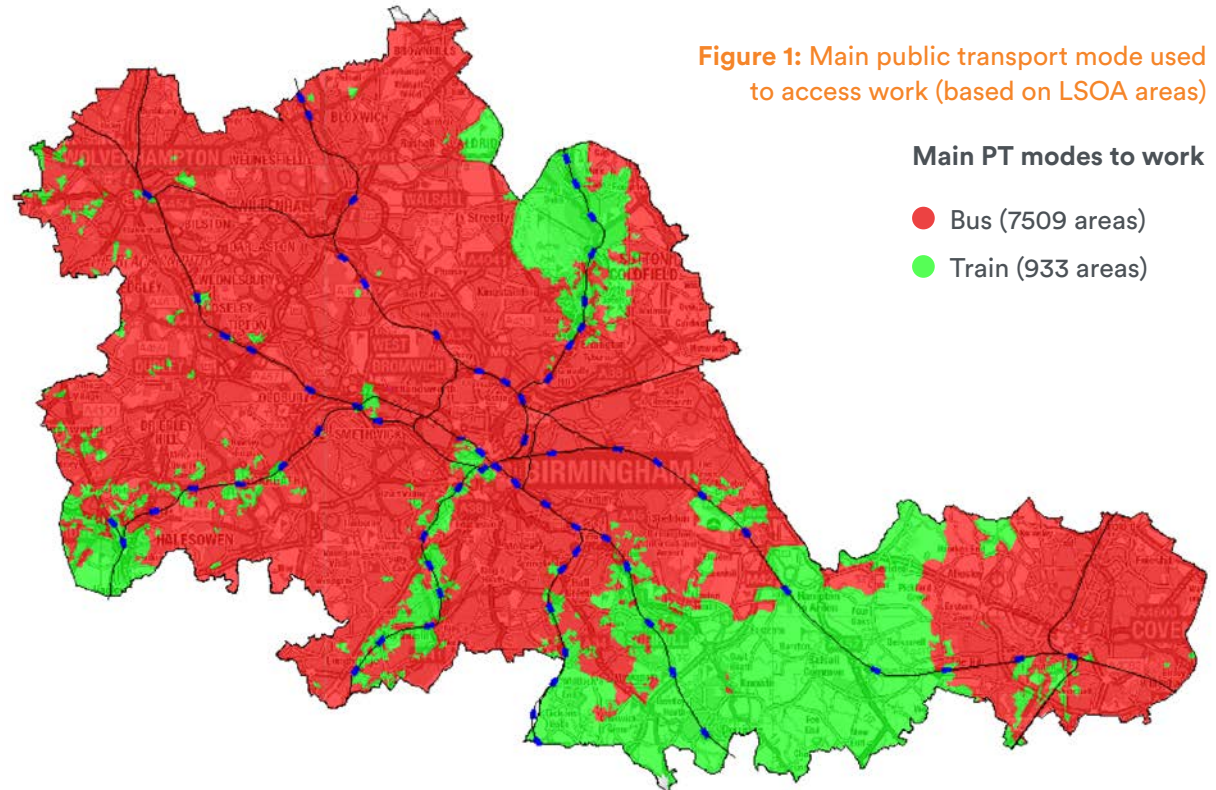


Figure 1: Main public transport mode used to access work (based on LSOA areas)

¹ DfT 2017/18, <https://www.gov.uk/government/statistical-data-sets/bus02-vehicle-distance-travelled>

Bus passengers' views

The 2018 Bus Passenger Survey, undertaken by Transport Focus, reported that overall satisfaction with bus travel in the West Midlands stood at 84%. While this demonstrates high levels of satisfaction, this was slightly below the levels in the equivalent metropolitan areas of West Yorkshire (85%) and Greater Manchester (87%) and somewhat lower than Merseyside and Tyne & Wear (both 91%).

66%
Bus driver
greeting/welcome



66%
Value for money
fare-payers only

82%
Journey time



84%
Overall journey



71%
Punctuality

84%
Availability of seating
or space to stand

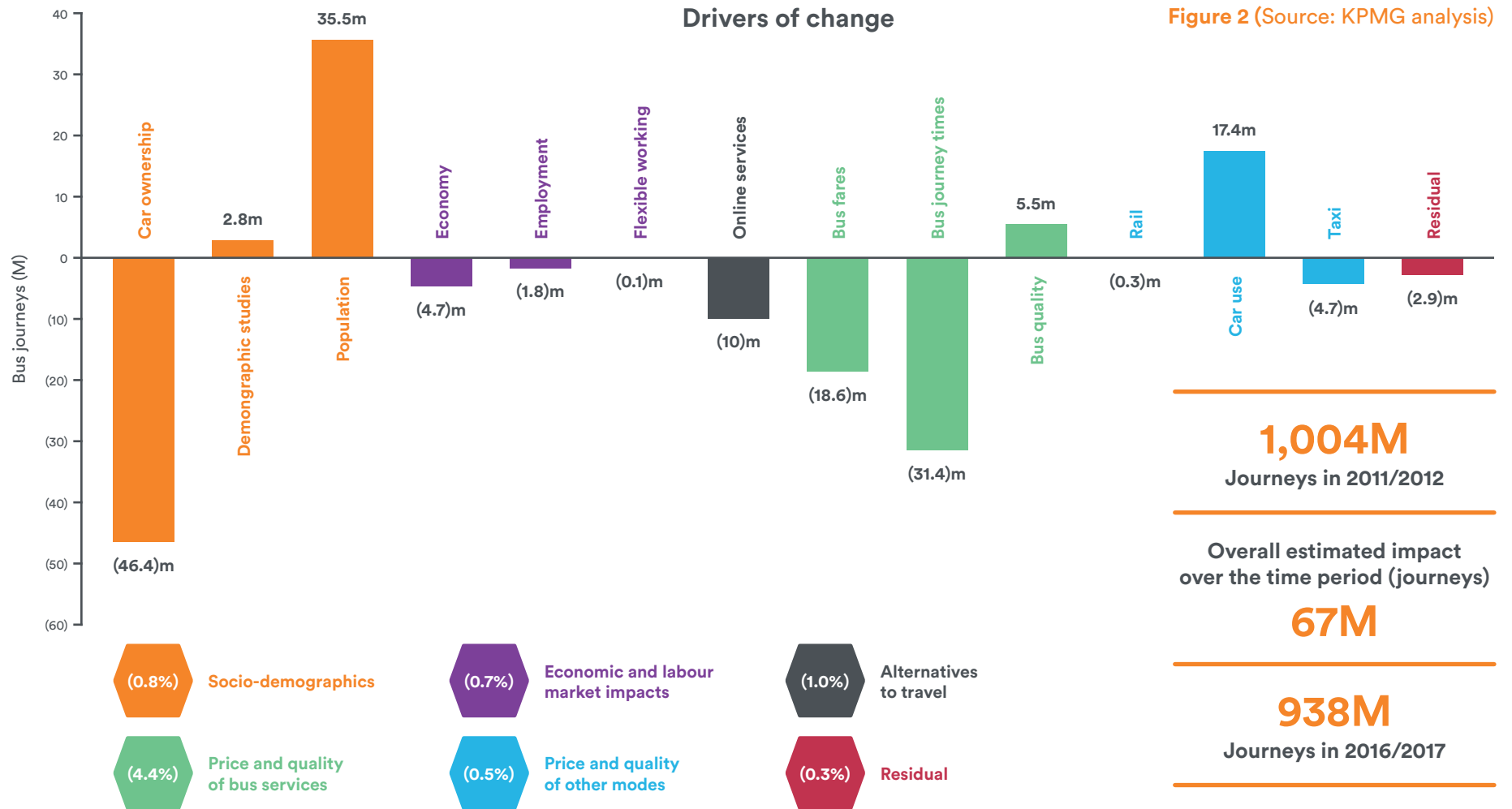


74%
Interior cleanliness
and condition

Influences on bus travel

Across the UK, bus use has been in general decline, mainly due to growing car ownership and use. However, in recent years, some areas or specific bus routes have seen growth.

Research into changing patterns of bus use (illustrated in Figure 2) suggests that about a half of the reduction in bus patronage can be explained by changing customer needs, particularly due to changes in car ownership and economic circumstances and the availability and acceptability of alternatives to travel, such as online services. Much of the remainder of the reduction in bus patronage is explained by increases in bus journey times (linked to increasing traffic levels) and rises in bus fares. In contrast, there are some factors that have helped to increase bus use, attributable to population growth and reduced car use.



Figures based on UTG member areas

Car ownership

In the West Midlands, over half of bus users have no access to a car and so rely on public transport for their travel needs. Where people have access to a car, their likelihood of using the bus reduces², from on average of 181 bus journeys per year to 55 (part access to a vehicle) and 14 (full access to a vehicle).

Figure 3: Car ownership in the West Midlands

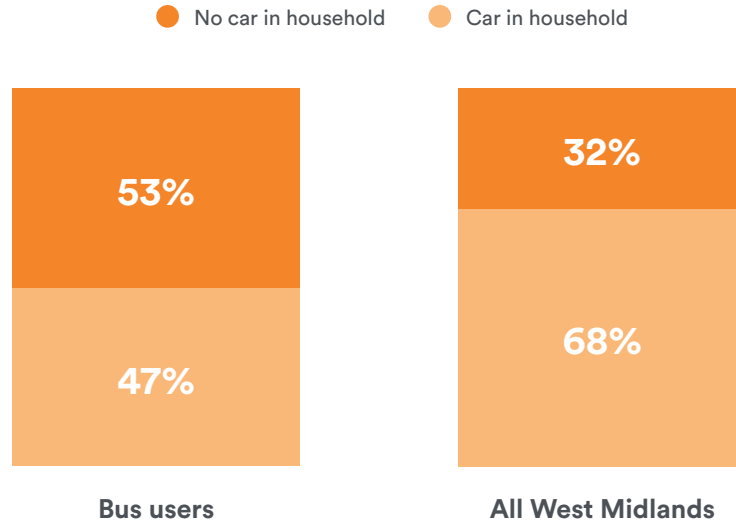
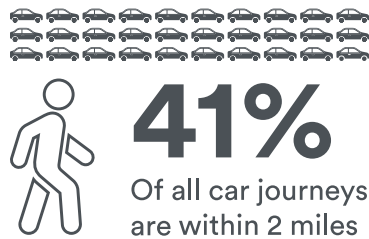


Figure 4: Car ownership usage and characteristics in the West Midlands



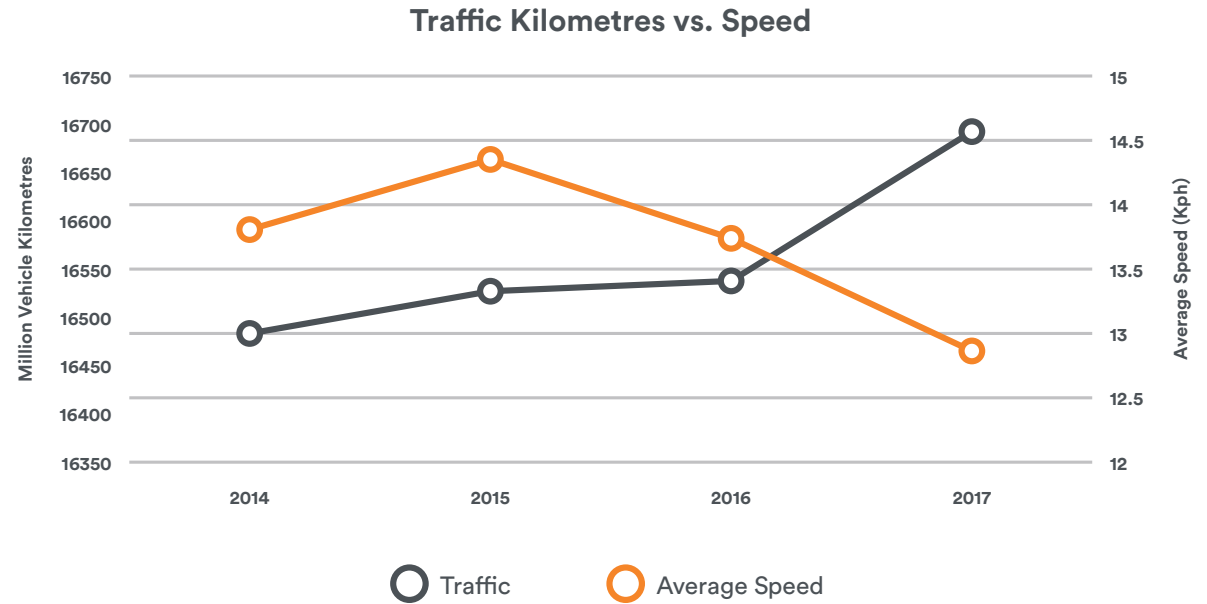
Car parking

In Birmingham city centre, the region’s strategic economic centre, there are about 60,000 public and private non-residential car parking spaces available, both on-street and off-street. This is against an average weekday vehicle demand for parking spaces in the city centre of about 45,000 vehicles. This suggests an over-supply of parking, which undermines local and regional policies to see a shift towards reducing private car use and encouraging more sustainable forms of travel.

The high level of parking availability in Birmingham city centre also contributes to peak period traffic congestion and associated travel unreliability, together with problems of poor air quality.

Congestion

Traffic congestion is a significant challenge for buses, restricting their ability to reach their potential by increasing journey times and impacting negatively on service reliability. Since 2015, average traffic speeds have fallen as levels of traffic have increased. If congestion is unmanaged, it will continue to have detrimental impacts on people and businesses, increasing business costs, affecting productivity and reducing accessibility to labour markets, as well as being responsible for harmful emissions. Equally, if unchecked, congestion could worsen from increased travel demand resulting from development and population growth. Also, major infrastructure projects, such as HS2, might have impacts on bus services during their construction period.



Without addressing major sources of congestion, buses will continue to suffer delays, variability and increases in journey times and operating costs, leading to declining attractiveness of the service and thus fewer passengers. Bus operators are forced to respond to congestion in one of two ways – both with a similar outcome in terms of patronage decline. First, to maintain levels of service where congestion worsens, bus operators may need to run more buses, which adds to the costs of providing services. A second response is to operate services less frequently.

Congestion causes:

- **Journey time increases and variability** – whereby bus services become unreliable, with journey times varying from advertised timetables and overall journeys taking longer.

- **Decreasing accessibility** – slower average bus speeds lead to reduced accessibility, as fewer people can access places in a reasonable journey time.
- **Decreasing attractiveness of bus** – greater journey time variability and declining accessibility reduce the appeal of buses, meaning they are at risk of further patronage decline.
- **Higher bus operating costs** – a 10 per cent decrease in operating speeds leads to an 8 per cent increase in operating costs. If this is passed on to passengers through higher fares it results in a 5.6 per cent fall in patronage³.

Reduced use of the bus may lead to greater car use, creating further congestion.

One measure of the passenger experience is the real journey time incurred and the reliability of journey times. A tool to measure this has been devised and is shown in Appendix B, with some example journeys listed to highlight what it shows.

Accessibility analyses are another way of highlighting the relative ability of buses to provide services that people want. Such analysis shows that while 54.5% of residents could access at least three main centres within 45 minutes by public transport in October 2011, this had fallen to 44.8% in October 2017.

The impact of slower average traffic speeds on levels of accessibility is illustrated in Appendix A. For example, in the context of Birmingham between 2008 and 2018 increasing bus journey times resulted in 216,000 fewer people being within a 45-minute bus journey of the city centre.

³ The impact of congestion on bus passengers, Green Journeys, Professor David Begg

Air Quality

Air pollution in the West Midlands affects some 2.8 million people, reducing average life expectancy by up to 6 months, and is responsible for economic costs estimated at £860 million per year. It is estimated that road transport emissions account for around 1,460 premature deaths in the region each year, with 890 in Birmingham alone.

In all seven constituent authorities in the region, nitrogen dioxide (NO₂) and/or particulate matter concentration thresholds are currently exceeded (relative to EU limits). The authorities have been instructed by DEFRA to take local action. Birmingham City Council plans to implement a Class D Clean Air Zone, no earlier than July 2020.

Reducing bus emissions is an important vital part of the programme to improve people's health and quality of life by cleaning up the air in the West Midlands. The Mayor of the West Midlands and West Midlands Bus Alliance have committed to create the cleanest bus fleet in the UK, outside London. The aim is for the entire bus fleet in the West Midlands metropolitan area to meet at least Euro VI emissions standards by April 2021⁴, cutting harmful pollution from buses by up to 95 per cent.

Since 2015, over 350 new vehicles have entered service, older vehicles retrofitted to Euro VI standards, supported bus contracts specified as Euro VI standard, and orders placed for zero-emission buses (electric and hydrogen).

⁴ West Midlands Combined Authority Board
28 June 2019 <https://governance.wmca.org.uk/ieListDocuments.aspx?CId=137&MIId=221&Ver=4>

“Poor air quality is the largest environmental risk to public health in the UK” [DEFRA, 2017]



This section sets out the policy background to the EP Plan.

Strategic Economic Plan

The bus has a significant role to play in helping overcome the strategic challenges outlined in the SEP, with transport interventions that:



500,000
new jobs



20,000
more businesses



16,000
additional
hectares of
employment land



215,000
additional homes

- **Support an accessible network**
Addressing transport barriers (accessibility, availability and affordability) for excluded groups.
- **Deliver support that connects people to key employment and skills opportunities**
Ensuring growth is inclusive by helping the most vulnerable and isolated groups share in economic prosperity.
- **Ensure alignment with the Public Service Reform agenda and Local Industrial Strategy**
Targeting interventions which secure better for less from public services, improving the life changes and the health and wellbeing of local communities.

Movement for Growth

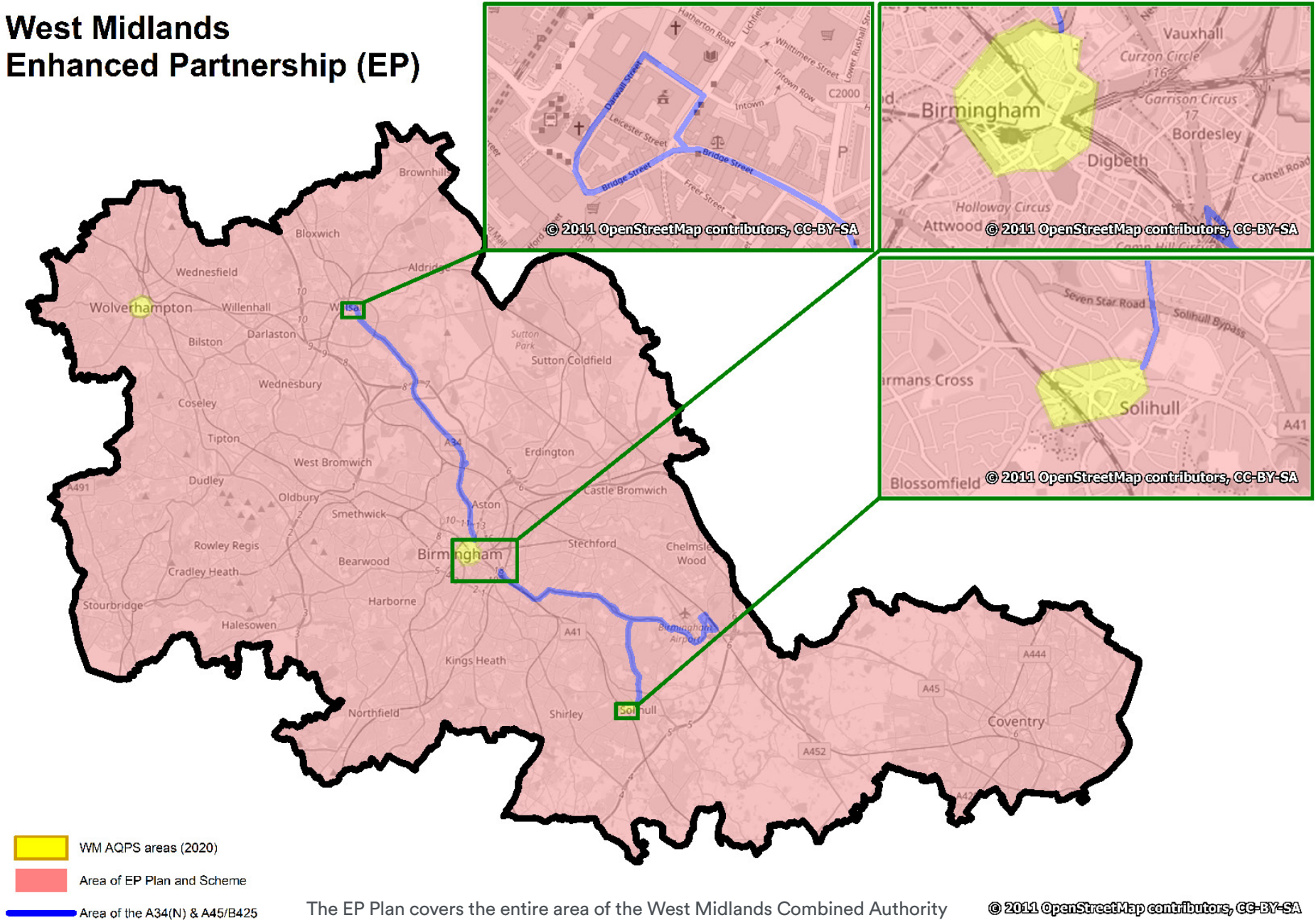
‘Movement for Growth’, the West Midlands Strategic Transport Plan, sets out improvements to the transport system to support the economic growth and regeneration of the region, support new developments and housing and improve air quality, the environment and social inclusion.

West Midlands Bus Service Improvement Plan

Our West Midlands BSIP was published on 5 November 2021. It sets out our ambitions for continued investment in our local bus services to level up the West Midlands through Better Buses, Better Journeys and Better Fares for all our residents and visitors.



West Midlands Enhanced Partnership (EP)



- WM AQPS areas (2020)
- Area of EP Plan and Scheme
- Area of the A34(N) & A45/B425

The EP Plan covers the entire area of the West Midlands Combined Authority (WMCA), excluding the areas within existing Advanced Quality Partnership Schemes (AQPS) for Birmingham and Wolverhampton city centre and Solihull town centre. The AQPS areas will automatically become part of the Plan area either on expiry or revocation (whichever is earliest).

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Objectives

The EP Plan provides the framework to contribute towards meeting our ambitions for continued investment in our local bus services to level up the West Midlands through Better Buses, Better Journeys and Better Fares for all our residents and visitors; and the 9 objectives set out in the 'Strategic Vision for Bus':

- UK leading low emission bus fleet with zero emission corridors serving the most affected areas of air quality.
- Fully integrated bus network, including demand responsive and rapid transit services supporting interchange with rail, coach and Metro to form one network.
- Simple, convenient and easy to use payment options, including full capping, providing a network which is value for money and affordable for customers.
- Fewer private car journeys by making bus the mode of choice and creating better access to jobs and long-term change.
- Creating a safe, secure and accessible mode for all and tackling long-held barriers and perceptions.
- Accountable network performance management, tackling issues causing congestion and reliability problems.
- World-leading customer information, utilising 5G and all available technologies and platforms.
- All young people under 25 supported by discounted travel, as well as addressing barriers for excluded groups.
- Evolve a network to support a 24/7 thriving economy, connecting people to new and developing destinations and attractions.

The Plan provides the backdrop for specific EP Schemes that will detail actions and developments to be taken jointly by partners to deliver a marked improvement in bus services on certain corridors or in defined areas that will help meet the above objectives, particularly by speeding up bus journeys times and improving journey time reliability. Such schemes may be suggested and promoted by TfWM, constituent local authorities or bus operators.

The first EP Scheme to be introduced will support the implementation of two Sprint corridors, including improved infrastructure and the operation of high-quality buses, as follows:

- Birmingham Airport and Solihull to Birmingham City Centre (A45)
- Walsall to Birmingham City Centre (A34)

Ultimately, a network of Sprint corridors will be established across the West Midlands, as shown in Figure 5.

The Plan supports the key principles underpinning the provision of Sprint corridors, in respect of:

- Providing confidence to operators to invest in high quality vehicles
- Ensuring reliable journey time performance
- Managing access at certain stops
- Enhanced vehicle standards
- Enhanced vehicle environmental standards
- Vehicle, driver and customer service standards are enhanced and maintained
- Infrastructure is maintained and enforced
- Continued availability of inter-operable ticketing

- Ensuring incident conditions are managed effectively on a collaborative basis
- Providing a mechanism for sharing data and reporting on corridor performance

Strategic Vision for Bus

Outlining the role of bus in supporting the overall transport aspirations, 'Strategic Vision for Bus' sets out the following vision:

“A world-class integrated, reliable, zero emission transport system providing inclusive travel for all across the West Midlands, with excellent customer service and simple payment and ticketing options. Customers will be able to make easy and safe door-to-door journeys, benefiting from new innovative transport solutions that meets the needs of a modern and diverse 21st Century economy, reducing the reliance on private single occupancy car journeys.”

Governance

A Reference Group, comprising the following, developed this Plan:

- TfWM
- Constituent local authorities
- Bus operators
- Confederation of Passenger Transport
- Local Enterprise Partnerships
- Bus Users UK
- Transport Focus
- Birmingham Airport
- Neighbouring authorities (as observers)

The Group will be reconvened in the future if variations to the Plan are necessary.

The Enhanced Partnership is overseen by the West Midlands Bus Alliance and WMCA, who will also monitor progress made towards achieving the EP Plan objectives.

An EP Plan can only exist if there is at least one associated EP Scheme in place. Therefore, for as long as an EP Scheme is in place, a Plan must also be in place.



Small and medium-sized operators

The needs of small and medium-sized operators (SMOs) have been considered in the development of the Enhanced Partnership, with opportunities for all bus operators to participate throughout, either through individual discussions or through attendance at the Reference Group meetings. The Plan seeks to support improvements in all aspects of bus provision, regardless of the size of operators providing services. With the Enhanced Partnership Scheme area, smaller operators have been given extended periods to comply with the improved standards.

Competition

The Enhanced Partnership has been subject to the Competition Test as set out in Part 1 of Schedule 10 of the Transport Act 2000. The assessment, undertaken by TfWM and shared with the Competition and Markets Authority, concluded that there will be no adverse impact on competition.

The implementation of an Enhanced Partnership Plan and associated Scheme is aimed at delivering improvements to bus services for passengers in a deregulated environment. In particular, this will include improved quality of vehicles and emission standards (minimum standard of Euro VI). All operators in the Enhanced Partnership Scheme area will be required to make improvements in their fleet, which are considered proportionate in respect of the Climate Emergency declared by the WMCA. The Enhanced Partnership will not impact on competition, as operators will be free to amend and introduce services in the area, provided that the standards that apply to all operators are met.



Variations to the Plan

Consideration will be given to potential EP Plan variations highlighted either by one of the organisations represented on the EP Reference Group or an operator of qualifying local bus services. The proposer of a variation should demonstrate how this might contribute to achieving the objectives set out in the EP Plan and current local transport policies. Such requests should be set out in writing and submitted to busalliance@tfwm.org.uk.

On receipt of a valid request for a variation, TfWM will reconvene the EP Plan Reference Group, giving at least 14 days' notice for the meeting, to consider the proposed variation. If the proposed variation is agreed by all bus operator and local highway authority and TfWM representatives present, TfWM will make the EP Plan variation with the relevant local highway authorities. Stakeholders not represented at the meeting will be deemed to be abstaining from the decision.

If there is not full agreement of all stakeholders present, then the proposed variation will be put to the operator objection mechanism, but with a reduced objection period of 14 days replacing Part 2 of the Transport Act 2000 section 138L (2) (c). The proposed variation will be advertised on the TfWM website and emailed to operators of qualifying local services in the EP Plan area. If the proposed variation passes the operator objection mechanism, TfWM will make the EP Plan variation, subject to the approval of the relevant local highway authorities and TfWM.



Review of the EP Plan

Once the EP Plan is made, it will be reviewed by the EP Plan Reference Group at least annually. TfWM will initiate each review and it will take no longer than 6 months to complete.

As part of the review process, at least every 2nd year consideration will be given to the appropriateness of the milestone dates for the implementation of non-diesel vehicles, which will take into account changes in national and regional guidance and policy.

Depending on the outcome of the Outline Business Case⁵ assessment to consider the best future delivery model for bus services in the West Midlands from the Bus Services Act 2017, due to be completed in 2021, it may be necessary to review the EP Plan.

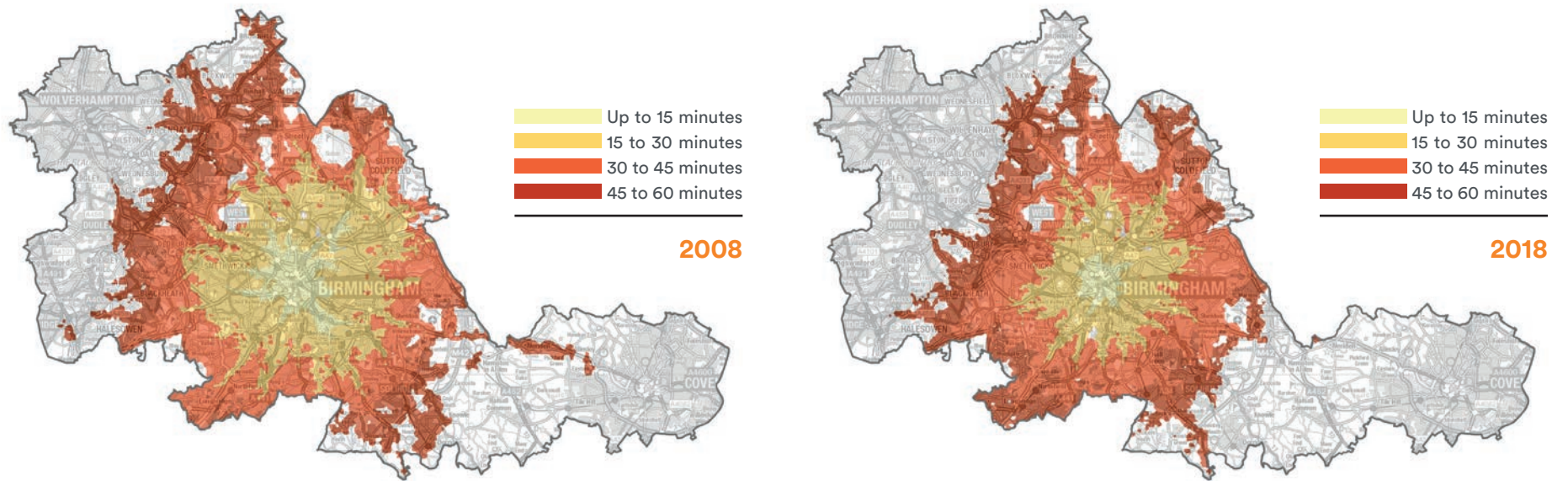
Revocation of the EP Plan

If, for some reason, it becomes necessary for the EP Plan to be revoked, the EP Plan Reference Group will be reconvened and follow the same process as outlined in the section 'Variations to the Scheme' (noting that the agreement will be for revocation and not variation).

If at any point in the future the EP Plan area is included in a Bus Franchising Area, the relevant requirements set out in this EP Plan document will cease to apply from the commencement date of the Franchising Scheme.

⁵ As approved by the WMCA Board at its meeting on the 28 June 2019: <https://governance.wmca.org.uk/ieListDocuments.aspx?CId=137&MIId=221&Ver=4>

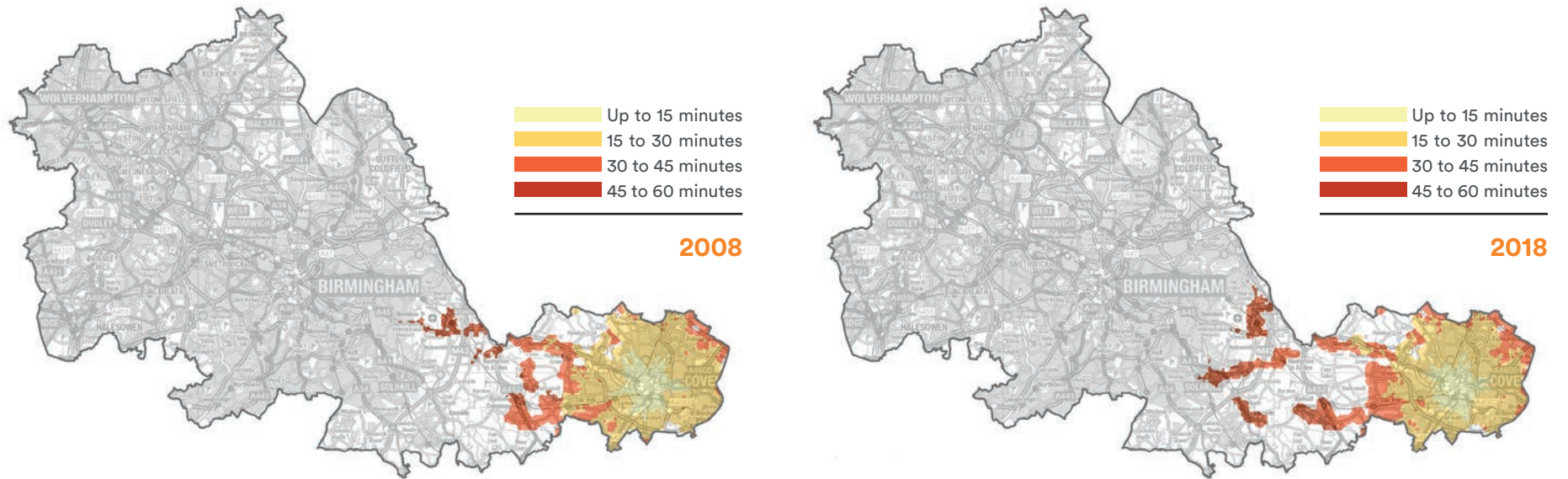
Figure A1: AM Peak Journey Times to Birmingham City Centre by Bus (2008 and 2018)



Population living within 60 minutes by bus from Birmingham: 1,511,350 in 2008, 1,287,810 in 2018.

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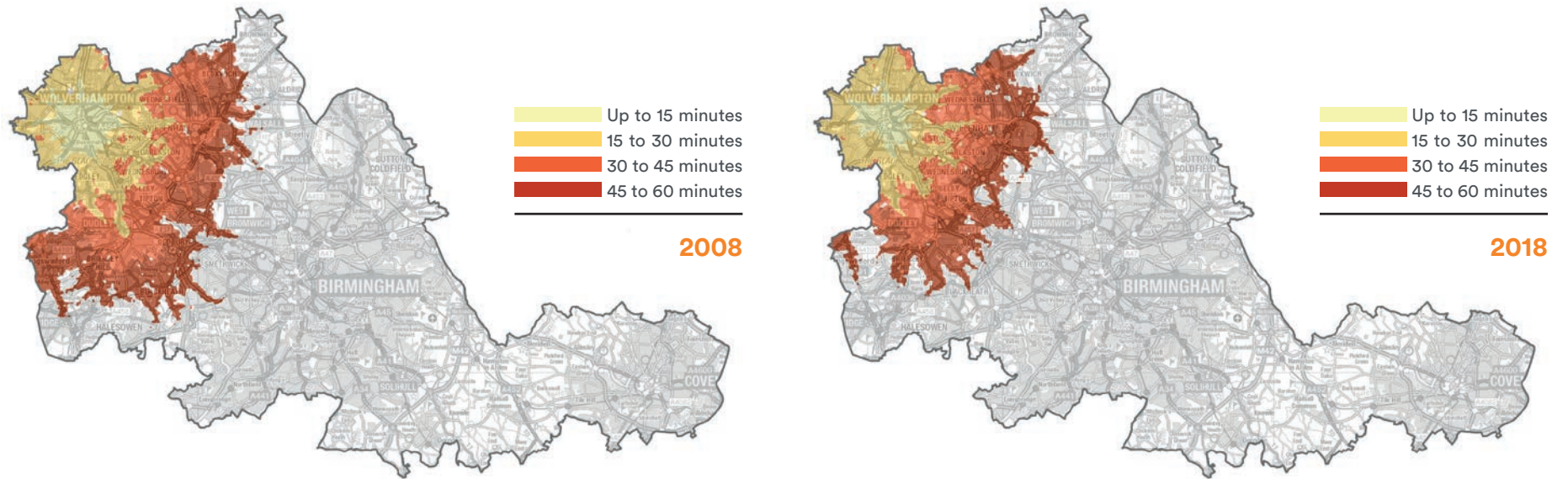
Figure A2: AM Peak Journey Times to Coventry City Centre by Bus (2008 and 2018)



Population living within 60 minutes by bus from Coventry: 288,603 in 2008, 295,594 in 2018. The increase is due to improved service provision to Solihull.

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Figure A3: AM Peak Journey Times to Wolverhampton City Centre by Bus (2008 and 2018)



Population living within 60 minutes by bus from Wolverhampton: 712,552 in 2008, 569,458 in 2018.

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Real Journey Time (RJT) is a measure of how long passengers allow for a bus journey. This is not just a slowly-extending timetabled journey time, but also the contingency they add for delay, as passengers seek to reduce the risk of significant lateness more than to minimising their total travel time. Research suggests the contingency typically added to make up the RJT is that needed to cover the 95th percentile journey time.

An online tool (www.realjourneytime.co.uk) can be used to measure RJT for many services in the West Midlands. The output of the RJT for a selection of routes (April 2019) highlights some of the poorest passenger experiences of RJT compared with timetabled journey speed (TJS).

Journey from >to	Service	AM Peak journey times (mins)			Performance measures	
		Timetable	Real journey time	Must add	Current (all day) % service punctual	Additional (AM peak) RJ Speed /TJ Speed
Bloxwich > Walsall	31/32	12	21	9	65%	57%
Cape Hill > Birmingham	82/87	21	25	4	76%	84%
Foleshill > Coventry	20	13	21	8	69%	62%
Great Bridge > Birmingham	74	59	68	9	63%	87%
Halesowen > Birmingham	9	63	73	10	74%	86%
Harborne > Birmingham	23/24	25	41	16	80%	61%
Keresley > Coventry	16/A	31	47	16	77%	66%
Maypole > Birmingham	50	31	46	15	58%	67%
Solihull > Birmingham	4	45	55	10	63%	82%
Walsall > Oldbury	4	41	50	9	76%	82%
Wednesfield > Wolverhampton	59	14	22	8	82%	64%
Willenhall > Walsall	529	19	27	8	61%	70%
Wolverhampton > Dudley	1	47	51	4	69%	92%

One approach to improving network performance is to reduce the amount of contingency that passengers need to allow for their journeys, particularly targeting the worst ones first.

THIS DEED IS DATED:

PARTY SEALS

(1) THE WEST MIDLANDS
COMBINED AUTHORITY
(WMCA) of 16 Summer Lane,
Birmingham, B19 3SD affixed
hereto in the presence of its
duly Authorised Officer

(2) BIRMINGHAM CITY
COUNCIL of The Council
House, Victoria Square,
Birmingham B1 1BB affixed
hereto in the presence of its
duly Authorised Officer

(3) COVENTRY CITY
COUNCIL of Council House,
Earl Street, Coventry, CV1 5RR
affixed hereto in the presence
of its duly Authorised Officer

(4) DUDLEY METROPOLITAIN
BOROUGH COUNCIL of
Council House,
Priory Road, Dudley, DY1 1HF
affixed hereto in the presence
of its duly Authorised Officer

Page 63

(5) SANDWELL
METROPOLITAN BOROUGH
COUNCIL of Sandwell Council
House, Freeth Street, Oldbury,
B69 3DE affixed hereto in
the presence of its duly
Authorised Officer

(6) SOLIHULL
METROPOLITAN BOROUGH
COUNCIL of Council House,
Manor Square, Solihull, West
Midlands, B91 3QB affixed
hereto in the presence of its
duly Authorised Officer

(7) WALSALL
METROPOLITAN BOROUGH
COUNCIL of Civic Centre,
Darwall Street, Walsall,
WS1 1TP affixed hereto in
the presence of its duly
Authorised Officer

(8) CITY OF
WOLVERHAMPTON
COUNCIL of Civic
Centre, St. Peter's Square,
Wolverhampton, WV1 1SH
affixed hereto in the presence
of its duly Authorised Officer



Transport for West Midlands

Building a healthier, happier, better connected and more prosperous West Midlands.

16 Summer Lane, Birmingham, B19 3SD | 0345 303 6760
To request a copy of this document in a different format, please get in touch.

West Midlands Enhanced Partnership Scheme for Buses

***DRAFT Variation 003: Inclusion of former AQPS
areas and route requirements***



Contents

Definitions used in the document	5
1. Introduction	9
2. Scope of the EP Scheme	11
3. EP Scheme Management	13
4. EP Scheme obligations and requirements.....	16
5. Obligations made by TfWM	19
6. Obligations made jointly by TfWM and local highway authorities.....	38
7. Obligations by local highway authorities.....	45
8. Requirements imposed on qualifying local bus services.....	54
Schedule A: Maintenance of current provision by TfWM	71
Schedule B: Facilities provided and maintained by local highway authorities	74
Schedule C: Enhanced Bus stops, shelters and information	80
Schedule D: Reporting Mechanisms to Local Highway Authorities.....	88
Annex A Network Stability Periods	98
Annex C Passenger Led Recovery Programme Development Details	110

Table 1 West Midlands BSIP Funding (indicative)	29
Table 2: Bus Priority Schemes (CRSTS).....	38
Table 3: Bus Priority Schemes (Other Funding)	43
Table 4: Car Park closures in Coventry	51
Table 5: Obligations for buses of 15m-18.75m length	61
Table 6 Obligations for Double Deck vehicles not operating on designated feeder services	62
Table 7: Obligations for Single Deck vehicles not operating on designated feeder services of operators with less than 21 local service buses.....	64
Table 8 Obligations for Single Deck vehicles not operating on designated feeder services of operators with more than 20 local service buses.....	66
Table 9 Obligations for vehicles of operators on designated feeder services	68
Table 10 (reserved for future use)	74
Table 11 New bus lanes to be provided by a future target date of 31/12/2024	76
Table 12 Bus gates to be implemented by a future target date of 31/12/2024	77
Table 13 Traffic signal upgrades to be implemented by a future target date of 31/12/2024 .	78
Table 14 Pedestrian crossings to be upgraded by a future target date of 31/12/2024	79
Table 15 Enhanced bus stops on the A34 towards Birmingham City Centre	81
Table 16 Enhanced bus stops on the A34 towards Walsall	82
Table 17 Enhanced bus stops on the A45/B425 towards Birmingham City Centre	83
Table 18 Enhanced bus stops on the A45/B425 towards Birmingham Airport/Solihull.....	84
Table 19 Enhanced bus stops to be delivered by a future target date of 31/12/2024.....	85
Table 20 Enhanced bus stands to be implemented by a future target date of 31/12/2024 ...	86
Table 21 Designated feeder service Bus Stands.....	87
Figure 1 Map of the EP Plan and EP Scheme.....	12
Figure 2 Schematic of West Midlands Bus Priority Network (June 2022)	30
Figure 3 Existing Bus Priority in the West Midlands.....	45

THE WEST MIDLANDS ENHANCED PARTNERSHIP SCHEME FOR BUSES IS MADE IN ACCORDANCE WITH SECTION 138R(1) OF THE TRANSPORT ACT 2000 BY:

(1) THE WEST MIDLANDS COMBINED AUTHORITY (WMCA) of 16 Summer Lane, Birmingham B19 3SD

(2) BIRMINGHAM CITY COUNCIL of The Council House, Victoria Square, Birmingham B1 1BB

(3) THE BOROUGH OF SANDWELL of Sandwell Council House, Freeth Street, Oldbury B69 3DE

(4) SOLIHULL METROPOLITAN BOROUGH COUNCIL of Council House, Manor Square, Solihull, West Midlands B91 3QB

(5) WALSALL METROPOLITAN BOROUGH COUNCIL of Civic Centre, Darwall Street, Walsall WS1 1TP

(6) COVENTRY CITY COUNCIL of the Council House, Earl Street, Coventry CV1 5RR

(7) DUDLEY METROPOLITAN BOROUGH COUNCIL of the Council House, Priory Road, Dudley DY1 1HF

(8) WOLVERHAMPTON CITY COUNCIL of Civic Centre, St Peter's Square, Wolverhampton WS1 1SH

Definitions used in the document

AQPS – means an Advanced Quality Partnership Scheme made pursuant to section 114(1) of the Transport Act 2000 [as amended by the Local Transport Act 2008 and the Bus Services Act 2017].

Automatic Vehicle Location (AVL) – is a means for automatically determining and transmitting the geographic location of a vehicle, allowing it to be tracked in real time.

Bus Franchising Area – an area in which a statutory franchising scheme operates, as prescribed in the Transport Act 2000, as amended by the Bus Services Act 2017 (section 123). Bus services in the area are controlled and specified by the transport authority, with bus operators providing services under one or more contracts.

Bus Gate – is a short stretch of road carriageway that is restricted to use by buses and (where specified) taxis and other authorised vehicles as indicated on appropriate signage on the approach.

Bus Lane – is a signposted lane, designated for use by buses and (where specified) taxis and other authorised vehicles, at the times also indicated by signage.

Bus lane enforcement – means the action taken to ensure that bus lanes are used only by authorised vehicles. This is often carried out by using cameras to record unauthorised use, with the issue of civil penalties to offenders under section 144 of the Transport Act 2000.

Bus Service Operators Grant – BSOG is a grant paid to operators of eligible bus services and community transport organisations to help them recover some of their fuel costs.

Bus Stand – means a bus stop clearway as defined in accordance with paragraph 1(a) of Part 1 to Schedule 19 of The Traffic Signs Regulations and General Directions 2002 but which will permit buses operating registered local bus services to wait within the clearway for as long as maybe necessary up to a maximum period of 10 minutes or alternative time as specified within the slot booking agreement.

Bus Stop – means a bus stop clearway as defined in accordance with paragraph 1(a) of Part 1 to Schedule 19 of The Traffic Signs Regulations and General Directions 2002 but which will permit buses operating registered local bus services to wait within the clearway for as long as maybe necessary up to a maximum period of 2 minutes or alternative time as specified within the slot booking agreement.

CCTV – means closed circuit television system, whereby static or mobile cameras are used to record offences or for surveillance and security purposes.

CVRAS – means Clean Vehicle Retrofit Accreditation Scheme (CVRAS) and is a certification scheme for manufacturers of retrofit emissions reduction technology that will enable Clean Air Zone (CAZ) compliance of legacy fleet vehicles to address the air pollution emissions from buses.

Designated feeder service – means a bus service that is specifically designed by the operator and accepted by Transport for West Midlands as one that connects with another service allowing passengers to interchange at designated stops or stands.

Enforcement camera – means a roadside camera that records and produces suitable evidence of unauthorised use of bus lanes or bus gates for the local highway authority to issue civil penalties under section 144 of the Transport Act 2000.

English National Concessionary Travel Scheme (ENCTS) – is the national scheme (which may include local enhancements) that provides free bus travel for those eligible based on the grounds of age or disability. Each Local Transport Authority publishes the details of the Scheme as it is offered in its area.

EP Scheme Area – means the area to which this EP Scheme document applies.

Euro VI equivalent standards – Euro VI diesel bus or a bus with CVRAS approved technologies retrofitted to a diesel bus to reduce NOx and Particulate Matter (PM) emissions and achieve Euro VI equivalent standards

Facilities – means the physical assets that are provided at specific locations along particular routes (or parts of routes) within the EP scheme area or new and improved bus priority measures. This is deemed for such purposes of section 138D(1) of the Transport Act 2000.

Maximum Frequency Route Requirement, MFRR or Route Requirement – means those sections of road subject to a rule and method of setting a limit on the maximum number of buses per hour that will be entitled to use that section of road.

Measures – means the improvements with the aim of:

- Increasing the use of local bus service serving the routes to which the measures relate or ending or reducing a decline in their use; or
- Improving the quality of local bus service.

Slot Allocation Contract (SAC) – a contract for the provision of a bus service on a corridor covered by a Route Requirement, introduced when agreement cannot be reached on the provision of services in line with the Route Requirement on a voluntary and negotiated basis by the operators concerned and where those service registrations have been cancelled.

Slot Booking System – means the system and process set out to manage the number of buses using a particular bus stop and their headway.

Local Authority – as prescribed under section 23 of the Local Government Act 2003.

Local Highway Authority – is a local authority with responsibility for the maintenance of highway infrastructure in its local authority area.

Local Transport Authority – collectively means the West Midlands Combined Authority (WMCA) and Transport for West Midlands (TfWM).

Multi-Operator Capping – means a common fares and ticketing system, applied across multiple bus operators, that will cap a user’s travel cost according to the lowest price available for the journey or journeys made.

Multi-Operator Ticketing – means a common fares and ticketing system applied and accepted by multiple operators. In the West Midlands this currently means nBus and nNetwork products.

Network Stability Periods – this covers the specified dates through the year, agreed between WMCA and bus operators, on which local bus service changes take place.

Qualifying Local Bus Services – means those Registered Local Bus Services operating within the EP Scheme area.

Real Time Information – using technology to track the location of buses in real time, information is transmitted to bus stops or devices to indicate to passengers the predicted arrival time at a particular point.

Registered Local Bus Service – has the meaning set out in Section 2 of the Transport Act 1985.

Registration Authority – the authority that handles the registration for a Registered Local Bus Service. This is the Traffic Commissioner for cross-boundary services or WMCA for services operating wholly within the WMCA boundary.

Strategic Vision for Bus – approved in November 2018 by the WMCA to provide a clear view of what the region requires from its bus network. The Vision supports the region’s Strategic Economic Plan and supporting West Midlands Strategic Transport Plan “Movement for Growth” in defining a longer-term strategy for bus in the West Midlands.

Highway Works Permit – is a permit issued by local highway authorities to any organisation that wishes to undertake street works promoted by a public utility company or highway works promoted by the Local Highway Authority, with the aim of managing all works on the public highway. Local authorities have powers to operate permit schemes under Part 3 of the Traffic Management Act 2004 and The Traffic Management Permit Scheme (England) (Amendment) Regulations 2015.

Swift – is the brand name for smartcard ticketing products promoted and managed by Transport for West Midlands and that can be used on all public transport modes.

TRO – means a Traffic Regulation Order, made under the Road Traffic Regulation Act 1984 or any other enactment regulating the use of roads or other places.

Transport for West Midlands (TfWM) – means the organisation within the West Midlands Combined Authority with responsibility for transport.

Transport Safety Officer (TSO) – means a member of staff deployed across the public transport network ensure a safe travel environment and to provide reassurance to service users.

West Midlands Bus Alliance – established in 2015, this is an alliance of bus operators, local councils, and other partners that have agreed to work together to deliver high levels of passenger satisfaction and drive forward investment in bus services.

West Midlands Bus Service Improvement Plan (BSIP) – published on 5 November 2021, it sets out our ambitions for continued investment in our local bus services to level up the West Midlands through Better Buses, Better Journeys and Better Fares for all our residents and visitors.

West Midlands Enhanced Partnership Plan – means the document made pursuant to section 138A of the Transport Act 2000 and which is required to be in place for an EP Scheme to be made.

Zero emission vehicle – means a vehicle that emits no pollutants at its tailpipe.

DRAFT

1. Introduction

- 1.1. This document fulfils the statutory requirements set out by the Bus Services Act 2017 for an Enhanced Partnership (EP) Scheme. In accordance with statutory requirements in section 138 of the Transport Act 2000, this EP Scheme document sets out:
- Area covered (Section 2)
 - Commencement date (Section 2)
 - Details for reviewing the operation of the EP Scheme (Sections 2 & 3)
 - Summary of obligations and requirements (Section 4)
 - Obligations made by the authorities (Sections 5 to 7)
 - Requirements imposed on qualifying local bus services (Section 8)
- 1.2. The EP Scheme can only be put in place if an associated Enhanced Partnership (EP) Plan has been made. Therefore, this document should be considered alongside the current West Midlands EP Plan.
- 1.3. The EP Scheme has been jointly developed by Transport for West Midlands (TfWM), local highway authorities and bus operators that provide qualifying local bus services in the EP Scheme area. It aims to support improvements to bus services across the West Midlands. It sets out obligations and requirements on the local transport authority, local highway authorities and bus operators to achieve the intended improvements, with the aim of passengers benefitting from attractive and convenient bus services.
- 1.4. The EP Scheme facilitates the achievement of the ambitions of the West Midlands Bus Service Improvement Plan (BSIP)¹ and the following 9 objectives set out in the '*Strategic Vision for Bus*'²:
1. UK-leading low emission bus fleet with zero emission corridors serving the most affected areas of air quality.
 2. Fully integrated bus network, including demand responsive and rapid transit services supporting interchange with rail, coach and Metro to form one network.
 3. Simple, convenient and easy to use payment options, with fare capping, providing a network which is value for money and affordable for customers.
 4. Fewer private car journeys by making bus the mode of choice and creating better access to jobs and long-term change.
 5. Creating a safe, secure and accessible mode for all and tackling long-held barriers and perceptions.
 6. Accountable network performance management, tackling issues causing congestion and reliability problems.
 7. World-leading customer information, utilising 5G and all available technologies and platforms.
 8. All young people under 25 years supported by discounted travel, as well as addressing barriers for excluded groups.

¹ [wmca-bsip-05-november-2021.pdf \(tfwm.org.uk\)](https://www.tfwm.org.uk/media/38969/final-strategic-vision-for-bus.pdf)

² <https://www.tfwm.org.uk/media/38969/final-strategic-vision-for-bus.pdf>

9. Evolve a network to support a 24/7 thriving economy, connecting people to new and developing destinations and attractions.

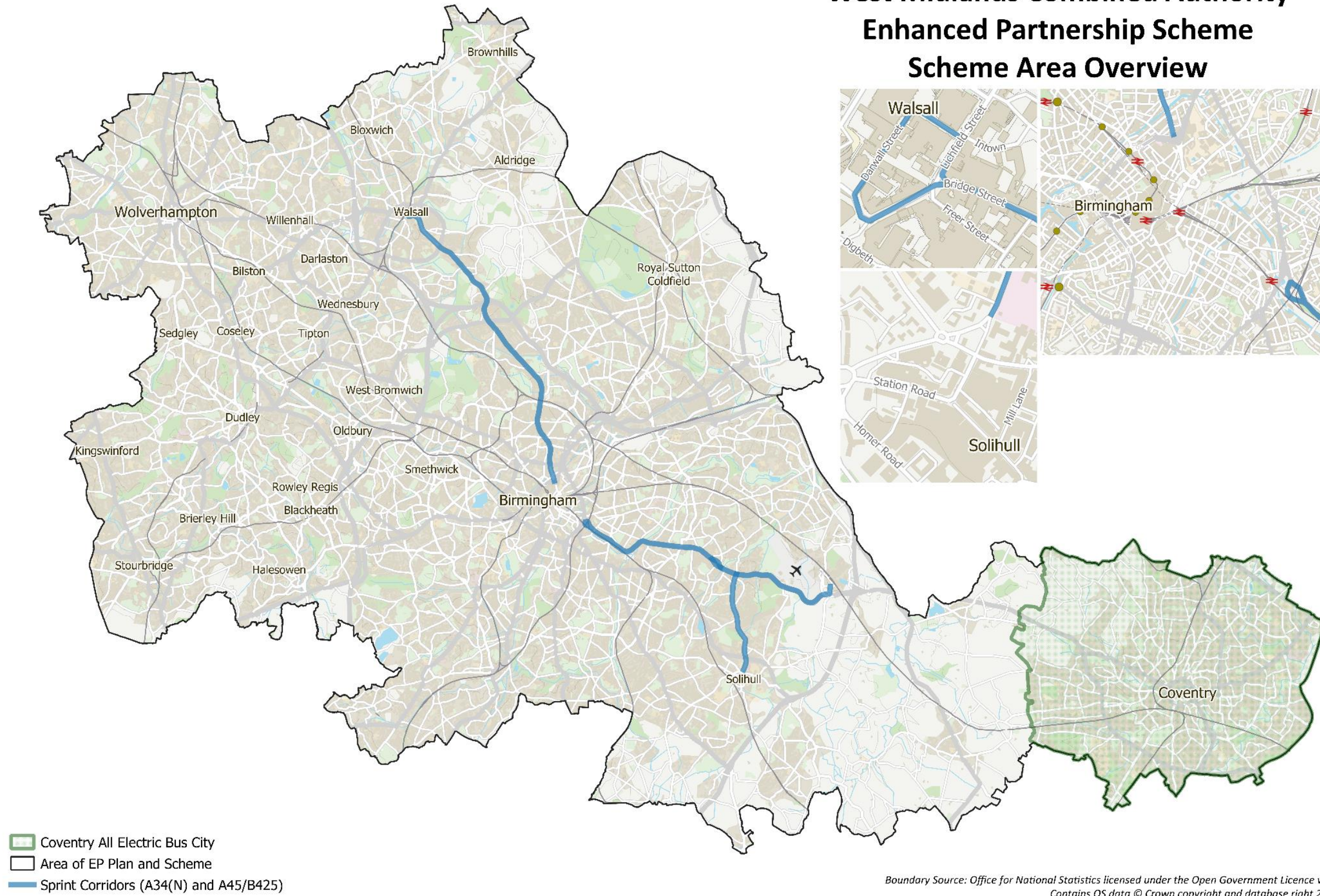
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2. Scope of the EP Scheme

- 2.1. The EP Scheme supports the improvement of all local bus services operating in the West Midlands.
- 2.2. The EP Scheme area is the same as the EP Plan. It includes the entire West Midlands Combined Authority (WMCA) area, as shown in Figure 1.
- 2.3. An original EP Scheme was made on 28 June 2021 and subsequently varied. This document is Variation 003.
- 2.4. The EP Scheme has no specific end date and will be subject to a review by TfWM at least annually.
- 2.5. Registered Local Bus Services with one or more stopping places within the EP Scheme area are classed as Qualifying Local Bus Services, except those with locally agreed exemptions, as set out below:
 - 2.5.0. Services run under sections 89 to 91 of the Transport Act 1985 where the authority retains all the revenue.
 - 2.5.1. Registered local services that are excursions or tours.
 - 2.5.2. Services operated under section 22 of the Transport Act 1985 (community bus services).
 - 2.5.3. Services that have 10% or less of their overall distance registered as local bus services.
 - 2.5.4. Services operated by vehicles that by law do not permit standing.
 - 2.5.5. Services operating under contract to local transport authorities outside of the area of the West Midlands Combined Authority³.
- 2.6. Bus services where all journeys operate under contract to WMCA through TfWM, will not need to comply with the vehicle requirements set out in this document for the duration of the current contract period. Any services procured after the EP Scheme was made must comply with the Scheme requirements.
- 2.7. The Scheme embraces a wide range of facilities, measures and operator requirements. These encompass existing and on-going commitments, along with commitments made to facilitate delivery of particular programmes or Government-funded schemes, including Coventry All Electric Bus City and City Region Sustainable Transport Settlement (2022-2027) and the Bus Service Improvement Plan (to March 2025).

³ As defined in the West Midlands Combined Authority Constitution

Figure 1 Map of the EP Plan and EP Scheme



3. EP Scheme Management

Governance

- 3.1. The EP Scheme has been developed by an EP Scheme Reference Group of partners and directly impacted and interested stakeholders, comprising:

Partners

- 3.1.1 Transport for West Midlands (part of the West Midlands Combined Authority)
- 3.1.2 Birmingham City Council
- 3.1.3 Sandwell Metropolitan Borough Council
- 3.1.4 Solihull Metropolitan Borough Council
- 3.1.5 Walsall Metropolitan Borough Council
- 3.1.6 Coventry City Council
- 3.1.7 Wolverhampton City Council
- 3.1.8 Dudley Metropolitan Borough Council
- 3.1.9 Bus operators providing qualifying local bus services

Stakeholders

- 3.1.10 Bus Users UK
 - 3.1.11 Confederation of Passenger Transport (CPT)
 - 3.1.12 Transport Focus
 - 3.1.13 Neighbouring authorities (non-voting)
- 3.2. The Group is responsible for considering future variations, in accordance with the processes detailed in paragraphs 3.3 to 3.14.

Variations to the EP Scheme

- 3.3. Consideration will be given to potential EP Scheme variations highlighted either by one of the organisations represented on the EP Reference Group or an operator of qualifying local bus services. The proposer of a variation should demonstrate how this might contribute to achieving the objectives set out in the EP Plan and current local transport policies. Such requests should be set out in writing and submitted to busalliance@tfwm.org.uk.
- 3.4. On receipt of a valid request for a variation, TfWM will reconvene the EP Scheme Reference Group, giving at least 14 days' notice for the meeting, to consider the proposed variation. If the proposed variation is agreed by all bus operators, local highway authority and TfWM representatives present, TfWM will make the EP Scheme variation, subject to the approval of the relevant local highway authorities and TfWM. Partners not represented at the meeting will be deemed to be abstaining from the decision.
- 3.5. If there is not full agreement of all partners present, then the proposed variation will be put to the operator objection mechanism, but with a reduced objection period of 14 days replacing Part 2 of the Transport Act 2000 section 138L (2)

(c). The proposed variation will be advertised on the TfWM website and emailed to operators of qualifying local services in the EP Scheme area. If the proposed variation passes the operator objection mechanism, TfWM will make the EP Scheme variation, subject to the approval of the relevant local highway authorities and TfWM.

Review of the EP Scheme

- 3.6. Once the EP Scheme is made, it will be reviewed by the EP Scheme Reference Group at least annually, commencing no later than on the anniversary of the scheme commencement date. TfWM will initiate each review and it will take no longer than 6 months to complete.
- 3.7. As part of the review process, at least every second year, consideration will be given to the appropriateness of the milestone dates for the implementation of non-diesel vehicles, which will take account of changes in national and regional guidance and policy.
- 3.8. Depending on the outcome of the Business Case⁴ assessment for franchising in line with the WMCA assurance processes and legislation within the Bus Services Act 2017, it may be necessary to review the EP Scheme.
- 3.9. Changes to the future target dates within Table 12, Table 13, Table 14, Table 19 and Table 20 will be agreed, as required, between TfWM and the relevant local highway authority responsible for maintaining the infrastructure, and automatically varied in the EP Scheme, without the need to follow the variation process set out in paragraphs 3.3 to 3.5.
- 3.10. The audio visual announcement requirements, set out in Table 5 to Table 9 inclusive, will be automatically amended, as necessary, to align with national legislation, when adopted, without the need for a variation to the EP Scheme. This will not change the milestone dates in the EP Scheme, or the requirements specified for every wheelchair space.
- 3.11. Any changes to the contact information contained in Schedule D, will be automatically updated, without the need to follow the variation process set out in paragraphs 3.3 to 3.5. This only applies to amendments to existing contact information or additional information regarding the mechanisms for reporting issues. Any proposal to remove a mechanism for reporting issues will be subject to the variation process set out in paragraphs 3.3 to 3.5.

Revocation of the EP Scheme

- 3.12. An EP Scheme can only exist if an EP Plan is in place. If, for any reason, the EP Plan is revoked, the EP Scheme would automatically cease. Equally, if all EP Schemes ceased, the EP Plan would be revoked.
- 3.13. If, for some reason, it becomes necessary for the EP Scheme to be revoked, the EP Scheme Reference Group will be reconvened and follow the same

⁴ As approved by the WMCA Board at its meeting on the 14 January 2022

process as outlined in paragraphs 3.3 to 3.14 (noting that the agreement will be for revocation and not variation).

- 3.14. If at any point in the future the EP Scheme area is included in a Bus Franchising Area, the relevant requirements set out in this EP Scheme document will cease to apply from the commencement date of the Franchising Scheme.

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4. EP Scheme obligations and requirements

4.1. The document continues by setting out the provision of specific facilities and/or measures by local authorities and requirements on operators of qualifying local bus services. This is structured by displaying:

- **Obligations made by TfWM**
 - TfWM facilities
 - Bus stations
 - Bus stop provision
 - Real time information displays
 - Bus stop infrastructure maintenance
 - Customer assistance
 - A34(N) and A45/B425 corridors
 - TfWM measures
 - Network performance and control
 - Promoting and prioritising bus travel
 - Monitoring of bus journey times
 - Integration with other sustainable travel modes
 - Slot booking system
 - Timetable changes
 - Provision of tendered services
 - TfWM bus investment
 - Reinvestment of operational expenditure savings
 - Demand Responsive Transport (DRT)
 - Improving bus emission standards
 - Parking policy and management
 - Ticketing simplification
 - Maximum Frequency Route Requirements (MFRR)
 - TfWM measures (BSIP)
 - Bus Priority Development Programme
 - Passenger Led Recovery Programme
 - Bus network development
 - Network Performance Management
 - Lower fares and fares price freeze
 - Safety and security
 - West Midlands Bus Passenger Charter
 - Staff capacity and capability
- **Obligations made jointly by TfWM and local highway authorities**
 - Facilities
 - Bus priority schemes (CRSTS)
 - Bus priority schemes (Other)
- **Obligations made by local highway authorities**
 - Facilities
 - Existing bus priority

- A34(N) and A45/B425 corridors
- Measures
 - Local highway authority mechanisms and procedures
 - Bus lane enforcement
 - Junction enforcement
 - Managing highway works
 - Management and co-ordination of specific highway works
 - Bus priority development programme
 - Parking policy and management
- **Requirements imposed on qualifying local bus services**
 - Area-wide
 - Vehicle emission standards
 - Vehicle livery
 - Timetable changes
 - Information provision to the public (with TfWM)
 - Information provision to the public (by the operator)
 - West Midlands Bus Alliance Customer Charter
 - New West Midlands Bus Passenger Charter
 - Ticketing schemes
 - Lower fares and fares price freeze
 - Passenger Led Recovery programme
 - Reinvestment of operational expenditure savings
 - Bus network development
 - Parked vehicles
 - Maximum Frequency Route Requirements
 - Location specific
 - A34(N) and A45 / B425
 - Coventry local authority area
 - Solihull town centre
 - Wolverhampton city centre

- 4.2. The West Midlands Combined Authority has undertaken an assessment of the impacts of this EP Scheme on competition for the purposes of Part 1 of Schedule 10 of the Transport Act 2000. The authority believes it will or is likely to have a significantly adverse effect on competition. However, the authority believes the EP Plan and Scheme(s) is justified because:
- (a) it is with a view to achieving the following purposes:
 - 4.2.1. securing improvements in the quality of vehicles and facilities used for or in connection with the provision of Registered Local Bus Services;
 - 4.2.2. securing other improvements in local services of benefit to users of Registered Local Bus Services;
 - 4.2.3. reducing or limiting traffic congestion, noise and air pollution.
 - (b) its effect on competition is or is likely to be proportionate to the achievement of that purpose or any of those purposes.
- 4.3. The Competition and Markets Authority has also been consulted on the proposals as required by section 138F of the Transport Act 2000.
- 4.4. The full Part 1 competition test is available on request by emailing busalliance@tfwm.org.uk

5. Obligations made by TfWM

TfWM Facilities

Bus stations

- 5.1. TfWM is responsible for bus stations in the locations listed in Schedule A1. TfWM will provide, maintain and operate these facilities to such extent as may be permitted by law and subject to weather conditions or the adverse actions or ruling of any competent authority, including slot booking management, the staffing and cleaning of them as shown, for the use of qualifying bus services.
- 5.2. Help points are provided at bus stations to enhance safety of users, giving a 24-hour response. TfWM will continue to provide help points.
- 5.3. TfWM will use a Bus Station User Agreement to regulate the use of the said bus stations, which will contain conditions for the use of such bus stations by an operator of public service vehicles, which includes buses and coaches.

Bus stop provision

- 5.4. TfWM is responsible for c.12,200 bus stops across the West Midlands. It will continue to provide and maintain these to the specification in Schedule A3. The costs of providing information in display cases is recharged to operators according to the West Midlands Combined Authority Roadside Information Recharging Scheme agreed separately.
- 5.5. No temporary notices of any description are to be fixed to any bus stop or information pole, without the prior approval of the West Midlands Combined Authority.

Real time information displays

- 5.6. There are c. 1,400 real time information displays. TfWM will continue to provide and maintain these, giving passengers reassurance and up-to-date information about when their bus is due, including details of delays.
- 5.7. TfWM will use the information provided by operators to establish as full a picture of vehicle movements and departure predictions as possible and provide these to output channels.

Bus stop infrastructure maintenance

- 5.8. TfWM is responsible for the maintenance of bus stops and associated infrastructure. It will carry this out in accordance with Schedule A2.

Customer assistance

- 5.9. TfWM provides and operates a customer contact centre, providing help and support to customers in using the public transport network via a range of media (phone; email; social media; live chat).
- 5.10. TfWM will continue to offer the customer contact centre throughout the daytime on Monday – Friday, except public holidays, and on Saturday morning.

A34(N) and A45/B425 corridors

- 5.11. TfWM will provide new Facilities detailed in Schedules B3 to B6. These include:
 - 5.11.1. Bus lanes
 - 5.11.2. Bus gates
 - 5.11.3. Pedestrian crossing upgrades
 - 5.11.4. Traffic signal upgrades
 - 5.11.5. Appropriate road markings and signs
- 5.12. TfWM will provide new bus stop infrastructure at locations listed in Schedules C1 to C3, prior to the introduction of the standards for buses of 15m - 18.75m length.
- 5.13. The bus stops to be improved, as detailed in Schedules C1 to C3, will incorporate:
 - 5.13.1. Real time information displays
 - 5.13.2. Lighting
 - 5.13.3. CCTV for security
 - 5.13.4. Bench seating
- 5.14. TfWM will maintain the bus stop infrastructure in accordance with the standards set out in Schedule A2.

TfWM Measures

Network performance and control

5.15. TfWM will continue to provide and maintain the Regional Transport Coordination Centre (RTCC) as a hub for effective management of the highway and bus network and to provide up-to-date information for users. It provides the ability to:

- Better manage and mitigate congestion on the road network.
- Highlight likely issues on the integrated network and take a multi modal approach to mitigate them.
- Manage, coordinate and mitigate planned works and events.
- Have a single point for information on travel disruption across all modes.

5.16. Coordinated network management will be achieved by bringing together operators and local highway authorities to ensure headways are managed and network resilience is maintained across the network and between operators. It is intended to implement and coordinate technologies and people into a single system to work alongside the already established Regional Transport Coordination Centre to achieve this. TfWM will work with operators to scope out this work. The scoping study will consider:

- Current network management models and structure across operators and RTCC
- Current effectiveness and opportunities for improvement
- Option development, best practice and technology
- Preferred option
- Business Case
- Programme and implementation timescales

- 5.17. WMCA, where it is the Registration Authority, will use its powers to ensure services operating in the EP Scheme area adhere to the Requirements imposed on Local Qualifying Bus Services within this EP Scheme. Where WMCA is not the Registration Authority WMCA will share information with the Traffic Commissioner and Driver and Vehicle Standards Agency if it believes an Operator is not adhering to the Requirements imposed on Local Qualifying Bus Services within this EP Scheme.
- 5.18. In the interest of ensuring the best possible service for passengers, TfWM will carry out performance monitoring of all bus services utilising AVL data feed analysis, backed up by on-street monitoring.
- 5.18.1. If TfWM identifies areas of poor reliability, punctuality or performance it will, in the first instance, seek to work with the operator(s) concerned to address the identified issues.
- 5.18.2. If, in TfWM's reasonable opinion, poor performance persists, for reasons within the operator's control, this information would be shared with the Driver and Vehicle Standards Agency and the Traffic Commissioner for them to investigate further, as they deem appropriate.
- 5.18.3. In respect of services for which TfWM is the registration authority, the Traffic Commissioner and Driver and Vehicle Standards Agency will be informed of any service that triggers the cancellation process in respect of poor reliability/non-operation.

Promoting and prioritising bus travel

- 5.19. TfWM will actively promote bus travel in the EP Scheme area through the actions within its Communication Strategy and those of the Bus Alliance Communications and Marketing Steering Group.
- 5.20. TfWM will actively communicate with residents and businesses the improvements being made throughout the full project cycle. This will include:
- Meaningful and accessible consultation where applicable
 - Stakeholder engagement with partners and key public and private businesses
 - Community and business engagement on service changes or new or improved infrastructure construction throughout the project lifecycle.
 - Promotions aimed at removing barriers, changing perceptions and building reputation across the bus network with new and existing commercial users and concessionary pass holders.
 - Promotions and incentives to encourage modal shift and long-term behaviour change in partnership with businesses and all bus operators and rail, metro and cycling partners. targeting car driving commuters and those making short trips.

5.21. To ensure implementation is targeted and produces the best return on investment, key groups will be targeted using the ADEPT Live Lab / DfT funded Granular Persona Framework. This is a comprehensive study of the customer base, which can be used both to target communication and evaluate success by monitoring changes in a group's consumer behaviour.

Monitoring of bus journey times

5.22. TfWM will monitor bus journey times in the EP Scheme area by collecting and analysing Automatic Vehicle Location (AVL) data and reporting these on a quarterly basis. The following measures will be made and compared with a first quarter baseline (after the EP Scheme is made) for each service that operates more than two journeys per day between defined stop points:

1. RJT or Real Journey Time (95th percentile journey time)
2. TJT or Timetabled Journey Time
3. CT or Contingency Time passengers must allow = $RJT - TJT$
4. Performance against TJT of TJT with CT added = $\% (TJT / (TJT + CT))$
= $\% (TJT / RJT)$

5.23. Measurements will be made on stop pairs (defined by TfWM) during the morning and afternoon peak periods (07:00-10:00 and 15:30-18:30) within the EP Scheme Area linking:

1. A local centre with its nearest district centre
2. A local centre with its nearest strategic centre
3. A district centre with its nearest strategic centre
4. Two strategic centres

5.24. This data will be published on TfWM's website and used to identify the need for further possible measures, facilities and influence on the management of roadworks in the EP Scheme area.

5.25. Through its monitoring of bus journey times, TfWM will influence the management and mitigation of roadworks by local highway authorities to minimise disruption to bus services and inconvenience to bus passengers in the EP Scheme Area.

5.26. A reinvigorated West Midlands Bus Alliance Bus Performance Board will use a data-led approach (drawing on TfWM's network management and monitoring tool and operators' systems to identify issues on the bus network and seek solutions from operators and relevant Highways Authorities to bring about change.

Integration with other sustainable travel modes

- 5.27. Improved access for people to and from bus stop infrastructure, and to board and alight buses will be considered. Pavement audits provide one means to identify improvements for the needs of pedestrians in areas of interchange, which can be investigated, by local highways authorities, when identified by partners.
- 5.28. The current Local Cycling and Walking Infrastructure Plan (LCWIP) identifies infrastructure within the Scheme area⁵. Bus and active travel modes need to be integrated to ensure high quality improvements are delivered that enhance sustainable travel. This will consider improvements to bus stop design to allow for safe bus passenger access, whilst considering the needs of other non-motorised users as referenced in the West Midlands Cycle Design Guidance⁶.

Slot Booking System

- 5.29. TfWM may introduce a Slot Booking System at a stop in the EP Scheme area for:
- safety of passengers, pedestrians and other road users
 - to manage / prevent congestion
 - to improve local air quality
 - to improve customer satisfaction
 - situations where the inability of a stop to accommodate all scheduled departures is identified.

Stops in this position will be considered on a case-by-case basis. An operator or relevant local authority wishing to request consideration of slot booking at a particular stop should do so by emailing busalliance@tfwm.org.uk. For any Bus Stop or Bus Stand subject to Slot Booking, TfWM will publish the maximum amount of time that a bus can spend at that stop and, by extension, number of slots per hour.

- 5.30. TfWM will maintain an up-to-date list of all stops where a slot booking system applies. This will be available from TfWM on request. TfWM will publish the stops subject to slot booking on the TfWM website.
- 5.31. TfWM reserves the right to temporarily suspend slot booking at a stop if required for the purposes of network management.

⁵ https://www.tfwm.org.uk/media/47547/feb19-759487472899466-lcwip-roadmap_v30.pdf

⁶ <https://www.tfwm.org.uk/media/2713/2019-07-15-wm-guidance-wcovers.pdf>

- 5.32. TfWM will review the slot booking system, together with any stops to which such a system is applied, within 28 days of being requested to or when the threshold of a full slot allocation is reached at a bus stop. This will be reviewed against a demand and quality framework which also considers interaction with any Maximum Frequency Route Requirement Corridors in force. The parameters for this review process will be agreed through the West Midlands Bus Alliance.
- 5.33. Operators wishing to use a stop that is subject to slot booking must submit a request for slots to TfWM. Such requests should be emailed to busalliance@tfwm.org.uk at least 10 working days prior to the registration being submitted. TfWM will respond to the operator with a decision within 5 working days. If insufficient slots are available then an alternative option(s) will be offered; for example, suggesting an alternative stop location or alternative departure times.
- 5.34. In the event that a bus operator, WMCA or other Local Authority considers that another party is not meeting its obligations under the Slot Booking System, or that an issue has arisen regarding the allocation of slots, TfWM will write to the alleged non-complying party to seek a resolution.
- 5.35. If the matter is not resolved, TfWM will request a meeting with relevant parties to seek agreement. If the matter regarding the Slot Booking System cannot be resolved through the meeting process, it will be referred to an independent WMCA Director or, if requested, an independent arbiter (such as Bus Users UK) for determination.
- 5.36. Once slots are allocated if a bus operator fails to comply with allotted slots or slot usage the bus operator may be referred to the Traffic Commissioner and / or Registration Authority for appropriate action.

Timetable changes

- 5.37. With the aim of achieving network stability and ensuring service changes are co-ordinated, TfWM will agree with the Bus Operators' Panel a limited number of set service change dates (and no more than 12 per year) as part of the Network Stability Periods. The Network Stability Periods will be included in the EP Scheme, as shown in Annex A, and updated annually.

Provision of tendered services

- 5.38. TfWM will continue to subsidise socially necessary bus services where they are not provided on a commercial basis. The Services to be supported will be governed by the WMCA Access Standards, which will be reviewed regularly and at points where there are significant changes to the network and/or available public sector funding.
- 5.39. TfWM will provide support either on a de-minimis basis or undertake a competitive procurement process for the provision of supported services through the Bravo system and will publish the outcome of tendered services online: <https://www.tfwm.org.uk/who-we-are/what-we-do/bus-services/bus-tenders/>

TfWM's Bus Investment

- 5.40. TfWM's approved budget for 2022/23 to support the region's bus passengers is approximately £82 million and includes:
- 5.40.1. £13.42m (after BSOG) for supported bus services
 - 5.40.2. £6.6m for Ring & Ride operation and contact centre
 - 5.40.3. £1.14m for the existing West Midlands on-demand (DRT) service in Coventry (full budget)
 - 5.40.4. £46.914m for the English National Concessionary Travel Scheme and £6.401 for the child travel reimbursement. TfWM will continue to work with operators to ensure that concessionary travel is promoted and available to all eligible residents. TfWM will continue to ensure that digital interfaces (i.e. web information and application portals) are available and remain fit for purpose, whilst ensuring offline access is also available supported by TfWM's Customer Services team. Promotions will continue with dedicated marketing and information campaigns available at key transport centres, hubs and infrastructure alongside stakeholder and partner touchpoints.
 - 5.40.5. £7.05m for TfWM staff resources looking after bus-related activities, information and marketing.

Reinvestment of operational expenditure savings

- 5.41. The provision of new public investment to improve bus services (e.g. bus lanes, bus gates, bus priority facilities at signals) could lead to operational expenditure savings for operators, which would be expected to be reinvested in the local bus network.
- 5.42. TfWM will work with local bus operators to agree a process through which, using an open book approach, operational expenditure (opex) savings, resulting from new public investment, can be identified and agreed for reinvestment in the EP Scheme area on a case-by-case basis.
- 5.43. Any operator savings generated will be calculated by TfWM in discussion with operators and in line with any DfT advice, guidance or regulations during the development of the Outline Business Case of each bus priority scheme. An agreement will then be reached with the affected operators as to what savings are likely to be realised (noting these may be in part determined by DfT advice, guidance or regulation) and how the savings will be reinvested into services. Once the detailed methodology has been established, this will be set out in future EP Scheme variations for on-going use during 2023/24.
- 5.44. Any change to the EP scheme to capture any reinvestment would see the EP Scheme automatically varied, without the need to follow the variation process, assuming agreement with affected Operators has been reached.
- 5.45. TfWM will also seek operator reinvestment of not just opex savings, but any

cost and revenue growth benefits accruing to bus operators from new public investment to improve bus services, to be reinvested in the EP scheme area, on a case-by-case basis, and to be captured in the EP Scheme. The same process as the opex savings reinvestment would apply.

Demand Responsive Transport (DRT)

- 5.46. Having trialled DRT in the region through the West Midlands on-demand bus service, and through the experience of supporting the long-standing extensive Ring & Ride operation, there is clearly a future role for flexibly operated and demand responsive bus services. This has been backed by an Outline Business Case undertaken to assess the benefits of a regionwide DRT service.
- 5.47. Over the 3 years to March 2025, £10m has been provisionally secured through CRSTS for TfWM to implement a regionwide Demand Responsive Transport (DRT) network to complement the fixed route bus network and provide greater accessibility in areas and for journeys that are more challenging to serve well by bus. It is recognised that in many cases modern lifestyles necessitate journeys to a range of destinations that will not always be possible or straightforward to reach by bus. A strong bus network, complemented by reliable value for money DRT system is therefore intended to reduce the necessity for residents to own a car.

Improving bus emission standards

- 5.48. Through the CRSTS programme, £3 million will be available to upgrade vehicles that operate on qualifying local bus services in the EP Scheme area to improve emission standards. TfWM will develop and introduce a process for operators to apply and receive funding in 2022/23 to upgrade vehicles to at least Euro VI emission standards using Clean Vehicle Retrofit Accreditation Scheme (CRVAS) or emerging Zero Emission Vehicle Retrofit Accreditation Scheme (ZEVVAS) technology.

Parking policy and management

- 5.49. The WM LTP5 Core Strategy acknowledges the role of parking management and charges as a key policy lever to help encourage modal change to bus.
- 5.50. TfWM will work with local authorities to identify and ensure that appropriate local parking planning policies are in place aligned to the development and implementation.
- 5.51. TfWM will work with local authorities to explore opportunities to better use parking and land use policies to support viable bus services and provide the conditions that encourage greater bus use.

Ticketing simplification

- 5.52. As part of the management and development of the network, it is important to make bus services as attractive as possible and help levels of use grow beyond 2019 levels.

- 5.53. TfWM will work with operators to reform ticketing, whereby the nBus multi-operator tickets and multi-operator contactless capping become the main form of multi-journey bus tickets, significantly reducing the overall number of tickets on offer. TfWM will work towards a target implementation date in spring 2023 for this ticketing simplification, noting that multi-operator contactless capping will follow in the future (see Para 8.22).

Maximum Frequency Route Requirements

- 5.54. TfWM will manage a process for Maximum Frequency Route Requirements (MFRR), with the aim of preventing over-provision of buses to the detriment of the wider bus network.
- 5.55. The sections of route which may be subject to MFRR are detailed in Annex B. These will only come into force if so determined by the Head of Bus at TfWM. The list of routes subject to MFRRs can be amended with agreement of the EP Scheme Reference Group, using the bespoke variation mechanism.
- 5.56. MFRR, if implemented, will be determined and managed in accordance with the procedures set out in Annex B. This includes processes to address situations where the maximum frequency is exceeded and voluntary resolution cannot be achieved, leading to the use of a Slot Allocation Contract.

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TfWM Measures (Bus Service Improvement Plan)

5.57. The following measures are subject to DfT funding of £87,857,760 through the Bus Service Improvement Plan (BSIP) for the period to March 2025. The level of indicative funding for each area is as follows:

Table 1 West Midlands BSIP Funding (indicative)

BSIP Area	Indicative BSIP Funding (£m)
Bus Priority Development Programme	1.00
Passenger Led Recovery Programme	39.00
Bus network development	23.68
Network Performance Management	3.30
Lower Fares	18.50
Safety and security	1.08
West Midlands Bus Passenger Charter	0.27
Staff capacity and capability	1.03

Bus priority development programme

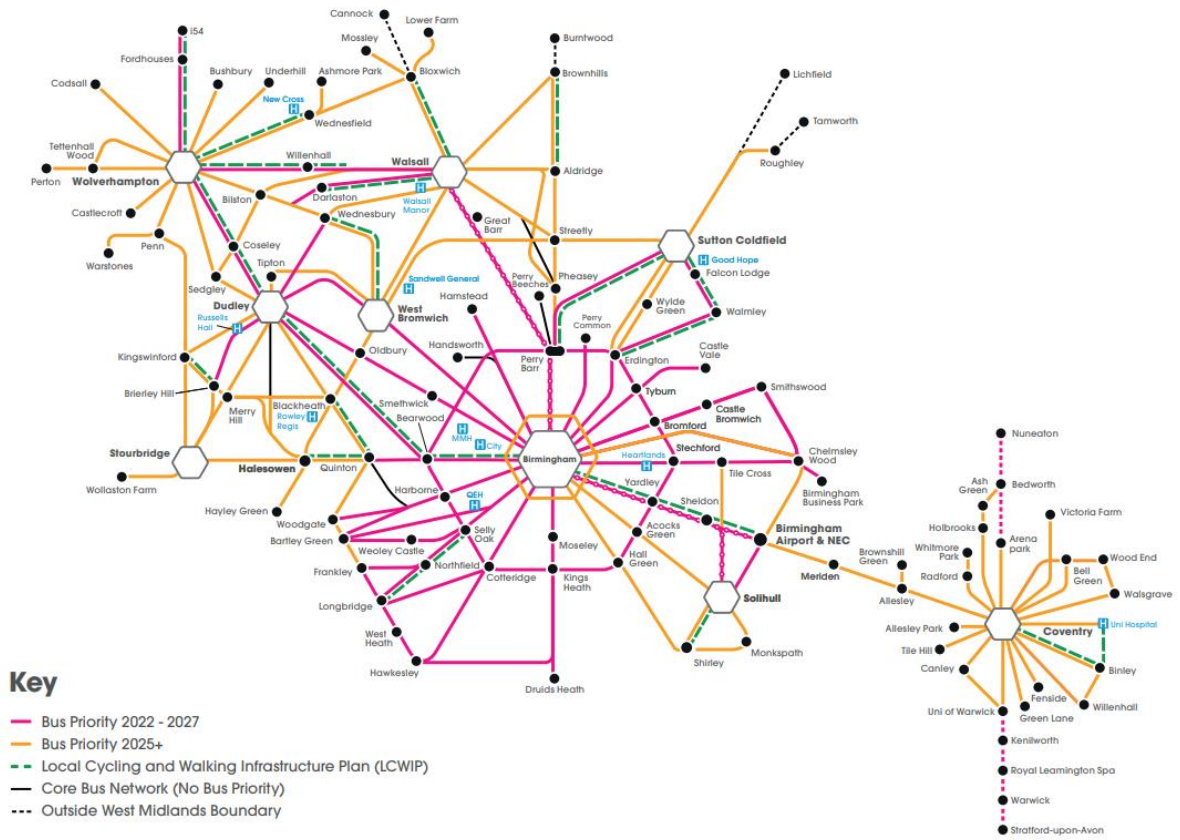
5.58. Given the current implementation of many schemes, it is important to develop a pipeline of potential future bus priority interventions, ready for implementation should future funding opportunities arise.

5.59. TfWM will work closely with bus operators and local highway authorities to identify, investigate and develop future bus priority interventions on the unfunded corridors of the West Midlands Bus Priority Network (as shown by the “Bus Priority 2025+” network), for faster bus journey times and reduced bus journey time variability. This will include the following target milestones:

- Strategic Outline Business Case by December 2023
- Outline Business Case by December 2024

5.60. The identification of possible future interventions will be evidence-led, drawing on bus operator data, operator engagement, and passenger data, and follow the WMCA’s Single Assurance Framework Business Case standards, compliant with HM Treasury Green Book and Transport Analysis Guidance.

Figure 2 Schematic of West Midlands Bus Priority Network (June 2022)



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Passenger led recovery Programme

- 5.61. TfWM will lead a significant programme of actions and incentives to help the recovery of the bus network post-pandemic. The passenger-led recovery actions fall into two categories:
- 5.61.1. Incentives to get people out of their cars and to try the bus. These will involve free trials for people who currently use a car and identified as those most likely to be encouraged to change.
 - 5.61.2. Incentives to specific groups who suffer exclusion because they are unable to access transport. This will provide assistance for a set period to improve life chances (such as training opportunities or a job) and then encourage continued bus use at usual fares.
- 5.62. By encouraging travel behaviour change and improving access, the aim is that the incentives can be self-supporting through increased bus use and help to maintain a strong bus network for all.
- 5.63. The incentive programme will be accompanied by extensive and targeted information campaigns.
- 5.64. Modal shift incentives will include free trials and discounted offers for:
- 5.64.1. Individuals who drive to their place of employment.
 - 5.64.2. Individuals who drive to railway stations and tram park and ride sites or use Swift Parking.
 - 5.64.3. Individuals whose travel habits may have been disrupted and are intending to drive, such as those moving into new houses or starting new jobs or training.
 - 5.64.4. Individuals who use their car to make regular trips outside of travel to employment, such as for health appointments or to visit leisure facilities.
 - 5.64.5. Lapsed passengers who no longer use the bus to encourage them back to travel
 - 5.64.6. Individuals who only travel by bus occasionally to encourage more regular use.
 - 5.64.7. Companion offers to support ENCTS passengers back to using the bus,
 - 5.64.8. Individuals who claim travel expense for business travel by car.
 - 5.64.9. Family travel offers

5.65. Travel incentives for excluded groups in the following categories:

- **Jobs & Skills - examples**

5.65.1. Jobseekers

5.65.2. Those re-training with new skills

5.65.3. Those starting apprentices

5.65.4. Those not in education, employment or training (NEET)

- **Health & Wellbeing – examples**

5.65.5. People for whom the social prescribing of transport by the NHS may help combat obesity, loneliness or mental health issues.

5.65.6. Individuals in poor health but do not qualify for the ENCTS pass.

5.65.7. Individuals in isolated social situations.

- **Care Systems & Care Support – examples**

5.65.8. Care leavers

5.65.9. Young carers

- **Criminal Justice System - examples**

5.65.10. Young people leaving the criminal justice system

5.65.11. People in the probation system

- **Other excluded groups – examples**

5.65.12. Refugees

5.65.13. Those who have experienced, or are fleeing, violence

5.65.14. Specific groups with barriers to opportunity, such as those whose first language is not English, people in social or affordable housing, veterans, those on low incomes or who are homeless

5.66. TfWM will lead the development of the incentive programme and information campaigns. Each element of the incentive programme will be taken forward separately and tailored to its specific requirements, in line with the following objectives:

5.66.1. Initial scoping and stakeholder engagement (complete).

5.66.2. Definition of each incentive (complete).

5.66.3. Detailed definition of programme delivery (complete).

- 5.66.4. Recruitment and initiation of administration and delivery function.
 - 5.66.5. Development of information campaigns prior to launch of each incentive.
 - 5.66.6. Initial incentive packages introduced in 2023/24, once BSIP funding received.
 - 5.66.7. Incentives offered for varying fixed periods (depending on target cohort and specific incentive objective) up until March 2025.
- 5.67. Further details on the development of the Passenger Led Recovery Programme are included in in Annex C.
- 5.68. Continuous monitoring and evaluation of the incentive offers, take up and the target groups will be undertaken to ensure the programme objectives are achieved. Where incentives are not achieving desired outcomes, the incentive offer will be reviewed, or funding reallocated to other cohorts of people, where offers and usage are performing strongly, or to new cohorts of people.

Bus network development

- 5.69. TfWM has supported operators in undertaking a review of their commercial and the residual tendered bus network to identify core routes and agree consistent levels of performance and quality of service, in order to establish a viable long-term network. This was carried out in line with the timescales agreed by the West Midlands Bus Alliance Bus Operators' Panel and included the following activities:
- 5.69.1. Undertake review and agree network (including expected quality of service and levels of performance), ready for consultation.
 - 5.69.2. Consultation and engagement
 - 5.69.3. Final network mapping, service planning and registration preparation
 - 5.69.4. Service registrations submitted to the Registration Authority
 - 5.69.5. Network marketing and promotion through December 2022
 - 5.69.6. Revised services and viable network introduced 1 January 2023
- 5.70. Following confirmation of commercial bus registrations for service changes from 1 January 2023, TfWM will confirm enhanced bus service provision and associated costs funded through the BSIP funding. Many of the BSIP deliverables are designed to increase fare-paying passengers and therefore support the development and growth and sustainability of the network. The network review process therefore aims to establish a network that will be sustainable and viable in the long-term.
- 5.71. TfWM is undertaking the network review with local bus operators to determine

what their commercially sustainable networks would be without the transformation funding. This will give a clear baseline from which we will transform the network to deliver the aspirations of the BSIP. This approach will provide clear demonstration of what has been delivered by the BSIP funding. The process will include wider engagement with passengers, elected members, User groups, Highway and Neighbouring Local Authorities, businesses, schools and colleges.

- 5.72. As part of the network transformation process, TfWM will model the resulting preferred networks to determine their longer-term sustainability beyond the period of guaranteed funding. This process will consider the wider BSIP deliverables which are designed to increase fare-paying passengers in the longer term and therefore support the development and growth and sustainability of the network.

Lower fares and fares price freeze

- 5.73. TfWM will support the fares freeze detailed in Section 8, and other lower fares initiatives, with funding provided by DfT for the purpose of 'Lower Fares' as indicatively shown in Table 1. For the avoidance of doubt, the funding to support the fares freeze is not to guarantee retention of services in their current form, rather to compensate Operators for holding fares at levels as per clause 5.74. TfWM will work with Operators to keep the network under review and engage with Government separately to seek additional support where required, noting the Passenger Incentives Programme is intended to increase patronage.
- 5.74. Fares freeze funding pertinent to the EP will be distributed on the basis of market share (this will move to share of nBus journeys on 1 June 2023), as per the letter from TfWM to operators dated 17/02/2023. If TfWM reasonably considers that the mechanism is over or under compensating bus operators, or distorting competition, then the mechanism will be reviewed.
- 5.75. TfWM will convene a meeting of the EP Reference Group at least one year in advance of 31 March 2025 specifically to commence discussion on the ticketing approach post 31 March 2025, with the intent of ensuring a smooth transition to the future ticketing arrangement.
- 5.76. TfWM is aware of operators concerns regarding the price of the nBus products in Low Fares Zones, particularly as costs have risen, and will work with those impacted Operators to undertake an empirical review of the issue. Should that review conclude that the fares are too low to enable a viable commercial service and through increasing the fare additional revenue could be generated, TfWM will seek agreement from DfT and endorsement from the CMA to enable a price increase to the level where services are again commercially viable.

Safety and security

- 5.77. Transport Safety Officers (TSOs) are deployed across the public transport network to provide reassurance to customers and to respond to incidents and concerns, using Byelaw powers and Civil Remedies (convictions and verbal warnings) to resolve issues.
- 5.78. TfWM will maintain its current team of 3 TSOs through its own financial resources. TfWM will also recruit and deploy 9 additional TSOs in 2022/23 for a minimum period of 3 years, with a specific focus on the bus network. This will significantly increase the visible presence on the transport network to improve safety and the perception of safety.
- 5.79. During the employment of the additional TSOs, a business case will be developed for their continued employment through TfWM's own budgets, and potentially Bus Alliance partners, following the exhaustion of BSIP funding.

West Midlands Bus Passenger Charter

- 5.80. In line with other improvements to the bus network, a new bus passenger charter is being formulated to create a step change in expectation and experience. It will set standards and provide strong commitments that are specific and measurable, driving continuous improvement. Early engagement with customer representatives has provided the basis for the development of the charter.
- 5.81. TfWM will continue to develop the passenger charter in partnership with operators, launching it by March 2023. An associated monitoring regime will also be agreed, which will inform a periodic and at least annual review and update of the charter in April each year.
- 5.82. TfWM will communicate the launch of the Charter through a range of channels, including press, use of digital tools and posters displayed on buses, as well as stops and bus stations. It will be further promoted through public-facing events. The Charter will be available in alternative formats on request.
- 5.83. TfWM will publish 6-monthly progress reports against the measurements within the Charter, using a range of media. The Charter will be reviewed and updated annually to drive continuous improvement.

Staff capacity and capability

- 5.84. The BSIP sets out an ambitious programme to further improve and promote the West Midlands bus network. This is backed by the significant commitments made in this EP Scheme. Delivery of the ambitions will depend on TfWM having a knowledgeable and well-equipped team. Therefore, TfWM will strengthen its internal team capacity and capability, employing up to 5 additional full time equivalent members of staff as follows:
- 5.84.1. **Bus Development Manager** - this post will help to reshape the network to meet changing requirements, as a result of changing travel patterns. The role will engage with the 7 Districts and ensure that new services and requirements are introduced seamlessly and effectively.

With support from the Strategic Bus Network Planner, the role will ensure that the delivery of the commercial and tendered network is effective and is complemented by the Ring & Ride / DRT service.

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- 5.84.2. **Strategic Bus Network Planner** - this post will focus on the development and evolution of a bus network which meet the aims and objectives of the National Bus Strategy, providing support to the Bus Services Team and local operators to ensure the network meets the requirements of passengers. The postholder will also support the Bus Development Manager to integrate the new bus registration powers into the WMCA.
- 5.84.3. **Bus Network and Performance Support Officer** - the EP Scheme variations will bring additional responsibility to monitor, report & manage the performance of the bus network and operational requirements. This post will support this additional work and ensure that operators adhere to the operational requirements of the EP, including slot bookings for on-street infrastructure and monitoring adherence to the emission standards for buses.
- 5.84.4. **Bus Transformation Manager** - this role is accountable for the development and implementation of initiatives to transform the delivery of bus services in line with policies and strategies in the BSIP. The postholder will focus on scheme development and day-to-day partnership management and delivery, ensuring resource is committed to developing transformational pipeline schemes in line with the BSIP.
- 5.84.5. **Bus Registrations Co-ordinator** - this post has been included because of the transfer of bus registration powers into the WMCA from the Traffic Commissioner. The post will provide administrative support to the organisation.
- 5.85. The posts may still be required after the BSIP funding has finished. If so, TfWM will maintain the posts within its own revenue resources.

6. Obligations made jointly by TfWM and local highway authorities

Facilities

6.1. TfWM and local highway authorities will seek to progress and deliver the following bus priority schemes (confirming the relevant facilities to be delivered as schemes are progressed) as set out in Table 2 and Table 3.

Table 2: Bus Priority Schemes (CRSTS)

Lead Promotor	Corridor details	Main bus services	Indicative timescales and target operational date	Consultation commitments	Engagement with operators	Scheme objectives
TfWM	Cross-city bus priority: Additional bus priority IB and OB between Perry Common / Hamstead and Longbridge via Birmingham City Centre.	Perry Common (7) / Hamstead (16) –Hawksley (35) / Longbridge (45/47)	OBC: August 2023 FBC: August 2024 Operational: September 2026	Public consultation, including bus user surveys to be undertaken post-OBC.	Relevant operators will be part of the project governance structure	<ul style="list-style-type: none"> • Target bus journey time (15% reduction in peak bus JT) and reduce bus journey time variability • Improve bus passenger satisfaction • Create modal shift from car to public transport
TfWM	Cross-city bus priority: Additional bus priority IB and OB between Sutton Coldfield and Longbridge via Birmingham City Centre.	Sutton Coldfield (907/X14/65/67) –Longbridge (X20/X21/61/63)	OBC: December 2022 FBC: March 2024 Operational: September 2025	Public consultation, including bus user surveys to be undertaken post-OBC.	Relevant operators are part of the project governance structure	<ul style="list-style-type: none"> • Target bus journey time (15% reduction in peak bus JT) and reduce bus journey time variability • Improve bus passenger satisfaction • Create modal shift from car to public transport
TfWM	Cross-city bus priority: Additional bus priority IB and OB between Harborne and East	Harborne (23/24) –East Birmingham (95/94)	OBC: August 2023 FBC: August 2024	Public consultation, including bus user surveys to be undertaken post-OBC.	Relevant operators will be part of the project governance structure	<ul style="list-style-type: none"> • Target bus journey time (12% reduction in peak bus JT) and reduce bus journey time

	Birmingham via Birmingham City Centre.		Operational: September 2026			<ul style="list-style-type: none"> variability • Improve bus passenger satisfaction • Create modal shift from car to public transport
TfWM	Cross-city bus priority: Additional bus priority IB and OB between West Bromwich and Birmingham City Centre.	West Bromwich - Birmingham City Centre (74)	<p>OBC: August 2023</p> <p>FBC: August 2024</p> <p>Operational: September 2026</p>	Public consultation, including bus user surveys to be undertaken post-OBC.	Relevant operators will be part of the project governance structure	<ul style="list-style-type: none"> • Target bus journey time (10% reduction in peak bus JT) and reduce bus journey time variability • Improve bus passenger satisfaction • Create modal shift from car to public transport
TfWM	Bus priority to tackle congestion hotspots along the Outer Circle route and improve connectivity, where interaction with the cross-city corridors.	Outer Circle (11A/C)	<p>OBC: August 2023</p> <p>FBC: August 2024</p> <p>Operational: September 2026</p>	Public consultation, including bus user surveys to be undertaken post-OBC.	Relevant operators will be part of the project governance structure	<ul style="list-style-type: none"> • Target bus journey time (10% reduction in peak bus JT) and reduce bus journey time variability • Improve bus passenger satisfaction • Create modal shift from car to public transport
TfWM	Cross-city bus priority: Additional bus priority IB and OB between Birmingham City Centre and East Birmingham.	East Birmingham - Birmingham City Centre (97)	<p>OBC: August 2023</p> <p>FBC: August 2024</p> <p>Operational: September 2026</p>	Public consultation, including bus user surveys to be undertaken post-OBC.	Relevant operators will be part of the project governance structure	<ul style="list-style-type: none"> • Target bus journey time (10% reduction in peak bus JT) and reduce bus journey time variability • Improve bus passenger satisfaction • Create modal shift from car to public transport

TfWM	Sprint A34 Phase 2. Additional bus priority IB and OB from Walsall bus station to Birmingham City Centre.		Operational: December 2024	Consultation undertaken in 2018, including bus user surveys. Additional engagement with residents and bus users in 2022.	National Express are part of Sprint programme board and investment due from operator as part of ZEBRA	<ul style="list-style-type: none"> • Improve bus journey time (20% reduction in peak bus JT) and reduce bus journey time variability • Improve bus passenger satisfaction • Create modal shift from car to public transport
TfWM	Sprint A45 Phase 2. Additional bus priority IB and OB from Solihull train station to Birmingham City Centre (via B425 and A45).		Operational: December 2024	Consultation undertaken in 2018, including bus user surveys. Additional engagement with residents and bus users in 2022.	National Express are part of Sprint programme board and investment due from operator as part of ZEBRA	<ul style="list-style-type: none"> • Improve bus journey time (20% reduction in peak bus JT) and reduce bus journey time variability • Improve bus passenger satisfaction • Create modal shift from car to public transport
TfWM	Cross-city bus priority: Hagley Road Rapid Transit Bus priority IB and OB from Lordswood Road junction to Five Ways.	9, X10, X8, 126	Operational: December 2025.	Early stakeholder engagement in 2022 (to include bus user group). Public consultation in 2023 with residents and bus users targeted.	National Express are part of programme board, investment expected as part of cross-city	<ul style="list-style-type: none"> • Improve bus journey time (20% reduction in peak bus JT) and reduce bus journey time variability • Improve bus passenger satisfaction • Create modal shift from car to public transport and active travel
Sandwell	A461 Sandwell walk, cycle and bus corridor. MRN corridor from Dudley to A41 Great Bridge. Reallocation of road	74	Development by June 2024 Operational: March 2027			Bus journey time improvement

	space, including 1km of bus priority.					
Dudley	A461 Dudley walk, cycle and bus corridor (Amblecote to Dudley). Reallocation of road space, including 1km of bus priority.	5/6	Development by September 2024 Operational: March 2027			Bus journey time improvement
Solihull	UKC – Solihull – Dorridge corridor. Bus priority measures at key locations (congestion hotspots)		Operational: March 2027	Stakeholder engagement and consultation	Bus operators engaged throughout	Reduce bus journey times; improve bus journey time reliability.
Wolverhampton	A449 corridor, M5 J2 to Wolverhampton ring road. Active travel corridor with network amendments to improve bus journey reliability.	3	Commencement of works: 2023 Operational: December 2025	Stakeholder engagement already undertaken. Further public consultation on detailed design in 2022.	Bus operators will be consulted further on detailed design	Improve bus journey reliability (target to be set)
Wolverhampton	A4123 walk, cycle, bus corridor. High quality active travel measures and bus priority (including review and delivery of real time information; bus gates); bus stop rationalisation	X8, 126	SOBC: November 2022 OBC: July 2023 FBC: May 2024 Operational: March 2027	Consultation will be undertaken at OBC stage	Some engagement has already taken place with operators. Further engagement at OBC stage.	Reduce bus journey time variability; improve bus journey times; improve public transport information through real time information.

February 2023 Draft Variation 003 Enhanced Partnership Scheme for the West Midlands

Wolverhampton	A454 walk, cycle, bus corridor. 8km corridor Walsall – Wolverhampton (to be delivered in various phases)	529 543/53/82	Different phases of works delivered between 2023 and 2027	Some statutory consultation already undertaken. Further consultation as each phase progressed.	Operators will be engaged throughout. Workshop with operators, TfWM and other stakeholders in summer 2022 to develop/agree objectives and SMART targets.	Measurable targets to be agreed.
Walsall	A41/A4038 Moxley Iron Park to Walsall Town Centre Walk, Cycle and Bus Corridor	39, 79	OBC: December 2023 FBC: December 2026 Operational: 2029	Early stages of development, with TfWM engaged; followed by external consultation on preliminary designs. Specified surveys of bus users along the corridor as part of the development.	Operators to be engaged through TfWM during the stages of development	Improve public transport offering Reduce congestion Bus priority along the A41/A4038 corridor

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Table 3: Bus Priority Schemes (Other Funding)

Lead Promotor	Corridor details	Main bus services	Indicative timescales and target operational date	Consultation commitments	Engagement with operators	Scheme objectives
TfWM	Cross city bus priority: Birmingham City Centre	All Birmingham city centre services	Operational March 2024	Public consultation undertaken and Traffic Regulation Orders advertised	Operators engaged throughout via project governance	<p>Improve bus journey time</p> <p>Improve bus reliability</p> <p>Reduce delays to bus</p> <p>Improve bus passenger satisfaction</p>
TfWM	Cross city bus priority: Dudley – Druids Heath	50, 82, 87	Operational December 2024	Public consultation planned, and follows wider stakeholder and local member engagement	Operators engaged throughout via project governance	<p>Improve bus journey time</p> <p>Improve bus reliability</p> <p>Reduce delays to bus</p> <p>Improve bus passenger satisfaction</p>
TfWM	Alcester Road	50	Operational December 2024	Public consultation undertaken and Traffic Regulation Orders advertised	Operators engaged throughout via project governance	<p>Improve bus journey time</p> <p>Improve bus reliability</p> <p>Reduce delays to bus</p> <p>Improve bus passenger satisfaction</p>
Birmingham	A457 Dudley Road improvements	82, 87	Business Case approved by BCC. Operational 2025	Public consultation	Operators engaged and consulted throughout the scheme development	<p>Improving public transport journey time reliability</p> <p>Providing safer infrastructure for bus users</p>

						Reducing congestion Improving accessibility into Birmingham City Centre
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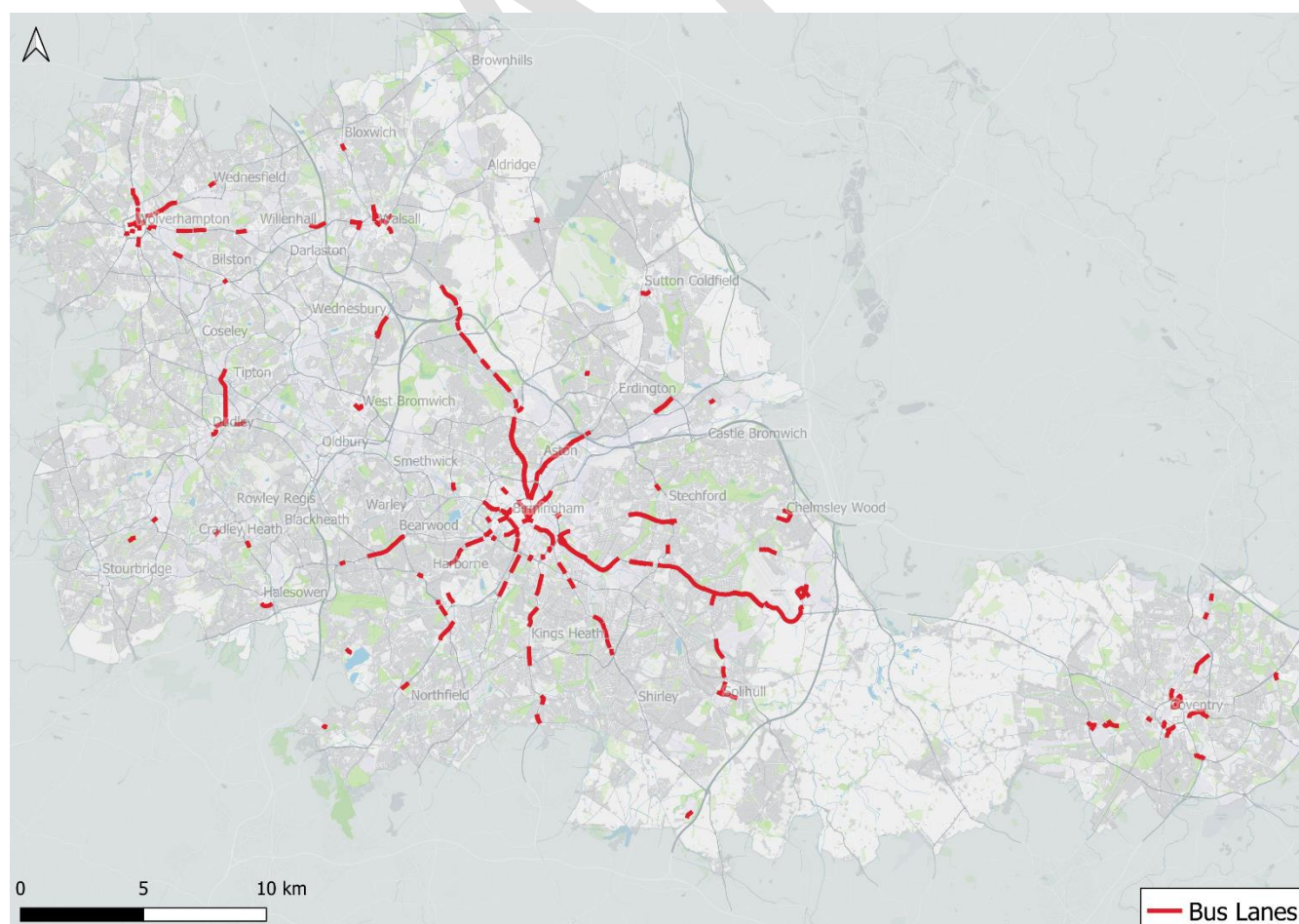
7. Obligations by local highway authorities

Facilities

Existing bus priority

- 7.1. Extensive bus priority provision is already made across the West Midlands. The intention of this Scheme Element is to ensure that this remains in place and is maintained in good order for the use of qualifying local bus services, in accordance with its published Highway Maintenance policies and procedures.
- 7.2. All current bus priority interventions (bus lanes; bus-only roads; bus gates) across the West Midlands, in force at the time that this EP Scheme is made, will be maintained in accordance with the sealed Traffic Regulation Orders, by each of the relevant local highway authorities. Any proposed changes to current bus priority interventions by local highway authorities must be submitted to a meeting of the EP Scheme Reference Group for consideration. If no objections are made at the meeting, the change will automatically be taken forward and records of interventions updated accordingly, without need to go through the formal EP Scheme variation process set out in this Scheme.

Figure 3 Existing Bus Priority in the West Midlands



A34(N) and A45/B425 corridors

- 7.3. Each local highway authority will maintain all existing and new facilities (Schedules B2 to B6) in good order for the use of qualifying local bus services, in accordance with its published Highway Maintenance policies and procedures.
- 7.4. Each local highway authority will endeavour to protect these bus stops, where required by partners, using appropriate Bus Stop Clearway Orders, or other suitable actions to ensure passengers have un-restricted access to the qualifying local bus services. Any changes requiring the introduction of a Traffic Regulation Order (TRO) will be subject to the statutory consultation process.

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Measures

Local Highway Authority mechanisms and procedures

- 7.5. The reporting mechanisms for each relevant local highway authority are shown in Schedule D. Should the telephone numbers, email addresses or other aspects of the reporting procedures provided in Schedule D change, local highway authorities will inform TfWM and bus operators operating in the EP Scheme area at least one week in advance of the change via email to the bus operators and to busalliance@tfwm.org.uk.
- 7.6. Each local highway authority will use its powers and resources to enforce Traffic Regulation Orders, to improve compliance and make journey times for bus reliable.

Bus lane enforcement

- 7.7. Relevant local highway authorities will use the discretionary powers granted in the Traffic Management Act 2004 to enforce bus lanes with CCTV equipment. The local highway authorities are approved local authorities under The Bus Lane Contraventions (Approved Local Authorities) (England) Order 2005 for the purposes of section 144 of the Transport Act 2000 (Civil Penalties for Bus Lane Contraventions).
- 7.8. The enforcement cameras and recording systems will be approved in accordance with the requirements of The Bus Lanes (Approved Devices) (England) Order 2005.
- 7.9. Relevant local highway authorities will implement an evidence-based assessment process to help determine the initial need and continued operational business case of any enforcement system used under this EP scheme, which must be provided and operated with due consideration to the whole enforcement process and the requirements of the Investigatory Powers Commissioner's Office.
- 7.10. Should a relevant local highway authority deem it necessary to relocate an enforcement camera then it will provide a response as to the reasons why to the EP Reference Group.
- 7.11. Bus lane enforcement details are provided in Schedule B2.

Junction enforcement

- 7.12. If additional powers are provided to local highway authorities or WMCA to deter vehicles from blocking junctions, these will be taken up and used in the EP Scheme area. Bus operators will be able to report problem areas for enforcement action through the same processes given by the local highway authorities in Schedule D, unless otherwise notified.

Bus stop waiting restrictions

- 7.13. Within the Birmingham City Centre, Solihull Town Centre and Wolverhampton City Centre areas shown on the maps in Schedule E, all current bus stop waiting restrictions in force at the time that this EP Scheme is made, will be maintained in accordance with the sealed Traffic Regulation Orders (TRO), by each of the relevant local highway authorities.

Managing Highway works

- 7.14. Each local highway authority will establish mechanisms to minimise disruption to qualifying local bus services from both planned and emergency highway works, in accordance with the New Roads and Street Works Act (1991) available under a permitting scheme.
- 7.15. Each local highway authority will commit to investigating implementation of Highway Lane Rental Schemes 12 months after the implementation of the relevant permitting scheme referenced in paragraph 7.14.

Management and co-ordination of specific highway works

- 7.16. When necessary for future major highway works impacting bus travel in the scheme area, the relevant lead local highway authority will work with the relevant partners, including local bus operators, to maximise the benefits to bus users of the changes to the transport network and minimise bus disruption during construction. Any partner can make a request for partner mitigation groups to major highway works, as they deem necessary.

Bus priority development programme

- 7.17. Local highway authorities will work with TfWM and bus operators to identify, investigate and develop future bus priority interventions, as set out above.

Parking policy and management

Black Country

- 7.18. Black Country authorities will continue to use parking management policies, set out in Policy TRAN7 Parking Management, to support the provision of bus services.
- 7.19. The priorities for traffic management in the Black Country include the sustainable delivery and management of parking in centres and beyond, through use of some or all of the following measures as appropriate:
- 7.19.1. Management and control of parking - ensuring that it is not used as a tool for competition between centres.
 - 7.19.2. Type of parking – ensuring that where appropriate long-stay parking is removed from town centres, to support parking for leisure and retail customers and to encourage commuters to use more sustainable means and reduce peak hour traffic flows.
 - 7.19.3. Maximum parking standards – ensuring that a consistent approach to maximum parking standards is enforced in new developments as set out in supplementary planning documents.
 - 7.19.4. Location of parking – by reviewing the location of town centre car parks through the “Network Management Duty”, to ensure that the flow of traffic around town centres is as efficient as possible.

Birmingham

- 7.20. The Birmingham Transport Plan (BTP) states that:
- 7.20.1. Commuter car parking will be limited in areas that are well served by public transport, such as the city centre; and
 - 7.20.2. Public transport and cycling provision will be prioritised over car parking provision.
- 7.21. The adopted Birmingham Supplementary Parking Document (BSPD) seeks to take a balanced approach to managing the provision of parking in order to support the delivery of a sustainable transport system and the sustainable growth and regeneration of the city. The objectives of the BSPD include encouraging more journeys based on walking, cycling, public transport and low emission vehicles.
- 7.22. The development of a Full Business Case for the Workplace Levy was approved in October 2019 and allows Birmingham City Council to produce a full investigation of WPL options, identify governance and budget requirements, undertake comprehensive workplace parking surveys, develop a communication and engagement strategy and begin engagement with employers.

7.23. A tailored approach is taken for different areas of Birmingham taking into account connectivity, public transport availability and land use, as follows:

Birmingham City Centre:

- 7.24. The roll-out of the city centre controlled parking programme which will remove all uncontrolled on-street parking in the city centre.
- 7.25. The removal of on-street parking, where necessary, to support improvements to public realm, public transport provision or to provide priority for walking, cycling, servicing and delivery, taxis, car clubs and electric vehicle charging.
- 7.26. Parking charges structured to support short and medium stay uses and discourage long-stay or commuter parking activity in premium, on-street locations.
- 7.27. Replacement standalone off street parking and new off-street parking in the city centre will not be supported unless it can be demonstrated that there is a deficit in local publicly available off-street parking, or that it will help to relieve on-street parking problems.
- 7.28. Given the significant levels of Private Non-Residential Parking located within the city centre, options for introducing a Workplace Parking Levy will be explored.

Edge of Birmingham City Centre:

- 7.29. The main objectives of the parking strategy for edge of Birmingham city centre, include support for enhanced connections by public transport, walking and cycling from these areas to the city centre and the rest of the city.
- 7.30. Parking on the edge of the city centre will be managed through implementation of a controlled parking programme in areas close to the city centre and other transitional areas, to control parking capacity and protect the amenity of local communities.

Birmingham Urban Centres and Growth Areas:

- 7.31. One of the main objectives of the parking strategy for urban centres and growth areas is to support the improvement of public transport and walking and cycling routes that connect centres to their neighbourhoods and employment opportunities.
- 7.32. A phased programme of parking control measures across Birmingham will be introduced to ensure that on-street parking can be managed, without placing financial pressures on local business. The following locations will be prioritised initially: Selly Oak, Perry Barr, Harborne, Erdington, Sutton Coldfield.

Coventry

7.33. Coventry City Council is currently reviewing its city centre parking strategy that was introduced in 2016. The Strategy as it stands seeks to actively manage parking provision, to support wider LTP policies and support land use and regeneration aspirations, including keeping the city centre free from congestion. During 2021, 643 parking spaces were removed in Coventry, with a further 1,009 earmarked for removal from Summer 2022 to Summer 2023 (Table 4), including closures specifically linked to the All-Electric Bus City implementation.

Table 4: Car Park closures in Coventry

Car Park	Closure	Spaces
New Union St multi-storey car park	Closed during 2021	240
Moat St surface car park	Closed during 2021	153
Whitefriars St surface car park	Closed during 2021	125
Cheylesmore surface car park	Closed during 2021	45
Leicester Row surface car park	Closed during 2021	80
Cox St surface car park	Expected closure Autumn 2022	140
Westminster Rd surface car park	Potential to close permanently August 2022	157
Warwick St surface car park	Potential part-closure	21
Barracks multi-storey car park	Expected closure Summer 2023 – City Centre South development	460
City Arcade surface car park	Expected closure Summer 2023 – City Centre South development	231

Dudley

7.34. Dudley Council's parking management policies are set out in the Dudley Parking Supplementary Planning Document (2017). The priorities for parking management in the district include the delivery of parking as to ensure that adequate parking provision is provided to ensure that parking does not hinder traffic flows on the highway and account for future levels of demand for parking. The provision for off street parking is defined through a series of parking minimums and maximums depending upon the size and use class of the development.

Sandwell

7.35. Sandwell's last Supplementary Planning Document on parking was published in 2006 and thus is out of date. However, the Parking and Traffic Enforcement Policy (2017) sets out aims to contribute to local and wider transport strategies, to balance the supply and demand of vehicle parking and ensure that town centres and encourage sustainable travel options. This is supported by objectives of Parking and Traffic Enforcement Policy:

- 7.35.1. Manage the traffic network to ensure traffic flow is protected.
- 7.35.2. Improve safety and the local environment.
- 7.35.3. Improve the quality and accessibility of public transport.
- 7.35.4. Reconcile competing demands for kerb space.

Solihull

7.36. In addition to the Solihull Local Plan, which was adopted in December 2013, Solihull has adopted the Vehicle Parking Standards and Green Travel Plans Supplementary Planning Document (SPD). This SPD elaborates on Policy T13 (Car Parking Provision) and seeks to assist in achieving objectives that seek to:

- 7.36.1. Reduce the need to travel, promote greener forms of transport with less reliance on the private car;
- 7.36.2. facilitate multi-purpose journeys and ensure that everyone has access to a range of facilities; and
- 7.36.3. Facilitate and promote sustainable and inclusive design and the efficient use of resources.

7.37. The SPD is used to limiting the amount of car parking in new developments that is essential as part of a package of measures to promote sustainable travel choices. In appropriate circumstances this can be achieved through Green Travel Plans to promote access to developments by public transport, walking and cycling.

Wolverhampton

7.38. Policies for parking in Wolverhampton are contained in Off Street Parking Guidance. The document gives guidance on parking for residential, employment and commercial activity. Concerning on street parking the priorities for parking are:

- 7.38.1. Maintain an efficient flow of traffic.
- 7.38.2. Protect safety for pedestrians, cyclists and other users.
- 7.38.3. Minimise likelihood of on-street parking problems.

Walsall

7.39. The most recent district wide parking strategy in Walsall was published in 2008, and as such as considerably outdated. However, within the town centre itself a parking strategy was developed in 2017. The document advocates that parking in the town centre meets parking standards, is well integrated with the town centre, meets the need of all users, is safe and secure and operated in line with council policies. This is seen as the approach to meet aims of the strategy, which are:

- 7.39.1. To provide assurance to private investors on parking to promote regeneration.
- 7.39.2. Control the highway network to ensure congestion is managed.
- 7.39.3. Promote sustainable transport policies.

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8. Requirements imposed on qualifying local bus services

Area-wide

- 8.1. The requirements set out in this section will apply to all qualifying bus services in the EP Scheme area (i.e. all bus services within the West Midlands region), a list of which will be maintained by TfWM.

Vehicle technical standards

- 8.2. All qualifying bus services will be operated with:
- 8.2.1. Vehicles that meet Euro VI emission standards or better by 1 May 2023. *[Note: Includes CVRAS retrofit vehicles]*
 - 8.2.2. Vehicles fitted with digital (electronic) destination displays
 - 8.2.3. Vehicles that provide locational (AVL) data to WMCA's Real Time Information System

Vehicle livery

- 8.3. Vehicles must be in an appropriate finished livery, which clearly identifies either the bus operator or brand route.
- 8.4. No vehicles are to be used which remain in a livery belonging to a previous operator, under any circumstances, or bear any previous operator's branding or other related information.

Timetable changes

- 8.5. Qualifying local bus services may only be changed on the dates agreed with TfWM and in line with Network Stability Periods (Annex A). In exceptional circumstances, and in agreement with TfWM, services may be changed on other dates. Where services are changed outside the Network Stability Periods, TfWM will use best endeavours to change information promptly but cannot guarantee this will be in advance of a published date.
- 8.6. All copies of registration applications and variations where WMCA is not the Registration Authority must also be submitted to TfWM with at least 70 days' notice before the service takes effect.

Information provision to the public (with TfWM)

- 8.7. Operators of qualifying local bus services will be required to participate in the coordinated approach to the provision of bus information in displays at bus stops, sharing the cost of this in accordance with the separately agreed protocol of the West Midlands Combined Authority Roadside Information Recharging Scheme.

- 8.8. When service changes occur, and at least seven days in advance, bus operators are required to provide to TfWM full timetables in TransXChange format that include running board (block) and/or driver duty information and a vehicle journey reference for every trip. Amendments to vehicle and driver operations which do not result in a timetable change should still be communicated to TfWM as soon as possible.
- 8.9. It is important to ensure that passengers are aware of any service cancellations. Therefore, operators are required to notify TfWM of any known cancellations to trips or part trips at the earliest opportunity, so that this information can be passed onto customers through TfWM's digital output channels. This information should be provided to serviceupdates@tfwm.org.uk

Providing information to the public (by the operator)

- 8.10. Operators providing multi-operator tickets in the EP Scheme area will display the range of nBus and nNetwork day ticket prices at the point of entry to buses on qualifying local bus services using information posters provided by TfWM.
- 8.11. nBus and nNetwork information will be provided and maintained by TfWM on displays at bus stops.
- 8.12. Operators will display details of relevant planned route changes and timetable changes on vehicles in the EP Scheme area at least 2 weeks prior and 1 week following the change.
- 8.13. Operators will publish the bus journey times data collected and processed by TfWM (referred to in paragraphs 5.22 - 5.26) on their websites for the public to access.

West Midlands Bus Alliance Customer & subsequent Passenger Charter

- 8.14. Operators of qualifying local bus services will display the principles of the West Midlands Bus Alliance Customer Charter on all their buses. This must include a means of contacting the local bus service operator with comments or complaints and an escalation option if the passenger is not satisfied with the response they receive. This escalation option should be a registered Alternative Dispute Resolution body. Copies of the Customer Charter can be provided by TfWM if requested to busalliance@tfwm.org.uk.
- 8.15. The Charter requirements as set out above will cease on the introduction of a revised Passenger Charter during 2022-2023, details of which are set out in Section 5 under the heading 'West Midlands Bus Passenger Charter and the following section.

New West Midlands Bus Passenger Charter

- 8.16. Operators of qualifying bus services will work with TfWM to put a new Bus Passenger Charter in place by March 2023, which will be adopted immediately. All operators of qualifying services in the EP area will be obliged to comply with the requirements of the Charter.

- 8.17. The Charter will be promoted on every bus providing qualifying services and on operators' websites.
- 8.18. Operators will assist in the monitoring of the impact of the Charter and assist TfWM in reviewing and setting improved standards within the Charter each year. On first implementation and on each review of the new Passenger Charter the EP Reference Group will be asked to agree the Passenger Charter, a copy of which will be held on the TfWM Website. The agreement will be determined by a straight majority vote of Operators present at that EP Reference Group (which must be quorate). If agreement is not forthcoming then the previous Passenger Charter will remain in operation.

Ticketing schemes

- 8.19. The following ticket types must be offered and accepted by qualifying services, subject to their validity. Services offering no more than two journeys in each direction per day, will not be required to participate in the multi-operator ticketing scheme. The overall schemes for these tickets will be managed by TfWM. The following ticket types must be offered:
1. nBus (full suite)
 2. nNetwork (full suite)
- 8.20. The ticket range is detailed in Annex D.
- 8.21. Ticket vending machines may be provided by TfWM at some selected bus stops. These will be capable of selling operators' own tickets, as well as network tickets. Operators wishing to use this facility will need to agree an arrangement and fee with TfWM.
- 8.22. Subject to TfWM progressing multi-operator capping schemes, the following ticket types must be offered and accepted by all services in the EP scheme (excluding those services offering no more than two journeys in each direction per day):
- Multi-operator capping on TfWM's Swift smartcard
 - Multi-operator capping contactless
- 8.23. Advertisements carried on ticket rears on qualifying services (including campaigns on behalf of TfWM) in the EP Scheme area should not conflict with the required standards outlined below, which supplement the requirements of the Advertising Codes. The regulation of advertising in the UK is the responsibility of the Advertising Standards Authority (ASA). The ASA applies the Advertising Codes which are written by the Committees of Advertising Practice (CAP). Advertising will not be acceptable if:
1. It is likely to cause widespread or serious offence to reasonable members of the public on account of the product or service being advertised, the content or design of the advertisement, or by way of implication.
 2. It relates to lap-dancing, 'gentlemen's clubs', escort agencies, massage

- parlours, or unproven health and weight loss products.
3. It promotes (directly or indirectly) food or non-alcoholic drink which is high in fat, salt and/or sugar ('HFSS' products), according to the Nutrient Profiling Model managed by Public Health England. It is for the advertiser to demonstrate (in case of any doubt) that any product is not HFSS, and/or that an advertisement is not promoting HFSS products, and/or that there are exceptional grounds.
 4. It is unacceptable for some other substantial reason (which TfWM will identify and explain as reasonably required).

Lower fares and fares price freeze

- 8.24. Operators agree to suspend the current mechanism for determining pricing of nBus and nNetwork (bus apportionment element) products until 31 March 2025.
- 8.25. Bus Operators commit to reduce, and then freeze, the prices of the nBus ticket products and the bus apportionment element of nNetwork ticket products from the date this variation is made, in line with Annex D and until at least 31 March 2025. These fares freezes are subject to BSIP funding as per clause 5.73 and subject to TfWM honouring the terms of the funding letter sent to Operators dated 17/02/2023. Specifically in relation to Low Fare Zone ticket products this commitment is subject to amendment on the conclusion of the empirical review to be undertaken by TfWM and Operators as noted in clause 5.76. Should that review conclude that the fares are too low to enable a viable commercial service and through increasing the fare additional revenue could be generated, TfWM will seek agreement from DfT and endorsement from the CMA to enable a price increase to the level where services are again commercially viable. Any associated increase in ticket price will result in the amendment of Annex D without a subsequent vote.

Passenger Led Recovery programme

- 8.26. Operators will work with TfWM to define the actions and incentives and agree the details of how they will be managed and applied, to target new or lapsed users rather than existing bus users.
- 8.27. Operators will help promote and implement the actions and incentives, ensuring that each incentive is accepted for use on appropriate services as agreed. Use of each incentive will be monitored to provide data to TfWM for evaluation purposes.

Highway works and service disruption

- 8.28. Where a bus operator reports a highway issue affecting bus travel to a local highway authority for investigation, the operator must also report the matter to TfWM using the rtccdutymanager@tfwm.org.uk email address.
- 8.29. Operators will commit to active participation in the development of the RTCC through a scoping study and the implementation of its findings and recommendations.

Reinvestment of operational expenditure savings

- 8.30. Operators will commit to work with TfWM to agree a process through which, using an open book approach, operational expenditure (opex) savings can be identified and agreed for reinvestment in the EP Scheme area on a case-by-case basis, as a result of new public investment to improve bus services. Any savings identified will be agreed with each operator and captured in the EP Scheme. Any changes to the EP Scheme to capture this reinvestment would see the EP Scheme automatically varied, without the need to follow the variation process.
- 8.31. Operators will also explore with TfWM how not just opex savings, but any cost and revenue growth benefits accruing to them from new public investment to improve bus services, can be reinvested back into the EP Scheme area, on a case-by-case basis, and captured in the EP Scheme. The same process as the opex savings reinvestment would apply.

Bus network development

- 8.32. Operators will commit to full and active participation in the bus network review and the implementation of its recommendations and requirements.
- 8.33. Operators will meet all reasonable requests for data and information to inform the network review process. This is likely to include, but not be limited to, existing route and timetable information, patronage by service at a stage level and vehicle and driver utilisation.

Parked vehicles

8.34. For parked vehicles, the following conditions apply:

- 8.34.1. Vehicle engines must be always switched off unless departure is imminent.
- 8.34.2. Quitting (vehicles left unattended with the engine running) is strictly prohibited.

Service Provision Standards

8.35. Operators commit to provide 99.5% of registered journeys on Qualifying Local Bus Services, excepting reasons outside of their control.

8.36. Irrespective of Registration Authority, Operators must abide by the standards set out in the Senior Traffic Commissioners' Statutory Guidance Note 14 on Local Bus Services.

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Maximum Frequency Route Requirements – Slot Allocation Contracts

- 8.37. Operators must adhere to Maximum Frequency Route Requirements as set out in Annex B if implemented.
- 8.38. Operators that would like TfWM to assess the wider network connectivity benefits provided by them in the case of a Slot Allocation Contract being let, are requested to provide the following information each year by 1 April for the previous calendar year and additionally within 6 weeks of the first Maximum Frequency Route Requirement being implemented (also for the previous calendar year) for all their commercial routes within the EP Scheme area:
- 8.38.1. Total revenue per route earned within the WMCA area on Qualifying Local Bus Services, detailing:
 - 8.38.1.1. Tickets sold on vehicles by route
 - 8.38.1.2. Tickets sold off vehicle, allocated to each route by passenger share – For example: if a route carries 3% of the passengers, 3% of the off-vehicle sales should be allocated to it.
 - 8.38.2. Total costs per route incurred within the WMCA area on Qualifying Local Bus Services, detailing:
 - 8.38.2.1. Non-vehicle costs such as depot, head office, admin staff etc, allocated by route and hours of operation. For example, if a route has 3% of the total hours of operation, this route would be allocated 3% of the non-vehicle costs
 - 8.38.2.2. Detailed breakdown of all the non-vehicle costs included in the above with a cost value for each item
 - 8.38.3. These data are requested for the specific purpose of WMCA determining an Assumed Maximum Profit for any Slot Allocation Contracts that are to be tendered during the following 13 months from date of receipt.
 - 8.38.4. Data sent for determining Assumed Maximum Profit will be held securely and only used to assess potential profit from Slot Allocation Contracts and an operator's wider network connectivity benefits. For the avoidance of doubt, in the event that a Slot Allocation Contract is required, the derived Assumed Maximum Profit value for that Slot Allocation Contract will be published and visible to potential bidders.
 - 8.38.5. This information to be supplied in excel format and delivered to Head of Bus, TfWM

Location specific – A34(N) and A45 / B425

Vehicle standards

8.39. Vehicles used on qualifying local bus services will be required to meet specified standards, dependent on their type and age. These will apply differently according to the number of vehicles deployed on local bus services by each operator.

8.40. The implementation period for completing obligations for buses of 15m -18.75m length are detailed in Table 5:

Table 5: Obligations for buses of 15m-18.75m length

Phase	Obligations for buses of 15m-18.75m length	Milestone date
1	<p>All vehicles will have:</p> <ul style="list-style-type: none"> • Multiple doors for boarding and alighting • Zero emission (at tailpipe), as deemed zero emission (at tailpipe) by TfWM. • Heating and cooling for customer comfort • Ability to pay for tickets by contactless payment • Audio visual announcements: <ul style="list-style-type: none"> ○ Next stop audio announcements, including through an induction hearing loop at every wheelchair space and priority seats. ○ Next stop visual announcements. ○ Take all reasonable steps to alert passengers to route diversions through audio announcements on the vehicle. ○ Take all reasonable steps to alert passengers to route diversions through visual displays on the vehicle. • A display showing onward connection details by bus (including Designated feeder services), train, Metro or air, where applicable, from open data sources. • CCTV installed, including a driver facing camera to ensure good driving standards. This will provide images inside the vehicle for the safety and security of passengers. A forward-facing camera will help identify issues with traffic and road conditions. • Automatic Vehicle Location equipment installed that will feed into TfWM’s real time information system • USB charging available, including at every wheelchair space and for priority seats • A specific livery agreed with TfWM 	<p>On completion of enhanced infrastructure listed in</p> <p>Table 15</p> <p>Table 16</p> <p>Table 17</p> <p>Table 18</p>

8.41. The implementation period for completing obligations for **Double Deck** vehicles not operating on Designated feeder services are detailed in Table 6.

Table 6 Obligations for Double Deck vehicles not operating on designated feeder services

Phase	Obligations for Double Deck vehicles not operating on designated feeder services	Milestone date
1	<p>New vehicles registered on or after the EP scheme start date must meet the following requirements:</p> <ul style="list-style-type: none"> • Euro VI equivalent standards or better • CCTV installed for safety and security. This will provide images inside the vehicle for safety and security and also facing forwards from the vehicle to help identify traffic issues. Also, a driver facing camera to ensure good driving standards. • Free Wi-Fi • Automatic Vehicle Location equipment installed that will feed into TfWM's real time information system • Heating and cooling for customer comfort • USB charging available, including at every wheelchair space and priority seats • Audio visual announcements: <ul style="list-style-type: none"> ○ Next stop audio announcements on both decks, including through an induction hearing loop at every wheelchair space and priority seats. ○ Next stop visual announcements on both decks. ○ Take all reasonable steps to alert passengers on both decks to route diversions through audio announcements on the vehicle. ○ Take all reasonable steps to alert passengers on both decks to route diversions through visual displays on the vehicle. • A display showing onward connection details by bus, train, metro or air, where applicable, from open data sources. • Option to pay for tickets through contactless ticketing. 	Existing
2	<p>All vehicles will have:</p> <ul style="list-style-type: none"> • Euro VI equivalent standards or better • CCTV installed for safety and security. This will provide images inside the vehicle for safety and security and also facing forwards from the vehicle to help identify traffic issues • Automatic Vehicle Location equipment installed that will feed into TfWM's real time information system • Heating and cooling for customer comfort • Option to pay for tickets through contactless ticketing. 	Existing
3	<p>All vehicles will have:</p> <ul style="list-style-type: none"> • Audio visual announcements: <ul style="list-style-type: none"> ○ Next stop audio announcements on both decks, including through an induction hearing loop at every wheelchair space and priority seats. ○ Next stop visual announcements on both decks 	Existing

	<ul style="list-style-type: none"> ○ Take all reasonable steps to alert passengers on both decks to route diversions through audio announcements on the vehicle. ○ Take all reasonable steps to alert passengers on both decks to route diversions through visual displays on the vehicle. • A display showing onward connection details by bus, train, metro or air, where applicable, from open data sources. 	
4	<p>New Vehicles registered on or after 25/05/25 will have:</p> <ul style="list-style-type: none"> • Vehicles must be non-diesel. 	25/05/2025
5	<p>All vehicles will have:</p> <ul style="list-style-type: none"> • Vehicles must be non-diesel. 	26/05/2030

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8.42. The implementation period for completing obligations for standard **Single Deck** vehicles not operating on Designated feeder services of operators with less than 21 local service buses, is detailed in Table 7.

Table 7: Obligations for Single Deck vehicles not operating on designated feeder services of operators with less than 21 local service buses

Phase	Obligations for Single Deck vehicles not operating on designated feeder services of operators with less than 21 local service buses	Milestone date
1	<p>New vehicles registered on or after the EP scheme start date must meet the following requirements:</p> <ul style="list-style-type: none"> • Euro VI equivalent standards or better • CCTV installed for safety and security. This will provide images inside the vehicle for safety and security and also facing forwards from the vehicle to help identify traffic issues. Also, a driver facing camera to ensure good driving standards. • Automatic Vehicle Location equipment installed that will feed into TfWM's real time information system • Heating and cooling for customer comfort • USB charging available, including at every wheelchair space and priority seats • Audio visual announcements: <ul style="list-style-type: none"> ○ Next stop audio announcements, including through an induction hearing loop at every wheelchair space and priority seats. ○ Next stop visual announcements. ○ Take all reasonable steps to alert passengers to route diversions through audio announcements on the vehicle. ○ Take all reasonable steps to alert passengers to route diversions through visual displays on the vehicle. • Option to pay for tickets through contactless ticketing. 	Existing
2	<p>All vehicles will have:</p> <ul style="list-style-type: none"> • Euro VI equivalent standards or better • CCTV installed for safety and security. This will provide images inside the vehicle for safety and security and also facing forwards from the vehicle to help identify traffic issues • Automatic Vehicle Location equipment installed that will feed into TfWM's real time information system • Heating and cooling for customer comfort • Option to pay for tickets through contactless ticketing. 	Existing
3	<p>All vehicles will have:</p> <ul style="list-style-type: none"> • Audio visual announcements: <ul style="list-style-type: none"> ○ Next stop audio announcements, including through an induction hearing loop at every wheelchair space and priority seats. ○ Next stop visual announcements. ○ Take all reasonable steps to alert passengers to route diversions through audio announcements on the vehicle. ○ Take all reasonable steps to alert passengers to route diversions through visual displays on the vehicle. 	25/05/2026

	<ul style="list-style-type: none"> • A display showing onward connection details by bus, train, metro or air, where applicable from open data sources 	
4	<p>New Vehicles registered on or after 25/05/26 must meet the following requirements:</p> <ul style="list-style-type: none"> • Vehicles must be non-diesel. 	25/05/2026
5	<p>All vehicles will have:</p> <ul style="list-style-type: none"> • Vehicles must be non-diesel. 	29/05/2033

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8.43. The implementation period for completing obligations for standard **Single Deck** vehicles not operating on Designated feeder services of operators with more than 20 local service buses, is detailed in Table 8.

Table 8 Obligations for Single Deck vehicles not operating on designated feeder services of operators with more than 20 local service buses

Phase	Obligations for Single Deck vehicles not operating on designated feeder services of operators with more than 20 local service buses	Milestone date
1	<p>New vehicles registered on or after the EP scheme start date must meet the following requirements:</p> <ul style="list-style-type: none"> • Euro VI equivalent standards or better • CCTV installed for safety and security. This will provide images inside the vehicle for safety and security and also facing forwards from the vehicle to help identify traffic issues. Also, a driver facing camera to ensure good driving standards. • Automatic Vehicle Location equipment installed that will feed into TfWM's real time information system • Heating and cooling for customer comfort • USB charging available, including at every wheelchair space and priority seats • Audio visual announcements: <ul style="list-style-type: none"> ○ Next stop audio announcements, including through an induction hearing loop at every wheelchair space and priority seats. ○ Next stop visual announcements. ○ Take all reasonable steps to alert passengers to route diversions through audio announcements on the vehicle. ○ Take all reasonable steps to alert passengers to route diversions through visual displays on the vehicle. • Option to pay for tickets through contactless ticketing. 	Existing
2	<p>All vehicles will have:</p> <ul style="list-style-type: none"> • Euro VI equivalent standards or better • CCTV installed for safety and security. This will provide images inside the vehicle for safety and security and also facing forwards from the vehicle to help identify traffic issues • Automatic Vehicle Location equipment installed that will feed into TfWM's real time information system • Heating and cooling for customer comfort • Option to pay for tickets through contactless ticketing. 	Existing
3	<p>All vehicles will have:</p> <ul style="list-style-type: none"> • Audio visual announcements: <ul style="list-style-type: none"> ○ Next stop audio announcements, including through an induction hearing loop at every wheelchair space and priority seats. ○ Next stop visual announcements. ○ Take all reasonable steps to alert passengers to route diversions through audio announcements on the vehicle. ○ Take all reasonable steps to alert passengers to route diversions through visual displays on the vehicle. 	Existing

	<ul style="list-style-type: none"> • A display showing onward connection details by bus, train, metro or air, where applicable, from open data sources. 	
4	<p>New Vehicles registered on or after 25/05/25 will have:</p> <ul style="list-style-type: none"> • Vehicles must be non-diesel. 	25/05/2025
6	<p>All vehicles will have:</p> <ul style="list-style-type: none"> • Vehicles must be non-diesel. 	26/05/2030

8.44. If requested by an operator and in agreement with TfWM or if designated by TfWM, a service that is specifically designed to connect with services at interchange points outlined in Schedule C3 Table 21, will be defined as a Designated feeder Service. Vehicles on such services may be required to carry additional branding and will have a co-ordinated timetable to facilitate connections.

8.45. The implementation period for completing obligations for vehicles used on Designated feeder services are detailed in Table 9.

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Table 9 Obligations for vehicles of operators on designated feeder services

Phase	Obligations for vehicles of operators on Designated feeder services	Milestone date
1	<p>New vehicles registered on or after the EP scheme start date must meet the following requirements:</p> <ul style="list-style-type: none"> • Euro VI equivalent standards or better • CCTV installed for safety and security. This will provide images inside the vehicle for safety and security and also facing forwards from the vehicle to help identify traffic issues. Also, a driver facing camera to ensure good driving standards. • Automatic Vehicle Location equipment installed that will feed into TfWM’s real time information system • Heating and cooling for customer comfort • USB charging available, including at every wheelchair spaces and priority seats • Audio visual announcements: <ul style="list-style-type: none"> ○ Next stop audio announcements, including through an induction hearing loop at every wheelchair space and priority seats. ○ Next stop visual announcements. ○ Take all reasonable steps to alert passengers to route diversions through audio announcements on the vehicle. ○ Take all reasonable steps to alert passengers to route diversions through visual displays on the vehicle. • A display showing onward connection details for bus services operating in the Scheme area. • Option to pay for tickets through contactless ticketing. • A specific livery agreed with TfWM 	Existing
2	<p>All vehicles will have:</p> <ul style="list-style-type: none"> • Euro VI equivalent standards or better • CCTV installed for safety and security. This will provide images inside the vehicle for safety and security and also facing forwards from the vehicle to help identify traffic and road maintenance issues • Automatic Vehicle Location equipment installed that will feed into TfWM’s real time information system • Heating and cooling for customer comfort • Option to pay for tickets through contactless ticketing. 	Existing
3	<p>All vehicles will have:</p> <ul style="list-style-type: none"> • Audio visual announcements: <ul style="list-style-type: none"> ○ Next stop audio announcements, including through an induction hearing loop at every wheelchair space and priority seats. ○ Next stop visual announcements. ○ Take all reasonable steps to alert passengers to route diversions through audio announcements on the vehicle. ○ Take all reasonable steps to alert passengers to route diversions through visual displays on the vehicle. • A display showing onward connection details by bus, train, metro or air, where applicable, from open data sources. 	Existing

	<ul style="list-style-type: none"> • A specific livery agreed with TfWM 	
4	<p>New Vehicles registered on or after 25/05/25 will have:</p> <ul style="list-style-type: none"> • Vehicles must be non-diesel. 	25/05/2025
5	<p>All vehicles will have:</p> <ul style="list-style-type: none"> • Vehicles must be non-diesel. 	26/05/2030

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Location specific - Coventry

8.46. All qualifying bus services in the Coventry area (as shown on Figure 1) and in a list maintained by TfWM will be operated using battery electric vehicles by the indicative target date of 31 December 2025. This date will be confirmed, and the EP varied automatically, subject to confirmation of all of the following to the mutual satisfaction of both operators, TfWM and Coventry City Council, which in combination will enable the project to complete:

8.46.1. TfWM's Coventry Electric Bus City Grant Application Process

8.46.2. Coventry Bus Network Review

8.46.3. Coventry Bus Priority Programme (including London Road corridor; Foleshill Road; and City Centre Traffic Management, all of which are being developed and have provisional funding allocations and delivery programmes)

Location specific – Solihull town centre and railway station

8.47. All qualifying local bus services in Solihull town centre and railway station area must be operated with vehicles meeting Euro VI emission standards or better (NB – From 1/5/23 all buses in the wider EP Scheme area must meet Euro VI as well).

Location specific – Wolverhampton city centre (excluding Wolverhampton Bus Station, which is WMCA property and managed under the WMCA Bus Station User Agreement)

8.48. All qualifying local bus services will be operated with vehicles of Euro VI emission standard or better. (NB – From 1/5/23 all buses in the wider EP Scheme area must meet Euro VI as well).

8.49. Services that cross the boundary between the City of Wolverhampton local authority and a non-WMCA constituent authority, with a frequency of 2 buses per hour or less, will comply with a minimum emission standard of Euro III until 30 April 2023 and Euro VI from 1 May 2023, as part of the general requirement for the whole EP area set out in 8.2.1.

Schedule A: Maintenance of current provision by TfWM**Schedule A1: Existing bus stations**

Bus station	Staffed daily		Evening security	Daily cleaning	Notes
	Mon - Sat	Sun / Hols			
Dudley	Yes	Yes	Yes	Yes	Due to close September 2023 with services moved to temporary stands constructed on Tower Street Dudley Interchange expected to re-open December 2024 on the current programme
Walsall	Yes	Yes	Yes	Yes	
Coventry	Yes	Yes	Yes	Yes	
Walsall	Yes	Yes	Yes	Yes	
Wolverhampton	Yes	Yes	Yes	Yes	
Merry Hill	Yes	Yes	Yes	Yes	
Stourbridge	Yes	Yes	No	Yes	
Halesowen	Yes	Yes	No	Yes	
Bilston	Yes	No	No	Yes	
Wednesbury	Yes	Yes	No	Yes	
Cradley Heath	No	No	No	Yes	
Bearwood	No	No	No	Yes	Daily litter pick and bin emptying only; shelters washed once per month

Schedule A2: TfWM bus stop infrastructure maintenance

Any issues or problems with bus stop infrastructure are to be reported to:

<https://www.tfwm.org.uk/get-help/report-a-problem-with-a-bus-stop-or-park-and-ride/>

TfWM will maintain bus stop infrastructure in accordance with the following standards.

Response within 4 hours of being reported, where a defect is identified, which requires an immediate response to ensure infrastructure is safe for use, with **repairs carried out within 48 hours**:

- Bus shelter

Response within 4 hours of being reported, where a defect is identified, which requires an immediate response to ensure infrastructure is safe for use, with **repairs carried out within 5 working days** to ensure all elements are fully functional:

- Advertisement panel
- Lighting panel
- Digital screen
- Stop flag
- CCTV
- Real time information

Response within 4 hours of being reported, where a defect is identified, which requires an immediate response to ensure infrastructure is safe for use, with **repairs carried out within 10 working days**:

- Feeder pillar

Response and removal within 24 hours of being reported

- Bus shelter offensive graffiti

Response within 4 hours of being reported, where a defect is identified, which requires an immediate response to ensure infrastructure is safe for use:

- Ticket machine

Planned maintenance of bus stop infrastructure:

- Weekly shelter and floor cleaning within the shelter footprint, including litter removal
- Annual shelter roof clean
- Every 5 years full electrical tests and inspections

Schedule A3: TfWM Bus Stop / Stand specification

Information pole	<ul style="list-style-type: none"> Alighting-only bus stops will be provided with a bus stop pole and flag, with wording indicating that services cannot be boarded at that location Boarding bus stops will be provided with a bus stop flag incorporating service numbers. Also provided will be timetable information and, if applicable, real-time information and mapping
Shelter	<ul style="list-style-type: none"> Provision of shelters at bus stops or bus stands will be determined by TfWM based on demand, unless otherwise specified by the scheme Size and orientation dependent on site conditions Will be illuminated Subject to site conditions, provision will be made for seating
Real time information	<ul style="list-style-type: none"> Provided at bus stops or bus stands as deemed necessary by TfWM or otherwise mandated by this scheme Able to provide useful travel information The facility for bus operators to contact the West Midlands Combined Authority to add planned messages is available.
Raised kerbs	<ul style="list-style-type: none"> Where provided, kerb height should be between 120mm and 160mm;140mm being the optimum

Schedule B: Facilities provided and maintained by local highway authorities

B1 Current bus priority interventions

All current bus priority interventions (bus lanes; bus-only roads; bus gates) across the West Midlands in force at the time that this EP Scheme is made will be maintained, in accordance with the sealed Traffic Regulation Orders, by each of the relevant local highway authorities.

Any proposed changes to current bus priority interventions by local highway authorities must be submitted to a meeting of the EP Scheme Reference Group for consideration. If no objections are made at the meeting, the change will automatically be taken forward and records of interventions updated accordingly, without need to go through the formal EP Scheme variation process set out in this Scheme.

Table 10 (reserved for future use)

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B2: Bus Lane Enforcement

Birmingham City Council Bus Lane Enforcement

Birmingham City Council manages the enforcement of bus lanes and bus only roads in the city. These lanes are enforced by a series of cameras placed on corridors throughout the city and a camera car. Drivers who are caught driving in a bus lane of bus only road are fined a Penalty Charge Notice.

Sandwell Metropolitan Borough Council Bus Lane Enforcement

Sandwell Metropolitan Borough Council manages the enforcement of bus lanes, bus only streets, bus gates and contraflows. Enforcement is managed through cameras mounted on streetlights which monitor illegal driving through bus lanes. Drivers who are caught driving in bus lanes are fined a Penalty Charge Notice.

Solihull Metropolitan Borough Council Bus Lane Enforcement

Solihull Metropolitan Borough Council manages the enforcement of bus lanes in the district. These lanes are enforced by cameras. Drivers who are caught driving in a bus lane of bus only are fined a Penalty Charge Notice.

Walsall Metropolitan Borough Council Bus Lane Enforcement

Walsall Council manages the enforcement of bus lanes in the district. These lanes are enforced by cameras. Drivers who are caught driving in a bus lane of bus only road are fined a Penalty Charge Notice.

Dudley Metropolitan Borough Council Bus Lane Enforcement

Dudley Borough Council does not manage the enforcement of bus lanes through the district, any enforcement is managed by West Midlands Police.

Coventry City Council Bus Lane Enforcement

Coventry City Council manages the enforcement of bus lanes and bus gates in the city. These lanes are enforced by Automatic Number Plate Recognition. Drivers who are caught driving in a bus lane of bus only road are fined a Penalty Charge Notice.

Wolverhampton City Council Bus Lane Enforcement

Wolverhampton City Council operate a bus lane enforcement scheme across the city which monitors bus lanes, bus gates and contraflows. Enforcement is based upon a rolling scheme throughout the city; with drivers fined a Penalty Charge Notice through enforcement cameras.

B3 New bus lanes

TfWM will look to implement the new bus lanes detailed in Table 11 by a future target date, which will then be maintained by the local highway authorities under the terms of the EP Scheme.

Table 11 New bus lanes to be provided by a future target date of 31/12/2024

Intervention number	Bus lane description	Hours of operation	Category of vehicle permitted	Responsibility for Maintaining
1.	Bus lane from junction Coventry Rd/Horse Shoes Ln to the junction of Coventry Rd/Sheaf Ln (eastbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council
2.	Bus lane from junction of Hobs Moat Rd/Jillcot Rd to the junction of Coventry Rd/Hobs Moat Rd (northbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council and Solihull MBC
3.	Bus lane on Darwall Street, Walsall	24hrs	Local bus services	Walsall MBC
4.	Bus lane from junction of Birmingham Rd/Queens Rd to the junction of Birmingham Rd/Broadway (northbound)	7am to 7pm	Bus services, bicycles, hackney carriage vehicles. Motorcycles	Walsall MBC
5.	Bus lane from Jaguar-Landrover works Lode Lane North Gate to Jaguar-Landrover main gate (southbound)	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Solihull MBC
6.	Bus lane from before the junction of Coventry Rd/Lyndon Rd to the junction of Coventry Rd/Clay Lane	24hrs	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council
7.	After Dyas Avenue (658 Walsall Rd) to Opposite Booths Farm Rd (northbound)	7am to 7pm	Bus services, bicycles, motorcycles, hackney carriage vehicles	Birmingham City Council
8.	Bus lane from after Walsall Rd/Stanford Avenue to Booths Farm Rd (southbound)	7am to 7pm	Bus services, bicycles, hackney carriage vehicles, Motorcycles	Birmingham City Council

B4 New Bus Gates

TfWM will look to implement the new bus gates detailed in Table 12 by a future date, which will then be maintained by the local highway authority as part of the EP Scheme.

Table 12 Bus gates to be implemented by a future target date of 31/12/2024

Intervention Number.	Description	Implementation	Responsibility for Maintaining	Hours of Operation
9.	Bus gate southbound at Lancaster Circus Underpass	TfWM	Birmingham City Council	24hrs
10.	Bus gate northbound at Warwick Rd/Lode Ln	TfWM	Solihull	24hrs

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B5 Traffic Signal upgrades to include priority for local bus services

TfWM will look to implement traffic signal upgrades detailed in Table 13 by a future target date, which will then be maintained by the local highway authorities under the terms of the EP Scheme.

Table 13 Traffic signal upgrades to be implemented by a future target date of 31/12/2024

Intervention number	Description	Implementation	Responsibility for Maintaining
11.	Coventry Rd/Gilbertstone Ave	TfWM	Birmingham City Council
12.	Coventry Rd/Wagon Ln	TfWM	Birmingham City Council
13.	Coventry Rd/Lyndon Rd	TfWM	Birmingham City Council
14.	Coventry Rd/Sheaf Ln/Hobs Moat Rd	TfWM	Birmingham City Council
15.	Jaguar Landrover north access	TfWM	Solihull MBC
16.	Lode Ln/Dovehouse Lane	TfWM	Solihull MBC
17.	Birchfield Rd/Trinity Rd	TfWM	Birmingham City Council
18.	New Town Row / New John St West	TfWM	Birmingham City Council

B6 Pedestrian Crossing upgrades

TfWM will look to implement pedestrian crossing upgrades detailed in Table 14 by a future date, which will then be maintained by the local highway authorities as part of the EP Scheme.

Table 14 Pedestrian crossings to be upgraded by a future target date of 31/12/2024

Intervention number	Description	Implementation	Responsibility for Maintaining
19.	E2004/5 Coventry Rd nr Steyning Rd Crossing	TfWM	Birmingham City Council
20.	E2106/7 Coventry Rd Nr Brays Rd Crossing	TfWM	Birmingham City Council
21.	New pedestrian crossing Hobs Moat Road nr Old Lode Ln (north)	TfWM	Solihull MBC
22.	Nr Metro Inns Crossing	TfWM	Walsall MBC
23.	E2000/1 Coventry Rd nr Wells Green Crossing	TfWM	Birmingham City Council
24.	E2906 – Walsall Rd nr Booths Farm Rd	TfWM	Birmingham City Council

Schedule C: Enhanced Bus stops, shelters and information

C1 Enhanced Bus Stops

The enhanced bus stops detailed in Table 15 to Table 18 are equipped to accommodate vehicles of 15m -18.75m length, facilitating multi-door boarding and alighting, and maintained by TfWM.

The enhanced bus stops detailed in Table 19 will be equipped to accommodate vehicles of 15m -18.75m length by TfWM, facilitating multi-door boarding and alighting by a future target date of 31/12/2024 and maintained by TfWM.

These bus stops will also include:

- Real time information displays
- Lighting
- CCTV for security
- Bench seating

Local highway authorities will be responsible for maintaining bus stop clearway orders associated with the enhanced bus stops.

Although all stops will allow multi-door boarding, enhanced bus stops will be available for use by all local bus services.

Table 15 Enhanced bus stops on the A34 towards Birmingham City Centre

Intervention number	Location
25.	Walsall Town Centre (Bridge Street)
26.	Walsall Six Ways, Birmingham Road
27.	Jesson Road, Birmingham Road
28.	Broadway, Birmingham Road
29.	Queens Road, Birmingham Road
30.	Bell Inn, Birmingham Road
31.	Chapel Lane, Birmingham Road
32.	Scott Road, Birmingham Road
33.	Scott Arms, Walsall Road
34.	Beeches Road, Walsall Road
35.	Rocky Lane, Walsall Road
36.	The Tennis Court, Walsall Road
37.	Cliveden Avenue
38.	Perry Barr One Stop Birchfield Rd
39.	Livingstone Road
40.	Trinity Road, Birchfield Road
41.	Six Ways Aston, Birchfield Road
42.	The Bartons Arms, Newtown Row
43.	St Stephens Street, Newtown Row
44.	Lower Tower Street
45.	Fentham Road

Table 16 Enhanced bus stops on the A34 towards Walsall

Intervention number	Location
46.	Lower Tower Street, Newtown Row
47.	Milton Street, Newtown Row
48.	Six Ways Aston, Birchfield Road
49.	Heathfield Road, Birchfield Road
50.	Livingstone Road
51.	Perry Barr Interchange
52.	Cliveden Avenue
53.	The Tennis Court, Walsall Road
54.	Rocky Lane, Walsall Road
55.	Beeches Road, Walsall Road
56.	Scott Arms, Walsall Road
57.	Cross Lane, Birmingham Road
58.	Chapel Lane, Birmingham Road
59.	Bell Inn, Birmingham Road
60.	Queens Road, Birmingham Road
61.	Broadway, Birmingham Road
62.	Jesson Road, Birmingham Road
63.	Walsall Six Ways, Springhill Road

Table 17 Enhanced bus stops on the A45/B425 towards Birmingham City Centre

Intervention number	Location
76.	Solihull Hospital
77.	Henley Crescent, Lode Lane
78.	Castle Lane, Lode Lane)
79.	Solihull Ice Rink, Lode Lane
80.	The Wheatsheaf, Coventry Road
81.	Lyndon Road, Coventry Road
82.	Brays Road, Coventry Road
83.	Steyning Road, Coventry Road
84.	Swan Island, Coventry Road
85.	Kathleen Road, Coventry Road
86.	Kings Road, Coventry Road
87.	Small Heath Highway, Poets Corner

Table 18 Enhanced bus stops on the A45/B425 towards Birmingham Airport/Solihull

Intervention number	Location
88.	Small Heath Highway, Poets Corner
89.	Kings Road, Coventry Road
90.	Kathleen Road, Coventry Road
91.	Swan Island, Coventry Road
92.	Sunnymead Road, Coventry Road
93.	Brays Road, Coventry Road
94.	Lyndon Road, Coventry Road
95.	Ulleries Road, Lode Lane
96.	Solihull Ice Rink (formerly Ulleries Road)
97.	Dovehouse Lane, Lode Lane
98.	Henley Crescent, Lode Lane
99.	Rowood Drive, Lode Lane
100.	Solihull Hospital

Table 19 Enhanced bus stops to be delivered by a future target date of 31/12/2024

Intervention number	Location
<i>A34 towards Birmingham City Centre</i>	
101.	Walsall Town Hall
102.	Skip Lane
<i>A34 towards Walsall</i>	
103.	The Bartons Arms
104.	Hatfield Rd
105.	Old Walsall Road
106.	Skip Lane
<i>A45 / B425 towards Birmingham city centre</i>	
107.	The Hermitage
108.	Keswick Road
109.	Lode Heath School, Lode Lane
110.	Hobs Moat Road/Old Lode Lane
<i>A45/ B425 towards Solihull</i>	
111.	The Hermitage
112.	Keswick Road
113.	Hobs Moat Road/Old Lode Lane

C2 Enhanced Bus Stands

TfWM will look to implement the new bus stands detailed in Table 20 by a future target date. These will be designated as bus stands capable of accommodating vehicles of 15m -18.75m length, with buses able to stand for up to 10 minutes depending on the location.

Table 20 Enhanced bus stands to be implemented by a future target date of 31/12/2024

Intervention number	Stand location
114.	Swan Island, Coventry Road
115.	Sandwell/Walsall boundary
116.	Walsall Town Centre (position to be confirmed)
117.	Perry Barr One Stop, Birchfield Road

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C3 Designated Feeder Bus Stands

TfWM will look to implement Designated feeder service Bus Stands listed in Table 21 at a future date. These stands will be specifically for ‘feeder bus services’ that are advertised to connect with other key bus services in the corridor, with buses able to stand for up to 10 minutes depending on the location. TfWM will define when these locations will be designated as feeder bus stands, as and when required. Standing buses will not be permitted to idle. These stops may be used by other qualifying local bus services.

Table 21 Designated feeder service Bus Stands

Intervention number	Stop location
118.	Swan Island, Coventry Road
119.	Sandwell/Walsall boundary
120.	Walsall Town Centre (position to be confirmed)

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Schedule D: Reporting Mechanisms to Local Highway Authorities

Schedule D1: Birmingham City Council reporting mechanisms

Highway Issues

All highway defects reported to Birmingham City Council will be dealt with in accordance with the City Council's current highway maintenance and management service contract requirements. Highway defects should be reported through: https://www.birmingham.gov.uk/info/20110/report_road_and_pavement_issues

This includes:

- a. Potholes (or other road and pavement problems)
- b. Faulty or broken street lights
- c. Faulty traffic lights, signs or signals
- d. Flooding or drainage issues
- e. Defects with or damage to other council street furniture

Response times to defects will be prioritised according to their assessed urgency and the council's current service provisions.

Parking Issues

For specific parking issues, operators can report these by using the online form at:

https://www.birmingham.gov.uk/info/20109/parking/1983/report_an_illegally_parked_vehicle

The parking team can be contacted at: Parking@birmingham.gov.uk

Roadwork notifications

Information on roadworks, including Urgent, Emergency and notified roadworks, can be requested from BHM.Streetworks@kier.co.uk

Any operators wanting to join the list should contact BHM.Streetworks@kier.co.uk

Schedule D2: Sandwell Metropolitan Borough Council reporting mechanisms

Highway Issues

In the first instance all highway related defects related to carriageways, footways, potholes, manhole covers, road markings, road signs, streetlights, traffic lights, bridges and structures and blocked drains should be reported through the 'Report a Problem' page on Sandwell Council's website:

<http://www.sandwell.gov.uk/reportit>

Alternatively, defects can be reported through Sandwell Council's call centre (currently 0121 368 1177). In the event of an emergency response being required, this is the route we would encourage.

Defects will be automatically allocated to the correct team. Highway Safety Inspections will typically be assigned and undertaken the following working day. Defects will be prioritised and rectified in line with Sandwell Council's Asset Management Plan

Parking Issues

For the reporting of specific parking issues, operators can notify the council through the MySandwell Web Portal or contact centre by calling (currently) 0121 368 1177.

Roadwork notifications

Sandwell uses one.network to make roadwork information available to operators on a self-help basis through a link on the council's website:

<https://one.network/custom/sandwell/>.

Operators can also follow on twitter on @sandwellroads.

Upcoming traffic management information is emailed on a weekly basis, normally a Wednesday. If any bus operators wish to be added to the weekly email distribution, they should request this via TfWM using busalliance@tfwm.org.uk

Schedule D3: Solihull Metropolitan Borough Council reporting mechanisms

Highway Issues

Solihull has a dedicated web page for reporting highway related issues, including potholes, streetlights and flooding: <https://www.solihull.gov.uk/About/report>

In using this website, it is possible to create an account on which a response to an enquiry will be posted. There is a daytime Contact Centre telephone (currently) 0121 704 8001 and an out of hours telephone (currently) 0121 704 8000.

Response to any reported defect will be assessed depending on the severity and risk, any repairs required will be prioritised using a risk-based approach with a standard defect response within 28 days.

Parking Issues

For specific parking issues, bus operators can notify the council by calling (currently) 0121 704 611 or e-mail parkingservices@solihull.gov.uk

Highway work notifications

Details of all planned and approved works are published on the One Network system at: <https://www.solihull.gov.uk/solihullroadworks>

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Schedule D4: Walsall Metropolitan Borough Council reporting mechanisms

Highway Issues

Walsall Council specifies that all defects relating to roads and pavements, potholes, manhole covers, road markings, road signs and blocked drains be reported through its 'Report a street problem within Walsall' webpage:

<https://go.walsall.gov.uk/forms/Report-A-Street-Problem-Within-Walsall>

All Street lighting defects should be reported via:

<https://walsallstreetlighting.amey.co.uk/>

All Traffic Signal Defects should be reported to Walsall and Wolverhampton shared urban traffic control service by:

Calling (currently) 01902 555795 or through:

utc.controlroom@wolverhampton.gov.uk

Defects will be rectified in line with Walsall Council's procedures (shown on page https://go.walsall.gov.uk/highway_maintenance), giving priority to those sites which are most urgent.

Parking Issues

For specific parking issues operators can notify the Civil Parking Enforcement Team by calling (currently) 01922 652433 or e-mail carparks@walsall.gov.uk.

Roadwork notifications

Roadworks Notices will be e-mailed to operators and other stakeholders on a mailing list managed by the Traffic Management Team. They are also available on Walsall Council's website: -

<https://go.walsall.gov.uk/roadworks>

Any operators wanting to join the list should contact: -

trafficmanagement@walsall.gov.uk.

Schedule D5: Dudley Council reporting mechanisms

Highway Issues

All Highway defects in Dudley can be reported by calling 03005 552 345 or by using two online portals, Fix My Street: <https://www.fixmystreet.com/reports/Dudley?zoom=11&lat=52.49216&lon=-2.10174> or the Dudley Council website, where it is possible to report specific issues:

- Potholes or other road pavement problems: <https://www.dudley.gov.uk/residents/parking-and-roads/street-care-and-maintenance/report-a-pothole/>
- Faulty or broken traffic lights: <https://www.dudley.gov.uk/residents/parking-and-roads/street-care-and-maintenance/>
- Flooding and drainage issues: <https://www.dudley.gov.uk/residents/parking-and-roads/street-care-and-maintenance/>
- Defects with or damage to other council street furniture: <https://www.dudley.gov.uk/residents/parking-and-roads/street-care-and-maintenance/>

Parking issues

Any parking issues in the borough can be reported to the Council using their Parking Problem Portal: <https://customer.dudley.gov.uk/service-request/council-contact/?ref=SO-00521>

Alternatively the parking team can be contacted at: Dudleycouncilplus@dudley.gov.uk

Roadworks Notifications

Information on roadworks, including urgent, emergency and notified roadworks can be requested from:

<http://www5.dudley.gov.uk/WebSWR/SymSearch.aspx>

<https://www.dudley.gov.uk/business/licences-registrations-and-permits/highway-licences/>

Schedule D6: Coventry City Council reporting mechanisms

Highway Issues

All highway defects or issues with the pavement or verges can be reported to the council using the Council's online portal: <https://www.coventry.gov.uk/roads-highways-pavements/potholes>

Parking Issues

For any parking issues Coventry City Council have an online portal where problems can be raised: https://myaccount.coventry.gov.uk/service/Parking_issue_report

Roadworks Notifications

Coventry City Council publish a live map of roadworks, and a roadwork schedule, on their website: <https://www.coventry.gov.uk/roads-highways-pavements/roadworks>

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Schedule D7: Wolverhampton City Council reporting mechanisms

Highways Issues

Issues or defects with the highways, pavements or verges can be reported to the council by either:

- Wolverhampton Report It: <https://www.wolverhamptonreportit.com/reports/livemap>
- Fix My Street: <https://www.fixmystreet.com/reports/Wolverhampton?zoom=12&lat=52.59094&lon=-2.12745>
- The 'Report a problem' section of Wolverhampton City Council's website. Respondents can report potholes, faulty street lights, damaged bridges and pavement hazards and repairs: <https://www.wolverhampton.gov.uk/parking-and-roads>

Parking Issues

Problems with parking in Wolverhampton can be reported through Fix My Street or through the 'contact parking services' section of their website:

<https://www.wolverhampton.gov.uk/parking-and-roads/contact-parking-services>

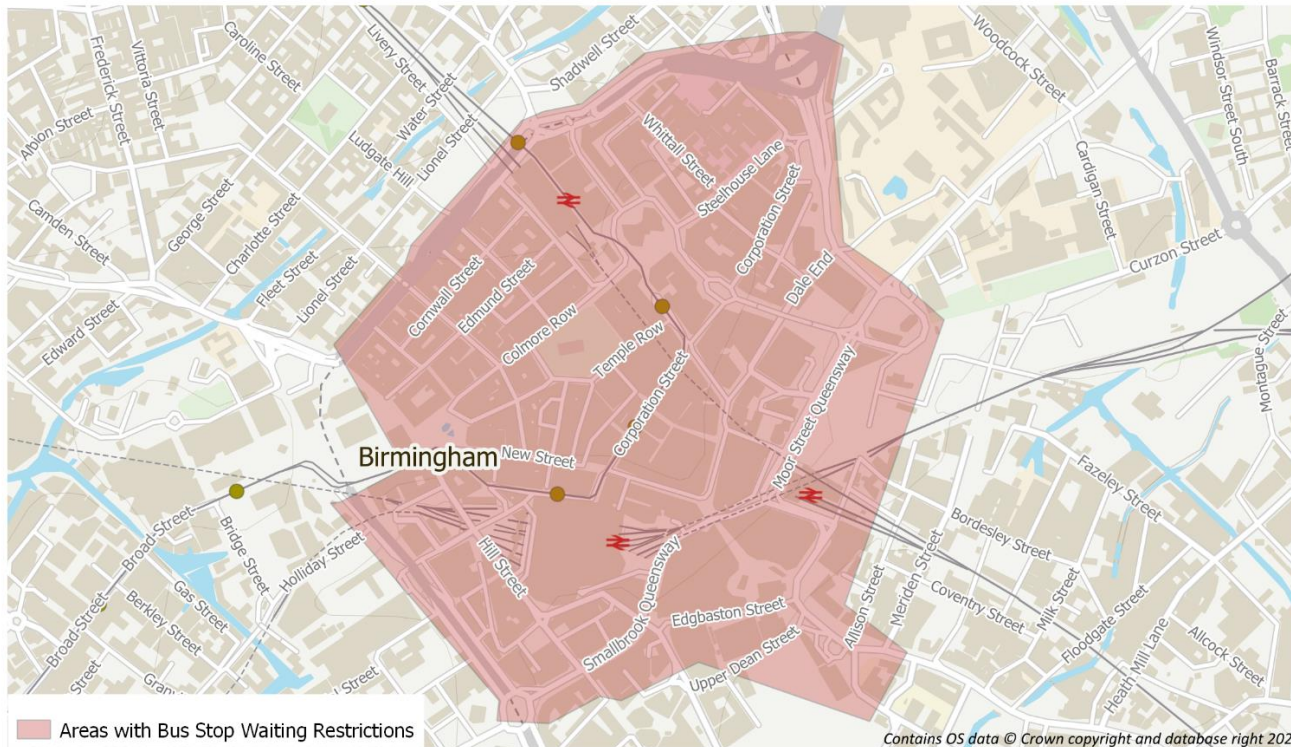
Roadworks Notifications

Details of all planned and approved works are published on the One Network system at: <https://wolverhampton.roadworks.org/>

Schedule E: Bus stop waiting restrictions

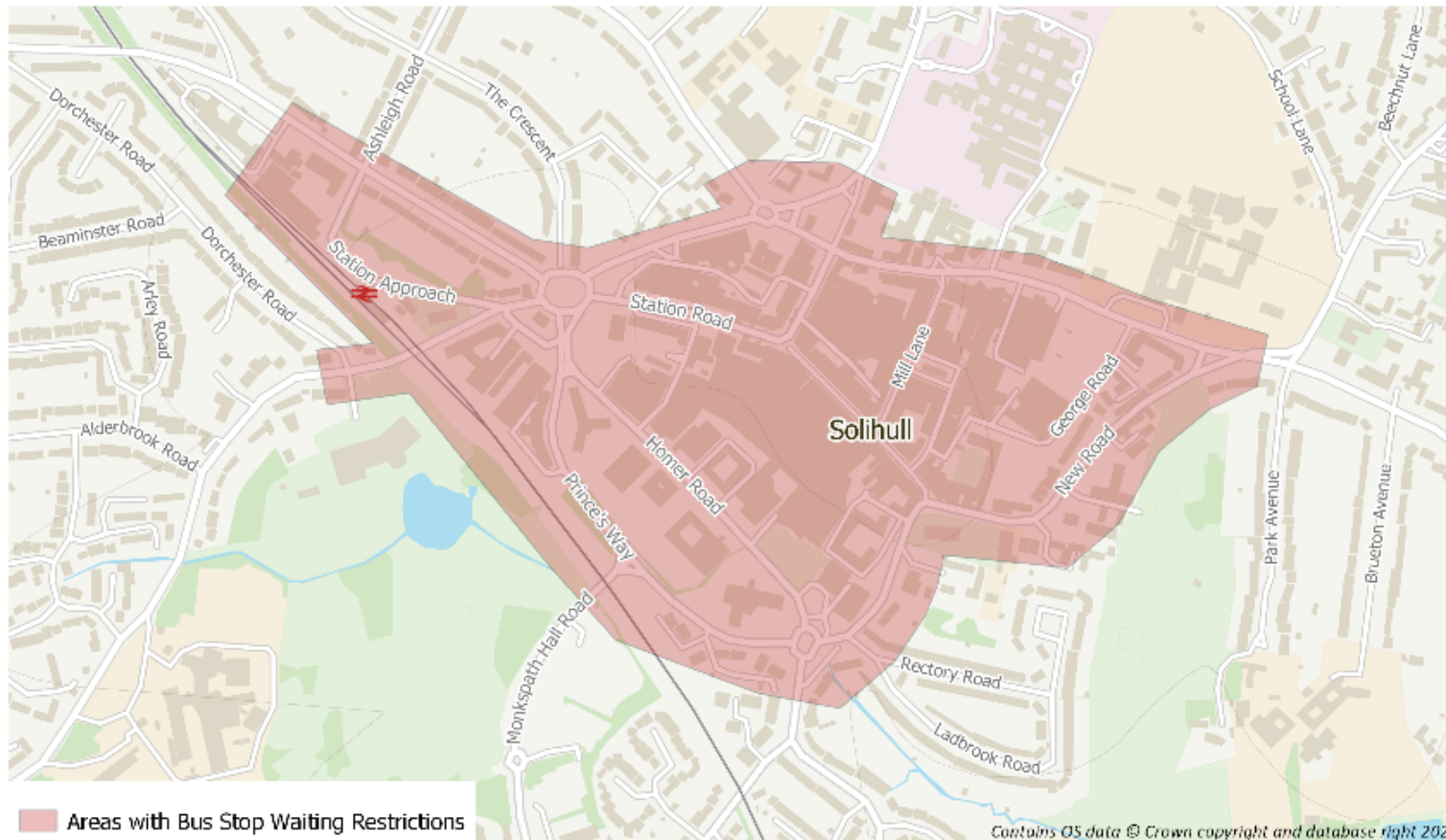
Schedule E1: Birmingham City Centre bus stop waiting restrictions

West Midlands Combined Authority Enhanced Partnership Scheme Areas with Bus Stop Waiting Restrictions



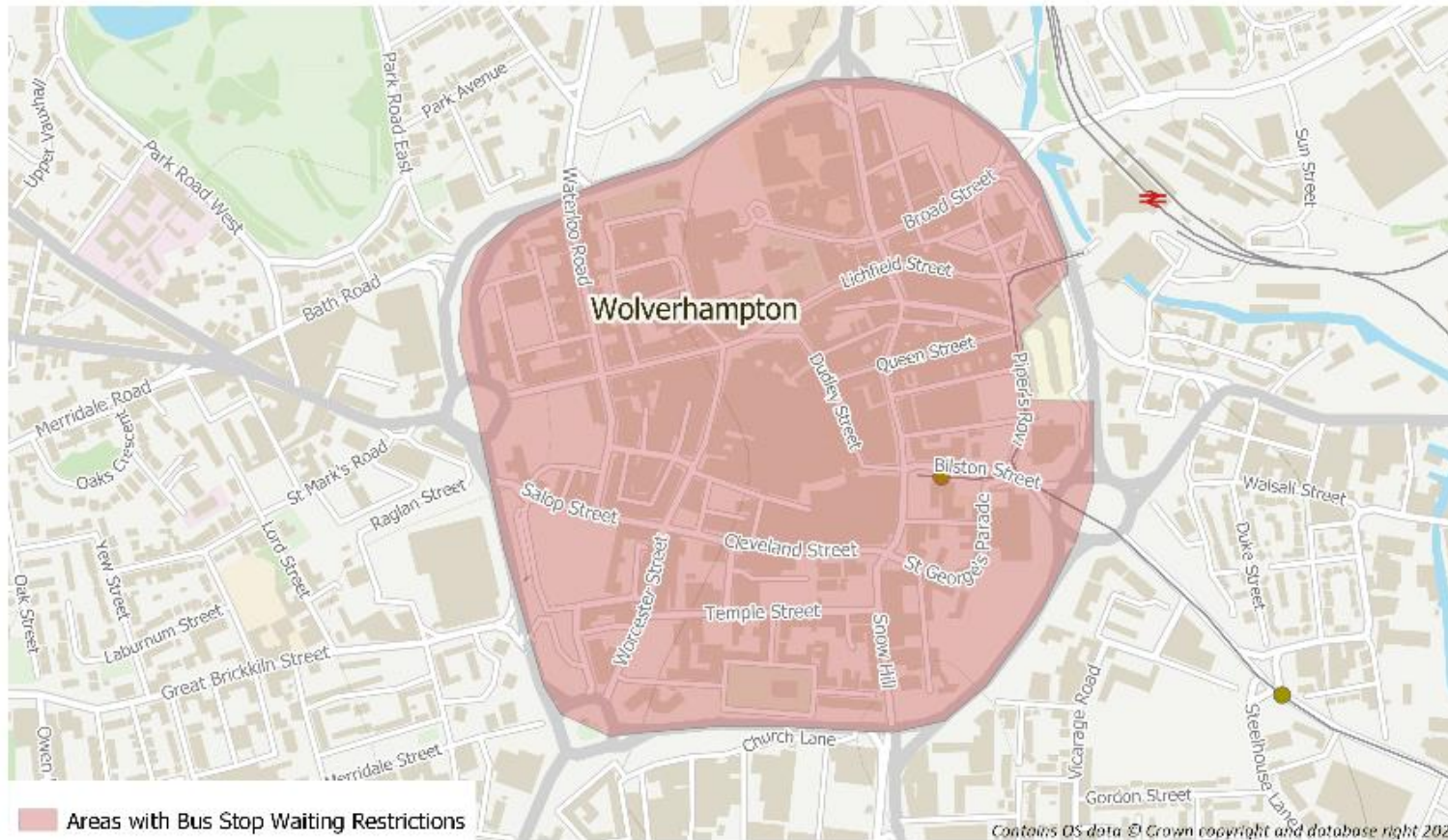
Schedule E2: Solihull Town Centre bus stop waiting restrictions

West Midlands Combined Authority Enhanced Partnership Scheme Areas with Bus Stop Waiting Restrictions



Schedule E3: Wolverhampton City Centre bus stop waiting restrictions

West Midlands Combined Authority Enhanced Partnership Scheme Areas with Bus Stop Waiting Restrictions



Annex A Network Stability Periods

To minimise the number of change dates for bus services and to ease information provision for changes, specific Network Stability Periods are agreed with operators, which are published separately.

The extract below is from “The Code of Practice on Network Stability in the West Midlands Combined Authority area”, Appendix 2 of the “West Midlands Combined Authority Roadside Information Recharging Scheme”.

As the scheme states:

“5.5 Operators will be required to follow the processes outlined in the Code of Practice on Bus Network stability in order to ensure timely distribution and posting of Roadside Information. Details of the agreed change dates from the Code of Practice are supplied in Appendix 2.

5.6 In normal circumstances, timetable information will only be distributed at the time of each of the agreed change dates in the West Midlands Code of Practice on Bus Network Stability. Any service changes received after the 8-week period prior to the agreed change dates will be held over until the next available distribution date. There will only be, unless there are exceptional circumstances, 12 dates per year when timetable information is updated. This measure is intended to reduce the cost of distribution and ensure that the scheme is economic and efficient.”

To clarify, these dates are primarily to enable efficient and value for money updates to roadside information, by encouraging operators to make service changes on the same date. Timescale for distribution and posting of Roadside Information is dependent on the process used to submit registrations to the Registration Authority. Operators can of course make an application to the Registration Authority on any date they choose, but WMCA will only commit to updating roadside information for the dates published for the Network Stability Periods.

Service change updates through digital channels are subject to different implementation timescales, as are data changes for Christmas and Easter holidays, RTI data builds and printed timetable leaflets. Further information regarding these can be provided to Bus Operators as a separate note as they do not currently form part of any scheme or formal commitment.

Annex B Maximum Frequency Route Requirements (MFRR)

Defined terms

Affected Service – means a Qualifying Local Bus Service or proposed Qualifying Local Bus Service that uses a defined MFRR Corridor for more than 25% of its length (by direction).

Assumed Maximum Profit – means the Value, determined by WMCA based on information supplied by Operators, of the expected maximum potential profit from a Slot Allocation Contract.

Maximum Frequency Route Requirement, MFRR or Route Requirement – means those sections of road subject to a rule and method of setting a limit on the maximum frequency of buses per hour that will be entitled to use that section of road between minutes 00 and 59 of each hour.

MFRR Corridor – means a section of road(s) on which a Maximum Frequency Route Requirement applies.

Scope of Maximum Frequency Route Requirements

Maximum Frequency Route Requirements **may** be introduced and enforced to prevent the over-provision of buses on the region's busiest corridors to the detriment of the wider bus network. If introduced these will be as shown in Annex B Table 1 below.

Maximum Frequency Route Requirements will only be implemented if the following conditions are met:

- TfWM or a Qualifying Local Bus Service Operator who believes and can evidence there is overprovision of capacity on the corridor, requests maximum frequency route requirements be implemented
- ; and
- Operators are operating services on that corridor in excess of the Maximum Frequency Route Requirement as set out in Annex B Table 1; and
- That this appears to TfWM to be resulting in overprovision of capacity with consequences likely to be to the detriment of that corridor (considering and not limited to safety, air quality, congestion, as well as bus passengers, other road users, local residents etc.) or the wider bus network; and
- Affected Operators on the corridor cannot reach agreement voluntarily to reduce service frequencies to levels less than that set out in the relevant part of Annex B Table 1.

TfWM will consult with Operators currently operating on the affected corridor as part of the decision process and may seek additional data in order to make the decision.

The decision to implement Maximum Frequency Route Requirements will be taken by the Head of Bus at TfWM on a corridor-by-corridor basis and they will publish a Statement of Decision with reasons.

In the event of a Maximum Frequency Route Requirement being implemented, this will be published on the TfWM website (at <https://www.tfwm.org.uk/who-we-are/what-we-do/bus-services/bus-service-registrations-within-the-west-midlands>) and Operators of Local Qualifying Bus Services will be advised by email/letter. This will then trigger the process outlined under the '**Registering a Service subject to a Maximum Frequency Route Requirement**' section below.

Thirty-five working days after the Maximum Frequency Route Requirement has come into force, TfWM will issue a Notice of Intent to Cancel affected service registrations if no Notice of Compliance has been submitted by Affected Operators.

Methodology for Calculating Maximum Frequency

Thirty-two busy corridors where the frequency is currently greater than 6 buses per hour are considered as potentially requiring the introduction of Maximum Frequencies. The number of departures per hour is calculated by TfWM on receipt of a Local Bus Service registration. Each hour is defined as the 60 minutes past any hour between minute 00 and minute 59. Each journey is only counted once and this time is the first timetabled point for the journey on the corridor. Should there be no timetabled point on the corridor the time the service enters the corridor is estimated by TfWM based on the previous timing point.

Details of the methodology used to determine the initial Maximum Frequency levels is as follows:

- Weekday passenger boardings for each Qualifying Local Bus Service (for the period 12/09/2022 – 16/09/2022) was collated for either morning or evening peak (as indicated in the in the table of routes below). Generally, as services are slightly busier in the morning peak, passenger boardings between 0700 and 0900 were used. However, some routes have significantly higher afternoon peak patronage compared to morning peak; for these routes, passenger boardings between 1530 and 1730 were used.
- The total figure for all days was divided by 5 (to give an average per day) and then by 2 to provide a typical daytime peak hour patronage figure.
- Two thirds of this figure was then used as a suitable average estimate for the dominant direction (usually heading into a main centre in the morning peak and out of a main centre in the afternoon peak).
- This figure was then inflated by 20% (effectively allowing 1.2 seats per passenger in the dominant direction) and rounded up to the next whole number, providing an allowance for patronage growth and reducing the need to revisit the calculations and make amendments for minor frequency changes.

- Figures were limited to no more than 25% (rounded to the next whole number) of the maximum frequency on corridors on 6th March 2023. Where this limit has been introduced is indicated in the table of routes below.
- This number was used to set the maximum frequency, based on the most widely used type/capacity of vehicle on the corridor in November 2022.

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Variation to the Methodology for the Kenilworth Road MFRR Corridor

Due to the unique circumstances of the Kenilworth Road corridor in Coventry, serving both interurban and University travel patterns, a different methodology for the calculation of the MFRR was used, as described below:

- Patronage figures were taken for 03/10/2022 – 07/10/2022, ensuring the inclusion of University of Warwick students.
- The 'two-thirds' calculation step above was not used on this corridor because the vast majority of travel at peak times was in the dominant direction
- Only services with a stopping place in the University of Warwick will be captured in this MFRR. This is to ensure the inter-urban flows are not negatively affected by competition to serve the main University flows.

Journeys That Are Exempt from the Maximum Frequency Calculations

Recognising that significant passenger flows to and from educational establishment can create large spikes in demand for bus services, those journeys that meet **all** of the following conditions will be exempt from the maximum frequency calculations:

- Journeys that operate only on the days that relevant educational establishments are open.
- There is no more than one journey to and from the specific education establishment each day of operation.
- The local bus service registration states that the journeys are for the benefit of a specific educational establishment, which is named.

Maximum Frequency Route Requirement Corridor list

The table below lists the proposed MFRR Corridors (as at the time this EP Scheme variation was made). The list, which will be updated when changes occur, will be available on the TfWM Registrations webpage (<https://www.tfwm.org.uk/who-we-are/what-we-do/bus-services/bus-service-registrations-within-the-west-midlands>).

February 2023 Draft Variation 003 Enhanced Partnership Scheme for the West Midlands

Corridor Name	Route requirement from	Route requirement to	Total corridor km	25% of km (point at which requirements apply)	Peak hour patronage data used	Initial maximum number of departures (each direction) in any given hour	25% limited
HAGLEY ROAD	Hagley Road/Five Ways, Birmingham	Hagley Road/Portland Road, Birmingham	1.2	0.29	AM	<u>33</u>	=
OUTER CIRCLE	Westley Road, Acocks Green	Westley Road, Acocks Green	41.1	10.28	AM	<u>22</u>	<u>Y</u>
BLOXWICH	Stafford Street, Walsall	High Street/Wolverhampton Road, Bloxwich	3.6	0.90	AM	<u>22</u>	<u>Y</u>
A4031 WALSALL TO WEST BROMWICH	West Bromwich Street, Caldmore	Cronhills Interchange, West Bromwich	6.6	1.66	AM	<u>12</u>	=
A4034 WEST BROMWICH TO BLACKHEATH	Moor Street, West Bromwich	Oldbury Road/Archers Way, Blackheath	5.5	1.38	AM	<u>12</u>	=
A42 BIRMINGHAM TO PERRY BARR	Lancaster Circus	Birchfield Island, Perry Barr	3.4	0.84	AM	<u>35</u>	=
COVENTRY ROAD	Coventry Road/Cattell Road, Bordesley	Wells Green, Sheldon	6.6	1.66	PM	<u>18</u>	=
BIRMINGHAM, WEST BROMWICH & DUDLEY	Hockley Circus, Hockley	Burnt Tree Island, Burnt Tree	12.5	3.12	AM	<u>17</u>	=
WARWICK ROAD	Warwick Road/Stratford Road, Sparkbrook	Lode Lane, Solihull	8.3	2.07	AM	<u>14</u>	<u>Y</u>
HARBORNE	Five Ways, Birmingham	Worlds End Ln / Ridgacre Rd	5.7	1.43	AM	<u>15</u>	=
ALCESTER ROAD	Bradford Street, Birmingham	Bus turning circle, Druids Heath	9.7	2.42	AM	<u>15</u>	=

February 2023 Draft Variation 003 Enhanced Partnership Scheme for the West Midlands

BORDESLEY GREEN & CHELMSLEY WOOD	Garrison Circus	Bosworth Drive/Chapelhouse Road, Chelmsley Wood	9.0	2.24	AM	<u>13</u>	<u>Y</u>
BRISTOL ROAD	Holloway Circus, Birmingham	Bristol Road South, Northfield	8.4	2.10	AM	<u>13</u>	:
WARD END & CHELMSLEY WOOD	Nechells Parkway/Middleway, Birmingham	Moorend Avenue, Chelmsley Wood	13.8	3.44	AM	<u>13</u>	:
A5127 BIRMINGHAM TO SUTTON COLDFIELD	Transition between A38(M) and A5127, Gravelly Hill	Birmingham Road/Queen Street, Sutton Coldfield	6.9	1.73	AM	<u>13</u>	:
STRATFORD ROAD	Stratford Road/Warwick Road, Sparkbrook	Robin Hood Island, Hall Green	4.6	1.15	AM	<u>12</u>	:
HAMSTEAD	Hockley Circus, Hockley	Newton Rd / Hamstead Rd, Hamstead	6.8	1.69	AM	<u>12</u>	:
A4124 WOLVERHAMPTON TO WEDNESFIELD	Wednesfield Rd/Ring Rd St David's, Wolverhampton	Griffiths Drive, Ashmore Park	6.0	1.50	PM	<u>16</u>	:
BIRMINGHAM NEW ROAD	Birmingham New Road, Wolverhampton	Priory Road/The Broadway, Dudley	6.5	1.61	AM	<u>9</u>	<u>Y</u>
TILE CROSS	Coventry Road/Cattell Road, Bordesley	Tile Cross Road, Tile Cross	9.4	2.34	AM	<u>10</u>	:
PERSHORE ROAD	Belgrave Interchange, Birmingham	Pershore Road South, Cotteridge	6.2	1.56	AM	<u>10</u>	:
WALSALL, WILLENHALL & WOLVERHAMPTON	Bilston Street Island, Wolverhampton	Wolverhampton Road/Pleck Road, Walsall	9.0	2.25	AM	<u>9</u>	:
LONDON ROAD	St James Lane/Robin Hood Road, Willenhall	Mile Lane, Coventry	4.5	1.12	AM	<u>9</u>	:
STONEY STANTON ROAD	Bird Street, Coventry	Bell Green Road/Henley Road, Bell Green	3.6	0.90	AM	<u>9</u>	:

February 2023 Draft Variation 003 Enhanced Partnership Scheme for the West Midlands

ALUM ROCK & CHELMSLEY WOOD	Curzon Circus, Birmingham	Chapelhouse Road/Bosworth Drive, Chelmsley Wood	10.3	2.57	PM	<u>9</u>	:
ASTON	Dartmouth Circus, Birmingham	Salford Circus, Gravelly Hill	2.7	0.68	AM	<u>8</u>	:
A41 CARTERS GREEN TO WOLVERHAMPTON	Bilston Street Island, Wolverhampton	Albion Roundabout, Carters Green	12.3	3.09	AM	<u>7</u>	:
LADYWOOD & SMETHWICK	Stony Lane/High Street, Smethwick	Ladywood Circus, Birmingham	6.4	1.61	AM	<u>7</u>	:
KENILWORTH ROAD - Only services that have a stopping place within University of Warwick grounds need to meet this requirement	Kenilworth Road/Leamington Road, Coventry	Kenilworth Road/Gibbet Hill Road, Coventry	3.7	0.94	AM	<u>8</u>	:
FOLESHILL	Foleshill Road/Harnall Lane West	Bedworth Road (West Midlands Boundary), Longford	5	1.25	AM	<u>18</u>	:
SEDGLEY	Dudley Road, Wolverhampton	Wolverhampton Street, Dudley	8.1	2.02	AM	<u>10</u>	:
DUDLEY ROAD	Spring Hill Roundabout	Burnt Tree Island	11.9	2.98	AM	<u>14</u>	:

Page 169

Variations to the Maximum Frequency on a MFRR Corridor

If an operator wishes to request a variation to the maximum frequency on a MFRR Corridor (whether implemented or not), it should send an email to busserviceregistration@tfwm.org.uk, clearly stating the reason for this review.

TfWM can also initiate a request for a variation.

In either instance, TfWM may reasonably request patronage data from all operators on the corridor. TfWM will keep any data confidential, only using it to review the maximum frequency for the corridor.

TfWM will evaluate the request for a variation and make a recommendation at a meeting of the EP Reference Group. Agreement of this will be made in accordance with the bespoke EP Scheme Variation Mechanism but only the online list will be updated, not the EP Scheme.

Short-Term Disruption Affecting a MFRR Corridor

Using an Emergency Exemption provision, if implemented, the MFRR can be suspended for up to a maximum of 1 month, subject to agreement by **all** operators on the corridor.

An operator may submit a request to TfWM for an Emergency Exemption by email to busserviceregistration@tfwm.org.uk clearly stating the reason(s) for the request.

TfWM will review the Emergency Exemption request and notify all relevant operators of the decision, by email, within 3 working days.

Registering a Service subject to a Maximum Frequency Route Requirement

Operator(s) submit a registration for one or more services on a MFRR Corridor.

If the registration triggers a break of the MFRR, the Operator(s) will be approached informally and given the opportunity to withdraw or amend the registration to comply with the MFRR.

If the affected Operator(s) wish to proceed with each of the relevant registrations then TfWM will convene an informal meeting between TfWM and all Operators with registered services on the corridor (including any new Operator(s) that may have not yet commenced running services on the MFRR Corridor). Should TfWM and those Operator(s) collectively agree that the best outcome is to increase the frequency limit on the MFRR Corridor it will immediately and automatically be increased to the agreed new maximum frequency.

If resolution by informal means is not possible, all Operators with Affected Services (or an application to register a service) on the MFRR Corridor(s) will be notified with a Notice of Intent to Cancel* and requested to agree a compliant service pattern to meet

the Corridor's MFRR. Other local transport authorities that TfWM believes are affected will also be informed.

*Notice to include:

(a) Details of the service or services that, taken together, would breach the route requirement(s) – including the registration that caused the breach (which has been accepted by the registration authority, but is not yet running).

These details would include the name of the operator, the number of the service and the serial number of the local bus service registration.

(b) Details of the route requirement(s) – taken from the relevant section of the EP Scheme - that the registration authority considers the local bus services listed at (a) above would breach.

(c) That unless the breach is resolved, all the services listed at (a) above will be cancelled by the registration authority and replaced by services operated under contract to TfWM.

(d) The notice must also inform the operators that they can submit a 'notice of compliance' containing proposals for changing their bus service patterns in a way that would meet the route requirement(s). The notice must also specify that the operator's 'notice of compliance' must be received by the registration authority within 28 days of the notice to cancel being issued.

If operators of Affected Services can agree a revised service pattern, then they must issue a Notice of Compliance within 28 Days of the Notice of Intent to Cancel. TfWM will either accept or reject (on the grounds the MFRR is still not met) the Notice of Compliance within 10 working days. Operators must then enter a Qualifying Agreement under schedule 10 of the Transport Act 2000.

In the event that one or more affected operators consider that independent mediation would be of help, this can be requested via TfWM or Bus Users UK.

If affected operators cannot agree a compliant service pattern, TfWM will formally Issue a Notice to Cancel** to all the operators of Affected Services within 35 working days of the issue of the Notice of Intent to Cancel assuming no Notice of Compliance has been submitted.

**Notice to Include:

Details of the requirement(s) which the decision concerns:

- Name and address of the operator providing the service(s) that the decision concerns.
- Registration number of the service(s) that the decision concerns.
- Requirement(s) in the EP Scheme that the decision concerns.
- Registration authority's decision and the reasons for it.
- List and description of the evidence that the registration authority relied on in reaching the decision.

- Date on which the cancellation or variation, if any, is to take effect.
- Statement confirming that if an appeal is lodged against any decision(s) to cancel, the cancellation will be postponed.
- If applicable, the date by which operators are required to submit registration variation(s) that would either (a) satisfy the requirements that the decision concerns, or (b) result in the varied service no longer being required to meet the conditions that the decision concerns.

The Notice to Cancel will include a date for the registration cancellation(s) to come into effect [the Cancellation Date].

Where a Notice to Cancel is issued, WMCA will then issue an invitation to tender a Slot Allocation Contract for Affected Services. These services will not start for at least 29 days after the Notice to Cancel is issued.

Operators have the right to appeal the Notice to Cancel. An appeal should be made to the Traffic Commissioner in line with the process set out in Section 7 of The Bus Services Act 2017 Guidance on the Registration of local bus services in an Enhanced Partnership Area.

The contracted service(s) will commence on the cancellation date, unless an appeal is made.

The invitation to tender documentation will be issued based upon the requirements set out in Annex H of The Bus Services Act 2017 Guidance on the Registration of local bus services in an Enhanced Partnership Area.

Where a MFRR Corridor is fulfilled by a Slot Allocation Contract, other affected services cannot be operated on that corridor for the duration of that contract.

WMCA's Approach to Slot Allocation Contracts

Should a MFRR be exceeded, one or more Slot Allocation Contract(s) may be procured by TfWM for the provision of the services on that corridor.

For each contract, the main objectives sought will be defined, along with the principles and methodology by which tenders will be assessed and evaluated. Tenders will be evaluated on the basis of price, quality and wider benefits provided, in accordance with DfT guidance below. The precise criteria and weightings to be applied to a particular SAC will be published as part of the invitation to tender, noting the relevant guidance and regulations.

Specifically, if the tendering documentation invites the operator to pay a price premium to run the service, no more than 33% of the evaluation criteria can relate to any monies paid to the LTA.

Furthermore, the evaluation criteria must give due regard to:

- i. The quality of services to be provided.
- ii. The potential for on-road competition to bring benefits to bus passengers in the enhanced partnership scheme area.
- iii. The contribution that the service to be operated would provide to overall connectivity within the enhanced partnership scheme area.
- iv. Any other factors as the LTA considers necessary to consider for the furtherance of the objectives set out in the relevant enhanced partnership plan.

Note: if any of the evaluation criteria are not relevant to a particular contract, that part of the evaluation can just include a statement that it is not relevant.

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Annex C Passenger Led Recovery Programme Development Details

TfWM has consulted and worked with multiple stakeholders and bus operators to establish the categories of passengers to be targeted to achieve the objectives of BSIP, which focuses on encouraging travel behaviour change and opening access to bus travel.

A detailed workbook sets out who the target groups are broken into 'modal shift' or 'excluded access' categories. It provides estimated market size for each group (where this is not available, we show the number of offers we estimate will be made to the group) and an estimation of the take up of the offers. It also outlines what the first incentive offer will be followed by the onward offer for those who continue in the programme. Furthermore, it breaks down the total estimated costs for each group and the cost of the incentive per person based on take up of the full offer.

Each cohort has been prioritised. All groups categorised as '1' will be targeted first and this is the initial focus of the funding. Through the monitoring and evaluation process, to deliver the best value for money, where incentives are not achieving outcomes, either regarding the incentive offer, take up rates or engagement with the target groups, funding will be reallocated. The reallocated funding will be invested to other cohorts of people that have been identified within priority status '2' and then '3'.

The workbook also contains a timeline to show when each group will be targeted within the 3-year period and what budget allocation this will trigger. The groups that will be targeted in Q4 of 2022/23 are based on existing connections, such that engagement can commence quickly. Where connections with agencies are in their infancy, time has been built into the programme to ensure they are well established and available for us to deliver our targeted incentive to the end user. Where targeting can happen sooner it will be brought forward.

Annex D nBus & nNetwork ticket range (and prices applicable for the period of the defined price freeze)

Validity	nBus Bonfire Range	Price
Day	1-Day nBus	£4.00
	1-Day Child nBus	£2.00
	nBus Multi-day 5	£19.00
	nBus Multi-day 10	£34.00
	Family/Group nBus Day	£7.00
	nBus Evening 5	£4.00
	3 Day Cap	£11.50
	LFZ 1-Day Walsall	£3.00 ^[1]
	LFZ 1-Day Sandwell & Dudley	£3.00 ^[1]
	LFZ 1-Day Child Walsall	£1.50 ^[1]
	LFZ 1-Day Child Sandwell & Dudley	£1.50 ^[1]
1-Week	1-Week nBus	£15.00
	1-Week Child nBus	£7.50
	2-Week nBus Off-Peak	£24.00
	1-Week LFZ Walsall	£11.00 ^[1]
	1-Week Sandwell & Dudley	£11.00 ^[1]
	1-Week Child LFZ Sandwell & Dudley	£7.00 ^[1]
	1-Week Child LFZ Walsall	£7.00 ^[1]
4-Week	4-Week nBus	£55.00
	4-Week nBus Child	£27.50
	Student Regional 4 week	£40.00
	4-Week nBus pre-9.30	£27.50
	4-Week LFZ Walsall	£40.00 ^[1]
	4-Week LFZ Sandwell & Dudley	£40.00 ^[1]
	Student Coventry 4 week	£33.00
	4-Week Coventry nBus	£51.50
Direct Debit	nBus pre-9.30 Direct Debit	£25.00
	Regional nBus Direct Debit	£50.00
	Term nBus Monthly Direct Debit	£25.00
	Student Regional Direct Debit	£39.00
	Student Coventry Direct Debit	£31.00
	Direct Debit LFZ Walsall	£38.00 ^[1]
	Direct Debit LFZ Sandwell & Dudley	£38.00 ^[1]
Term	Term nBus	£85.00
	Student Regional nBus Term	£160.00
	Student Coventry nBus Term	£125.00

^[1] Walsall and Sandwell & Dudley Low Fare Zone prices are subject to an empirical affordability review as discussed in paragraphs 5.76 and 8.25 of the West Midlands Enhanced Partnership Scheme for Buses Variation 003

	nBus (Business Range)	Price
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Retained for business use only (not customer facing)	52-Week nBus	£600.00
	52-Week nBus pre-9.30	£300.00
	52-Week Black Country nBus	£600.00
	52-Week Coventry nBus	£600.00
	52-Week LFZ Travelcard Walsall	£456.00 ^[1]
	52-Week LFZ Travelcard Sandwell & Dudley	£456.00 ^[1]
	Student Regional nBus 3 Term	£390.00
	Student Coventry nBus 3 Term	£309.00

nNetwork

PRODUCT	BUS PRICE ELEMENT	PRODUCT	BUS PRICE ELEMENT
	£		£
JAA - Adult 52-week Zone 1	501.34	JJ - Adult 2-week off-peak	15.71
JAB - Adult 52-week Zone 2	498.55	JDA - Adult 1-week Zone 1	13.99
JAC - Adult 52-week Zone 3	516.39	JDB - Adult 1-week Zone 2	13.85
JAD - Adult 52-week Zone 4	506.70	JDC - Adult 1-week Zone 3	14.32
JAE - Adult 52-week Zone 5	502.52	JDD - Adult 1-week Zone 4	13.80
JAF - Adult 52-week Outer	516.39	JDE - Adult 1-week Zone 5	13.58
JQA - Adult 13-week Zone 1	152.59	JDF - Adult 1-week Outer	14.32
JQB - Adult 13-week Zone 2	148.35	JC - 1-day Centrocard	3.35
JQC - Adult 13-week Zone 3	148.39	JQL - Family daytripper	3.47
JQD - Adult 13-week Zone 4	144.42	JQM - Adult daytripper	2.99
JQE - Adult 13-week Zone 5	145.07	JCC - 3-day Centrocard	7.85
JQF - Adult 13-week Outer	148.39	JQN - Child daytripper	2.13
JEA - Adult 4-week Zone 1	49.66	EEJF-Am Peak 4wk Zones1-5	25.29
JEB - Adult 4-week Zone 2	49.45	EEJF-Am Peak 4wk Zones1-5 DD	35.45
JEC - Adult 4-week Zone 3	51.20	EEJA-Am Peak 52wk Zones1-5	270.58
JED - Adult 4-week Zone 4	50.63	JH - Child 1-week	7.60
JEE - Adult 4-week Zone 5	50.60	JI - Child 4-week	26.54
JEF - Adult 4-week Outer	51.20		
JEA-Monthly Direct Debit zone 1	44.42		
JEA-Monthly Direct Debit zone 2	42.97		
JEA-Monthly Direct Debit zone 3	45.31		
JEA-Monthly Direct Debit zone 4	44.10		
JEA-Monthly Direct Debit zone 5	44.06		
JEA-Monthly Direct Debit outer	45.31		

^[1] Walsall and Sandwell & Dudley Low Fare Zone prices are subject to an empirical affordability review as discussed in paragraphs 5.76 and 8.25 of the West Midlands Enhanced Partnership Scheme for Buses Variation 003

Signatories to the EP Scheme

The below parties affirm that they are a party to this EP Scheme:

For and on behalf of West Midlands Combined Authority:

Signed:

Name:

Position:

For and on behalf of Birmingham City Council:

Signed:

Name:

Position:

For and on behalf of Coventry City Council:

Signed:

Name:

Position:

For and on behalf of Dudley Metropolitan Borough Council:

Signed:

Name:

Position:

For and on behalf of Sandwell Metropolitan Borough Council:

Signed:

Name:

Position:

For and on behalf of Solihull Metropolitan Borough Council:

Signed:

Name:

Position:

For and on behalf of Walsall Metropolitan Borough Council:

Signed:

Name:

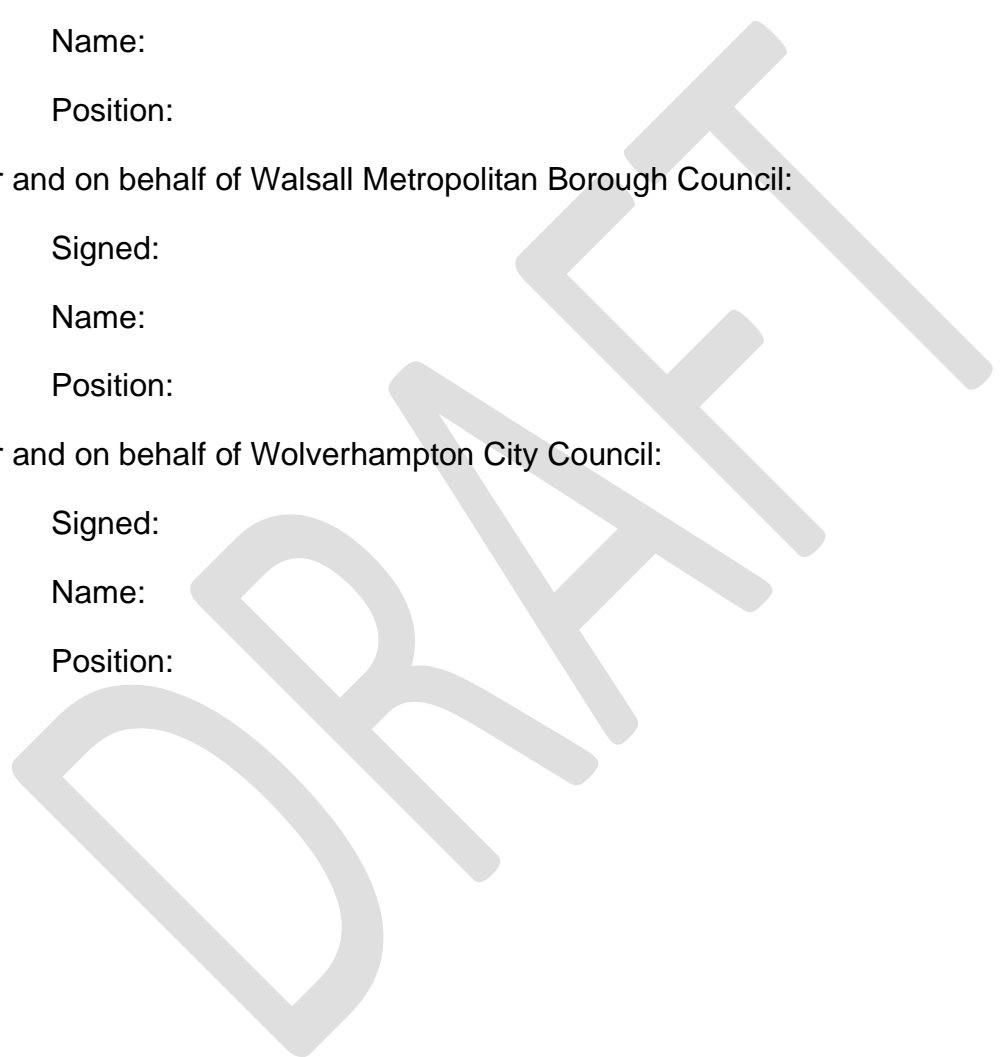
Position:

For and on behalf of Wolverhampton City Council:

Signed:

Name:

Position:





Transport Delivery Committee

Date	13 March 2023
Report title	Full Business Case Approval for Spend Under City Region Sustainable Transport Settlement Metro Line 1 Renewals
Accountable Chief Executive	Anne Shaw, Executive Director, Transport for West Midlands email: anne.shaw@tfwm.org.uk
Accountable Employee	Michael Anderson, West Midlands Metro Project Director, Transport for West Midlands email: michael.anderson@tfwm.org.uk
Report has been considered by	Programme Assurance & Appraisal Team Investment Panel Transport for West Midlands Leadership Strategic Transport Officers Group Investment Board

Recommendation(s) for noting:

Transport Delivery Committee is recommended to:

- (1) Endorse the progression of the Metro Line One Renewals Full Business Case to WMCA Board on 17 March 2023.
- (2) Endorse the approval of the request for funding of £27.85m through the Full Business Case submission from the City Region Transport Settlement Scheme (CRSTS).
- (3) Note that a BJC for Urgent Metro Line One Renewals was previously approved in sum of £2.15m, bringing the overall total CRSTS funding for Metro Line One Renewals to £30m.
- (4) Endorse the Appraisal Recommendations as detailed in Section 6.

1. Purpose

- 1.1 Ongoing investment in the existing Metro infrastructure is unavoidably required to keep the network safe, reliable and operational.

2. Background

- 2.1 The Line 1 infrastructure is over 20 years old and has had little significant replacement of equipment over this time. We have had an increasing number of failures of the existing equipment including failures of the Overhead Line Equipment which cause a closure of the whole line. These failures have increased significantly in the past 3 years. A programme of Overhead Line Equipment (OLE) repairs and track replacement was started under previous funding.
- 2.2 Between Wednesbury and Bull Street in Birmingham this infrastructure will form the core section of the expanded network as the new extensions are brought into service. If this section fails, not only would we not be able to offer a service on the current system, but also the whole network expansion programme would not be able to deliver the outcomes anticipated.
- 2.3 A programme of renewals of key infrastructure (OLE, track, and other equipment) needed over the next 5 years was developed with the MML team. TfWM were asked to add to this the annual repair works that would be anticipated for the next 5 year period (for example replacement of sections of rail that were exceeding maintenance parameters. These costs had averaged £3m per year in the previous periods. The whole package was estimated in 2021 at approx. £65m. In discussions over the CRSTS funding, an initial £30m was allocated to Line 1 renewals for the most urgent of these works. The list of works included in the initial submission of £65m was reviewed and re-prioritised to develop a package matching this £30m funding. Although the remainder of the original list does still need to be delivered, this reduced list will have the greatest immediate impact on the risk of system failures over the coming few years.
- 2.4 An initial urgent packages of work to a value of £2.1m has already been approved by Investment Board on 17th October 2022, in anticipation of this FBC, and is included in the summary of works to be delivered.

3. Strategic Aims and Objectives

- 3.1 This business case seeks investment in the Midland Metro infrastructure. The identified works from the Metro Renewals Programme is required to mitigate the risk of exceeding maintenance and safety limits, to continue the current metro service and to avoid any further disruption for passengers and includes the items listed in 4 below.
- 3.2 These works will assure the continued operation of the Line 1 service to regional passengers. This supports our objectives of connecting people across the region to work, education and leisure activities and promotes regional growth.
- 3.3 It also ensures that we meet our obligations to maintain a safe and sustainable operating infrastructure.
- 3.4 This FBC contributes towards Inclusive Growth within the West Midlands and contributes towards #WM2041 net zero emissions.

4. Financial Implications

4.1 The cost estimate for the FBC Metro Renewals works is £27.85m and the anticipated spend profile over the CRSTS period is:

Item	Unit	2022/23	2023/24	2024/25	2025/26	2026/27	Total
Costs							
Renewals	£'000	(1,989)	(3,429)	(2,872)	(1,762)	0	(10,052)
Life Cycle	£'000	(2,536)	(2,993)	(2,088)	(2,438)	0	(10,055)
Additional costs	£'000	(284)	(1,006)	(1,500)	(858)	0	(3,648)
Risk & Contingency	£'000	(568)	(1,224)	(1,292)	(1,012)	0	(4,095)
Total	£'000	(5,376)	(8,651)	(7,753)	(6,070)	0	(27,850)
Funding							
Match funding	£'000	-	-	-	-	-	-
Private match	£'000	-	-	-	-	-	-
CRSTS Funding Requirement	£'000	(5,376)	(8,651)	(7,753)	(6,070)	0	(27,850)
Total	£'000	(5,376)	(8,651)	(7,753)	(6,070)	0	(27,850)

4.2 The BJC for Urgent Line One Renewals was previously approved in sum of £2.15m, bringing the overall total CRSTS funding for Line One Renewals to £30m.

4.3 Allocation of budget between the prioritised renewals and lifecycle plan deliverables is shown below:

Item	Unit	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Renewals									
Switch Blades for system	£'000	0	0	(69)	0	0	0	0	(69)
Swan Lane - DELIVERED	£'000	(165)							(165)
Overhead Line Equipment (OLE) Resilience and Renewal Phase 1 - DELIVERED	£'000	(1777)	0	0	0	0	0	0	(1777)
Overhead Line Equipment (OLE) Resilience and Renewal Phase 2	£'000	0	0	(2083)	0	0	0	0	(2083)
Overhead Line Equipment (OLE) Resilience (Single Contact Wire) Design					(1177)				(1177)
Track order rails x 200	£'000	0	0	(188)	0	0	0	0	(188)
Tamping/Geometry Improvement	£'000	0	0	(137)	(480)	0	0	0	(617)
Bilston/Crescent Resurfacing	£'000	0	0	(572)	0	0	0	0	(572)
Ballasted - Rail Curves	£'000	0	0	0	(471)	(490)	0	0	(961)
CSQ Gauge Corner Restoration	£'000	0	0	0	0	(184)	0	0	(184)
Hill top track work - relay / rebalast / drainage works	£'000	0	0	0	(294)	(306)	0	0	(601)
OLE Maintenance	£'000	0	0	(114)	(118)	(123)	0	0	(355)
Depot Access System	£'000	0	0	(114)	0	0	0	0	(114)
BCC Gauge Corner Restoration - Stephenson St	£'000	0	0	0	(177)	0	0	0	(177)
BCC Rail Gauge Corner Restoration (tight radius curves)	£'000	0	0	0	0	(496)	0	0	(496)
Renewals Project Management (WMCA)	£'000	0	(47)	(152)	(156)	(163)	0	0	(518)
Risk & contingency Total	£'000	0	(9)	(424)	(574)	(352)	0	0	(1360)
Lifecycle									
2GT P3 Tram Overhaul	£'000	0	(950)	(950)	0	0	0	0	(1900)
Information Boards/Poster cases	£'000	0	(64)	0	0	0	0	0	(64)
Off Street lineside fencing - Line 1	£'000	0	0	(457)	(471)	(490)	0	0	(1418)
Network Switches - Tracksides - line 1	£'000	0	0	(171)	0	0	0	0	(171)
SCADA Distribution - Tracksides - line 1 - trackside equipment	£'000	0	0	(114)	0	0	0	0	(114)
2GT Batteries Renewals Reserve - TBC	£'000	0	(1200)	(700)	(800)	(800)	0	0	(3500)
3GT OESS SA Renewals Reserve	£'000	0	(258)	(531)	(747)	(768)	0	0	(2304)
Hilltop Tunnel Lining Repairs	£'000	0	0	0	0	(306)	0	0	(306)
Programme Management	£'000	0	(64)	(69)	(71)	(74)	0	0	(277)

Risk & contingency	£'000	0	(507)	(599)	(418)	(488)	0	0	(2011)
Additional Lifecycle requests									
Preparation and Business Case costs (actual 2022 prices)	£'000	(29)	0	0	0	0	0	0	(29)
Replacement and remodelling of blockwork at 4 No. tram stops	£'000	0	(255)	0	0	0	0	0	(255)
Steel structures 25 year painting	£'000	0	0	(457)	(471)	(490)	0	0	(1418)
CCTV Cameras	£'000	0	0	(206)	0	0	0	0	(206)
Battery Tugs	£'000	0	0	0	(88)	0	0	0	(88)
Tram Stop Rail Replacement	£'000	0	0	(343)	(353)	(368)	0	0	(1064)
PAU on-board as a result of BBYB	£'000	0	0	0	(588)	0	0	0	(588)
Risk & contingency	£'000	0	(51)	(201)	(300)	(172)	0	0	(724)
TOTAL		-	-	-	-	-	-	-	(27850)

- 4.4 The estimate figures are inclusive of inflation increases based on the BCIS TPI forecast and the timescales advised by MML.
- 4.5 A risk allowance of £4.1m is included, which equates to approximately 17% of the estimate. This figure represents the P80 of the QCRA quantitative impact analysis from ARM.
- 4.6 Although this should be sufficient to cover this risk, if market forces mean that we cannot deliver within the £30m, we have identified which items would have less of an impact on reliability or safety and / or can be delayed until future funding is identified to keep within the agreed funding profile eg painting of steel structures
- 4.7 The priority ranking of a scheme may be affected by emergency repairs, discovery, inflation and market factors, timing, changes in cost or contractual changes, etc. Therefore, it is essential that schemes outside of this list of essential works, which are instead included in the full programme of works can be reprioritised and funded using this allocation if required.

5. Funding

- 5.1 Funding allowance of £30m for these works have been included within the overall CRSTS package awarded to WMCA of which £2.15m has been previously approved. Approval of this £27.85m will increase the approved budget to £30m for the renewals works.

6. Legal Implications

- 6.1 There are no direct legal implications arising in regard to the endorsement for approval set out in (1) (see above) of this report, nor indeed in regard to the contents of this report. Legal support is being provided by the WMCA regarding the deliverables arising in regard to the FBC.
- 6.2 The deliverables include any legal contracts required for this scheme including the funding provisions where WMCA Legal Services will provide the necessary support and input in respect of any drafting.

7. Single Assurance Framework Implications

- 7.1 The FBC has been reviewed by the Programme Assurance and Appraisal (PAA) team.
- 7.2 WMCA appraisal notes that this project is essential to the continued safe operation of the Metro network but considers that there are several weaknesses in the existing FBC.

7.3 These weaknesses do not relate directly to value of the project and the work involved, but instead relate to good project management and ensuring full accountability of the outputs and benefits to be obtained for this expenditure.

7.4 Transport Delivery Committee is recommended to:

- Note the importance of this work to the continuing operation of Metro Line 1, and approve this business case on this basis
- Request the Metro project team to continue to work with wider TfWM and WMCA Finance & Business Hub colleagues to understand the weaknesses in this business case and develop a strategy to improve future business cases.

7.5 The Investment Panel gave conditional approval for passage to Investment Board. Four points were highlighted for action prior to submission to Investment Board. Our responses are noted in italics and are covered in the Project response on the Appraisal Review.

(1) Itemisation of costs- subject to the satisfaction of Finance:

We have identified in the attached spreadsheet four packages of work: essentially Track, OLE, Rolling Stock and 'Other'. The proposal is that we would add the relevant risk values to these packages and then monitor against these in the reports, and that any risk of exceeding those values by 10% would require a formal change. We believe this covers that concern, and have highlighted this point in the 'Project Comments' in the attached updated Appraisal report.

(2) 2 high risk items to be addressed and included in the Investment Board report:

Of the two red issues:

(1) *Concerned risk. We have sent to Fiona Bebbington the QCRA and the updated RAID which includes identified individuals responsible for each risk.*

(2) *Concerned Procurement detail. We have provided in the attached spreadsheet – additional detail on which lines have a quotation to support the estimates, and which are based on current MML activity, so have a high level of confidence in the prices included. These equate to 42% of the scope. To note that we have included a 'prudent' inflation allowance as well. Furthermore, as agreed, we have also identified £3m of works that are a lower priority, though still needed, and we would delay these works until further funding is available, should price increases mean we cannot deliver the full £30m package.*

(3) Risk Register to be completed in detail:

As 2.1 above – this has been issued to F Bebbington. We trust that this closes that point.

(4) CRSTS (including MNE) to have a quarterly monitoring report against cost and budget.

This is noted and agreed.

Lessons learnt:

- include comprehensive option analysis in future projects
- A BJC should be used to support smaller, less expensive spending proposals that are not novel or contentious and should only be used when 'firm' prices are available
- avoid irrelevant content / surplus information
- earlier engagement with SAF to clarify best business case approach particularly for maintenance and renewal works and most appropriate BCR methodology

8. Equalities Implications

- 8.1 There are no equalities implications other than the risk of not providing a tram service if these works are not delivered in a timely manner.

9. Inclusive Growth Implications

- 9.1 Considering the eight fundamentals of inclusive growth across the Inclusive Growth Framework, the implications of the investments into the line 1 infrastructure are as follows:

Climate resilience:

- Ostensibly, investments that enable new public transport provision are a positive development, although the challenge with Metro is its carbon intensive construction, with a modal shift that tends to be from other public transport modes, rather than cars. The works included here are less carbon intensive as they are focused largely on rail and Overhead Line Equipment.

Connected communities:

- The implications are substantial for this fundamental, as Metro creates faster connections between places on the new lines, as well as opportunities for helpful clustering of resources, amenities and other connections around the stations.

Inclusive Economy

- For people who need to travel for work, the enhanced connectivity provided by the new Metro lines will enable them to have more potential employment opportunities, as they can travel to more locations within a reasonable commuting duration.
- The level access of Metro as a travel mode makes it easier for people with mobility aids to travel further, so could create more employment opportunities for people with disabilities relating to mobility.
- Economic growth around Metro stations is a desired outcome of the investment, and a place and population-led approach to this should be taken. TfWM have other levers that they can use to precipitate these outcomes – for example, by introducing Mobility Hubs.

10. Geographical Area of Report's Implications

- 10.1 The positive impact of what is delivered will be for the existing full Metro network and neighbouring districts.

11. Other Implications

N/A

12. Schedule of Background Papers

Full Business Case (FBC)
Risk & Investment Appraisal
Spreadsheet of packages of work.

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Transport Delivery Committee

Date	13 March 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: dan.essex@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 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.

Putting Passengers First MEG - 22 February (Councillor Mary Locke)

- 3.1.1 Councillor Mary Locke, Councillor Bill Gavan, Councillor Carol Hyatt, Councillor Clare Simm and Councillor David Stanley joined the meeting remotely. Following an update on bus service changes given at the previous meeting, members remained concerned and had meetings with operators. It was noted that since the last meeting, the Government had announced an extension of the £2 fare cap, Members remain disappointed that Diamond Bus did not take part in the initial period and took an action to write collectively to Diamond to ask if the position had changed.

- 3.1.2 Members received a general update on bus funding and expressed concern about the Government continued position on drip feeding bus operators constantly pushing back the cliff edge with little certainty. Members were advised that Transport for West Midlands would be writing to all local MPs and councillors to make them aware of the issues and risks this was creating. An update was provided on the position regarding a number of bus services operated by Diamond Bus that they had publicly announced the intention to withdraw, which had led to confusion and a lot of complaints raised by concerned passengers. Members were advised that on this occasion Diamond had not followed the usual process, which would normally see an operator discuss such potential changes ahead of any information being made public. Transport for West Midlands were in discussions with Diamond about the future of these services and would be writing to all local councillors to brief them on the current situation.

- 3.1.3 Members were then given an update on the Enhanced Partnership (EP), with the latest Variation of the Scheme due to be put to a vote of the EP Reference Group on 28 February. Members also received an update on Real Time Information, capital schemes in development and asset management. The group received details of proposals to close the Passenger Champion Scheme and merge this with the Bus Passenger Satisfaction Steering Group, with the proposals being supported. Members also received an update on the plans to close the Wolverhampton Travel Centre and asked for details of the impact to be monitored and fed back to the group.

- 3.1.4 Members also received an update on Sprint and Metro operations. Finally, all were reminded of the naming ceremony of the Theresa Stewart tram, taking place on 8 March in Victoria Square. This was the final meeting of the current year. Thanks were noted to all members and officers for their attendance and support of the meetings this year and thanks were noted for Councillor Mary Locke for chairing the group.

Rail & Metro MEG - 27 February (Councillor Timothy Huxtable)

- 3.1.5 The group had a presentation from HS2 on the Curzon Street development, discussed the new stations study paper and had a presentation on the Midlands Rail Hub. The discussions planned for reflections on community rail field trip, Metro updates and Rail Scheme Development had been deferred to a follow up meeting on 30 March.

- 3.1.6 The HS2 presentation was very comprehensive and gave a good overview of the project to date to build Birmingham's first new High Speed railway station at Curzon Street. They explained how they had been working with community groups, passengers and the city on the future design of the station, they had spoken to approximately 2,000 people and had been able to feed their comments into the planning process. When fully operational there would be nine trains per hour travelling in each direction. The station would be fully integrated with an extended tram network, with MMA due to start construction on site in 2026. Current forecasted completion dates indicated that the station building would be completed in 2028, with trains going into service from 2030. HS2 confirmed that they would be happy accommodate a field trip to Curzon Street site for all Transport Delivery Committee members.
- 3.1.7 The MEG heard from Peter Sargant who presented a paper on the New Stations Study, which would be taken to the March Transport Delivery Committee meeting. The study looked at 15 potential new station sites within the Transport for West Midlands area. Based on the assessments that were carried out by the consultants, a list had been compiled of all the stations ranking them in order from Strong case to Weak case for doing any further work. Four stations have been identified as having a strong case and these were: Coventry East, Balsall Heath, Foleshill and Castle Bromwich. Transport for West Midlands were now working on the next steps and had commissioned a further piece of work to looker at the wider transport challenges in the areas identified.
- 3.1.8 The following session was Midlands Rail Hub and a presentation was given by Toby Rackliff. Midlands Rail Hub will help to unlock the capacity bottleneck in the heart of the city and provide the only cost effective solution by creating new capacity at Birmingham Moor Street. The Outline Business Case had now been submitted to the Department for Transport for consideration and now formally awaiting a decision to design to proceed onto the Full Business Case. Tom Painter provided at update on the Leadership changes within West Midlands Rail Executive and Transport for West Midlands, explaining that he has been appointed as Interim Executive Director West Midlands Rail Executive / Interim Director of Rail Transport for West Midlands and that Lucy Wootton, Head of GRC will be taking over the role of organising the MEG.

Finance & Performance MEG - 28 February (Councillor Pervez Akhtar)

- 3.1.9 The MEG was attended by all of its members. The meeting was a discussion around capital pressures, giving members an opportunity to understand some of the issues outlined within the December WMCA Board report. This included further detail on some of the external factors such as inflation, supply chain issues around labour materials and the impact that this was having on WMCA projects, both inflight and future pipeline. There were also discussions about the constraints around current transport funding and how that impacted on funding strategy. Questions asked by members led to discussion on Compulsory Purchase Orders and Compensation Events.

Air Quality, Congestion & Environmental Impact MEG - 1 March (Councillor Linda Bigham)

- 3.1.9 The group considered the recent £1m Defra funding award to the WMCA and partner local authorities to improve air quality. The group also considered national, regional and local air quality developments. These included the new Defra 5 Year Environmental Improvement Plan, new Clean Air Zones in Sheffield and Newcastle/Gateshead, public consultation on the draft West Midlands Local Transport Plan strategy chapters and Solihull Metropolitan Borough Council's 2022 Air Quality Annual Status report.

Safe & Sustainable Travel - Councillor Robert Grinsell

3.1.10 The Safer Travel Partnership (STP) is made up of the Police Team that includes Police Officers, PCSOs and Police Staff from both West Midlands Police and British Transport Police which is unique in the country. The current establishment of that team is 1 Inspector, 2 Sergeants, 14 Police Constables, 16 Police Community Support Officers and 8 Police Staff. This team has a Police Team and an Anti-Social Behaviour (ASB) team and Paul Franks as the Civil Interventions, and Police Liaison Manager leads the ASB team and is employed by the WMCA.

3.1.11 These Police officers and staff work as part of the STP with numerous partners from the transport world such as train and bus operators and our colleagues in Midland Metro we meet as a partnership every month in a tasking meeting that is chaired by Paul Franks to agree on the key priorities for the next month whilst reflecting on the previous months data.

3.1.12 The Combined authority have also committed to having a visible presence on the transport network in the form of Transport Safety Officers (TSOs) the original team was 3 officers, but the team is now 11 strong (more details on the work of the TSOs is included further down this document)

3.1.13 In terms of performance and the work of the STP I have included the recent crime and ASB figures for this quarter below, However, to add some context to these figures in Q3 there were approx. 50 million bus passenger journeys, 14.3 million train passenger journeys and 1.9 million tram passenger journeys.

Q3 TDC Meg report

	Crime			ASB
	Bus	Train	Tram	
Oct-22	453	184	13	371
Nov-22	504	183	3	348
Dec-22	380	155	6	243

3.1.14 As you will note that the December figures show a downward trend on the previous months overall but in terms of YTD figures crime reports and ASB has increased from the previous year as can be shown in the below table

3.1.15 The Police Team have reported the following work in this quarter

	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

3.1.16 The ASB team have reported the following for this quarter.

ASB Data and Civil Interventions

	October	November	December	Q3
Verbal Warning	79	84	331	494
Advisory Letter	6	8	5	19
First Stage warning letter	3	24	0	27
Final warning letter	0	1	7	8
Restorative Justice meetings	3	3	4	10
Other interventions *	1	0	1	2
Partner interventions**	35	2	1	38
Engagements as result of partner intervention	3	17	40	60
See Say Messages	187	163	175	525
No of incidents reported	371	346	243	960
No of Cases created	114	128	69	311

* Includes Criminal Behaviour Orders, Community Protection Warnings and Notices, Acceptable behaviour contracts

** Includes sanctions by Schools, Operators and other partners following work by Safer Travel

* Includes Criminal Behaviour Orders, Community Protection Warnings and Notices, Acceptable behaviour contracts

** Includes sanctions by Schools, Operators and other partners following work by Safer Travel

3.1.17 As mentioned above more information about the TSOs is included at this point. The primary role of the TSO's 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 TSO's can be summarized as Engagement, Education, and where necessary Enforcement.

3.1.18 The Safer Travel Partnership now has 11 Transport Safety Officers (TSOs) who are patrolling the transport network in the West Midlands. We welcomed an additional 8 on to our team in on the 14th of November 2022 and they were deployed operationally on the 5th of December 2022 after completing training and onboarding. They were funded as part of the WMCA's Bus Service Improvement Bid. Their deployment is driven by issues identified via the Safer Travel Tasking process held monthly and the TSO's have weekly patrol sheets focusing on key routes and locations, but they will have the flexibility to respond to emerging trends identified by partners. This is also adapted and improved by weekly pace-setter meetings. Where key area leads such as the Civil Interventions and Police Liaison Manager Paul Franks, the TSO Manager Michael Sandland and the Safer Travel Co-Ordinator David Payne meet along with any other relevant partners to take stock of the previous week and look at the plan for the week ahead and adjust if need be.

Month	Interactions	Up/Down	Engagements	Up/Down	Verbal Warnings	Up/Down	Hours on patrol	Up/Down
October	5516	N/A	761	N/A	79	N/A	504	N/A
November	4404	-1112	519	-242	84	+5	397*	-107
December	9258	+4854	846	+327	331	+247	1485**	+1088

Target that 80% of the TSOs time is spent out on patrol/visible on the network
*2 and a half weeks of TSO holiday **8 new TSO joined us

3.1.19 As part of the scheme, we now have 2 TSOs who are full GVC and A2CofC trained drone pilots and 5 TSOs trained as drone observers. This is to assist our Regional Transport Coordination Centre (RTCC) and partners by beaming images back into the RTCC for any planned or ad-hoc event.

3.1.20 A scheme is being developed to allow members of the public to go out on patrol with our TSOs so that a much greater understanding of what they do and how they work can be shared so that users of the public transport network feel safer. This scheme is being trialled with Leaders within WMCA at present so the offer is there for any member of this MEG if they wish to go out on patrol with our TSO team then they should contact Michael Sandland the TSO manager (Michael.sandland@tfwm.org.uk) to facilitate this.

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.

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