

# TRANSPORT PLAN 2017/18



**WEST MIDLANDS**  
COMBINED AUTHORITY



Part of the  
**WEST MIDLANDS**  
COMBINED AUTHORITY

## Foreword

The establishment of the West Midlands Combined Authority (WMCA) in June 2016 saw the organisation responsible for the delivery of services - particularly transport - and the political framework of the region change dramatically.

The WMCA consists of the seven existing Metropolitan councils, as well as six adjoining local authorities and three Local Enterprise Partnerships (LEPs) working together to move powers from Whitehall to the West Midlands. As the WMCA, individual councils still provide services as usual, although by joining together we have a united voice and the resources to work together to influence the major decision-makers on important issues affecting our region.

The drive for devolution and self-determination is key to the future of the West Midlands, informing our strategic direction, especially with the powers and financial responsibilities due to be conferred on the new Metropolitan Mayor in 2017 and unlocking the game-changing capacity benefits and employment opportunities that High Speed 2 will bring.

Integrated transport is crucial to addressing congestion and air quality and creating a dynamic, prosperous and connected region. In 2017/18, Transport for West Midlands (TfWM), the transport arm of the WMCA, will capitalise on the great strides and successes it has already made in a short space of time, and deliver future developments.

2016 saw the extension of the Midland Metro in Birmingham City Centre, the opening of Grand Central, part of the iconic New Street Station redevelopment and the construction of three new rail stations in Bromsgrove, Coventry and Nuneaton.

The innovative West Midlands Bus Alliance was also created. The first of its kind in the UK, it brings together bus operators, councils, and other partners to work together to drive up standards in vehicles, performance and pollution levels, with all partners committed to improving facilities for passengers.

Passenger satisfaction rates reached unprecedented levels, helping make using public transport in the West Midlands safer than ever with crime down 70% in the last eight years. Harnessing the latest ticketing technology saw the Swift smartcard rolled out across the bus, rail and Metro network. This forward-thinking approach has also seen TfWM recognised nationally and internationally through a series of high-level awards conferred by industry peers, including being named City-Region Transport Authority of the Year, showing that we are definitely moving in the right direction.

It is imperative that we continue this excellent start and deliver a 21st Century solution to very real and pressing issues such as congestion, air quality and capacity. Our strategic aims and objectives going forward are set out in this plan as we strive to deliver a public transport network that the West Midlands deserves.



**Councillor Roger Lawrence**  
Portfolio Lead for Transport

# Strategic Transport in the West Midlands

The West Midlands is an ambitious region, strategically located in the heart of the UK and one that deserves a 'Best in Class' transport network. There is a collective desire from all partners and stakeholders to deliver a vision for transport that will bring both economic rewards through the Midlands Engine for Growth, and social benefits, including a better quality of life allied to improved health and cleaner air.

These are ambitious, yet ultimately achievable goals from a transport system working towards an economically dynamic and environmentally sustainable conurbation.

The WMCA and TfWM adopted the West Midlands Strategic Transport Plan "Movement for Growth" when it was formed in June 2016. In line with this, the WMCA has an agreed Devolution Deal with the Government which is strongly based on making the most of the opportunities High Speed Rail Two (HS2) provides for the West Midlands.

There are ambitious targets for new jobs and wealth creation (GVA) which are set out in the approved Strategic Economic Plan. Equipping people with skills and then transporting a skilled workforce to jobs across the West Midlands are important challenges for our transport system.

The WMCA Strategic Economic Plan sets out the overarching vision for the region and is based on an understanding of what makes the West Midlands different. It sets out a bold, ambitious and robust programme to drive and accelerate an improvement

in productivity and enable the West Midlands to become a net contributor to the UK exchequer, whilst improving the quality of life for everyone who lives and works in the area.

An efficient and resilient transport system as set out in this Plan will underpin future economic success - enabling wider labour markets, providing access to skills, education and training, unlocking high value growth clusters and supporting regeneration and placemaking initiatives.

2017/18 will see important Strategic developments. In May 2017, a Metropolitan Mayor will be elected for the first three-year term of office as Head of the Combined Authority. The joint West-East Midlands inter-regional 'Midlands Connect' transport strategy will also be published, and in October, a new rail franchise begins. This franchise, which runs up to 2026, has been positively shaped by 'West Midlands Rail': working with Government on the requirements of the franchise to meet the needs of the region.

These are all important pieces of the jigsaw in the West Midlands, creating a transport system befitting the largest urban area outside London, in the world's sixth largest economy.

Our transport system needs to better serve existing demands and handle further pressures generated by growth and regeneration. Improvements across the system must be planned in such a way that network resilience is ensured whilst improvements are delivered.



Our overall strategy for resilience is increased public transport use, cycling and walking and using innovation to support these ambitions so that a smaller percentage of journeys in the West Midlands are made by car, especially single occupancy car trips at congested times. This is how economically thriving cities across the world flourish and prosper. Our transport strategy supports new jobs and homes being built and helps efforts to ensure cleaner air, lower carbon and a healthier, more active West Midlands.

In line with 'Movement for Growth', Transport for West Midlands (TfWM) is now working on a 10-year transport delivery plan with local authority partners, which will set out priority projects for delivery and development. This work will include plans and measures to ensure the resilience and operational stability of the transport network during a period of large scale infrastructure investment.

TfWM is also developing a series of more detailed policies and strategies, including focusing on supporting freight. Areas for policy and strategy development include air quality and work to identify measures to support the young, socially excluded and vulnerable individuals.

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# Developing Schemes and Being HS2 Ready

## HS2 Connectivity Package

The Midlands will be home to the first phase of the HS2 line and will benefit from an Interchange station by Airport/NEC in Solihull and a terminus station at Curzon in Birmingham City Centre. These stations will be catalysts for growth both in their immediate localities and across the wider geography.

The HS2 Growth Strategy sets out how the positive effect of HS2 will be felt across the region. The approach we are taking will ensure that HS2 creates an outstanding legacy in terms of regeneration, jobs, skills, economic development and connectivity for the Midlands.

A key component of the £4.4bn HS2 Growth Strategy is the Connectivity Package. The Connectivity Package supports the Growth Strategy's vision to harness the unrivalled connectivity and investment of HS2 to unlock significant new sustainable growth and radically improve local connectivity for the whole region. This improved access will accelerate growth, improve access to jobs and promote the competitiveness of the region.

The Connectivity Package has focused on the following strands:

- Connectivity to HS2 stations: Providing excellent local and sub-regional connectivity from across the Midlands to HS2 stations in the area thus improving access to businesses and job opportunities;
- An Integrated HS2: Ensuring the delivery of a fully integrated network between HS2 and the

local and national transport networks so that businesses in the wider area have excellent access to the HS2 network; and

- Midlands Connect: Maximising the capacity released by HS2 on the conventional rail network and optimising the Midlands' local rail and road networks in preparation for, and post, HS2.

## Enhancing Connectivity

The two world class stations have had comprehensive master plans produced which demonstrate that by integrating two landmark stations into the fabric of the region we can unlock economic growth and development.

Effectively connecting the two stations and their associated development zones to other transport hubs, local communities and the wider region will provide momentum for further transformation and radically improve access across the Midlands.

Investing in local connectivity improvements to these stations will facilitate access to the HS2 hubs for workers, residents and businesses whilst also improving access to job opportunities by improving access to the right set of skills.

The provision of connectivity to both Curzon and Interchange stations is a fundamental part of realising the full economic benefits of HS2, ensuring that those needing to access the two stations, and the opportunities on offer by their associated developments, can do so within an acceptable journey time.

# THE UK CENTRAL HUB



There has been a substantial amount of technical work undertaken, ensuring that a robust and evidence-based approach has been followed aimed at maximising the local benefits of HS2 to the West Midlands. With this in mind, the Connectivity Package aims to:

- Improve access for appropriately qualified labour to the stations and associated development zones;
- Improve access to HS2 for key business sectors; and
- Improve access to opportunity for key regeneration areas such as East Birmingham, North Solihull and parts of the Black Country.

These interventions will ensure that the whole of the Midlands is connected to HS2 through local rail and rapid transit links, faster high capacity rail and road improvements.

## Projects

The Centenary Square, Edgbaston and Wolverhampton Interchange schemes are also a major part of the HS2 Connectivity Package and works in Wolverhampton have already begun.

A detailed implementation plan was submitted to Government in the summer which sets out key milestones for scheme development. It is noted that the schemes within the HS2 Connectivity

Package are at different stages of development with some in the very early stages and further feasibility and outline design is being undertaken to support business cases.

Transport for West Midlands will continue to work with Local Authorities, Network Rail, HS2 Ltd and wider stakeholders on developing the Connectivity Package as part of the wider WMCA Devolution Deal investment programme. The following key milestones have been established for 2017:

- Metro Birmingham Eastside Extension - outline design, construction planning and liaison with HS2 construction programme, statutory process for Transport & Works Act Order;
- Metro Wednesbury to Brierley Hill - complete outline business case study;
- Pre-construction site clearance and survey works on Brierley Hill line;
- Metro East Birmingham North Solihull - continue work on outline design;
- Sprint - detailed feasibility studies completed and draft outline business cases produced; and
- Rail - Commissioning of feasibility studies equivalent to GRIP 2 for local enhancements and develop scope of work for Midlands Rail Hub to inform GRIP 1-2 studies - Network Rail commissioned by Midlands Connect.



**The provision of connectivity to both Curzon and Interchange stations is a fundamental part of realising the full economic benefits of HS2**



# 592 km

The West Midlands Key Route Network is a 592km network of key highways across the region

## Key Route Network

The West Midlands Key Route Network is a 592km network of key highways across the region, defined in consultation with the seven West Midlands Metropolitan Authorities and neighbouring highways authorities. This represents approximately 7% of the non-trunk road network in the West Midlands. It carries half of all general traffic, HGVs and bus passenger flows.

As part of developing the Key Route Network, baseline studies are required for the whole of the network by the end of March. These surveys will provide all partners with clear evidence regarding the issues, challenges

and opportunities relating to how the KRN is currently operating.

This information (covering all modes of transport) will provide an evidence base to guide future investment decisions on priorities, in addition to informing the day-to-day management of the network and adding value to future funding bids for further investment on the network.

The baseline studies, set out 23 routes based on the current movements along the existing road network and the primary destinations served. The evidence from across a wide range of themes from multiple stakeholders

informed the studies, in order to understand the issues, challenges and opportunities that currently exists across the KRN and its associated roads.

These main themes include:

- Customer perceptions;
- Safety and interactions;
- Environment, speeds, flows and junction capacity;
- Asset condition; and
- Key regional considerations and opportunities.

The evidence gathered will be used to inform the baseline surveys evidence reports, of which will be available for each of the 23 routes on the KRN mid-2017.

## 2017/18: Supporting Economic Growth Through Addressing Congestion

The following are important aspects of WMCA's policy and strategy direction in 2017/18. These are in line with Movement for Growth and its key transport priorities:

- The commencement of the new West Midlands Rail franchise;
- Publication of the 'Midlands Connect' inter-regional transport strategy;
- Establishment of a West Midlands Freight and Logistics Forum;
- Increases in suburban rail rolling stock capacity, as part of the new West Midlands Rail franchise operation;
- Construction of the Wolverhampton Interchange Project and associated extensions of the Metro;
- Scheme development of other planned Metro extensions;
- Scheme design of the Cross-City SPRINT scheme Hagley Road – Coventry Road and development of other core SPRINT schemes
- Construction of Key Route Network Junction improvements;
- Construction of LGF3 funded links in the Strategic Cycle Network;
- Construction of core bus route pinchpoint improvements for better reliability and speed;
- Further roll out and use of Swiftcard; and
- Further trials of autonomous vehicles.

### Midlands Connect

TfWM is a key partner in Midlands Connect. Midlands Connect is an ambitious initiative to identify transport connectivity improvements to maximise long-term economic growth across the Midlands. This will provide a platform for engagement with Government, High Speed 2 Limited, Network Rail and Highways England, to influence long-term investment in the strategic transport networks across the Midlands.

Midlands Connect is a partnership between LEPs and Local Authorities from the Welsh Border to

the Lincolnshire Coast. We are working with these partners, as well as Network Rail and Highways England, to develop the strongest possible case for strategic transport investment in the Midlands. The focus is on connecting economic hubs, both to each other and to key areas and gateways outside the Midlands, to realise the region's full economic growth potential.

Following the initial award of £5m to develop the strategy – to be published in March 2017, the DfT has awarded Midlands Connect a further £12m for ongoing support until 2020, and £5m which is ring fenced to develop the Midlands Rail Hub.

Key schemes already in development include:

- The Midlands Rail Hub – development of a number of interventions which will facilitate an additional 10 trains an hour out of Birmingham; and
- The Midlands Road Hub – A study commissioned to look at future plans for the most congested parts of our motorway network.

In the early part of the year the strategy will be finalised for publication in March 2017. The work programme beyond March 2017 is currently being agreed with the partners and DfT.

### West Midlands Rail

West Midlands Rail (WMR) is a partnership of 14 Metropolitan Districts, Shire and Unitary local transport authorities, together with the West Midlands Combined Authority, seeking to gain greater local influence over the region's rail services. WMR is a limited company, but does not seek to make a profit, and is democratically accountable through the Board of Directors who are all senior local politicians.

Most passenger rail services in the UK are operated as franchises let by central government. Private train operators periodically bid to operate the various franchises in a process overseen by the Department for Transport (DfT). The DfT specify the franchise outputs, and scrutinise the successful operator's delivery of its commitments.

Most local rail services in the West Midlands are currently operated by the London Midland franchise, which is to be replaced in October 2017. WMR is working collaboratively with the DfT to specify and procure the new West Midlands franchise, and once it has started, will be overseeing the operator's delivery and performance.

Through gaining greater influence and control over the local rail network, WMR will be able to deliver a better rail service for the people and economy of the region.

In the longer-term, WMR is seeking further control through the devolution of rail franchising for local services. This will pass control for the specification, management, and the procurement of West Midlands local rail services to WMR. This model has been successfully used in Scotland, Wales, on Merseyside and in London and WMR is working to create a devolved local rail network for the West Midlands. The link between rail and economic growth is clear and by being in control of local rail services we will be able to maximise economic benefits for the region.

From the new West Midlands franchise, which provides local rail services and is due to be renewed in 2017, WMR is seeking an operator that delivers:

- [Better services](#)
- [Catering for growth](#)
- [Better stations and access](#)
- [Ease of use](#)
- [A high-quality network](#)

## West Midlands Stations Alliance

Working together with Network Rail, West Midlands Rail (WMR) is developing an innovative 'Stations Alliance' which, together with the West Midlands franchise operator, is hoped to bring about substantial improvements to rail stations in the West Midlands.

The Alliance recognises that the current arrangements for the management of stations are not designed to deliver the level of sustained improvement that is needed to support the development and growth of the region. The focus of the Alliance is aimed at addressing this issue and creating a long-term sustainable solution that delivers stations that are better for passengers and better for the lives and economies of the communities they serve.

The proposal for this formal alliance arrangement take account of the current structure for managing stations in the UK, which has responsibilities for operation, maintenance and renewal split between the operator and Network Rail, and brings in WMR, as a local body, to drive forward a long-term vision. It is this 'vision' that is missing from the current structure. Network Rail have already indicated strong support to the alliance, and it is hoped that the West Midlands franchisee will join the alliance after franchise award in June, creating a powerful tripartite arrangement.





## Bus and Bus Alliance

In a UK first, the award-winning, innovative Bus Alliance was developed and implemented to encourage further investment in the network, increase standards and improve bus links. It brings together bus operators, councils and private sector partners to ensure that services are attractive and meet the needs of local communities. Key to this is the involvement of highways authorities regarding day-to-day traffic management and transportation planning, with representatives on the Alliance Board.

Key deliverables between 2017-2020 include:

- Reduction of delay minutes;
- Bus Network Development Plans to support growth;
- All buses to be Euro V or better to improve air quality;
- Fare-capping and payment by contactless bank card across the network; and
- Open-data approach for all non-commercially sensitive data.

Operators will continue to support partnership, for example, through the further roll-out of National Express West Midlands' (NXWM) new 'Platinum' high-specification buses with increased leg room,

leather seats, wifi and unprecedented levels of passenger satisfaction recorded in 2016.

2017 will see even greater investment in the British-built vehicles, which are lighter and more fuel efficient than conventional vehicles, with their Euro 6 engines among the cleanest in the world. NXWM is expanding its £34 million fleet of 58 vehicles and a further 100 buses will be in operation in 2017.

We will fulfil and manage the bus service network and associated customer infrastructure through delivery and provision of accessible transport solutions, subsidised bus services, Network Development Plans and effective asset maintenance and management arrangements. We will also identify greater ongoing integration opportunities between accessible and mainstream transport providers.

A new agreement was signed by partners in the Bus Alliance, setting out ambitious plans for delivery and investment in vehicles and infrastructure during 2017/19.

## Freight and Logistics

Through the devolution deal we have been given more powers to shape our own economic future. The West Midlands' excellent transport links nationally and internationally are key to our prosperity and future growth and freight plays an integral role. Our robust Freight Strategy influences a wide range of areas, including economic growth and economic inclusion, population growth and housing development, the environment, public health and social well-being.

The Freight Strategy provides us with the tools to work together with businesses, and a programme to deliver a West Midlands that shines as a beacon for best practice in urban logistics management.

In 2017/18 and looking further ahead, our ambitions are to:

- Improve access to the West Midlands by road and rail;
- Find new ways of managing deliveries which provide businesses and residents with high-quality access to goods and services;
- Examine a range of techniques to reduce emissions, noise, and congestion caused by goods vehicles;
- Support the introduction of very low emissions or zero emissions delivery systems;
- Carry out planned investments in Smart Motorways and address localised capacity constraints;
- Maximise volumes of "through" freight diverted onto the M6 Toll;
- Ensure adequate capacity and electrification is provided on rail routes to and through the region, particularly to the main deep sea ports and the Channel Tunnel;
- Ensure freight is provided an adequate share of capacity released on main routes when HS2 is opened;
- Take into account freight needs when planning passenger rail services;
- Continue development of Strategic Freight Interchanges (SRFI) and support for SRFI proposals in and near to the West Midlands; and
- Address gaps in the provision of Intermodal Rail Freight Interchanges (IRFI).

## West Midlands Logistics Forum

The establishment of the West Midlands Logistics Forum brings together the main stakeholders with an interest in freight issues across the West Midlands to focus the direction of the Freight Strategy. It will serve as the primary body to oversee the delivery of the Freight Strategy and the supporting Implementation Plan, through partnership working.

The key tasks of the Forum will be to:

- Provide a group specifically focused on freight issues within the West Midlands;
- Provide a platform to engage with stakeholders by enabling them to raise freight-related issues and work in partnership with the appropriate organisations to find solutions; and
- Assist in the development of responses to the challenge of network resilience during the construction of HS2 and the Highways England investment programme.

## Network Resilience

There has been growing awareness of the scale and timing of a series of major infrastructure works which particularly impact the Strategic Road Network (SRN) and Key Route Network (KRN) across the West Midlands, specifically:

- HS2 Phase 1: with significant rail, local road and motorway interfaces and diversion works;
- The delivery of the Government's Road Investment Strategy periods 1 & 2 (RIS1/2, running to 2021 and 2026 respectively) being delivered by Highways England;
- Network Rail's investment in a number of capacity upgrades on the network around Birmingham;
- WMCA's own investment in HS2 Connectivity, Metro and local transport;
- Investment in major maintenance and utilities works; and
- Major development in Birmingham City Centre and other locations such as Cannock.

The infrastructure investment will bring many significant direct benefits and unlock further regeneration and growth opportunities. However, during the delivery period there is a risk that un-coordinated delivery undertaken by different agencies working in silos could generate significant short-term adverse construction disruption impacts.

If poorly handled, as well as impacting the ability for the labour market to move freely around the area, it has the potential to affect the manufacturing and logistics operations that underpin the regional economy (many of which use 'Just in Time' operating models).

This potential was recognised by TfWM and the HS2 Growth Strategy Board, who asked TfWM to undertake some scoping work. This work was commissioned and has been undertaken with the full cooperation and engagement of HS2 Ltd, Highways England, Network Rail and many of the Local Authorities.

Additionally, the issue has been raised as part of the Devolution Deal 2 discussions with DfT and the Treasury. This has been with a view to securing Central Government support for the strategic response, recognising that the scale and importance of the issue has impacts which are beyond the West Midlands.

In addition to managing the impact of planned works there will be an increased need to improve coordinated incident recovery. During the construction period the network can generally be expected to be under greater stress and less able to cope with delays from accidents and other incidents.

Greater streamlining and coordination between highways authorities, transport operators and emergency services will provide benefits if linked by a common set of intelligence and response protocols. Work on this has started and will continue to be progressed, in conjunction with the office of the Police and Crime Commissioner (PCC).

There is significant further work to be done to understand the full implications and options for the detail of the mitigation activity required, but it is clear that there is no single 'silver bullet'. A broad based suite of measures will be needed, including physical temporary measures and a significant amount of revenue intensive stakeholder and business engagement; alongside community/traveller information and behaviour change support.

Complementary to the more detailed investigation, there are a number of areas of activity in which work will begin in 2017, such as developing a business case for a Regional Integrated Command Centre, which could reflect the information contained in operational centres (local UTC desks, major construction compounds, CCTV centres etc) into a single centre of command containing the right staff from all agencies (Highways England, local highway authorities, the emergency services, TfWM, transport operators, HS2 Ltd and major contractors).

Public communications will be highly sensitive and critical for all partners, who will need to handle them clearly and consistently. A very robust and a well-resourced communications will be developed and put in place, central to which will need to be a message of the West Midlands remaining 'open for business' and at the centre of planned for game-changing and growth-enabling investment.

A fully-comprehensive strategic partnership is being established across the region, ensuring that the whole transport network is resilient during the next 10 years and through the construction of major infrastructure projects.

We will continue to work with colleagues across the organisations and external stakeholders including HS2, Highways England, districts and all public transport operators to develop a proposal for managing network resilience across the region between 2017 and 2030.

## Developing our Midland Metro Network is crucial to public transport in the West Midlands.

In 2017 we will progress plans for expansion of the network, following the successful extension of the tram into the heart of Birmingham City Centre, connecting two of the region's major rail hubs.

In a UK-first, the Midland Metro Alliance was created last year, paving the way for TfWM and partners including designers, contractors and key stakeholders to find new ways to deliver the aspiration for an expanded tram network by 2026, whilst cutting costs, reducing delivery times and lessening the impacts of construction.

- This year will see the completion of advanced utilities works and the commencement of main construction for the Centenary Square extension in Birmingham. Construction will continue into 2018, followed by testing and commissioning of vehicles and the line becoming operational in 2019;
- Following the granting of a Transport and Works Act Order in 2016, advance works and utilities on the Wolverhampton City Centre extension will be completed this year, with testing and commissioning taking place next year and the extension to the rail station opening in 2019;
- The business case for Edgbaston (Five Ways) will be completed and submitted to Government in spring 2017, with utility and enabling works starting in the latter part of the year to optimise concurrent working with

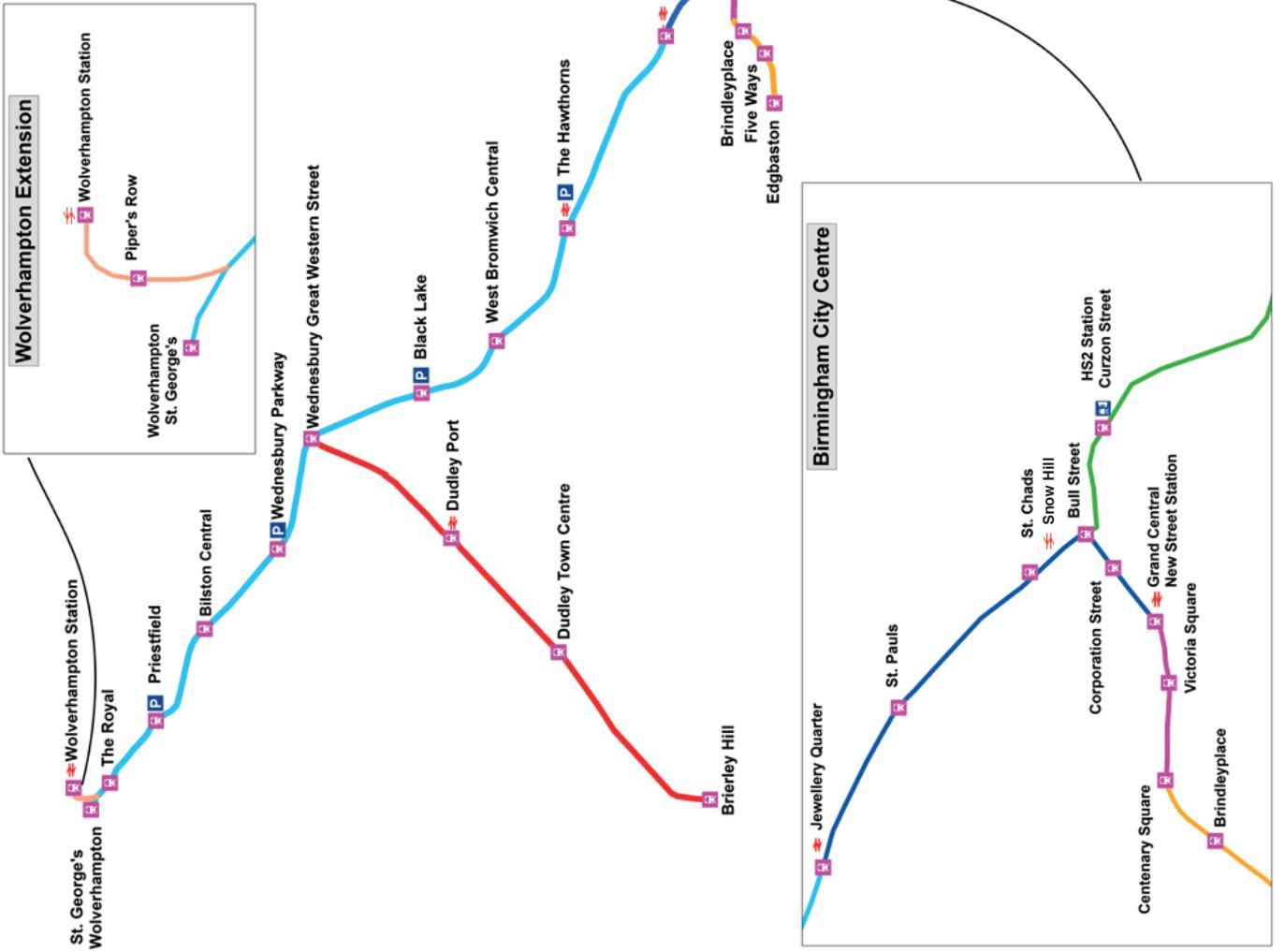
the Centenary Square scheme, with a view to opening to passengers in 2021;

- The refresh of the Wednesbury, Dudley and Brierley Hill line business case will be completed and submitted to Government in the spring whilst the Midland Metro Alliance will progress essential land clearance and environmental / structural surveys to support opening of the line in, or before 2023;
- The Initial outline business case for the East Birmingham scheme linking the Eastside route with East Birmingham, North Solihull and the airport, HS2 Interchange and UK Central will be progressed to achieve a Transport and Works Act application in 2020;
- In a first for the UK, Metro will introduce trams capable of running using overhead lines or batteries. The first modified tram will be delivered to Metro's depot at Wednesbury and the modification of the remaining 20 trams will take place at Wednesbury depot in 2018 in time for the modified vehicles to go into service on the "catenary free" Wolverhampton and Centenary Square extensions in 2019; and
- Co-ordinated with the Wolverhampton extension works and Wolverhampton City Council's resurfacing plans for the A41, from summer 2017 we will be undertaking the second phase of an extensive programme of track replacement and upgrade work on Bilston Road in Wolverhampton to ensure that the track is ready for the modified "Catenary Free" trams to start running up to Wolverhampton in 2018.

# Metro Extension Programme

## Key to lines

-  HS2 Station
-  Park & Ride
-  Train Station
-  Tram Stop (not all shown)
-  Birmingham City Centre Extension
-  Centenary Square Extension
-  East Birmingham to Solihull Extension
-  Birmingham Eastside Extension
-  Edgbaston Extension
-  Wednesbury to Brierley Hill Extension
-  Wolverhampton
-  Wolverhampton Extension





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This year will see the completion of advanced utilities works and the commencement of main construction for the Centenary Square extension in Birmingham which is catenary free.



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Birmingham rock star Ozzy Osbourne at the opening of the tram extension from Bull Street to New Street station.

## Park and Ride

A key driver of a world class transportation system is the provision of - and ability to access - infrastructure and facilities. In order to encourage modal shift and to lessen the impact of pollution on the environment, it is imperative that passengers using heavy and light rail and who travel to stations and stops from distance, are provided with adequate safe and secure parking.

More than 8,000 car parking spaces are already provided by TfWM across the network, greatly contributing to rail growth and reducing carbon dioxide emissions by over 6,000 tonnes, through taking more than three million journeys off the region's roads each year.

We will continue to review our Car Park Strategy and consider options for generating revenue to provide additional investment for car parking expansion, particularly to support network resilience and broader public transport strategies.

Bradley Lane Park and Ride works will commence in 2017. Alongside this development work will continue at Tipton and Whitlocks End.

In partnership with the districts, West Midlands Rail and Network Rail will identify and develop future sites for the expansion of our Park and Ride facilities, for example at Sandwell and Dudley and Tile Hill rail stations.

As part of our strategic Park and Ride strategy, we have earmarked several sites to be developed.

Working closely with the districts, we will also identify suitable Bus, Sprint and Metro Park and Ride locations. Opportunities will be considered in conjunction with the development and delivery of the first Sprint Routes within the HS2 connectivity package.





## Sustainable Transport

TfWM will continue to deliver a range of online and self-help Smarter Choices guidance, tools and resources to local businesses and education sites to facilitate sustainable access to employment, education and skills and grow the economy through inward investment.

With our help, businesses and education providers can increase the numbers of people accessing their sites by using public transport, cycling, walking or even car sharing, significantly cutting down the amount of single occupancy car journeys and improving public health.

In 2017, we will continue to deliver the award-winning Workwise programme, which gets unemployed people back into work and offers assistance with travel options to get to their new found employment. This includes the launch of a new enhanced ticketing offer for unemployed people later in the year.

We will also continue to coordinate the delivery of the West Midlands Cycling Charter Action Plan.

# 7,500

apprentices receive  
ticketing support

# 2,300

SME businesses supported

# 127 km

new high quality segregated  
cycle paths promoted



# Innovation and Technology

## Swift

Swift is the public transport smartcard for the West Midlands and one of the UK's most advanced. It began as a way for passengers travelling on the bus to pay for their travel electronically – without the need for cash. It has now developed to become the first multi-modal transport ITSO smartcard in the UK without a paper counterpart, helping passengers travel seamlessly on bus, train and tram anywhere in the region.

Swift is ideal for frequent travellers who use it as their season ticket, while there are numerous Swift products and ways to pay for single fares or day tickets – without the need for cash and with better discounts and savings.

We will develop a comprehensive West Midlands-wide enhanced contactless and token-based “Oyster” style ticketing and payments scheme and we shall also deliver and grow the successful nBus, nTrain and nNetwork schemes, continuing to support the transition to Swift Smart ticketing. The Swift Managed Service will continue, enabling the provision of an enhanced solution that will support the movement towards contactless payment.

## MAAS

A “Mobility as a Service” pilot project will be introduced in the region in 2017, only the second in the world, allowing customers to have all their comprehensive transport services available through an App.

We will enable the delivery of a range of innovative initiatives which offer technological solutions to transport problems in the West Midlands. In particular, we will continue to grow the innovation hub at iCentrum and build TfWM's reputation as a transport innovator, focusing on new payment technologies, Smart Cities, HS2 digital strategy and connected and autonomous vehicles.

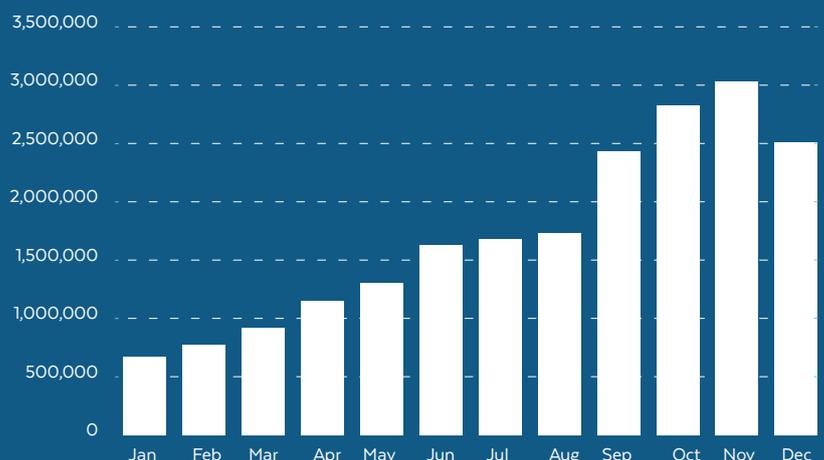
The development and implementation of strategic partnerships, particularly with TfL and the wider region will continue, especially in the areas of information and innovation.

The management of all stages of information acquisition, production and distribution of digital, real-time and printed information will continue this year, ensuring that Real Time Information and interactive app information for customers is accurate and up-to-date.

We will progress plans and strategies to keep customers informed when planned and unplanned events and disruptions occur, so that passengers can make informed choices about their travel.



The graph on the right shows the significant growth in the number of Swift journeys during 2016. The reduced number in January follows typical trends as up to 2 weeks of the month are none work days.



Swift Journeys in 2016

## Connected and Autonomous Vehicles

The intelligent application of autonomous and connected vehicle (CAV) technology is capable of benefiting all tiers of the transport system – improving vehicle routing, infrastructure optimisation and reducing operating costs to the extent overall network efficiencies, interchange and accessibility can be increased for travellers and businesses.

There are also specific synergies arising from CAV technology which can support traveller information, behaviour change and payment systems improvements such as those being targeted through WMCA's work on 'Mobility as a Service' solutions.

Significantly there are direct economic benefits to the whole WMCA area from projects which seek to introduce CAV technology into the transport system. The West Midlands has a nationally significant critical mass of automotive Research and Development (R&D) activity and highest location quotient for automotive manufacturing in the UK.

With the right environment in the transport system in place there is significant scope to stimulate inward investment in automotive R&D activity to the West Midlands, as well as exploit the emerging technology to improve the performance of the system.

Consequently TfWM will continue to work with its Local Authority partners to build on existing projects which include those below, and to develop new projects in and between the main urban centres across the conurbation. Two of the West Midlands most significant projects have their own websites where further information can be found:

- UK Autodrive: [ukautodrive.com](http://ukautodrive.com); and
- UK CITE: [ukcite.co.uk](http://ukcite.co.uk).

Other projects which will be either delivered or continue development are all partnership projects which are grant funded from Government, InnovateUK or Europe and include:

- Intelligent parking solutions in Coventry;
- Traffic signal technology enhancements in Coventry, Birmingham and Solihull;
- Piloting and/or developing technology for advanced traveller guidance systems in Coventry & Birmingham;
- Data mining systems to provide intelligence which can optimise the transport network and travel advice;
- Development of business cases and piloting of autonomous pod vehicles in Wolverhampton, Birmingham and Coventry;
- Growth and development of real world test environments in which the automotive industry can trial new technology in Coventry, Birmingham and Solihull; and
- Development of freight focused CAV solutions which can directly benefit a holistic supply chain solution across the LEP areas.

## Sprint

Sprint is a bus-based rapid transit mode which is part of the vision for the future network of a world class public transport in the West Midlands. Supporting the objectives of 'Movement for Growth' and linked to Strategic Park and Rides, Sprint will deliver improved public transport journey times, greater reliability, a higher-quality and greener public transport environment and easier access to transport for our communities.

### **Sprint, a bus-based rapid transit mode will deliver:**

improved public transport journey times

greater reliability

a higher-quality and greener public transport environment

easier access to transport for our communities



**In 2017 we will continue to develop the Sprint network, progressing LGF-funded schemes and taking forward new projects within the HS2 connectivity package that will form part of the Sprint Network.**

# 300

New digital panels at 300 bus shelters, the income from which helps support the costs of keeping facilities safe and clean.



In 2017 we will continue to develop the Sprint network, progressing LGF-funded schemes and taking forward new projects within the HS2 connectivity package that will form part of the Sprint Network. The expectation is that the initial Cross City Route will open in 2021/22, allowing for the construction of the Metro extension to Edgbaston. Work to deliver cross-city operation of these first Sprint schemes will continue, providing added benefits to our passengers through reduced journey times to Birmingham and Solihull Centres, HS2 stations, and the airport.

Feasibility work in 2016/17 on the initial HS2 connectivity package schemes has identified a rationalised Sprint network for the future, prioritising investment on those schemes that support our strategic goals, regional development and inclusive economic growth.

As part of a rapid transit network, Sprint is ideally placed to serve strategic bus-based Park and Ride sites. As we develop the Sprint network, we will be pursuing the suitability and opportunity for bus-based Park and Ride to keep our region moving,

improving accessibility and connectivity across our conurbation and addressing the challenges of air quality within our region.

## Operations

The customer is at the heart of what we do as an organisation. Customer service is vitally important to TfWM and our award-winning, professional front-line staff are committed to ensuring that public transport passengers receive the right travel advice, purchase the best tickets and passes to suit their journey needs and provide a crucial link between us and the local communities in the West Midlands. With the introduction of the Mental Health Commission, customer service staff are also a vital point of contact for passengers with special travel requirements.

We will continue to maintain and develop the region's high-quality bus stations, stops and shelters. This includes a contract for the provision of new digital advertising panels at 300 bus shelters, the income from which helps support the costs of keeping facilities safe and clean. Even more Real Time Information (RTI)



**The customer is at the heart of what we do as an organisation.**

will be provided at facilities, letting customers know exactly when their bus is due.

The innovative Bus Alliance will continue to develop and implement further investment in the network, increase standards and improve bus links, while Bus Network Development Plans will be prepared for the whole region to ensure bus services support growth and improved accessibility. Bus operators are committed to continuing investment in the region's bus fleet, with vehicles such as National Express's 'Platinum' brand truly transforming bus travel. There will be even more investment in these British-built vehicles, which have exceptional levels of comfort, are lighter and more fuel efficient than conventional vehicles and have some of the cleanest diesel engines in the world. Exciting projects to bring electric buses and hydrogen-powered buses to the region are also being progressed.

We will also continue to provide subsidy to fund unprofitable routes and supporting the region's Ring and Ride service.

## Assets

The implementation of Building Information Modelling (BIM) will further enhance the assets role by providing the basis for gathering information to improve decision-making and ultimately better lifecycle management of new-built assets.

This will enable a number of key benefits to be realised, including:

- Better information;
- Data exchange across a project timeline;
- Improved communications;
- Greater efficiency;
- Carbon reduction; and
- Health and safety.

These elements will drive the continuous improvement process, learning from issues to improve processes or practices for future projects and to inform policy and decision-making for future years.

- We will ensure that customer facilities including bus stations, Midland Metro stops, Park and Rides, bus shelters and stops are maintained and operated in order to deliver an excellent experience for customers; and
- A series of action plans will be developed which help to deliver improved savings for WMCA and TfWM, including improving the sustainability of bus stop infrastructure, bus stations, car parks, CCTV services and other land owned through the WMCA.

**Implementation of BIM will enable a number of key benefits to be realised:**

Better information

Data exchange across a project timeline

Improved communications

Greater efficiency

Carbon reduction

Health and safety

## Safety and Security

A dedicated Anti-Social Behaviour (ASB) team was introduced in 2013 to tackle passenger concerns about low-level nuisance. Transport Focus found that since the ASB team was established, passenger concerns in the West Midlands have dropped from 17% to 7%, while in the same period satisfaction with personal safety rose year-on-year.

A scheme which tackles ASB, such as vandalism by young people on public transport across the West Midlands continues to go from strength-to-strength. The Restorative Justice programme encourages young people to recognise, understand and pay back for what they have done rather than prosecuting them. Youngsters caught committing ASB take part in activities such as intensive cleaning of buses and talk to bus company staff, who tell them about the effect their ASB can have on workers and other passengers.

The scheme currently receives funding from the Office of the Police and Crime Commissioner for the West Midlands. Since 2016, 46 young people aged between 10-18 years completed the programme, a total of 78 since the project first started as a pilot in 2014 in conjunction with Birmingham City Council's Youth Offending service. None of those attending the programme have since re-offended on public transport.

Travelling on public transport in the West Midlands is now safer than ever after figures last year showed crime had fallen by 70% in the last eight years.

On the bus network the total number of recorded crimes fell 6% compared to the previous year, while on the rail network it decreased by 6.2%.

The Safer Travel Partnership, operated jointly by TfWM, public transport operators, West Midlands Police and British Transport Police, will continue to work towards the objectives of the Local Transport Policing Plan through a series of initiatives.

↓ 70%

crime on public transport down in the last eight years in the West Midlands

↓ 6.2%

crime on train down compared to the previous year in the West Midlands

↓ 6%

crime on bus down compared to the previous year in the West Midlands



2017/18 will see enhanced regional co-ordination of the Partnership and even more officers deployed on the public transport network, thanks to a new three-year contract signed by TfWM and partners.

This will lead to further use of CCTV and advances in technology to improve passenger engagement across the network and help deliver the objectives of the West Midlands Safer Travel Plan, supporting

# REVENUE AND CAPITAL BUDGETS

## Revenue Budget

In January 2017 the West Midlands Combined Authority set a levy of £121.54m for the 2017/18 year, reflecting a 2.63% reduction from 2016/17.

The detailed Revenue Budget is set out below:

## Levy

The levy is allocated to each district based upon the published population figures. For 2017/18 the West Midlands Combined Authority agreed a levy on each district as follows:

	<b>Resident Population mid-2014</b>	<b>2016/17 Levy £'000</b>	<b>% Split</b>	<b>Resident Population mid-2015</b>	<b>2017/18 Levy £'000</b>	<b>% Split</b>
Birmingham	1,101,360	48,955	39.22%	1,111,300	47,667	39.22%
Coventry	337,428	14,999	12.02%	345,400	14,815	12.19%
Dudley	315,799	14,037	11.24%	316,500	13,576	11.17%
Sandwell	316,719	14,078	11.28%	319,500	13,704	11.28%
Solihull	209,890	9,330	7.47%	210,400	9,025	7.43%
Walsall	274,173	12,187	9.76%	276,100	11,843	9.76%
Wolverhampton	252,987	11,245	9.01%	254,400	10,912	8.98%
<b>West Midlands</b>	<b>2,808,356</b>	<b>124,830</b>	<b>100.00%</b>	<b>2,833,600</b>	<b>121,542</b>	<b>100.00%</b>

## CONCESSIONS £66.7M

### National Bus Concessions £52.7m

Reimbursement for English National Bus Concession (ENCTS) is regulated by the Secretary of State with guidance provided by the DfT. Bus operators have announced their prices for 2017/18 and these, along with the latest patronage figures, have been taken into account in forecasting the ENCTS requirement. The current scheme entitlement is from 9.30pm to the last bus which will continue for 2017/18.

### Rail and Metro Concessions £4.4m

In the West Midlands the free national bus scheme has been extended to residents to include local Rail and Metro services within the region, enabling cardholders to travel after 9.30am up to midnight on weekdays and all day at weekends and bank holidays.

### Child Concessions £9.6m

The provision of approximately half fare travel concession is offered to children aged five to 15 and young adults aged 16-18 in full-time education and resident in the West Midlands. This concession is available on weekdays before 9.30am and between 15.30 and 18.00 during term time.

# BUS SERVICES £20.4M

## Bus stations and Infrastructure £4.1m

These costs cover the operation of bus stations and all management and maintenance associated with bus stations, as well as over 12,200 stops and shelters.

## Tendered Services £8.9m

Where standards for access to the network are not met commercially, services are categorised into an order of priority giving a focus on journeys to work and access to shopping and health facilities.

In residential areas, the maximum desirable walking distance to bus services in continuously built-up areas is 400 metres during the hours of 07.00 to 19.00 on Monday to Saturday and 700 metres at other times.

The current access standards state that where passenger boarding exceeds eight and the cost per head is less than £1.60, then a service will be provided.

## Accessible Transport £7.4m

This expenditure funds services for over 17,500 registered users, making just under 0.9m journeys per annum at a cost of £7.3m for 2017/18. In addition to the Ring and Ride service, a Walsall and Birmingham shopper's service is provided for older people who are primarily based in sheltered housing and a prison visitors service provides assistance for families, especially mothers with young children, to visit family members in prison.

# RAIL AND METRO SERVICES £2.8M

## Metro £1.2m

The Metro costs relate to annual commitments made under the operating concession deed pertaining to insurance and maintenance.

## Park and Ride £0.7m

Rail and Metro car parks are provided free of charge within the Metropolitan area. This policy provides in excess of 9,000 parking spaces.

## West Midland Rail £0.6m

This cost relates to the invitation to tender and subsequent analysis of bids for the new West Midlands Rail Franchise. This budget is partly funded (55%) by DfT and WMR partners (Unitary and Shire councils).

## Bromsgrove Rail Station £0.3m

This expenditure is the net cost of financing and operating Bromsgrove Rail station after income receipts from access charges. Worcestershire County Council also make a contribution.

## **INTEGRATION £12.8M**

### **Safety and Security £1.1m**

Safety and security expenditure relates to the Safer Travel Police Team and the CCTV centre based in 16 Summer Lane. During 2017/18 the CCTV centre should continue to be expanded as part of the drive to utilise this facility across the districts.

### **Passenger Information £6.0m**

Passenger information expenditure relates to providing real time information across the network; customer information at bus stops, bus stations, on line, and includes the customer services teams and telephone support. This is provided in conjunction with the operators as part of the network commitments, which also includes a number of promotional campaigns throughout the year.

### **Business Support £3.4m**

This covers 16 Summer Lane and the provision of ICT, Legal, Procurement, Health and Safety, Equalities, Programme Management, Finance, Human Resources, Business Management and general business infrastructure and support.

### **TfWM Policy & Strategy & Elected Members £2.3m**

This represents the cost of the Policy and Strategy team and elected members.

## **FINANCE CHARGES £18.8M**

Included within finance charges are borrowing and capital financing costs, pension and transport development costs.

The deregulated pension costs relate to the pension commitments arising from deregulation in 1986, when a significant number of employees transferred from the Transport Authority to Travel West Midlands, but their pension rights accrued to that date remained an obligation of the Passenger Transport Executive.

The capital financing costs relate to loan interest and Minimum Revenue Provision requirements.

The proposed 2017/18 WMCA Transport Revenue Budget was approved by the Combined Authority on 20th January 2017, and the final Annual Budget is summarised below.

	<b>2017/18 Transport Revenue Budget</b>	
<b>Expenditure Summary</b>	<b>£'000</b>	<b>%</b>
<b>National Policy</b>		
English National Concessions Travel Scheme	52,659	<b>43.33%</b>
<b>Finance related</b>		
Debt Interest Repayments	10,555	8.68%
Capital Debt Charge (MRP)	4,920	4.05%
Bromsgrove Rail Station	300	0.25%
Deregulation Pensions Deficit	1,856	1.53%
Transport Development	1,500	1.23%
		<b>15.74%</b>
<b>TFWM Policies</b>		
Child Concessions	9,609	7.91%
Subsidised Services	8,858	7.29%
Accessible Transport	7,369	6.06%
Passenger Information	6,010	4.94%
Rail and Metro Concession	4,409	3.63%
Bus Services	4,121	3.39%
Rail Services & Metro	1,916	1.58%
Safety and Security	1,122	0.92%
Sustainable Travel	25	0.02%
		<b>35.74%</b>
<b>Other</b>		
Corporate Services	3,446	2.83%
TfWM Policy & Strategy	2,006	1.65%
Elected Members	301	0.25%
West Midlands Rail	566	0.47%
		<b>5.20%</b>
<b>Total</b>	<b>121,542</b>	<b>100.0%</b>
<b>2017/18 Transport Levy</b>	<b>121,542</b>	<b>100.0%</b>

# TfWM/WMCA CAPITAL PROGRAMME 2017/2018

Scheme Details	£000
<b>TfWM Delivered Investment Programme Schemes</b>	
Metro Wednesbury to Brierley Hill Extension	2,000
Metro Centenary Square Extension	15,680
Metro Birmingham, Eastside Extension	3,521
Metro Wolverhampton City Centre Extension and Track Works	22,316
Metro East Birmingham to Solihull Extension	1,500
Metro Edgbaston Extension	12,745
Sprint A45 Airport and Solihull	1,400
Sprint Hagley Road	1,500
Sprint Longbridge to Birmingham	100
Sprint A34 Walsall to Birmingham	100
Sprint Hagley Road Extension to Halesowen	100
Sprint Hagley Road Phase 2	100
Sprint Dudley to Birmingham	100
Sprint Sutton Coldfield to Birmingham via Langley	200
<b>Investment Programme Schemes Total</b>	<b>61,362</b>

Scheme Overview
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<p>Continuation of the development and delivery of the Midland Metro Network as included within the West Midlands Combined Authority Investment Programme.</p>
<p>Continuation of the development and delivery of the Sprint Network included within the HS2 Connectivity Package, as agreed by WMCA Board on 17th February 2017</p>

## TfWM Minor Works Programme

Network Wide P and R Resurfacing Programme	284	Surfacing and lining at a programme of bus station and park & ride sites based on condition. This also include to optimise the site to enable maximum availability when relined in line with the space optimisation programme.
Network Wide Bus Station Refurbishment Phase 1	603	Replacement of life expired assets in Bus Stations relating to internal environment, access, electrical and security.
Network Wide Park and Ride Upgrades	143	Replacement life expired of components within the park and rides such as fencing, cycle facilities, height barriers and bollards.
North Walsall Cutting / Stourbridge Junction Structural Improvements	50	Final stages of the In-fill project
Network Wide CCTV Refresh and Installation (inc APNR)	607	Renewal of life expired and at risk CCTV infrastructure and associated cabling to renew cameras and help points across all sites. Improved cameras in order to support the smarter travel offer to have infrastructure enabled to have car counting capacity to provide real time messages showing the number of spaces left at sites for websites, SMS etc for customers.
Shelter Infrastructure (Replacement of Time Expired Stock)	36	Replacement of life expired shelter infrastructure on the basis of poorest condition first.
Network Wide Rail RTI- Life Expired Replacements	27	Replacement of life expired WMCA assets at railway stations within the West Midlands.
<b>Asset Replacement Total</b>	<b>1,750</b>	
Interconnect development	40	Development of a comprehensive Interconnect wayfinding system focussed on walking and cycling.
<b>Information and Mapping Total</b>	<b>40</b>	
Metro Line One Upgrade	74	Contribution to Metro Line One operator for share of signalling asset replacements.
Bradley Lane Park and Ride	1,753	Ground stabilisation works and implementation of c. 200 space Park & Ride site adjacent to Bradley Lane Metro Stop.
<b>Minor Metro Works Total</b>	<b>1,827</b>	
Dudley Bus Station Development	322	Development of an Interchange to support connectivity to Metro and wider Dudley Town Centre regeneration.
Strategy Board Controlled Project Development	78	Funding allocation to allow Project Development of schemes identified during the year
Network Wide Park and Ride Expansion - Phase 2	220	Development of a prioritised list of Park and Ride schemes up to planning approval stage.
10Yr Delivery Plan Development	236	Funding allocation to allow Project Development of 10 Year Delivery Plan Schemes.
<b>Project Development Total</b>	<b>856</b>	
Birmingham City Centre One Station	250	Contribution towards the One Station Project to provide a stronger link between Moor Street and New Street Rail Stations in Birmingham.
Longbridge Connectivity Package	408	Development and delivery of a suitable Park and Ride solution at Longbridge Rail Station
<b>Strategic Economic Plan Total</b>	<b>658</b>	
ICT Rolling Programme	100	Replacement of business critical ICT Infrastructure
WMCA Asset Management System	147	Development of a system to improve efficiency and effectiveness of Asset Management procedures within WMCA.
<b>Systems Architecture Total</b>	<b>247</b>	
TBT Wolverhampton City Centre Shelters	42	Replacement of bus shelters within Wolverhampton City Centre.
TBT Platinum Route RTI Equipment Upgrades	507	Real Time Information developments to support enhanced information provision on key bus routes.
TBT Highway Scheme Development (Bus reliability and punctuality)	60	Contribution towards the development of highway schemes to improve reliability of bus services to support partnership commitments with bus operators.
Bus Shelter Modernisation Programme	325	Improvements to the customer experience for users of Birmingham shelters.
Traffic Signal Technology, Solihull Contribution	50	Optimising traffic signalised junctions along the A41 and B425 corridors, comprising review and re-validation of signal operation and installation selective vehicle detection.
Merry Hill RTI	50	Installation of Real Time Information screens at Merry Hill Bus Station.
<b>Transforming Bus Travel Total</b>	<b>1,034</b>	
Network Wide P and R Lighting Enhancement	103	Replacement of life expired assets on a spend to save basis by upgrading these to LED lanterns with dimming profiling to save further on power use and maintenance together with remote operational capability.
Park and Ride Delivery	299	Allocation for the delivery of a Park & Ride site.
<b>Transforming Rail Travel Total</b>	<b>402</b>	
<b>GRAND TOTAL</b>	<b>68,176</b>	





**WEST MIDLANDS**  
COMBINED AUTHORITY