

West Midlands Combined Authority Transport Levy Expenditure 2019-20



**West Midlands
Combined Authority**

This leaflet contains information about the West Midlands Combined Authority (WMCA) budget for 2019-20. A proportion of the budget, £114.7 million, will go towards Transport for West Midlands (TfWM), which includes funding for free bus, train and tram travel for children, young people, elderly and disabled residents.

Transport for West Midlands (TfWM), the transport arm of WMCA, is responsible for the delivery of public transport and 325 million passenger journeys a year in the region.

TfWM works alongside the seven Metropolitan Districts to ensure that the 2.9 million people who live and work in the region benefit from an effective transport system that meets the economic and environmental needs of the West Midlands, as well as providing access to jobs, finding innovative ways to help manage congestion and offering seamless connectivity for people and goods to UK and overseas markets.

TfWM manages 12 bus stations and provides more than 11,000 passenger stops, stands and shelters with many interchanges. Passenger information is found at all these, along with Real Time Information (RTI) displays at 1,343 shelters and 109 stops showing when your next bus will arrive. RTI is also found at all local rail stations and all Metro stops.

TfWM also works in partnership with operators to develop integrated ticketing that meets customer needs. It oversees the National Travel Concessionary Scheme for West Midlands' residents, with nearly 440,000 registered card holders who made nearly 54 million

journeys in 2018-19. It also subsidises socially necessary bus services at a cost of £9.4 million.

TfWM provides park and ride facilities, works with operators to provide other improvements such as through the West Midlands Bus Alliance and devolve powers to local rail services through West Midlands Rail. As owners of West Midlands Metro, TfWM promotes and develops Line One and its planned extensions. TfWM is committed to improving the environment, cutting CO2 emissions and offering sustainable travel options including cycling.

Ring and Ride, primarily funded by TfWM, is the main demand-responsive transport service for people in the West Midlands with limited mobility. A total of 112 buses provide around 820,000 trips a year for around 16,000 registered users.

As a forward-looking region, we are at the heart of research and development of new approaches to mobility, connectivity and place making. This includes delivering future transport technologies, the 5G revolution, and connected and autonomous vehicles. At the same time, TfWM aims to embed its transport activity into the wider WMCA requirements to fully integrate with infrastructure investment programmes to build stronger, inclusive communities.



Approximately half of the Combined Authority's planned capital investment consists of transport expenditure. TfWM's Investment Programme expenditure will consist mostly of investment in Metro and Sprint networks in addition to significant investment in local rail enhancements.

The Transforming Cities Programme will also provide a package of transport measures covering Birchley Island, Dudley Interchange, Birmingham city centre and a region-wide cycling programme. Additionally, investment in

5G, land remediation and the Collective Investment Fund will support a number of transport schemes.

WMCA is transforming connectivity across the region. By 2026, there will be an integrated, metropolitan rail and rapid transit network with enhanced suburban rail services; providing five new suburban rail stations and five Metro light rail extensions. However during this period of change, TfWM will ensure the West Midlands keeps moving.

In the past year, TfWM has achieved several milestones across the region:

Bus

- Successful year three of the West Midlands Bus Alliance and on track to delivering its 50 deliverables for improving bus operations including the rollout of Network Development Plans, speeding up journey times and improving passenger satisfaction.
- Delivered the Solihull Advanced Quality Partnership Scheme, the first of its kind in England, using new legislative powers.
- The Sprint, bus-based rapid transit mode project has progressed, including the development of business cases, allowing the project to advance to the design stage.
- Maximised commercial funding from infrastructure, including advertising revenues.
- A new Park and Ride team has formed to improve the facilities offered in this area of sustainable travel, increasing capacity and leveraging in additional funding.
- Using powers from the Bus Services Bill, continued to support an integrated network and optimising opportunities for bus growth.

Rail

- As a result of the new West Midlands Trains franchise, there have been a number of improvements to local rail services, including some additional carriages and increased services, particularly during evenings and weekends.
- Birmingham's Cross City line is now extended to the new Bromsgrove station.
- Increased the number of off-peak services between Walsall-Cannock-Rugeley and Birmingham-Wolverhampton-Telford-Shrewsbury.
- Additional through services provided from the following:
 - Walsall to Birmingham Airport and London
 - Coventry to Wolverhampton and onto Liverpool
- Developed a new service quality monitoring system to drive up standards of cleanliness and customer service.
- Business cases for new rail stations developed; enabling progression to the design stage including the development of Birmingham's University Station transformation project.
- Development of the HS2 Connectivity Package continued so that the benefits of HS2 are maximised in the West Midlands.



Metro

- Passenger numbers on Midland Metro increased to more than eight million in the first 12 months after opening of the Birmingham City Centre extension.
- Operation of the West Midland Metro Network was transferred to Midland Metro Limited (MML) – a wholly owned subsidiary of the WMCA – in June 2018, allowing all future profits to go back into the system.
- A public inquiry for the Wednesbury to Brierley Hill compulsory purchase powers has been confirmed for March 2019, ahead of the start of main construction works later this year.
- An outline business case was submitted for the East Birmingham and Solihull extension and a decision is awaited from Government on the Birmingham Eastside Transport and Works Act Order application.
- Construction of the extensions at Centenary Square, Edgbaston, Wednesbury Brierley Hill and Wolverhampton City Centre will continue.
- The rail / Metro integration at Snow Hill Station is being enhanced through the provision of a third access.

Swift

- A best value capping system is being explored – enabling customers to use their own contactless bank card, or an enhanced version of the Swift Pay-As-You-Go card to get the best fare.
- Through West Midlands Trains, investment in smart infrastructure on the rail network has seen many stations equipped with Swift validators and ticket vending machines, providing more local rail tickets on the Swift system.
- Research has taken place into how Swift could diversify into different modes and sectors (e.g. hire bikes, paying for parking, and Swift on taxis), and how it could merge with other cards provided by local authorities to provide seamless access to a range of facilities and public transport.
- Extended the half-price travel offer to all young people aged 16-18, on bus, rail and Metro, enabling an extra 100,000 young people to benefit.



Network Resilience

- Published a Congestion Management Plan, which sets out the ways in which TfWM will improve capacity and efficiency and manage demand on our transport system.
- Undertaken a baseline assessment of the Key Route Network and published corridor reports setting out performance, condition, road traffic accidents etc.
- Developed a Highways Investment Plan with partners to provide funding and delivery support on a number of schemes that will improve capacity and safety of the Key Route Network.
- Working with HS2 on a Memorandum of Understanding, which will lessen the impact of work on this major transport project through the coordination of delivery and the development of a travel demand management programme, including advice and support to residents, businesses and visitors.
- Developed and delivered a programme of works to minimise the impacts of congestion on bus routes to support the delivery of early Clean Air Zone bus measures.
- Continued development of a Regional Transport Coordination Centre and the development of a full business case with partners to provide a multi-agency, multimodal facility. This will enable a single view of cross-partner projects and programmes, improve customer information about disruptions and assist with mitigating the impact, to keep people and businesses moving.
- Published a Regional Road Safety Strategy to help manage demand on our road network.
- Delivered behaviour change programmes alongside partners and worked with businesses and communities to lessen the impact of roadworks by stimulating alternative travel choices and encouraging modal shift to sustainable journeys.
- Developed an operational plan for managing spectator transport for the Commonwealth Games to ensure businesses function as usual during this demand.
- Launched a public consultation on introducing byelaws to manage low level antisocial behaviour on our bus network, working within our safer travel partnership.
- Delivered on targets within the Local Transport Policing Plan (through the Safer Travel partnership).

Sustainable Travel

- Started delivery of the second Managing Short Trips initiative for cycling infrastructure in the Black Country.
- Continued development on the delivery of the new West Midlands Bikeshare scheme
- Commenced construction of the Park and Ride expansion at Longbridge station.

TfWM is responsible for developing and setting transport strategy for the West Midlands. We are working with partners and stakeholders to make the case for investment and further devolution to enable the transport system to deliver sustainable inclusive growth.

In the next 12 months, TfWM will deliver the 2019/20 Capital Programme, including asset maintenance and upgrades, and continue to develop a more detailed transport plan to support the Commonwealth Games and Coventry City of Culture major events as well as the following initiatives:

Bus

- Work with bus operators to roll out Euro VI vehicles to improve the region's bus fleet and deliver cleaner and greener vehicles, which meet the Clean Air Zone and other air quality requirements.
- Deliver the region's first zero emission bus routes to improve the air quality of buses.
- Deliver and further develop the Electric Vehicle and alternative fuels programme, including new Electric Vehicle charging infrastructure.
- Trial new Demand Responsive Transport (DRT) initiatives and continue with ongoing improvements to the Ring and Ride scheme.
- Extend travel centre opening times to improve customer service support and the retail offer for our customers.
- Develop and deliver on a bus station and interchange redevelopment and refurbishment programme covering Dudley Interchange, Walsall St Pauls and Coventry Pool Meadow.
- Continue our Park and Ride enhancements programme to address parking pressures.
- Effectively manage the bus network and associated infrastructure to support wider programmes such as HS2, the Commonwealth Games and Coventry's Capital of Culture.
- Refresh the West Midlands Bus Alliance deliverables to support wider WMCA strategic objectives.
- Roll out the Sprint delivery programme for three new routes and progress the development of the wider Sprint Programme up to 2026.
- Commence development of a refreshed Transport Strategy to explore the opportunities beyond 2026.

Rail

- Ensure West Midlands Trains delivers its franchise obligations for 2019/20 and continue developing partnership agreements with other industry bodies.
- Continue to be a full and active member of West Midlands Rail Executive partnership of local authorities, with an increased role in the management of local rail services in the region.
- Progress the rail programme, including developing new station business cases and planning applications for stations at Willenhall, Darlaston, Mosely, Hazelwell and Kings Heath and agreeing all service requirements to serve the new stations.
- Continue to work with Midlands Connect to develop the Midlands Rail Hub.
- Deliver on the Rail Investment Strategy and develop and deliver the West Midlands Rail Programme of investment schemes to support the Commonwealth Games and the wider economic objectives of WMCA.
- Deliver on key Park and Ride expansions including Sandwell and Dudley, Tame Bridge Parkway and Dudley Port, Longbridge, Whitlocks End, Tipton, Bradley Lane and Tile Hill.
- Establish and manage the West Midlands Stations Alliance.
- Deliver Snow Hill Third Access scheme.
- Influence and input into the Department for Transport's Rail Review on a number of rail issues.
- Undertake exploratory work in support of potential further devolution of local rail services.

Metro

- Continue working with the Midland Metro Alliance and local authorities to begin operation of the Centenary Square services and continue with the Wolverhampton City Centre and Edgbaston/Five Ways extensions.
- Continue securing Compulsory Purchase Order powers and final business case approval for the Wednesbury to Brierley Hill extension ahead of construction works and opening to passenger services in 2023.
- Secure the powers and funding for the Birmingham Eastside scheme.
- Progress development of the East Birmingham to Solihull extension and, following public consultation, submit a Transport and Works Act application for powers in 2020.
- Continue the ongoing programme of retrofitting traction batteries to the existing trams for the Centenary Square and Wolverhampton extensions.
- Complete the rebranding of the tram fleet.
- Progress with procurement of up to 50 additional 'third generation' trams in line with the Metro Investment Programme requirements.
- Support West Midlands Metro to deliver infrastructure renewal and replacement plans targeted at maintaining and improving the customer experience.

Swift

- Develop an integrated customer contact centre – providing a single point of contact for people wishing to engage with our organisation and the products available.
- Deliver a ‘super portal’ under the Network West Midlands website to create a single view of our network.
- Deliver a fares and payment strategy including diversification of Swift, Mobility as a Service (MaaS) and initiation of contactless payment procurement and best value fare capping.
- Develop Swift smart ticketing across all transport modes and on mobile phones, and enhance the availability of Real Time Information to ensure a more robust use of the system.
- Continue the rollout of our regional transport branding as part of an integrated transport system for our region.
- Initiate new partnerships to develop tailored travel support packages for low-income groups such as the unemployed, young people, apprentices and trainees.
- Deliver enhancements to the National Concessionary Travel Scheme including the addition of a Women’s Concessionary Travel Pass (women affected by recent pension changes brought about by the 2011 Pension Act).

Network Resilience

- Continue to manage congestion and mitigate the impact of the wider regional transport investment programmes to keep the West Midlands moving.
- Through our Safer Travel Partnership continue to deliver on its 30 objectives within the Local Transport Policing Plan to manage antisocial behaviour and safety issues across the public transport network.
- Conclude the bus byelaw consultation and deliver on the actions identified.
- Deliver a Regional Transport Coordination Centre (RTCC) in close collaboration with local highway authorities and public transport operators, providing a real time view of the multimodal network and joining up operations.
- Provide a package of travel advice for businesses, educational and communities; targeting interventions where delivery of the transport infrastructure will have the greatest impact.
- Develop a communications and engagement strategy around travel disruption, including planned and unplanned works with partners.
- Deliver the Regional Road Safety Strategy in partnership with local authorities and partners and produce a regional road safety action plan.
- Develop and deliver a Commonwealth Games Transport Plan to support the delivery of the games covering all modes and all client groups.
- Continue working with the Government to secure further devolved transport powers and funding – including the case for devolved moving traffic contravention.
- Continue to develop a pipeline of projects for highways investment that can help improve performance and road safety on the region’s major roads.
- Secure major road network and national roads fund investment by working with Midlands Connect and Highways England.

- Develop a common data environment to support delivery of key events including the Cricket World Cup, Commonwealth Games and City of Culture to manage customer communication during events, disruption and infrastructure works.
- Complete a Memorandum of Understanding with HS2 in relation to managing collaboratively the required works that will disrupt the transport system. This will include developing combined strategies to minimise congestion, manage road works and aid public transport movements.
- Ensure local transport connectivity is embedded into the design and delivery of the HS2 stations at Curzon Street and Interchange Station.

Sustainable Travel

- Supercharge walking and cycling and the delivery of the region's Cycle Charter Action Plan.
- Introduce the transformational 'Next Bike' bike share scheme.
- Continue pushing for greater investment for cycling and walking; this is being explored through opportunities such as the Transforming Cities Fund, the forthcoming Comprehensive Spending Review, Future High Streets Fund and associated priority investment corridor programmes.
- Progress with the development and delivery of TfWM's Capital Programme, the Cycling and Walking Infrastructure Programme, the Rail Programme and the Transforming Cities Fund Programme.
- Progress the development of rail, Sprint, Park and Ride and interchange schemes to support the arrival of High Speed Rail.
- Deliver and further develop the Midlands Future Mobility initiative and Future Mobility Zone, including local authority business cases and demonstrators.
- Support and engage with national, regional and local collaboration to maximise the profile and uptake of walking and cycling throughout communities.



How we spend the Levy money

CAPITAL EXPENDITURE AND FUNDING	2019/20 £M	2020/21 £M	2021/22 £M
Business Innovation	8.0	8.0	8.0
Economic Regeneration	266.0	284.5	362.8
Transport	277.0	301.2	308.0
Total Expenditure	551.0	593.7	678.8
Grants	234.4	276.5	294.8
Borrowing	316.6	317.2	384.0
Total Funding	551.0	593.7	678.8

TFWM BUDGET SPENDING	2018/19 £M	2019/20 £M
Concessions for elderly and disabled people	52.2	51.2
Child Concessions	9.6	7.6
Rail and Metro Concession	4.5	4.6
Accessible Transport	7.3	7.3
Subsidised Bus Services	8.5	9.4
Bus Services and Infrastructure	4.2	5.1
Integration (inc Safety & Security and Passenger Information)	6.1	6.4
Rail & Metro Services	3.8	3.8
Network Resilience	0.9	1.8
Strategic Development & Transport Democratic Services	2.6	2.6
Business Support Costs	3.3	3.5
Financing Costs	12.9	12.5
Total Expenditure	115.7	115.7
Use of Reserves	1.0	1.0
Funded by District Levy	114.7	114.7

COUNCIL	POPULATION	LEVY £M	%
Birmingham	1,137,123	45.0	39.2%
Coventry	360,149	14.3	12.4%
Dudley	319,419	12.6	11.0%
Sandwell	325,460	12.9	11.2%
Solihull	213,933	8.5	7.4%
Walsall	281,293	11.1	9.7%
Wolverhampton	259,926	10.3	9.0%
Total	2,897,303	114.7	100.0%

This is equal to a gross levy (before tax) of £39.60 for each resident. Individual councils receive central government funding towards these costs.

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West Midlands Combined Authority produces this leaflet to give
you a summary of the work it does to improve all aspects of public
transport.

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