

Transport Delivery Committee

| | |
|--------------------------------------|--|
| Date | 06 January 2020 |
| Report title | Lead Member Rail and Metro |
| 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) Michael Anderson, West Midlands Metro Projects Director (07867 727773, michael.Anderson@westmidlandsmetro.com) |
| Report has been considered by | Councillor Roger Lawrence, 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

At the May 2019 local elections, Cllr Roger Horton, the Lead Member for the Transport Delivery Committee for Rail and Metro, stood down as a councillor. Cllr Horton was succeeded as Lead Member for Rail and Metro by Cllr Roger Lawrence. During 2019 the following Members ceased to be attendees of the Lead Member Group:

- Cllr Keith Allcock
- Cllr Phil Davis
- Cllr Roger Horton

During 2019 the following Members joined the Lead Member Group:

- Cllr Roger Lawrence

- Cllr Samiya Akhter
- Cllr Richard Worrall
- Cllr Celia Hibbert

During 2019 the following Members were re-appointed to the Lead Member Group:

- Cllr Tim Huxtable
- Cllr Les Jones
- Cllr Kath Hartley

The current officer membership is Malcolm Holmes, Tom Painter and Andrew Leo from WMRE. Until May 2019 Midland Metro were represented by Sophie Allison. From summer 2019 Metro operations transferred to the Putting Passengers First Lead Member Group, with Metro Infrastructure taking their place on the Rail and Metro Lead Member Group. From this point onwards Metro were represented by Michael Anderson. Other officers may attend by invite.

2.0 Rail Progress to date

- 2.1 Under first Cllr Horton's and then Cllr Lawrence's direction, regular meetings have been scheduled. These were initially monthly, before moving to six weekly in summer 2019. 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, Virgin and Vintage Trains 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 -

- Contributing to the input of WMRE into the management of the West Midlands Franchise
- Evaluating WMT's performance
- Providing feedback on the WMRE Franchise Engagement Strategy

Partnership Agreements -

- Overseeing the delivery of the Chiltern Railways Partnership Agreement
- Creating a new Partnership Agreement with Vintage Trains
- Supporting the establishment of the West Midlands Grand Rail Collaboration

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 on-going development of the West Midlands Stations Alliance

Stakeholder engagement -

- Supporting WMRE relations with Rail User Groups such as Railfuture
- Launching the Partnership Agreements with Vintage Trains
- Contributing to the development of the agenda for the first ever West Midlands Grand Rail Collaboration Stakeholder Conference, and leading sessions during the conference itself

3.0 Metro update

Under first Cllr Horton's and then Cllr Lawrence's direction, regular meetings have been scheduled with TfWM and WMM officers. The liaison meetings were initially used to brief Members on Metro operations and delivery of the Metro Programme until the Summer 2019 when operations transferred to Putting Passengers First Lead Member Group. The meetings continued with a focus on the Metro Programme where an update was provided on all areas within the Lead Member metro portfolio and facilitated the opportunity for constructive challenge.

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

- Wolverhampton City Centre Extension – works have been completed on 3 of the 4 phases, with track installed and roads re-surfaced. The infrastructure is all installed in advance of the final section being completed. The final section of track work across the new station plaza cannot commence until second half of 2020 when the station redevelopment project expect to vacate and hand over land required for the new Metro terminus. Metro works will then continue into early 2021 to complete the extension.
- Wednesbury to Brierley Hill Metro Extension – Final Business Case Approval by WMCA Board was achieved early 2019 with the full budget of £449 Million being secured. Preliminary Design has been completed and the team has now commenced Detailed Design. The transfer of land from Network Rail has not yet been completed, but is well advanced. No construction work has started, but Utility diversion will start early 2020.

- Centenary Square Extension – Construction works continued to accelerate through the year, and achieved handover of the tram route early to West Midlands Metro operations team for driver training and familiarisation. This section was open to the public on 11 December, which is earlier than planned. There remains some works to be completed beyond the tram corridor – essentially urban realm paving etc. These will be completed early in 2020.
- Edgbaston Extension – Works began on Five Ways underpass, and then progressively along Broad Street. Construction has been difficult in a confined area, and with an objective to keep business functioning as smoothly as possible along the route. This work has benefitted from lessons learned on the Centenary Square section and is progressing quickly. The project remains on schedule to open in December 2021.
- Birmingham Eastside Extension – WMCA is still awaiting the decision of the Secretary of State in respect of the granting of the Transport and Works Act Order (TWAO). DfT have approved the project in principle, but a Full Business Case has to be passed through WMCA and DfT governance. The Full Business case is currently progressing through the WMCA Governance process with a view to presentation to the WMCA Board in March 2020. Detailed Design will commence in early 2020 under existing funding in anticipation of receiving the approval of the Business Case and the TWAO.
- East Birmingham to North Solihull Extension - The preliminary outline design has been completed and although there are discussions around HS2 interface and airport APM, no substantial work can be carried out on this extension until funding is allocated. Elections and subsequent changes to DfT leadership will define the progress made in 2020/21.

The Catenary Free project is almost complete now, with 19 trams fitted with batteries ahead of the opening of the CSQ extension. The final trams will be fitted out in the first weeks of 2020.

Procurement of the third generation trams has been agreed with CAF who supplied the current fleet. 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 projects.

- Metro Operations

- The roll out of new branding on the network including new tram livery.
- The introduction of mystery shops, used to improve the customer service offer.
- Improvements to the MyMetro app, making it more user friendly.

- The introduction of on stop selling, forming part of a wider buy before you board initiative.
- The launch on Metro Matters, giving passengers the opportunity to shape the service.
- The introduction of the 'Personal Best' training initiative, to help staff to deliver their 'personal best.'
- The operational performance, including patronage, punctuality, reliability and conductor coverage.

4.0 Legal Implications

4.1 There are no legal implications for the purposes of this report. The legal requirements have already been picked up in each of the above Schemes.

5.0 Equalities Implications

5.1 There are no equality implications for the purpose of this report.

6.0 Financial Implications

6.1 There are no financial implications for the purpose of this report.

7.0 Inclusive Growth Implications

7.1 There are no inclusive growth implications for the purpose 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 constituent 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 and the areas as detailed in section 3.

9.0 Other Implications

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