

# Transport Briefing Notes

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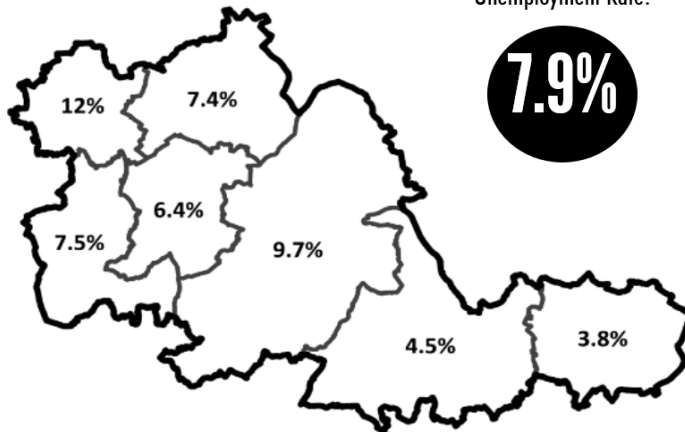
# The West Midlands in 2016

**TfWM** Part of the  
**WEST MIDLANDS**  
COMBINED AUTHORITY

## UNEMPLOYMENT (2015/16)

West Midlands  
Unemployment Rate:

**7.9%**



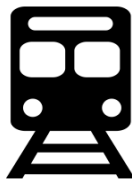
## POPULATION PROJECTIONS



## PATRONAGE



Bus  
**267m**

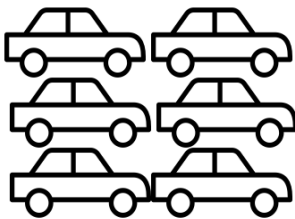


Rail  
**53.7m**



Metro  
**5m**

## PARK & RIDE



Occupancy at rail Park & Ride sites has increased by 5.3%

The total number of spaces has increased by 5.5% to 8,259 at 38 sites

## WM HOUSEHOLD SPENDING

The average weekly household spending within the West Midlands is £454



Purchase of vehicles: £23.30

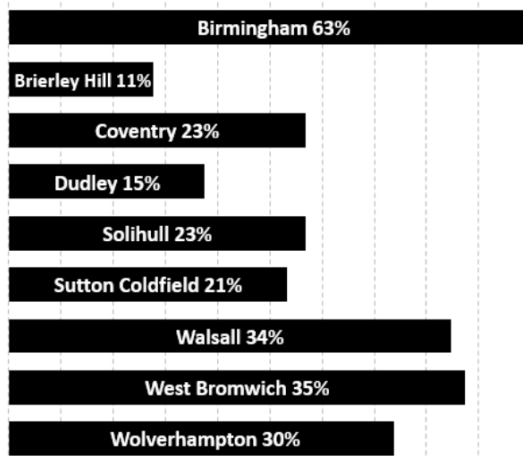


Operation of personal transport: £36.60



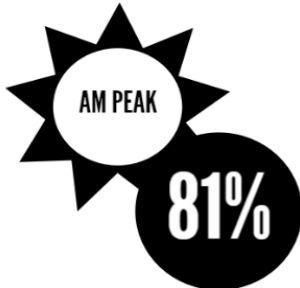
Transport services: £9.60

## PUBLIC TRANSPORT MODAL SHARE



# The West Midlands in 2016

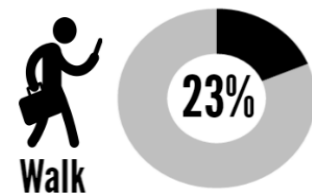
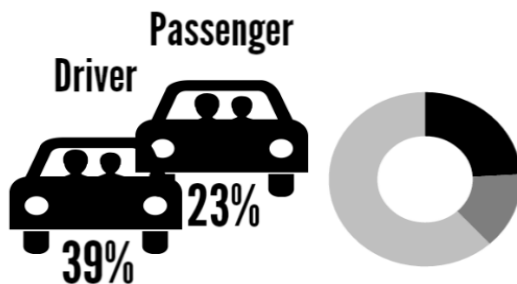
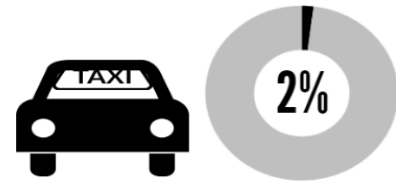
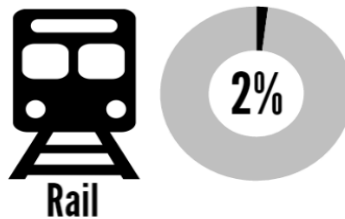
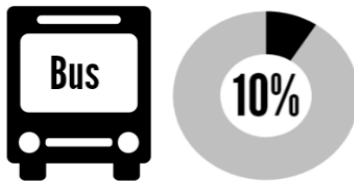
## CAR OCCUPANCY



## OBESITY



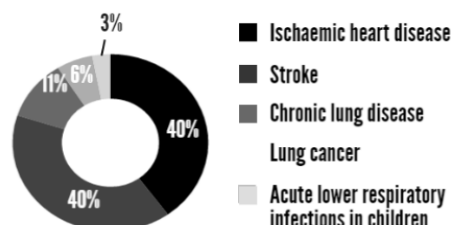
## MODAL SHARE



## SWIFT (the Smart ticket system for travel)



## AIR POLLUTION



Children

in high pollution areas are 4 x more likely to have reduced lung function when they become adults

Over last year Pay As You Go card ownership increased from 2,000 to over 27,000

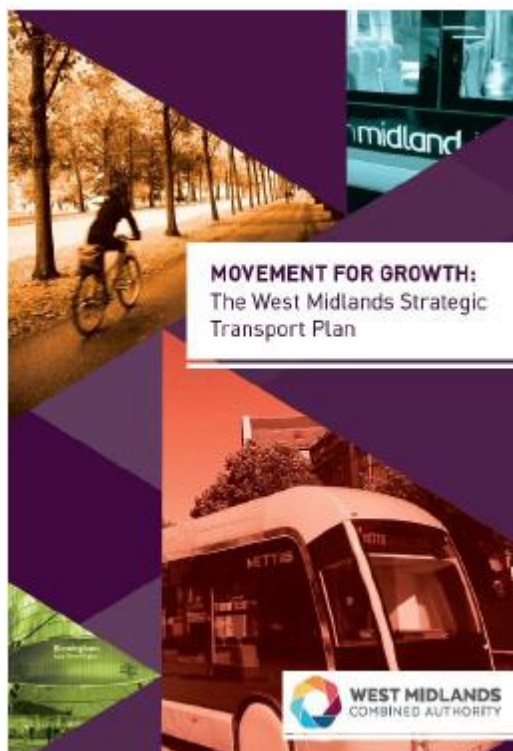
In one year journeys increased from 460 thousand to 2.2 million a month

One journey every second!

UK wide estimated some 23,500 deaths annually on the basis of NO2 concentrations

Transport is responsible for 80% of NOx emissions in urban areas

## “Movement for Growth” October 2016



### Background

“Movement for Growth” (MfG) was adopted by the West Midlands Combined Authority in June 2016 as its strategic transport plan. The document is available at:

[https://westmidlandscombinedauthority.org.uk/media/1178/2016-06-01-mfg-full-document\\_wmca.pdf](https://westmidlandscombinedauthority.org.uk/media/1178/2016-06-01-mfg-full-document_wmca.pdf)

The plan sets out the overall approach for transport strategy in the West Midlands to deliver the vision as set out below:

*“We will make great progress for a Midlands economic ‘Engine for Growth’; clean air; improved health and quality of life for the people of the West Midlands. We will do this by creating a transport system befitting a sustainable, attractive and economically vibrant conurbation in the world’s sixth largest economy”.*

Movement for Growth supports and complements the detailed plans and strategies of the local authorities, e.g. “Solihull Connected”.

It sets out an ambitious plan to greatly improve the transport system to support economic growth and regeneration, underpin new development and housing and improve air quality, the environment and social inclusion.

It is based on improvements over the long term to an integrated transport system made up of 4 tiers:

- National and Regional
- Metropolitan  
(Metropolitan Rail and Rapid Transit Network, Key Route Network, Strategic Cycle Network)
- Local
- Smart Mobility

TfWM is now working on a 10 year transport delivery strategy and implementation 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 previously unprecedented infrastructure investment.

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

### **Summary of the Four Tiers of Movement for Growth:**

#### **National and Regional Tier**

National highway connections, based on Highways England's strategic highway network of motorways and trunk roads. National and regional passenger rail services and coach services, rail freight capacity and rail freight interchanges.

#### **Metropolitan Tier**

An integrated Metropolitan Rail and Rapid Transit Network (Rail, Metro and Sprint Bus Rapid Transit) with high quality main centre interchanges and supporting park and ride provision.

- Key Route Network of main roads
- Metropolitan Strategic Cycle Network

#### **Local Tier**

High quality local bus services integrated with the rail and rapid transit network, accessible transport, local roads, local cycle networks integrated with the Strategic Cycle Network and attractive, safe conditions for walking and cycling.

#### **Smart Mobility Tier**

Intelligent mobility services to help make the most of transport capacity and help inform people of the travel options available to them. This includes the development and delivery of a trial "Mobility as a Service" (MaaS) initiative

The key "headline" transport priorities for the four tiers of the integrated transport system are set out in MfG. These are:

#### **Key Transport Priorities for the National and Regional Tier:**

- New Smart Motorway Sections
- Wider Use of M6Toll

- M54-M6/ M6Toll Link Road
- Improved Motorway Junctions on the Motorway Box M6,M5, M42, M40, including major improvements at M42 Junction 6
- Making better use of the A46, enabling wider Midlands movements and providing resilience to the Motorway Box
- Camp Hill Chords
- Water Orton corridor rail freight capacity enhancements
- Further electrification of key national and regional rail links
- Improved connections to, and within, the UK Central Hub area

#### Key Transport Priorities for Metropolitan Tier:

- HS2 Connectivity Programme
- Metropolitan Main Road Network (“Key Route Network”) Pinchpoint Junction Improvements
- Priority Links in the Metropolitan Cycle Network

#### Key Transport Priorities for the Local Tier:

- Improved asset management of minor roads
- Local Cycle Network Development
- Key Walking Routes
- Area wide residential road 20 mph speed limits
- Smarter Choice Initiatives
- Local Bus Network Improvements

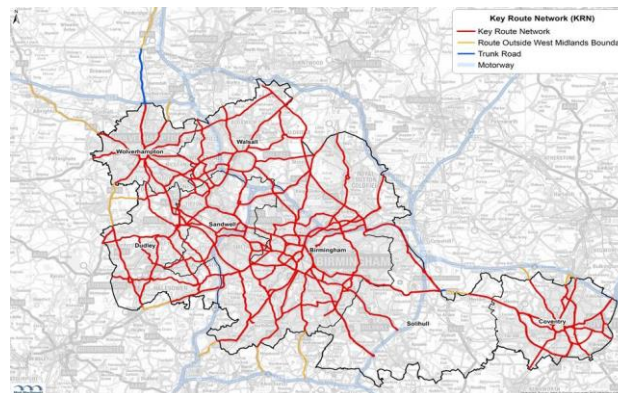
#### Key Transport Priorities for Smart Mobility Tier:

- Measures to improve traffic management
- Development of a Personal Mobility Platform that supports an integrated journey planning, navigation, and payment system across all modes
- A new road safety strategy

#### Metropolitan Rail and Rapid Transit Network:

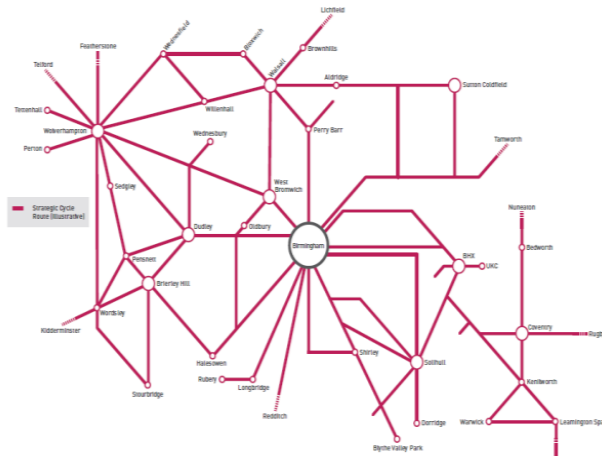


#### Key Route Network:





## Metropolitan Strategic Cycle Network (draft)



## KEY OFFICER CONTACT

**Mike Waters – Head of Policy and Strategy**  
**0121 214 7150**



### **Background**

Midlands Connect brings together key political and industry leaders from across the East and West Midlands to help power the 'Midlands Engine' and secure the necessary strategic investment in the region's transport infrastructure.

Midlands Connect is an initiative driven by LEPs and local authorities and aimed at ensuring that in close dialogue with government, the Midlands is well placed to influence and benefit from future funding programmes such as those currently being developed by the rail industry (e.g. HS2 and Network Rail's - Long Term Planning Process) and Highways England (e.g. Route Strategies, Road Investment Strategy). The WMCA is an integral member of Midlands Connect Partnership.

### **Strategy**

The Midlands Connect Partnership has been charged with developing a regional transport strategy to drive the economy and power the Government's ambition to build a 'Midlands Engine for Growth'.

The strategy, to be developed jointly by the Midlands Connect Partnership and the Department for Transport, will set out credible

long-term transport investment priorities to help unlock growth and jobs.

The Emerging and final Midlands Connect Strategy for October 2016 and March 2017 respectively.

### **Next Steps**

Midlands Connect are planning to continue to work with Government beyond March 2017 and set out our proposals to maximise opportunities presented through the devolution agenda.

Midlands Connect are working with Government and partners in exploring becoming a Statutory Sub-National Transport Body.

### **KEY OFFICER CONTACT**

**Maria Pilar-Machancoses**

**Programme Director, Midlands Connect**

**0121 214 7276**

Or see: [www.midlandsconnect.uk](http://www.midlandsconnect.uk)

### **Background**

Under the Coalition Government's Devolution agenda, the West Midlands region saw an opportunity for devolution of responsibilities for local rail services and submitted an initial proposal in 2012, followed by a full business case in 2014.

14 local authorities (7 metropolitan, 7 shire/unitary) across the region then came together to form West Midlands Rail, building on and expanding the rail expertise.

The region recognised the huge growth in rail usage that had occurred and the importance of an effective rail network in driving economic growth, and the relevance of this being at the cross-roads of the national network through the Midlands.

### **West Midlands Rail Limited**

West Midlands Rail Limited (WMR) is a democratically accountable body that exists to lead rail franchising for the West Midlands. The aim is a locally specified and managed passenger rail franchise for the region.

WMR is made up of the West Midlands Combined Authority and its constituent metropolitan districts, together with seven shire and unitary authorities that mirror the

geography of the services we are seeking to devolve.

### **WMR Limited Board of Directors**

The WMR Ltd Board consists of fourteen Directors, one appointed by each Partner Authority, who are either council leaders, or senior cabinet members. In addition, representatives from Local Enterprise Partnerships in the region are also invited to attend Board meetings to ensure input from private industry.

The WMR Board is chaired by Councillor Mark Winnington, Cabinet Member for Economic Growth, Staffordshire County Council. The Vice-Chair is Councillor Roger Lawrence, Leader of Wolverhampton Council.

### **Technical Activity**

The WMR Ltd Board is supported by a group of transport officers from each of the Partner Authorities who oversee the development of policy and objectives. Technical activity is supported by TfWM. TfWM have seconded two members of staff to WMR, who in turn are seconded to the DfT to support work to develop the West Midlands franchise specification. WMR is currently funded by contributions from each Partner Authority.

### **Progress to date**

Since autumn 2015, WMR have been working in partnership with the DfT to specify and procure the next West Midlands franchise, which will replace London Midland in October 2017. As set out above, we have seconded members of the WMR team to the DfT to support this process and have been highly effective at influencing the specification that was released to the two bidders in August 2017. These successes include:

- The creation of two business units in the franchise to effectively separate local rail services from those that serve, Euston;
- A 30% increase in peak capacity;
- A new locally specified brand for the West Midlands local rail services;
- Major enhancements to evening and Sunday service frequencies; and
- The transfer of Wolverhampton from the InterCity West Coast (Virgin Trains) franchise to the West Midlands franchise to allow a world class interchange to be created; and
- A service quality regime requiring the operator to maintain trains and stations to a minimum condition.

When the franchise begins next year, WMR will be leading the management of the West Midlands local rail services operated by franchise, rather than this activity being done in

Westminster as it is currently. That way we will be able to hold the operator to account for their performance by people who use their services every day.

The West Midlands franchise operates around 60% of services in the region, which leaves a substantial number of services without local oversight. To that end, WMR are already working on plans to exert greater local oversight of other franchises as these come up for renewal over the next few years. Stations are also a key area of focus, with a Stations Alliance being developed between Network Rail and WMR focused on creating stations that better reflect the need of the communities they serve.

WMR is also currently reviewing and revising the West Midlands Rail Investment Strategy, a document that we hope to publish in spring 2017, setting out how we see the rail network developing over the years ahead.

### **Opportunities**

The geography of WMR is wider than the WMCA. However, seven of the fourteen directors are appointed by WMCA constituent authorities. As such, WMR is an important vehicle for WMCA through which objectives in rail can be delivered. With strong political support from Partner Authorities, WMR is

becoming a powerful voice in rail. However, it is not the only route for influence and delivery of rail schemes, with WMCA continuing to have an important role on behalf of the metropolitan area.

The new brand that will be applied to the local rail network has been designed to allow it to be expanded to other transport modes. This enables the creation of a truly multi-modal transport brand, like that in London which has international recognition, helping to create an easy to use public transport network for our region.

### **TfWM Rail Operations**

Whilst WMR will oversee the contract in the West Midlands, Transport for West Midlands will continue to be the local metropolitan body which develops and implements partnership agreements with rail operators to identify and implement local and regional enhancements and commitments which fall outside of the scope of the franchise agreement, but represent real passenger impacts in the region.

TfWM and WMR are working closely to ensure that collaborative ways of working are in place between the two organisations to maximise the benefits for the region. They are working to ensure that TfWM management of partnership

agreements and rail station car parks is supporting the aspirations of the West Midlands franchise in the longer term.

### **Rail Governance and Rail Interests**

The chart below provides an overview of organisations in the region with an interest in the governance of rail and their respective roles and responsibilities.

WMR will actively work with new franchisee and partner authorities to develop new services and other improvements during the course of the franchise. WMR has the ability to propose changes to fares and services under the terms of the Collaboration Agreement.

TfWM will work collaboratively with partner authorities to deliver specific improvements to facilities and services which may fall outside of the franchise agreement but within the interests of the WMCA area.

### **KEY OFFICER CONTACT**

**Malcolm Holmes**

**Acting Programme Director, West Midlands Rail**

**0121 214 7058**

## West Midlands Combined Authority (WMCA)

- New body to take on strategic functions of the seven Metropolitan Authorities Councils (Constituent Authorities)
- Membership of WMCA also includes some non-constituent authorities in the wider region plus three LEPs

## Transport for West Midlands (TfWM)

- The transport arm of the WMCA
- Rail activities include multi-modal ticketing, direct debit scheme, operating car parks, promoting infrastructure schemes, strategic transport planning
- Geographic focus on Constituent Area

## West Midlands Rail (WMR)

- Company set up to facilitate devolution of local rail franchise
- Membership of 14 authorities - Met area plus wider region
- Collaboration agreement in place between DfT and WMR
- WMR involvement in specification of new franchise plus on-going management of new West Midlands Separable Business Unit
- Ambition for involvement in other franchises in region to promote a Single Network Vision

## Midlands Connect

- Partnership of Local Authorities, LEPs and other bodies covering East and West Midlands
- Developing a transport strategy to support the economic aims promoted through the "Midlands Engine"
- Seeking to become a formal Sub-national Transport Body with devolved funding powers for transport schemes including rail

### Background

The West Midlands is embarking on a period of significant investment in critically required transport infrastructure, including the first phase of HS2 which is transformational for our region. In addition, projects planned by Highways England (HE), TfWM and our Local Authorities are required to unlock strategic growth, and delivering those schemes is key priority for TfWM.

The infrastructure investment will bring many significant direct benefits and unlock further regeneration and growth opportunities, however there is a risk that un-coordinated delivery undertaken by different agencies could generate significant short-term adverse construction disruption impacts. This could impact the ability for labour market to move freely around the area as well as impacting manufacturing and logistics operations that underpin the regional economy (many of which use 'Just in Time' operating models).

### Transport Network

This investment is set in the context of the West Midlands transport network:

- The existing road and rail networks already operate at capacity levels across most of the West Midlands. As a result, significant routine delays already exist on

the key road network, and importantly this is also reflected in local feeder routes, in both urban and less built up areas.

- The only strategic road section with any significant spare capacity is the M6 Toll.
- There is limited, if any, spare capacity on existing park and ride services. This applies to both parking provision, and rail / bus services which access them.
- There appears to be some excess capacity on more strategic rail based park and ride sites.
- The local rail network already suffers from over-crowding which is predicted to significantly worsen over next 15 years.
- Buses suffer from the effects of local road congestion making them prone to network delays, combined with overcrowding effects on key corridors.
- Cycling makes up a very small share of trips, and has been declining for the last 10 years.
- Car occupancy rates have been declining, with peak hour occupancy currently around 1.1 people per vehicle. Spaces in cars provide the only significant spare capacity on the transport network.
- Complex inter-urban and intra-urban travel patterns makes strategic planning

of transport infrastructure particularly challenging.

- The population is expected to grow by 444,000 over the next 20 years, adding to travel pressures across the region.
- Major employers are particularly vulnerable to travel delays, with a high proportion of jobs located adjacent to areas of significant transport stress.
- Any major works to relieve the above are likely to cause 'short term pain' which will be felt across the West Midlands region.

Given its role in the centre of the strategic motorway and rail network, this pain will also be felt across the UK. A plan must be developed, and effectively delivered to ensure the region and UK competitiveness is not harmed.

### **The Problem**

Understanding these risks and the potential significant impacts across the area, TfWM has been undertaking some initial work on a resilience strategy. This work was commissioned and has been undertaken with the engagement of HS2 Ltd, Highways England, Network Rail and a number of Local Authorities.

This work has articulated the following challenges:

Works associated with HS2 will have a significant impact on the strategic motorway network, particularly around NW Birmingham (M6 J6-6, A38, M42 J6-J8), along with major effects on local roads resulting from displacement of existing traffic and 'construction traffic'.

HE also have a progressive programme of improvement works under RIS1 and RIS2 which will affect the 'HS2 works' corridor, and the wider motorway box, which will affect the ability of the M42 South and M5 to serve as a release valve (alternative routes) for traffic displaced as a result of delays in the north and western sections of the motorway box.

The rail network will also be affected by HS2 works, along with Network Rail's improvement programme, albeit these are likely to be relatively small scale impacts (compared to what might have been expected prior to the Hendy Review).

TfWM and Local Authority improvement schemes (in particular Metro, Sprint and Cycle Corridors), are likely to add to a worsening short term congestion situation on some of the alternative strategic and local routes. This is particularly notable on the A45 to Birmingham Airport, A38 Bristol Road and A456 Hagley Road.



The problems will be most acute in the period 2017 - 2023.

There is no single clear solution the problem, and hence the proposed network resilience strategy is focusing upon:

*Managing demand* - ensuring that unnecessary car trips are appropriately managed to create capacity for more efficient travel options, and to ensure that where possible identified strategic routes are kept free for strategic traffic. Measures to be considered include parking management and pricing, red routes, traffic management and local motorway junction closures.

*Increasing capacity* - increasing the availability of bus, tram and train networks (and supporting park and ride sites) to ensure trips which are displaced from the highway network can be accommodated. Measures to be considered include new and expanded park and ride provision, BRT corridors, cycle corridors and walking improvements.

*Improving efficiency* - maximising the carrying capacity of the network as a whole. Measures to be considered include: open data feeds, a package of intensive smarter choices measures, proactive media and communications, an

integrated control centre, mobility as a service platform, and multi modal variable message signing across the network.

Tackling the problems will require a multi-agency approach and buy-in. Work is now progressing needs on defining the detail of the strategy and developing appropriate business cases to support the securing of funding to develop and implement solutions.

#### **KEY OFFICER CONTACT**

**Mike Waters – Head of Policy and Strategy**

**0121 214 7150**

## HS2 Connectivity Package, October 2016

### Background

The HS2 Growth Strategy sets out how the positive effect of HS2 will be felt across the region. The approach we have taken uses HS2 to create 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 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 Connectivity Package has focused on four key 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 to ensure that businesses in the wider area have excellent access to the HS2 network;
- 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; and
- International Connectivity: Aspiration to provide direct international services from the West Midlands to Paris, Brussels and beyond via a direct rail link between HS2 and the existing HS1 line to the Channel Tunnel and wider European High Speed Rail Network.

### 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.

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.

20 key interventions have been identified which will be required before and during construction of HS2 as well as for the long term after services start on the line. 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.

These are listed below:

- East Birmingham / North Solihull Metro
- Brierley Hill Line 1 Metro Extension
- Camp Hill Chords and local enhancements
- Water Orton and local enhancements
- Snow Hill line improvements
- Aldridge Station and Electrification
- Walsall to Rugeley rail line speed improvements
- Shrewsbury to Wolverhampton rail electrification
- Longbridge to Birmingham Sprint
- Sutton Coldfield CityLink
- Walsall to Birmingham Sprint
- Bartley Green Sprint

- Sprint extension to Halesowen
- i54 Sprint
- A45 UK Central to Coventry Sprint
- Solihull to Interchange Sprint
- Interchange to Coleshill Parkway Sprint
- Sutton Coldfield to Interchange Sprint
- Warwick to Interchange Sprint
- Hall Green to Solihull Sprint

**KEY OFFICER CONTACT****Sandeep Shingadia****Head of Programme Development****0121 214 7169**

A detailed implementation plan was submitted to Government in the summer of 2016 which sets out key milestones for developing the above schemes. It is noted that the schemes within the HS2 Connectivity Package are at different stages of development and will be subject to further review. A number of schemes within the HS2 Connectivity Package are at very early stages of development and further feasibility and outline design is being undertaken to support business cases. There is flexibility within the package to accommodate new priorities based on outcomes of the feasibility work.

Transport for West Midlands is continuing 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.

### **Background**

The development and management of the West Midlands Key Route Network (WMKRN) was highlighted as a key transportation ask within the first WMCA Devolution Deal. The West Midlands Strategic Transport Plan – Movement for Growth, provided an early insight into the work undertaken to devise the WMKRN and this was completed in spring 2016.

### **The Key Route Network**

The WMKRN is a 592km network of key highways across the West Midlands 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.

The network serves the main strategic demand flows of people, goods and services across the metropolitan area, whilst also serving large local traffic flows and providing connections to the national strategic road network. The WMKRN carries approximately 50% of all car, public transport and freight.

The day to day operations of the network will remain under the control of the seven West Midlands Metropolitan Authorities. Strategic

oversight and co-ordination will be managed by Transport for West Midlands at a regional level.

The development and management of the WMKRN is critical to the successful delivery of the transport objectives contained within the West Midlands Devolution Deal, enabling the delivery of the Midlands Engine for Growth, and providing capacity and resilience to the network.

### **Devolution Powers**

WMCA, on behalf of the Mayor, are seeking establish any appropriate local traffic and highways powers to be conferred on the Mayor; namely Sections 6 and 8 of the Highways Act 1980 and the Traffic Management Act 2004. These Powers will allow the Mayoral WMCA to act as a Highway Authority and to undertake improvements to the highway.

### Background

This expansion of Midland Metro, as part of an integrated Rail and Rapid Transit Network, will enable better connectivity of key centres and corridors in Birmingham/Solihull and the Black Country with the wider Combined Authority area through effective interchange with suburban and regional rail services.

The creation of the WMCA has significantly enhanced the momentum towards an expanded Midland Metro network, which lies at the heart of the Strategic Transport Plan “Movement for Growth” and the HS2 Connectivity Package.

On the network, the early results following the opening of the extension to Grand Central on 30 May 2016 are showing an increase in patronage of 30% which is in line with business case forecasts.

The following are the key schemes in the delivery programme, shown schematically on Appendix 1.

### Centenary Square/Edgbaston Extensions

These two extensions are planned to be combined to secure efficiencies in delivery, subject to funding approvals for the Edgbaston Extension from DfT.

For the section to Centenary Square £23.5m of Local Transport Board and Enterprise Zone funding is in place from GBSLEP to deliver the next stage of the works authorised by the 2005 Order, from Stephenson Street to Centenary Square. This will provide stops at Paradise Circus and Arena Central developments.

Advance utility diversion works, undertaken utilising the 2005 Order powers commenced in January 2015 and are planned to be completed shortly. The main works are planned to start in 2017 with opening to Centenary Square is planned for 2019.

In the Growth Deal announcement on 7 July 2014, the Government allocated provisional funding of £59.8m for the Edgbaston extension to extend the Metro from Centenary Square along Broad Street to Hagley Road, just to the west of Five Ways. This extension is planned to open by 2020/21.

### Wolverhampton City Centre Extension

This extension will run from Midland Metro Line 1 on Bilston Street along Piper’s Row and Railway Drive with new stops at the Bus and Railway stations. As part of the Wolverhampton Interchange Project, funding is in place from the BCLEP and the WMITA approved the principle of

the remainder of the funding package at its meeting on 18 November 2015.

Advance utility diversion works started on site in Piper's Row in August 2016, with the opening of the Metro planned for 2019/20.

### **Birmingham Eastside Extension**

The 2014 Growth Deal and the Devolution Deal included funding to Eastside, serving the proposed HS2 Curzon Station and onwards to Digbeth. The extension will provide direct access to a number of significant development opportunities in this part of Birmingham City Centre.

A Transport and Works Act Order application for the scheme was lodged in October 2016 and, subject to the statutory processes, work is planned to start in 2019 with opening in 2022/3.

### **Devolution Deal Projects**

In November 2015, the Government announced the West Midlands Combined Authority Devolution Deal which confirmed its support for the work of the West Midlands Combined Authority Shadow Board to develop a delivery plan, encompassing the Metro extensions from Curzon to Interchange and from Brierley Hill, in order to realise the full benefits of HS2.

### **Wednesbury to Brierley Hill Extension**

The 11km extension will run from Metro Line 1 at Wednesbury via Dudley town centre and Waterfront/Merry Hill to Brierley Hill; 7km of the route utilises the abandoned South Staffs railway corridor and will open it up for future long-term freight.

Work is now underway to refresh the previous engineering work on this project to take into account changes since the 2005 Order was made; to prepare an updated cost estimate taking these changes into account; utilise opportunities to value engineer the project; and to prepare a Business Case to support the case for the investment. The aim is to open this by 2023.

### **East Birmingham to Solihull Tramway**

The extension of the Metro from Digbeth to east Birmingham-Solihull will play a key role in delivering the full potential for growth and jobs of HS2 and provide transformational benefits to areas with a persistent and high incidence of multiple deprivation by giving people access to jobs and services, linked to the WMCA training and skills agenda.

The 16km extension will link growing residential areas and key community destinations such as Heartlands Hospital with existing and new



growth areas including Curzon HS2, Birmingham City Centre, Paradise Circus/Arena Central and Brindleyplace/Five Ways/Edgbaston to the west, and the NEC/Airport/UK Central and HS2 Interchange Station to the east by 2026.

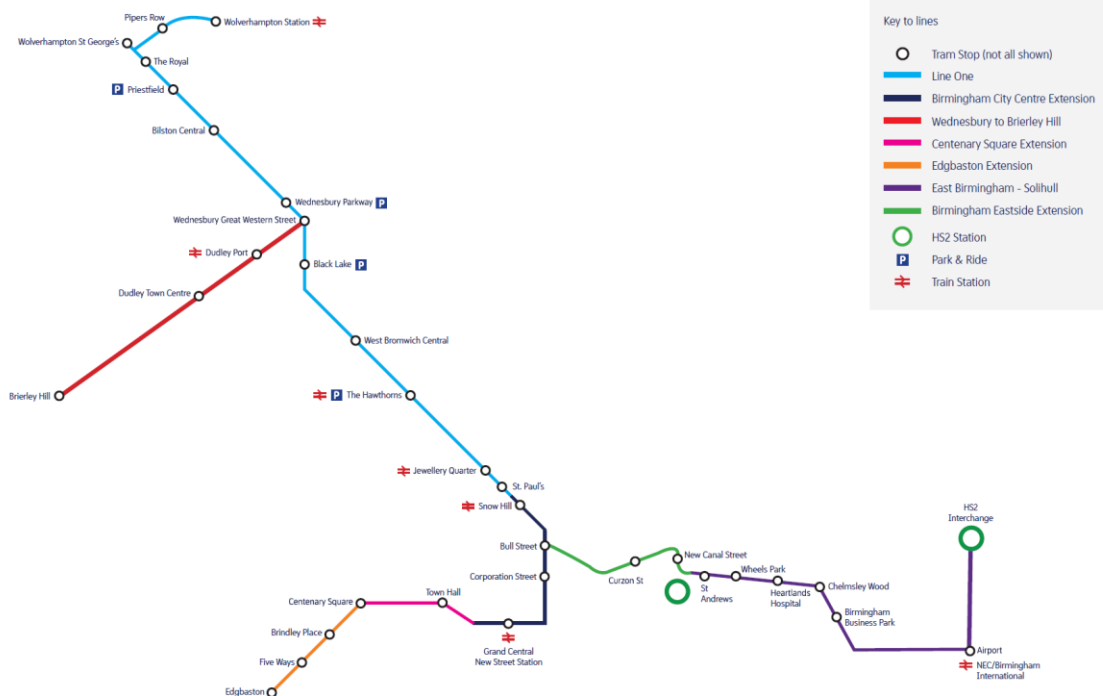
**Metro Programme Director**  
**0121 214 7254**

### Midland Metro Alliance

In order to provide improved delivery rates and greater cost efficiency WMCA has set up a 10-year contract to deliver this programme and major renewal projects, bringing in world-class light rail expertise to work collaboratively, sharing risk and reward. For further information visit [www.metroalliance.co.uk](http://www.metroalliance.co.uk)

## APPENDIX 1

### Metro Extension Programme



### **Introduction**

Since 1999, Midland Metro has provided a modern light rail link that operates between Wolverhampton, St Georges and now, Grand Central in Birmingham.

### **Background**

Midland Metro was authorised by a private Act of Parliament, the Midland Metro Act, in 1989. Line one was delivered through a PFI Concession let to the ALtram consortium to design build operate maintain and finance the project. Between 1999 and 2015 the Metro operated between Wolverhampton St Georges and platform 4 at Birmingham Snow Hill. Following the opening of the line, the ALtram concession was taken over by the operating sub-contractor, National Express Midland Metro who continue to operate the route on behalf of TfWM.

In 2005, powers were obtained under the Transport and Works Act to extend the Metro from Snow Hill to Edgbaston (Five Ways). The line has now been extended initially to Bull Street in Birmingham city centre in December 2015 and subsequently to Grand Central in May 2016. Work has commenced on the rest of this extension which is due to open in stages between 2019 and 2022.

### **Contractual Arrangements**

The PFI Concession with Altram remains in force and will expire on 1 October 2018. National Express, as owners of Altram remain responsible for revenue collection and protection, operation of the system and maintenance of the trams, infrastructure and systems. The tram supply and battery retrofit contracts were let and are managed by TfWM.

With the substantial expansion of Metro planned for the next 10 years representing a significant challenge and opportunity the replacement for the concession is expected to be a scalable Operating and Maintenance Contract. The procurement of the new operator has now begun and detailed proposals for the allocation of risk (including fares, ticketing, maintenance and lifecycle) will be brought forward over the next 6 months.

### **The Route**

The tramway starts at Wolverhampton St Georges where it runs on street both segregated from and sharing with general traffic along the A41 Bilston Road to Priestfield tram stop. From Priestfield the alignment follows the former Great Western Railway route to St Pauls with interchange to National Rail services provided at The Hawthorns and Jewellery Quarter.

South of St Paul's the alignment originally ran into a terminus at Snow Hill Station. This section was abandoned in 2015 and the tramway now leaves the railway corridor to run on a purpose built, segregated section past the Snow Hill One, Two and Three developments. At Colmore Row, the Metro now runs on the road to serve new stops at Bull Street, Corporation Street before reaching the interim terminus at Grand Central.

### **Stops**

The 26 Metro tram stops are all fully accessible with step free access provided in all cases between the highway and platform. All stops (with the exception of Corporation Street, southbound) are provided with shelters and seating, real time audio / visual information, passenger help points and CCTV both of which are monitored from the Metro control room.

### **Metro Vehicles & Depot**

The 15 original trams provided under the PFI deal proved troublesome to operate and provided a significant constraint on the passenger carrying capacity of the network. As part of the programme of investments to enhance "Line One" 21 new Urbos 3 trams were procured from CAF all of which have now been fully commissioned.

The new trams are powered by electricity at 750v DC supplied by means of overhead wires which are fed from 7 dedicated Metro substations along the route. The trams can carry in excess of 200 passengers, are air conditioned and offer low level step free boarding at all stops making them ideally suited to running in busy city centre locations.

The Trams are maintained at Wednesbury Depot which was built under the PFI deal and subsequently upgraded and expanded to serve the new tram fleet and in anticipation of further expansion of the network.

In February 2016 a contract was placed with CAF to fit traction batteries to the Urbos fleet to enable the vehicles to operate "catenary free" over the Wolverhampton and Centenary Square extensions. The first tram will be fitted with the battery traction package at CAF's works in Spain from November 2016. Following the testing of the prototype battery tram the rest of the fleet will be fitted out at Wednesbury depot from late 2017.

With the commissioning of the Urbos trams now completed the original Ansaldo T69 trams, currently stored at Long Marston are expected to be disposed of during 2017.

### **Fares & Ticketing**

Under the terms of the PFI Concession revenue risk, including fares and ticketing policy is taken by ALTram (National Express). Tickets can be purchased on the tram from conductors.

Metro fully participates in the Swift ticketing programme and in January 2016 National Express introduced on tram debit / credit card payments as well as new short hop £1 fares between Birmingham Grand Central and Jewellery Quarter stops.

### **Services**

Metro operates a 7 day service with through services operating typically between 05:15 and 24:00 (Monday to Saturday) and 08:00 to 23:00 Sundays.

During morning and evening peak periods Metro operates at 10 trams per hour, in the interpeak period and on Saturdays at 8 trams per hour and at 4 trams per hour during the evening and on Sunday's and bank holidays. An enhanced Sunday day time timetable at 6 trams per hour will be introduced shortly in response to increased demand.

### **Demand**

Since opening passenger numbers have remained relatively steady at around 5m trips

per annum. The upgrade of trams, expansion of the network and improvements to the timetable is expected to result in a significant increase patronage. Since the Grand Central extension opened, ridership is growing by at least 30% year on year.

### **Future Challenges**

Over the next 10 years operating systems and infrastructure will require replacement or renewal, as it reaches the end of its operational life. The expansion programme offers an opportunity to coordinate the replacement of systems on Line One.

The Midland Metro Alliance has been commissioned to develop an overall investment strategy that will deliver the expansion of the network as well replace assets and systems, which can be undertaken with the minimum of disruption to passengers.

During 2017 major works are expected to be undertaken at Wednesbury (replacement of signalling equipment), Hill Top Tunnel (drainage and track maintenance) and on Bilston Road (rail replacement).

### **KEY OFFICER CONTACT**

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### Background

Sprint is noted in 'Movement for Growth' – the West Midlands Strategic Plan as part of a future 'high quality network'. Included in Birmingham City Council's Birmingham Connected Report, the HS2 Growth Strategy, Solihull Connected, and the West Midlands Strategic Transport Plan, Sprint is part of the vision for the future of a network of world class public transport in the West Midlands.

### Sprint – Bus Rapid Transit



Sprint is a bus based rapid transit mode with journey times and comfort levels that are based on those of a light rail system, while maximising the flexibility and lower costs associated with bus technology. The overall aim of Sprint is to provide a modern, safe, efficient and high quality public transport service which promotes modal shift from the private car to public

transport and supports the Strategic Economic Plan of the West Midlands Combined Authority. Sprint means improved journey times, improved reliability, higher quality public transport environment, greener environment, and easier access to transport and our communities. It will provide high capacity low emission vehicle resulting in less environmental pollution.

Sprint makes the best use of the existing highway network with an appropriate hierarchy of priority for public and private transport including walking and cycling, to reduce our dependence on the private car and keep the West Midlands moving. Sprint as part of the Rapid Transit Network is ideally placed to serve Strategic Park and Ride, improving accessibility and connectivity across our conurbation.

### Sprint Vehicles

Sprint vehicles will have a strong identity and high quality appearance that is similar to Midland Metro trams and easily distinguishable from conventional bus.

The tram-like buses form a key part of Sprint's image and consequently, are fundamental in promoting behaviour change. They provide accessible easy boarding for people with reduced mobility, as well as a mix of standing and seating areas with good legroom. They will

have multiple sets of double-doors and circulation room to enable rapid boarding and alighting, thus minimising the time spent at stops and thereby reducing journey times. The vehicles will also feature air conditioning and high quality materials for passenger comfort; CCTV for passenger safety; on-board passenger information screens; audio announcements and Wi-Fi. The vehicles will utilise some of the latest hybrid technology, with lower noise, vibration and emission levels.

### **Sprint Standards**

Sprint services will adhere to standards established in order to ensure a basic service specification which can be applied to a new network of bus rapid transit corridors, as part of a world class public transport system that supports growth, jobs and inclusion.

The standards state that in order to achieve journey times that are at least 20% quicker on average than conventional bus, Sprint corridors will include mixed traffic roads, dedicated bus lanes and priority measures at junctions.

The philosophy for establishing Sprint routes acknowledges that the priority measures may reduce road capacity for general traffic and may impose increased delays on non-public transport modes.

Increased delays for general traffic are, in effect, accepted as part of the trade-off of providing an enhanced public transport system that will be designed to achieve sustainable modal shift targets.

Effective priority for Sprint services will be essential to ensure rapid and reliable journeys. The reallocation of road space is likely to be undertaken in conjunction with the implementation of Park & Ride facilities, in order to encourage modal shift to public transport.

### **Sprint Routes**

In April 2013 a route linking Birmingham City Centre with Quinton Route was allocated funding from GBSLEP to a scheme value of £12.2m. This is the first of the Sprint routes to be delivered.

Subsequently, a Birmingham to Birmingham Airport and Solihull Sprint route has also received programme entry status from the Department for Transport with a scheme allocation of £55m.

TfWM expect to deliver the initial Sprint routes between Quinton and Birmingham and Birmingham to the Airport in 2022 with a view of linking these routes through Birmingham

Centre, improving connectivity cross city, and providing a direct service between Quinton and Birmingham Airport.

The delivery programme is co-ordinated with that of the Metro extension planned to Edgbaston so shared public transport priority measures can be utilised.

**KEY OFFICER CONTACT**

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### **Background**

Bus services in England (outside of London) were deregulated in 1986 following the 1985 Transport Act allowing the private sector to decide on routes, services, timetables and fares. This approach was intended to encourage innovation and drive up quality; based on the principle that if the company wants to make money, it has to be responsive to the needs of customer.

Some routes are not commercially viable because they don't make enough money in fares to cover operating costs – perhaps in less populated areas or at less busy times of day. If the Local Authority believes there is a social need for such services, it is able to provide subsidy to operators to provide these. WMCA currently provides subsidy of around £8m per year to operators to provide socially necessary services.

When deregulation first occurred the bus market initially expanded, but over the years the market has consolidated as mergers and acquisitions took place and the UK market gradually became dominated by five large 'national' companies (Arriva, Stagecoach, First, Go-Ahead and National Express). Most towns and cities across the country have one or two of these big companies running services,

supplemented by some smaller local operators. In the West Midlands the dominant operator is National Express who run approximately 85% of bus services, but altogether there are around a dozen operators of varying sizes in the West Midlands.

### **Local Context**

Since 2006, partnership working has led to generally good relationships between the Transport Authority and bus operators in the West Midlands and this is now embedded within the Bus Alliance.

Despite the fact that operators have complete autonomy over what services they operate and when, it is very unusual for operators to make changes to services without consulting with the Transport Authority and we have very many partnership initiatives with bus companies that are targeting service quality and delivering initiatives such as Smartcard ticketing, Real Time Information and cleaner engines.

Improving punctuality is crucial, as passengers are seeking quicker, reliable journeys. Congested roads also mean more resource is required to run bus services; more vehicles and drivers are needed because buses are slower and stuck in traffic. This extra resource ultimately results in higher fares or less

investment in quality. The role of Highways Authorities, and the role of KRN is important in ensuring the impacts of congestion on buses are minimised.

### **Bus Franchising**

In London, buses were deregulated differently. The Transport Authority (TfL) decides the routes and timetables and fares and then invites private companies to bid for contracts to operate them. This gives TfL complete control of the network as it is specified by them and is deemed to provide competition ‘for the market’ rather than competition ‘within the market’.

Currently, franchising is only possible in London. However, in devolution deals agreed throughout 2016 several Combined Authorities, including the West Midlands, have been promised franchising powers. To facilitate this requires a change of law which fundamentally changes the 1985 Transport Act.

A Bus Services Bill is currently passing through parliament which will enable Combined Authorities with Elected Mayors to franchise bus services, subject to a local business case being made. The most recent challenge to this is the amendment voted on the House of Lords on 11 October promoting the idea of franchising powers to any local authority, regardless of the

mayoral position. This could have ramifications on how the Bill will finally look.

### **Making the Case**

The Mayor will have the power to make the decision for franchising based upon a local assessment that demonstrates affordability, value for money, deliverability, competence, alignment with local policies. This will not require the approval of any other Government or independent body, however, an unsound case could be subject to legal challenge and there is currently a view that an auditable process will be included to test the financial case.

Franchising would allow us to determine routes, frequencies and hours of operation. Fares could also be set for services and the level of fares charged across the network could be determined. In addition service standards and emissions could also be included.

In addition, it would allow for integration across the network with all modes without the need for support of all operators. Route specific franchising could be an option to support the development of new services and delivering services to areas of growth which are not going to be undertaken by the commercial market.

There are, however, implications where currently resource and expertise is held by the private sector and not the public sector. In addition, there is an implication for resource for contract management (which in London is significant compared with the deregulated authorities).

If we were to pursue franchising, the transition period is a time of particular risk due to the operators being able to manage that period to the benefit of their business. It may reasonably take several years to complete the process from start to finish and it is highly unlikely, from what we know at this stage, that bus franchising across the network would be fully achieved within 3 years.

TfWM is current undertaking an assessment of opportunities and risks around franchising and working on the phase 1 business case that would be fundamental to the local assessment.

#### **Further information**

The Bus Services Bill making its way through Parliament and the developments and outputs of the Bill are still being debated before being finalised through Statutory Guidance and legislation.

#### **KEY OFFICER CONTACT**

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## Swift and Smart Ticketing, October 2016

### What is Swift?

Swift is the smart ticketing scheme for the West Midlands. Swift uses the UK national ITSO standard, which means that all of the necessary components to operate a Smart ticketing scheme can be purchased from a wide range of suppliers. This differs from Oyster in London which is a proprietary system owned by Cubic.

Since 2008, TfWM has spent approximately £20 million developing its Swift Smart ticketing platform, compared to the £1.2 Billion spent by TfL developing its Oyster and Contactless systems

### Swift Products

There are three main product types available on Swift

#### Pay-as-you-Go (PAYG)

PAYG Swift cards do not have a photograph on them and can be used by anyone to buy the full range of tickets available on the bus. The main benefit of a PAYG card is not having to have the correct change or to know what the fare is in advance of travel. Customers can also select an auto top-up option with Swift PAYG which means that credit is automatically added when the balance falls to below a certain level, meaning that the customer never runs out of credit. Operators also give a discount if paying

with PAYG – typically 10p for a single ticket, 20p for a day ticket. PAYG on all operators was launched in late 2015 and in September 2016 there were 30,000 Swift PAYG cards on issue.

### Season tickets

All Adult nBus and nBus plus Metro season tickets are exclusively available on Swift. All National Express and National Express plus Metro season tickets are also available on Swift. In April of this year, we also transferred 3000 customers who purchase the fully multi-modal nNetwork season ticket by Direct Debit onto Swift.

### Carnet tickets

In total, there were 2.2 million journeys made by Swift card holders in September 2016

### Next Products

Work is currently ongoing to put the following products onto the Swift platform;

- nBus Student
- nBus Carnet
- Child tickets
- Retail network

Customers can purchase Swift season tickets online through the Swift web portal, visit one of 6 TfWM/NXWM travel shops or use one of over 250 payzone outlets across the West Midlands.

TfWM have recently awarded a contract to Payzone that will see the number of outlets where customers can purchase Swift products increase almost 10-fold to around 2000 outlets during 2017. Customers can also download products purchased via the Swift portal onto their Swift card at one of 100 on street Swift collectors or via the Swift app available for Android phones.

### **Contactless**

Customers can already use their contactless bank card to purchase single, return or day tickets on the Metro. NXWM have recently signed a contract with a new Electronic Ticket machine supplier (INIT) which will include the ability for customers to use contactless bank cards. The new ticket machines are scheduled to be rolled out during 2017. TfWM are in discussions with Parkeon, who supply the vast majority of other bus operators, about adding contactless functionality to their existing machines.

### **Moving towards a London-style capped system**

Customers who travel across the public transport network in London benefit from a ticketing and payments scheme that promises the customer the best value fare for their journey without needing to purchase a specific ticket in advance of travel. This cap applies to

daily travel in addition to travel across any Monday to Sunday week. These caps apply to customers who travel using pre-paid Oystercards or who travel with their contactless bank card. The London system is very popular with customers and it offers a very simple customer proposition.

WMCA has established a Smart Ticketing Board, led by TfWM's transport lead, to develop a roadmap and business case to deliver a Smart ticketing scheme across the West Midlands that provides a capped ticketing solution using ITSO Smart cards and contactless bank cards. This roadmap and Business case will be delivered by April 2017.

### **KEY OFFICER CONTACT**

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