



**WEST MIDLANDS**  
COMBINED AUTHORITY

**Meeting:** Transport Delivery Committee

**Subject:** Minutes

**Date:** Monday 3 April 2017 at 1.00pm

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**Present:**

Councillor Richard Worrall (Chair)	(Walsall Metropolitan Borough Council)
Councillor Philip Davis (Vice-Chair)	(Birmingham City Council)
Councillor Pervez Akhtar	(Coventry City Council)
Councillor Robert Alden	(Birmingham City Council)
Councillor Susan Eaves	(Sandwell Metropolitan Borough Council)
Councillor Mohammed Fazal	(Birmingham City Council)
Councillor Kath Hartley	(Birmingham City Council)
Councillor Diana Holl-Allen	(Solihull Metropolitan Borough Council)
Councillor Roger Horton	(Sandwell Metropolitan Borough Council)
Councillor Timothy Huxtable	(Birmingham City Council)
Councillor Chaman Lal	(Birmingham City Council)
Councillor Keith Linnecor	(Birmingham City Council)
Councillor Ted Richards	(Solihull Metropolitan Borough Council)
Councillor Judith Rowley	(City of Wolverhampton Council)
Councillor David Stanley	(Dudley Metropolitan Borough Council)
Councillor Daniel Warren	(City of Wolverhampton Council)
Councillor David Welsh	(Coventry City Council)

Apologies for absence were received from Councillors Andrew and Brothwood.

**In attendance:**

Lee Eteo (Customer Relations Manager)  
Babs Coombes (Rail Partnerships Manager)  
David Crockett (CH2M)  
Steve Grimes (Midland Metro Alliance)  
Jon Hayes (Head of Network Delivery)  
Steve Hayes (Network Development and Delivery Manager)  
Phil Hewitt (Metro Programme Director)  
Linda Horne (Head of Finance)  
Steve McAleavy (Interim Director of Transport Services)  
Alejandro Moreno (Midland Metro Alliance)  
Peter Sargant (Head of Rail)  
Laura Shoaf (Managing Director, TfWM)

**95/16 Chair's Remarks**

The Chair asked Laura Shoaf, Managing Director, to update members on the recent staffing changes to TfWM and WMCA.

The Managing Director informed the committee that Chris Cassidy, Chris Perry and James Aspinall had left the organisation on 31 March. With regard to human resources, she reported that Jenny Groves and Rita Rais would be covering this area in the interim and that Mark Taylor, Director of Finance, City of Wolverhampton Council, would be covering the role of Corporate Services Director, on an interim basis, working three days for the WMCA. In addition, it was noted that Alison Pickett, Head of Sustainable Travel and Kerry Swingler, Smarter Choices Manager, had decided to leave the organisation to pursue new careers.

The Managing Director also introduced Steve McAleavy who would be covering the role of Director of Transport Services on an interim basis whilst Pete Bond was taking adoption leave.

**96/16 Minutes**

The minutes of the meeting held on 6 March 2017 were agreed, and signed by the Chair, as a correct record.

**97/16 Matters Arising**

**(a) UK Bus Summit (*minute no.94/16*)**

In relation to the slides from the conference and presentational material, the Head of Network Delivery undertook to circulate the information to members.

**98/16 Midland Metro Centenary Square/Edgbaston (Five Ways) Extension**

The committee considered a report of the Metro Programme Director that updated the board on the Midland Metro Centenary Square/Edgbaston (Five Ways) Extension and the decisions taken by the WMCA Board at its meeting on 17 March 2017.

Phil Hewitt, Metro Programme Director, informed the committee of the decisions taken by the WMCA Board at the last meeting.

A presentation on the Centenary Square/Edgbaston (Five Ways) Extension was given by Steve Grimes, Midland Metro Alliance (MMA) that outlined the plans for the route and the top risks to delivery.

The committee also received a presentation from Alejandro Moreno (MMA) on the Bilston Road track replacement programme that would commence June

2017. The presentation outlined the delivery schedule, the 12 work streams and the new technology solution for the track.

In relation to an enquiry from Councillor Warren as to whether there could be issues with regards to mineshafts beneath the track, the Metro Programme Director reported that MMA has undertaken lots of exploratory groundworks so did not envisage any unforeseen circumstances.

In relation to an enquiry from Councillor Stanley as to whether the tram would terminate at Priestfield during the works, Councillor Horton reported that passengers would be encouraged to alight at The Crescent,

With regards to an enquiry from Councillor Rowley regarding the closure dates for the track replacement works and whether briefings would be given to members notably the Transport Cabinet Member and officers at the City of Wolverhampton Council, Phil Hewitt confirmed that briefings and consultations would be held and that the target date for the work to commence was 12 June 2017. He added that the completion date for the works was before Christmas 2017, although the target date was November which was preferable.

In relation to the Birmingham Centenary Square to Edgbaston Extension and an enquiry from Councillor Rowley regarding whether the lessons learnt from Wolverhampton would be taken into consideration for Pinfold Street and the ground inspections would be as thorough as they could be, the Metro Programme Director reported that it was recognised that the ground is poor at Pinfold Street and as a result a huge amount of attention has been given to the design to take account of the ground conditions.

The Chair thanked officers for their presentations and at the request of the committee Phil Hewitt undertook to circulate both presentations to members for information.

## **99/16 Park and Ride Update**

The committee considered a report of the Interim Director of Transport Services that provided an update relating to the delivery and development of Park and Ride sites in the TfWM area.

The Head of Rail, Peter Sargant, outlined the report and advised the committee that following the Task and Finish Review in 2015, consultants CH2M Hill had undertaken a further review.

David Crockett, CH2M, was in attendance to present the key findings from the review.

It was noted that the review examined the usage of park and ride, the wider policy context, priorities for expansion and options for optimising space, car park design standards, car park operation and management, revenue

opportunities (including charging) encouraging non-car access, best practice review (including other metropolitan areas) and provided a regional perspective on park and ride.

In relation to an enquiry from Councillor Huxtable regarding the Park and Ride Development Programme and in particular Lea Hall and Hall Green and whether the schemes have been considered in conjunction with each other rather than in isolation, noting the implications of Metro and housing development on Lea Hall and Sprint and HS2 on Hall Green, the Head of Rail reported that the schemes would be reviewed to find the right solution in the context of any development and Lea Hall would be reviewed in the wider context of Metro to consider whether this was located in the right place.

In relation to an enquiry from Councillor Huxtable regarding the responsibility for ancillary services at park and ride sites namely lighting, including the use of energy efficient lighting and carrying out repairs, the Head of Rail reported that TfWM is responsible for these services and if there are instances of lights not working, TfWM would inform its contractors when notified in these instances. He added that park and ride sites were in the process of being updated with energy efficient lighting.

In relation to a comment from Councillor Akhtar regarding whether train operating companies contribute towards park and ride costs as they benefit from increasing passenger numbers using their services, the Head of Rail advised that train companies do not contribute towards the costs of TfWM park and ride sites although London Midland and Virgin do charge a commercial rate for car parks they operate.

Councillor Welsh welcomed the work undertaken/expansion of park and ride which he considered a success story and would help alleviate congestion and considered charging for park and ride would be self-defeating.

Councillor Horton, Lead Member for Rail and Metro, reported that charging for park and ride is a policy matter that would need to be determined by West Midlands Leaders.

In relation to a comment from Councillor Stanley regarding the need for additional parking at Coseley Rail Station to alleviate parking problems in the local area and new housing developments in the area which would add further pressure on parking at the station, the Head of Rail advised that he was aware of the issues at the station and it would remain on the list to be considered for expansion.

In relation to an enquiry from Councillor Richards regarding the proposed expansion of Whitlocks End which is needed due to new housing developments, the Managing Director confirmed this scheme would be taken forward.

With regards to an enquiry from Councillor Huxtable regarding 'Pinch Point' funding and whether any bids have been submitted by TfWM for further

funding, the Managing Director advised Councillor Huxtable that unfortunately this funding source was no longer available, however, TfWM would seeking funding where possible as park and ride remained a priority.

The Chair thanked officers for their presentation and enquired whether the WMCA Board would be giving consideration to park and ride at a future meeting.

The Managing Director reported that strategic park and ride was on the forward plan for the WMCA Board and was hugely important due to the links with HS2 and Sprint Schemes and this would be considered by the WMCA Board later in the year.

Resolved:

- (1) That TfWM provides nearly 9,000 car parking spaces across the rail, metro and bus network be noted ;
- (2) That the approach being taken to deliver park and ride as outlined in the report be supported and noted ;
- (3) That the presentation from CH2M Hill regarding the park and ride review be noted;
- (4) That TfWM actively works with partner organisations and other stakeholders to develop a significant expansion of the park and ride capacity across all public transport modes to support resilience and other policy agendas be noted and
- (5) That the annual revenue cost of supporting the delivery of TfWM's free park and ride spaces is circa £2.4m per annum.

## **100/16 Rail Business Report**

The committee considered a report of the interim Director of Transport Services that provided an update relating to the performance, operation and delivery of rail services in the West Midlands including rail partnership agreements and West Midlands Rail Activity.

The Rail Partnerships Manager, Babs Coombes, presented the report and highlighted the key areas to the committee.

In relation to the minimum improvements being delivered in the next West Midlands Franchise and an enquiry from Councillor Warren regarding the upgrading of passenger facilities at stations such as Tipton, Coseley and Smethwick Galton Bridge, the Rail Partnerships Manager advised that Birmingham to Wolverhampton has been identified as a pilot but the nature of the improvements would be a matter for the train operator to determine.

Councillor Horton concurred that the customer experience and infrastructure for Smethwick Galton Bridge was poor and that he also asked TfWM to look into the matter.

Councillor Davis reported that he welcomed the development of the 'Stations Alliance' to bring about improvements to rail stations in the West Midlands as he hoped this would provide the opportunity to resolve problems with graffiti as Network Rail has failed to tackle the issue.

The Rail Partnership Manager concurred with Councillor Davis noting the perceptions around anti-social behaviour and the need to include a section on graffiti for the Stations Alliance to take forward.

In relation to a comment from Councillor Huxtable regarding the importance of involving stakeholders including elected members in projects, the Head of Rail reported that he was engaging partners with regards to Longbridge and University stations and would also involve Birmingham City Council Officers and Members at the appropriate time

Resolved:

(1) That the report be noted.

## **101/16 Bus Report**

The committee considered a report of the Interim Director of Transport Services relating to the performance, operation and delivery of bus services in the West Midlands

The Network Development and Delivery Manager, Steve Hayes, presented the report and advised the committee that with regards to the Autumn 2016 National Bus Passenger Survey, overall passenger satisfaction remains at 85% which is the same as 2015 and within the Bus Alliance target of maintaining satisfaction above 85%.

In relation to a comment from Councillor Stanley regarding the need for Dudley MBC to fulfil traffic enforcement around Dudley Bus Station to prevent delays to bus journeys, the Head of Network Delivery reported that he was aware of the problems but would raise the issue formally with Dudley MBC.

In relation to an enquiry from Councillor Welsh regarding whether the creation of the Clean Air Zone in Birmingham City Centre would lead bus operators to move more polluting buses to Coventry, Dudley and Wolverhampton, the Network Development and Delivery Manager reported that all subsidised contracts would need to be Euro V which was a good standard and he would expect the bus fleet in the West Midlands to be one of the cleanest in the UK in keeping with the commitment of the Bus Alliance.

In relation to the announcement made by the Network Development and Delivery Manager, that the Managing Director of National Express, Peter

Coates would be retiring in May this year, the Chair conveyed best wishes to Peter Coates on behalf of the committee.

The Chair noted that the Network Development and Delivery Manager would be leaving his post in May to take up the position of the Head of Transport at Milton Keynes Council and this would be his last meeting. The Chair conveyed his congratulations and best wishes to Steve Hayes on behalf of the committee.

Resolved:

(1) That the report be noted.

#### **102/16 Customer Engagement Update**

The committee considered a report of the interim Director of Transport Services on the key engagement forums and activities undertaken during the municipal year 2016-2017.

The Customer Relations Manager, Lee Eteo was in attendance to present the report.

Councillor Hartley, Lead Member for Putting Passengers First, reported that the Passenger Champion Scheme has evolved over the last five years and invitations regarding Passenger Champion Briefings are sent to members along with details of Your Public Transport Matters events so that members can be involved in events in their district.

Lee Eteo informed the committee that Your Public Transport events have been rebranded to focus on different transport themes such as Swift and there would be improved publicity to encourage more people to attend.

In relation to a comment from Councillor Stanley regarding the lack of kerbs at bus stands at Merry Hill Bus Station that creates difficulties for disabled people to board the bus and results in delays in bus boarding times, the Head of Network Delivery undertook to speak to the Bus Station Teams to see if anything could be done.

Resolved:

(1) That the report be noted.

#### **103/16 CityConnect Cycle Superhighway Site Visit**

The committee considered a joint report from Councillors Warren and Rowley that provided a report back from the Leeds Bradford Cycle Superhighway visit on 22 February 2017.

Councillor Rowley outlined the report and reported that one of the most significant features regarding the CityConnect cycle route was to the decision to locate the Superhighway from Leeds to Bradford in one of the most deprived areas of the region (where propensity to cycle is generally lower) which provided improved access to employment and levels of physical activity.

Councillor Warren reported that he had cycled on the route and had felt very safe cycling in the dedicated cycle lane that was separate from traffic on the highway.

Resolved:

- (1) That the report be noted.

## **104/16 WMCA Update – Transport Reports For Information Only**

### **Review of Swift Brand**

The committee considered a report on the Review of Swift Brand that had been approved by the West Midlands Combined Authority (WMCA) Board at its meeting on 17 March.

Councillor Rowley reported that she was surprised to learn of the rebranding of the Swift card as no mention was made of this in the Swift Programme Update report that was presented to this committee on 6 February 2017. Councillor Rowley considered the new look design for Swift was old-fashioned, enquired why the design had changed and why members had not been consulted on the change, adding that she was very proud of Swift.

Councillor Alden reported that he concurred with Councillor Rowley and felt the design of the Swift card looked dated and old-fashioned and enquired as to the actual costs of the redesigned Swift card and asked to be provided with the breakdown of costs.

Councillor Davis, Lead Member for Finance and Performance Monitoring reported that he was told the cost was £55k which was taken from the marketing budget but he shared the concerns of members.

The Chair reported that whilst he understood this committee was responsible for delivery, he considered members should have been consulted where they have the ability to add value and considered the matter should have been handled better.

Councillor Huxtable considered that this committee could have been consulted on the changes to Swift at its meeting on 6 March which would have allowed members to have provided comments before the WMCA Board determined the matter.

Councillor Welsh reported that he considered elements of the new Swift card design to be positive, in particular the use of colour to denote different Swift products and added that he was looking forward to how Swift would be publicised in the future.

The Managing Director, Laura Shoaf, reported that the WMCA Board established the TfWM Smart Programme Board with the functionality for smart ticketing/ Swift and the board was responsible for the rebranding of Swift.

The Managing Director explained that the rebrand was not a criticism of Swift as all reports to the WMCA Board have highlighted its success. However, the original Swift card needed to be updated with details of the WMCA. The Managing Director advised that the decision was taken to refresh the brand design at the same time as correcting the information and sending out Swift cards to 12,000 direct debit nTrain customers that were converted from paper tickets to Swift which was challenging. It was noted that the new Swift card design made the WMCA branding more prominent and the colours reflected those of the Authority; the cost of the brand design (£44k) was off-set by funding for nTrain direct debit and the marketing budget.

The Managing Director reported that it was regrettable the way this matter was handled and apologised for this, undertaking to feedback comments from this committee to the board. She added that the change to the Swift card was only cosmetic rather than a change to the product and that different colours were used to identify the range of ticket types available.

In relation to an enquiry from Councillor Welsh regarding why the new Swift card was branded WMCA rather than TfWM, the Managing Director reported that WMCA was the legal entity and legal advice had been sought on the matter.

In relation to an enquiry from Councillor Horton regarding a Swift Update report on the forward plan for the next meeting, the Managing Director explained that the report was the standard update report.

## **105/16 Forward Plan**

The committee considered a report of agenda items to be submitted to future meetings.

Resolved:

(1) That the report be noted.

**CHAIRMAN**

This report is PUBLIC  
[NOT PROTECTIVELY MARKED]

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