



Transport Delivery Committee

Date	18 March 2019
Report title	Rail and Metro Lead Member Report
Accountable Chief Executive	Laura Shoaf, Managing Director, TfWM 0121 214 7444 laurashoaf@wmita.org.uk
Accountable Employee	Tom Painter, Head of Rail Franchising and Partnerships (07432104161, tom.painter@wmre.org.uk) Sophie Alison, Metro Operations Manager (0121 214 7347 Sophie.Allison@westmidlandsmetro.com)
Report has been considered by	Councillors Kath Hartley and Phil Davis (on behalf of Cllr Roger Horton, Lead Member Rail and Metro)

Recommendation(s) for action or decision:

Transport Delivery Committee is recommended to:

1. Note the progress to date with the work of the Lead Member and Lead Member Group for Rail and Metro.

1.0 Background

During 2018, Cllr Roger Horton was re-appointed as Lead Member for the Transport Delivery Committee for Rail and Metro. During 2018 the following Members ceased to be attendees of the Lead Member Group:

- Cllr Chaman Lal
- Cllr Daniel Warren
- Cllr Richard Worrall

During 2018 the following Members joined the Lead Member Group:

- Cllr Les Jones
- Cllr Kath Hartley
- Cllr Keith Allcock

During 2018 the following Members were re-appointed to the Lead Member Group:

- Cllr Tim Huxtable
- Cllr Phil Davis

The current officer membership is Malcolm Holmes, Tom Painter and Andrew Leo from WMRE, and Sophie Allison from Midland Metro. Other officers may attend by invite.

2.0 Rail Progress to date

- 2.1 Under Cllr Horton's direction regular monthly meetings have been scheduled. At the meetings members scrutinise and give feedback on officer's updates on the delivery of the West Midlands Franchise, the WMRE/TfWM Rail Programme of new and refurbished stations, the Chiltern and Virgin Partnership Agreements, and related activities. Members also review operational performance for all train companies (TOCs) serving the region, and undertake fact-finding investigations into HS2 and upcoming Franchise competitions.
- 2.2 Briefings from officers and discussions with elected members have helped the delivery of the Rail Business Plan to date in the following areas –

Franchising -

- Supporting the contribution of WMRE to the mobilisation of the West Midlands Franchise
- Contributing to the contribution of WMRE to the in-life management of the West Midlands Franchise
- Contributing to the WMRE Franchise Engagement Strategy

Partnership Agreements -

- Re-launching the Chiltern Railways Partnership Agreement
- Inaugurating a new Partnership Agreement with Virgin Trains
- Exploring creating a Partnership Agreement with Network Rail for New Street station

Rail Programme Development and Delivery -

- Providing oversight of the development of University and Perry Barr stations
- Supporting the expansion of Longbridge station car park
- Scrutinising of plans for new stations at Hazelwell, Moseley and Kings Heath on the Camp Hill Line
- Providing oversight of the plans to create new stations at Willenhall and Darlaston
- Supported the development of WMRE's Single Network Vision
- Supported the on-going development of WMRE's Rail Investment Strategy

- Providing oversight of proposals by Chiltern to improve Solihull station.

Stakeholder engagement -

- Contributing to the WMRE response to major industry consultations, such as those relating to the Cross Country Franchise competition
- Supporting WMRE relations with Rail User Groups such as Railfuture
- Launching the Partnership Agreements with Virgin Trains and Chiltern Railways
- Contributing to the development of the agenda for the 2018 WMRE Stakeholder Conference, which was themed around community involved in the region's rail network

3.0 Metro update

As Lead Member, Cllr Horton arranged Lead Member liaison meetings with TfWM and WMM officers. The liaison meetings are used to brief Members on Metro Operations and delivery of the Metro Programme. They provided an update on all areas within the Lead Member metro portfolio and facilitated the opportunity for constructive challenge. This included:

- operational performance
- progress with Metro Programme delivery
- funding opportunities
- any risks to current projects and planned mitigation activities
- support with launches of new activities and press releases
- review of draft reports being presented to Transport Delivery Committee (TDC).

Briefings from officers and discussions with elected members have helped the delivery of the following –

- Metro Programme

The Metro programme has been redefined into two main phases based on funding position and current project status.

<u>Project</u>	<u>Planned Opening</u>
<u>Phase 1</u>	
Centenary Square Extension	December 2019
Wolverhampton City Centre Extension	December 2020
Edgbaston Extension	December 2021
Wednesbury to Brierley Hill Extension	December 2023
<u>Phase 2</u>	
Birmingham Eastside Extension	TBA
East Birmingham Solihull	2026

Work continues to progress on all six extension projects being undertaken by the Midland Metro Alliance (MMA). During the period, the following activity has been undertaken:

- Wolverhampton City Centre Extension – tracks have been laid in Pipers Row and Railway Drive in accordance with agreements reached with City of Wolverhampton Council. Works to the highway were completed as planned to enable the reopening of Pipers Row on 2nd September 2018. Paving work to the footways will be ongoing along Pipers Row until Summer 2019. The final section of trackwork across the new station plaza cannot commence until mid-2020 when the station redevelopment project expect to vacate and hand over land required for the new Metro terminus.
- Wednesbury to Brierley Hill Metro Extension – The Government announced a £250m grant fund from which WMCA has allocated £207m to this scheme back in December 2017. A further £103m has been ring-fenced from WMCA Investment Programme and this is subject to a Final Business Case Approval by WMCA Board planned for March 2019. Network Rail have agreed in principle to transfer the corridor for West Midlands Metro. Subject to resolving some matters of details it is anticipated that the transfer will complete in July 2019.
- Centenary Square Extension – Construction works are now ongoing on several fronts as the project works towards opening for passenger service in December 2019. Trackform has been laid in Pinfold Street and is ongoing in Paradise Street with first rails laid in Stephenson Street connecting to the existing tracks at the end of January 2019 marking a key milestone for the scheme. Heavy civil engineering works are ongoing in Paradise Circus constructing the new structural retaining walls. Broad Street through

Centenary Square and Paradise Circus closures to all traffic will remain in place until September 2019.

- Edgbaston Extension – Work commenced to strengthen the Broad Street Canal Bridge at the beginning of January 2019 following the securing of agreement with Canals and Rivers Trust to close the canal and associated towpaths for a 20 weeks period. Utility works continue to divert gas along Broad Street. This period has seen further progress with Westside BID to gain support around the construction strategy. Communication and engagement plans have been advanced for main works commencing 23rd April 2019 with the closure of Five Ways underpass. Detailed design is still scheduled for completion in April 2019. The project remains on schedule to open in December 2021.
- Birmingham Eastside Extension - The decision of the Secretary of State in respect of the granting of the Transport and Works Act Order is still with DfT and we understand they would like WMCA to sign off Heads of Terms with HS2 before they make the order. Completion of the Heads of Terms has been impacted by a Tram Impact Assessment produced by HS2 outlining the implications for their construction works working around an operational BEE Metro.
- East Birmingham to North Solihull Extension - The preliminary outline design has been completed and reviewed by the owner and is currently being updated. Public consultation is anticipated in September 2019 with preparation ongoing for submission of the Transport of Work Act (TWA) Order on May 2020.

The Catenary Free project is continuing with 7 trams now retrofitted and in passenger service. The Retrofitting of batteries to the rest of the fleet is continuing at the Wednesbury depot and is on target to be completed in Q4 2019 ahead of the opening of the CSQ extension.

Procurement of the third generation trams required to operate the extensions from 2021 is progressing with CAF, Bombardier, Alstom and Skoda shortlisted to tender. Invitation to Tender documents are due to be issued in February 2019 with contract award scheduled for August 2019 although this could be brought forward if a Best and Final Offer stage is not required. The initial contract will be for the 21 trams required to provide passenger service to phase 1 of the programme with an option in the contract to increase the vehicle numbers to cover phase 2.

Metro Operations

- The mobilisation activities of West Midlands Metro prior to becoming the new operator of the Metro in June 2018.

- The seamless transition of the Metro operation from National Express West Midlands to West Midlands Metro.
- The reduction in fares (some singles and returns) and introduction of the new products in June 2018 and at the start of the new academic year in September 2018.
- The launch of the MyMetro app.
- West Midlands Metro as the testbed for the new Swift on Google app.
- The introduction of new the Customer Services Officers which provide metro customers with an immediate contact for queries 7 days a week, including via social media (twitter).
- The improved contingency arrangements for passengers during times of service disruption, including the use of Virgin Train services between Wolverhampton and New Street Rail Station and a new arrangement to call in extra resource to deliver customer care at short notice.
- The new approach to uncovered conductor duties which utilises resources from Transport for West Midlands' Customer Intelligence Team to cover duties where it is not possible to resource internally.
- The operational performance, including patronage, punctuality, reliability and conductor coverage.

4.0 Legal Implications

4.1

5.0 Equalities Implications

5.1 There are no equality implications in relation to this report.

6.0 Financial Implications

6.1 There are no direct financial implications arising from the recommendations of this Lead Member update report.

7.0 Inclusive Growth Implications

7.1 There are no direct inclusive growth implications arising from the contents of this report.

8.0 Geographical Area of Report's Implications

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

8.2 The geographical area relating to Metro covers the line of route between Wolverhampton and Grand Central.

9.0 Other Implications

9.1 There are no other implications as a result of this report.

