MOVEMENT FOR GROWTH:
2026 Delivery Plan for Transport
CONSULTATION DRAFT
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1. **Introducing the Challenge**

1.1. The West Midlands Combined Authority (WMCA) has set out an ambitious plan for growth in its Strategic Economic Plan and has established a 20 year vision for the transport system needed to support this. The Movement for Growth strategic transport plan (MfG) articulates this vision and provides a high level policy framework and overall long term approach for improving the transport system serving the West Midlands.

1.2. This document, our first joint Delivery Plan and supporting Annexes, provides a clear view of what transport initiatives and schemes the WMCA will deliver by 2026 in line with Movement for Growth. The measures are designed to unlock economic growth opportunities and support wider initiatives to improve the social well-being and lives of residents. The plan will be updated annually to form a rolling 10 year delivery plan.

1.3. The scale of the challenge is significant. In the next 20 years across the WMCA constituent authority area population growth will increase by 444,000. The CA’s Strategic Economic Plan aims to create 500,000 new jobs in the wider CA area by 2030. 1.2m additional journeys every day will need to be accommodated in the West Midlands by 2035 (in addition to the 8m daily journeys already accommodated by our transport system).

1.4. Alongside this, air quality issues with consequent health impacts, will require a radical re-think of travel behaviours. Furthermore, the area’s burgeoning manufacturing and automotive research and development economy is in the global van-guard of new technology development, creating both an unparalleled opportunity and a disruptive force which can, and must be, harnessed to positive effect.

1.5. The area is in receipt of many new powers and freedoms as part of a radical devolution agenda. This is underpinned by moves to redress decades of under investment in the national tier of infrastructure which directly serves and runs through the West Midlands - £24bn of HS2 Phase 1 construction; £1.8bn of Highways England investment in its current five year investment plan (Road Investment Strategy 1); and £550m in Network Rail’s 5 year investment plan in our ‘classic’ railway network. (Control Period 5).

1.6. Delivering this national scale investment alongside the local transport investment required to support growth (that is currently strong and will be further stimulated by the new infrastructure) will require a level of inter-agency cooperation that has rarely been seen before. New ways of collaborative working (covering our staff, contracting and planning of works) will be central to our thinking. At the forefront of this will be partnerships with our Universities and industry, and the use of new technologies to create the most effective communication with all those travelling and investing in our area.
2. **Our 2026 Delivery Plan**

2.1. Our first delivery phase of the long term Movement for Growth strategic transport plan is based on two over-arching principles:

a) Ensuring all parts of the West Midlands are “plugged-in” to the two High Speed Rail Stations, and the significant growth and development that is already happening at their locations.

b) Steering transport investment into priority corridors for new jobs and homes, providing a joined up land use/transport planning approach to support the aims of the Strategic Economic Plan.

2.2. Through this approach, we will see strong progress in delivery of Movement for Growth’s key transport priorities. Some of the headline committed schemes and projects for the next delivery period are shown in Table 1, including schemes in construction or recently opened.

### TABLE 1 MOVEMENT FOR GROWTH KEY PRIORITIES AND COMMITTED SCHEMES AND PROJECTS

**MfG Key Transport Priorities for the National and Regional Tier**

- **New smart motorway sections** – M6 Junctions 13 – 15, M40/M42 Interchange, development work on upgrading the remainder of the Birmingham Box to Smart Motorway standard (Birmingham Box Phase 4)

- **Better Use of M6Toll** – Ongoing dialogue with central Government over potential ways to secure wider use of the M6 Toll

- **M54 – M6-M6Toll Link Road** – Highways England committed scheme, subject to other contributions

**Improved Motorway Junctions on the Motorway Box M6, M5, M42, M40, including major improvements at M42 Junction 6** – M6 Junction 10, M42 Junction 6, development work on upgrades to junctions on the Birmingham Box (Birmingham Box Phase 4)

**Making Better Use of the A46** – A46 Coventry Junction Upgrades – Binley and Walsgrave roundabouts, A45-A46 Tollbar End, A46 link

**Camp Hill Rail Chords, to increase Central Birmingham Rail Capacity** - Key part of the £5m Midlands Connect Midlands Rail Hub evaluation study and Bordesley Chords is a £200m scheme, as part of the HS2 Connectivity Package

**Water Orton corridor rail freight capacity enhancements** – A key part of the £5m Midlands Connect, Midlands Rail Hub evaluation study

**Further electrification of key national and regional rail links** – Barnt Green to Bromsgrove and Walsall to Rugeley

**Improved Connections to, and within, the UK Central Hub Area** – M42 Junction 6, HS2 Connectivity Package and Related Schemes: Metro East Birmingham to Solihull, SPRINT Hall Green to Interchange via Solihull, SPRINT – A45 – Airport, Interchange Hub, A45 Corridor Enhancement (Connectivity to UK Central, Birmingham Airport and HS2 Coventry and Warwickshire LEP scheme)

**MfG Key Transport Priorities for the Metropolitan Tier**

**HS2 Connectivity Programme** – HS2 Connectivity Package of 23 schemes, plus Metro Wednesbury to Brierley Hill and East Birmingham to Solihull. As well as already committed city centre metro extensions and agreed SPRINT programme.
Metropolitan Main Road Network (‘Key Route Network’) Pinchpoint Junction Improvements – A4101 Pensnett Strategic Access Improvement Scheme, Ashted Circus, A38 Minworth Roundabout, Selly Oak Triangle, Iron Lane, Station Road, and Flaxley Road, Stechford, Longbridge Connectivity, Birmingham ring road improvements

Priority Links in the Metropolitan Cycle Network – Birmingham Cycle Revolution (A38) and (A34), incorporation of high quality segregated cycle route provision in future Black Country corridor improvements, future phases of Cycle Coventry network strategic links and Solihull Connected strategic cycle links

MfG Key Transport Priorities for the Local Tier

Improved asset management of minor roads - Local highway maintenance programmes in line with highway authorities Highway Asset Management Plans (HAMPs)

Local Cycle Network Development – Cycle Coventry network further phases, Birmingham Cycle Revolution, Solihull Connected schemes, Black Country Sustainable Transport projects

Key Walking Routes – Improvements for walking as integral elements of schemes for city, town and suburban district centres, including proposals for Wolverhampton, Walsall, Sutton Coldfield and Solihull

Area Wide residential road 20 mph speed limits - Birmingham 20 mph zones phases A and B

Smarter Choice Initiatives – ongoing marketing and promotion initiatives

Local Bus Network Improvements – a wide variety of measures from the West Midlands Bus Alliance, covering infrastructure to assist bus reliability and speed, new vehicle investment, enhanced swiftcard ticketing, reduced fares for younger people and improved information to help the ease of understanding the bus network

MfG Key Transport Priorities for the Smart Mobility Tier

Measures to improve traffic management – National Productivity Investment Fund (NPIF) Key Route Network Improvements, A45 freight vehicle technology trial

Development of a Personal Mobility Platform that supports an integrated journey planning, navigation and payment system across all modes – Mobility as a Service pilot

A new road safety strategy – Production of a West Midlands Road Safety Charter and new highway authority road safety strategies: Birmingham, Solihull

Connected and Autonomous Vehicles – The development of real world test environments to support automotive industry investment and existing lab based and controlled environment facilities; as well as clear exploitation plans and schemes for applied CAV technology including parking, last mile and freight and logistics
3. Towards an Agreed 10 Year Programme

3.1. The plan currently contains details of nearly 200 schemes and initiatives representing some £8bn worth of infrastructure and technology investment in our transport system that are required to make our vision a reality. The plan spans work at all levels of the system – from HS2, through to key pan-Midlands strategic initiatives promoted in partnership with Midlands Connect and down to the more local investment in our highways, Metro system, bus infrastructure and major technology enhancements.

3.2. To structure our programme we have split activity into 3 possible categories:
   a) Committed schemes which are fully funded or mostly funded (subject to assurance framework compliance and approvals)
   b) Pool of potential but predominantly unfunded schemes for 0 – 10 years, with some degree of scheme development already undertaken
   c) Longer term projects and scheme proposals for 0 – 20 years requiring studies and feasibility

3.3. Many of the funded, committed schemes are the 23 schemes in the HS2 Connectivity Package, plus the 2 related Metro extensions. There are also approximately 15 committed LEP funded, LGF and developer funded schemes. This is based on a snapshot in early March 2017 and will change with funding announcements.

3.4. Scheme promoters will add to the programme of funded, committed schemes from the pool of unfunded schemes by pursuing the relevant funding source requirements (WMCA Investment Programme, Local Growth Fund etc). Progress towards this will be reviewed on a regular basis and the Delivery Plan updated on a minimum of an Annual basis.

3.5. This first version of the plan simply captures all delivery proposals. This will help drive a comprehensive assessment of the network resilience challenges and other growth pressures. These in-turn can then inform any necessary future change control as schemes transition from feasibility / study stage to potential schemes to committed.

3.6. This document provides a high-level summary of the plan, which is supported by a comprehensive family of subsidiary documents covering key topics and 16 broad corridor based delivery programmes, which are targeted on our immediate growth areas.

3.7. Birmingham City Centre is at the fulcrum of many of the corridors and also houses a number of critical regional and national transport functions. We have not therefore designated the city centre as the corridor, but will continue to work with Birmingham City Council and all stakeholders to ensure that the development of a wider city centre masterplan meets all development, social, environmental and transport needs. Through some of the work with Midlands Connect on rail, detailed later in this plan a number of high level requirements have been identified.

3.8. We will add to and develop the full suite of Delivery Plan documents on an on-going basis, but critically the Delivery Plan is the plan for Transport for West Midlands (TfWM) and its constituent Authorities – the actions contained in it will be taken forward in full partnership and will be owned by all, bringing our resources, staff and partners together to deliver in a streamlined way which is focused on the WMCA Strategic Economic Plan outcomes.
4. **On Track – A Rail Based Renaissance**

4.1. Demand for rail travel across the TfWM area is continuing to increase. The area has seen over a 70% increase in rail travel over the last 10 years. Rail now accounts for broadly the same number of morning peak trips into Birmingham City Centre as car use. However, the system is now approaching its limits with most services over crowded in the peak periods.

4.2. HS2 provides part of the answer by unlocking significant long-distance capacity and allowing greater flexibility with what we do with the existing ‘classic’ network. We will continue to secure investment in this in order to address capacity and provide connectivity to HS2 to exploit national level investment.

4.3. WMCA is a major partner in West Midlands Rail (WMR) Ltd which will, alongside the Department for Transport, oversee the letting of a new rail franchise to provide better local rail services, including more seats and longer trains. The new franchise will deliver significantly improved evening and Sunday services, extra trains to Shrewsbury, Bromsgrove and Cannock and direct services from Walsall to London.

4.4. The partnership will also seek to influence other critical franchise specifications and the case for further electrification of the rail network to provide passenger and freight capacity benefits. Through WMR Ltd we will seek to ensure the capacity released by HS2 is used for the right balance of inter-city and local rail services. Our priorities for rail for the next 10 years are shown in Figures 1&2.
4.5. Influencing future rail franchises & HS2 service specification: Working with partners to secure capacity, connectivity and economic benefits from future rail franchises. Without a successful working relationship with the rail industry few of our other priorities can be achieved.

4.6. Improved rolling stock capacity: The ordering of new rolling stock is directly influenced by Government through franchise specifications, which has led to a national shortage. The most significant opportunity for the West Midlands to address rail capacity is through lobbying Government and working with partners to ensure these franchise specifications include commitments to additional trains and carriages. We will also continue to work with innovative initiatives like that of the VivaRail D class train units (the re-purposing of former London underground stock to work in conventional service scenarios) to deliver more seat capacity at the busiest points on the network. There is some inherent risk in any innovation activity, however, our targeted output of increased seat capacity in the system is sufficiently critical to our success that, within reason, we must pursue all potentially viable options.

4.7. Other short-term network enhancements (by 2019): We will support Network Rail’s delivery of electrification of the Bromsgrove and Walsall–Rugeley lines and deliver new network capacity (platforms and track work) at Rowley Regis and Coventry Stations (including the Three Spires Loop). These will facilitate new local train services.

4.8. Park & Ride: As well as new P&R stations, car parking, capacity will be increased at Longbridge, Tipton, Tile Hill and Whitlocks End.

4.9. The Midlands Rail Hub (Plus): We will work with Network Rail and Midlands Connect to deliver a set of enhancements to the core network capacity into and across Birmingham, which forms a fulcrum for the effective operation much of the national and pan-regional rail network. This will unlock 10 additional rail paths through the network. We will add to the core Midlands Rail Hub package of work with local enhancements to collectively deliver:

- Snow Hill Station: Reinstated platform; signalling; improved access & passenger circulation
- Moor Street Station: New Platforms; improved access and passenger capacity; a ‘One Station’ environment between New Street–Moor Street–HS2 Curzon Street
- New track capacity for the Bordesley and Camp Hill network area (including reinstated platforms at Kings Norton): Allowing services to be re-routed more efficiently and to open up Kings Norton as an interchange hub. The business case for stations at Moseley, Kings Heath and Hazelwell will also be developed
- Water Orton & Kingsbury area capacity (including 4 tracking and improved freight access for the Kingsbury terminal): This will open up capacity between Birmingham, Derby and Nottingham and allow new local stations with Park & Ride capability at Fort Parkway and/or Castle Bromwich, Galley Common and Kingsbury

4.10. New capacity for UK Central, Coventry and Warwickshire (by 2026): We will continue to lobby for and support the Network Rail delivery of track doubling between Leamington and Coventry (Milverton to Gibbet Hill) and associated electrification. This will enable new local and long distance services to serve Coventry, Birmingham Airport, the UK Central Hub and HS2 Interchange. This will also release capacity for more services on the Leamington-Solihull-Birmingham line.
4.11. **Coventry to Leicester Connectivity:** In addition to new interchange opportunities, working with Midlands Connect and others we will build the case for reinstating direct links between these two cities.

4.12. **Improve capacity and access at key local stations:** In addition to enhancements under the Midlands Rail Hub, we will (with partners) address passenger capacity and circulation problems at University, Coventry and Wolverhampton Stations. We will pursue funding and business case development for new stations (with associated services / track work) at Willenhall, Darlaston and Aldridge, and at stations where mobility access issues exist.

5. **Driving Growth – the Strategic Road & Key Route Networks**

5.1. The West Midlands sits at the heart of the UK’s Strategic Road Network (SRN), supporting both local, regional and national economic growth. The performance of the SRN around the West Midlands profoundly impacts the highways performance of the surrounding network – directly affecting air quality, health and accessibility to other elements of the transport system. The challenges will be compounded by a predicted traffic growth of 46% by 2040.

5.2. The performance of businesses across the area, particularly in manufacturing, is directly influenced by the operation and capacity of the highway. The West Midlands has seen significant export growth in recent years compared to the national average. This growth in exports relies on comprehensive and efficient transport links to major airports, rail heads and ports to ensure that goods can reach the market place.

5.3. The Birmingham Box (consisting of the M5, M6 and M42) and wider ‘secondary box’ of the M40, A46, M6, provides essential connectivity to and through the rest of the SRN. Similarly to the rail network, the area is at the heart of the national system providing a critical link for north-south and east-west movements. Layered over the national and pan-regional movements there are a large number of short distance ‘junction hopping’ trips, typically of 1 or 2 junctions.

5.4. A focus of activity for the next 10 years will be to build the business case for addressing the major strategic challenges such as M5 capacity; better utilisation of the M6Toll; and increasing ability of alternative routes such as the A46, A5 and A42 to accommodate strategic routing away from capacity pinch points.

5.5. Underpinning this work will be a concerted effort to improve the coordinated management and investment in the West Midlands Key Route Network (WM-KRN). The WM-KRN is a 592km network of highways across the West Midlands region which plays a critical role in accommodating strategic local movements and providing access to and from the SRN.

5.6. The WM-KRN was defined in 2016 in consultation with the seven West Midlands Metropolitan Authorities and neighbouring highways authorities. It represents approximately 7% of the non-trunk road network in the West Midlands but carries approximately 50% of all car, public transport and freight movements. It is a new initiative supported by new devolved powers which are established in 2017 with an election of the new Metro Mayor.
FIGURE 3 KEY ROUTE NETWORK

West Midlands Key Route Network
5.7. The development and management of the WM-KRN is critical to the successful delivery of our transport objectives. Our delivery priorities for the next 10 years will evolve as further work, business case development and collaboration with our partners is undertaken. However, preliminary priorities include:

- **Developing a live performance dashboard to improve strategic and operational decision making:** This will build on the success of the West Midlands Urban Traffic Management and Control major scheme and include an enhanced sensor network to provide live operational data to operators and travellers, as well as track the impact of traffic on air quality.

- **Establishing a suite of adopted policies and strategy for the maintenance and management of the network:** This will enable Highway Authorities and partners to hard-wire efficiencies into everyday activity, for example in reducing the number times the highway is dug up for statutory utilities work or maintenance.

- **Developing the strategic and business case or complementary enhancements to the WM-KRN which can benefit the performance of the SRN:** We will identify new opportunities to improve overall network performance as well develop the case for:

  - Enhanced connectivity between the A46 and A45 in order to better connect the growth in Warwick District and around the south of Coventry to the UK Central Hub area and HS2
  - A strategic enhancement to the A46 Express Way corridor, building on the committed measures in the Governments Road Investment Strategy 1 and CW LEP investment
  - Improving the Bromford Gyratory/A47/A4040 - Outer Ring Road in Birmingham increase resilience, unlock and enable access to the Washwood Heath area

- **Ensuring access to existing and new strategic Park and Ride (road and rail based):** We will bring forward an evidenced and prioritised strategy for strategic Park and Ride provision including, but not limited to, those sites already identified in the strategies of our partners. These could be served by heavy rail, Metro, bus or other emerging technology such as Very-Light Rail or autonomous pod. Broad potential locations for new strategic park and ride which will be explored include those shown in table 2.

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**TABLE 2 BROAD LOCATIONS FOR NEW STRATEGIC PARK AND RIDE**

<table>
<thead>
<tr>
<th>Identified in existing strategies</th>
<th>Other locations that could be considered:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brinnsford, near Wolverhampton</td>
<td>Leamington Spa/ Warwick/ M40</td>
</tr>
<tr>
<td>Bromsgrove</td>
<td>Coventry South/ South West</td>
</tr>
<tr>
<td>Longbridge</td>
<td>Birmingham Airport/ Solihull/ A45</td>
</tr>
<tr>
<td>North of Stratford- upon- Avon</td>
<td>M42 J4/ Stratford Rd</td>
</tr>
<tr>
<td>Kidderminster</td>
<td>J1 M5</td>
</tr>
<tr>
<td>Tamworth</td>
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6. HS2 Connectivity and Growth

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

6.2. WMCA has adopted a £4.4bn HS2 Growth Strategy which sets out how the positive effect of HS2 will be maximised across the region. The approach lever HS2 investment to create a legacy in terms of regeneration, jobs, skills, economic development and connectivity for the Midlands.

6.3. The HS2 Growth Strategy contains approximately £1.2bn of transport connectivity investment to be delivered by 2026 focused on four key strands:

   a) 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

   b) 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

   c) 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 HS2 and to exploit post opening capacity release

   d) International Connectivity: Building the case for 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

6.4. A substantial amount of technical work has been undertaken in developing the connectivity programme, ensuring a robust evidence based set of measures to localise the benefits of HS2 in the West Midlands. These include new Metro alignments, new bus based rapid transit ‘SPRINT’ services, and rail station and track capacity measures.

6.5. A detailed implementation plan was submitted to Government in summer 2016 which sets out key milestones for developing the programme. WMCA adopted an agreed programme of schemes in February 2017. A number of schemes within the HS2 Connectivity Package are at early stages of development and further feasibility and outline design is being undertaken to support the development of business cases to unlock funding. All the schemes are incorporated in this overarching delivery plan.
7. **A Gateway to the Air**

7.1. Birmingham Airport is a vital major transport hub, a large employer and provides access to market for many of our key companies. Passenger growth at the airport is strong and the opportunities to strengthen the national role of the airport will increase with the delivery of HS2. The airport also has a valuable potential role in supporting transport innovation, making use of its controlled environment for the development of drone technology and autonomous vehicles.

7.2. We will work closely with the airport, HS2 Ltd, the Urban Growth Company and the relevant local planning authorities to ensure surface access plans meet the needs of all stakeholders and are promoted.

8. **The Bus Alliance and Beyond**

8.1. Eight out of ten public transport trips in West Midlands are made by bus, accounting for over a million journeys each weekday. The extensive coverage of the bus network plays an indisputable role in supporting inclusive economic growth in the region by connecting employers and businesses to labour markets. As such, the bus will be essential in facilitating growth by accommodating anticipated increased travel demand in the short, medium and long term.

8.2. Whilst the bus is one of the only means of rapidly accommodating increases in travel demand, congestion on the region’s road network is at record levels and continues to increase sharply. Slower buses mean increased journey time, reduced reliability and fewer bus passengers.

8.3. To combat these challenges, bus operators across the West Midlands have, with each other and WMCA, signed up to a Bus Alliance, an award winning partnership which is the first of its kind in the country. It will see £150 million invested by operators and partners between now and 2021 to deliver the following outcomes:

- To increase bus patronage by 5%
- Improvement in peak time journey speeds.
- Fare rises of no more the Retail Price Index +1% per annum
- Customer satisfaction levels remaining at over 85%
- Discounted young person’s travel for everyone under 19 years old
- Integrated ticketless travel in line with intelligent mobility policy
- Increased investment in highways infrastructure to aid journey times and reliability
- Improvement on board through improved seating, next stop announcements and Wi-Fi.
- New vehicles and new payment technologies

8.4. The Alliance challenges operators to meet rigorous new standards on key issues such as vehicle emission levels, branding, maximum fares and frequency.

8.5. This will allow quality issues to be tackled such as removing older, more polluting buses and include making wider use of Statutory Quality Bus Partnership (SQP) powers under the Transport Act 2000 and Local Transport Act 2008.
8.6. The Alliance will also set-out a framework to increase and sustain investment in highway infrastructure on key bus corridors to transform reliability and journey times. Not only boosting the economic potential of the region by connecting more people to more jobs but also catalysing the benefits of Sprint and Metro by providing high-quality interchange and supporting a truly integrated public transport network.

8.7. An emerging number of bus corridors have been highlighted as high priority for highway investment and will be subject to further studies to identify potential improvements:

- Bartley Green to Birmingham (via Harborne)
- Druids Heath to Birmingham via Kings Heath and Moseley
- Cotteridge to Birmingham
- Outer circle-Bearwood to Selly Oak
- North Solihull to Birmingham via Washwood Heath
- Handsworth Wood to Birmingham
- Halesowen to Walsall
- Sutton Coldfield to Birmingham via Erdington (City Link)

8.8. In addition to the Bus Alliance, TfWM will be working with Birmingham City Council, operators and other partners to bring forward innovative new solutions for public transport users. This will build on recent nationally recognised success with low carbon bus fleets.

8.9. In November 2016 Birmingham City Council awarded planning consent for a new hydrogen fuel facility at Tyseley. This will be the catalyst for a new generation of ultra-low emission vehicles, including a bus fleet (alongside other public service and taxi vehicles) that will directly tackle some of the area’s worst air quality hot spots.

8.10. In addition to this, and in partnership with Midlands Connect, TfWM will work to bring forward new payment technologies across bus, rail and parking at Park & Ride sites. This will increase the use of Smart payment systems and contactless debit card options in order to build on the 3m passengers journeys per month already using our Swift payment card.
9. **Metro, SPRINT and Very-Light Rail – the rapid transit elements of our Metropolitan Rail and Rapid Transit Network**

**Metro**

9.2. The West Midlands Combined Authority, the design consortium of Egis, Tony Gee and Pell Frischmann and contractor Colas Rail, (supported by their sub Alliance Partners Colas Ltd.; Barhale; Thomas Vale; and Auctus Management Group) have come together in the form of the Midlands Metro Alliance (MMA). The MMA will implement a £1.2 billion 10 year programme of tram network extensions and new lines. The following extensions will be completed in the next 10 years:

- Centenary Square – Edgbaston Extension 2019 to 2020/21
- Wolverhampton Interchange 2019/20
- Eastside 2022/23
- Wednesbury – Brierley Hill 2023
- East Birmingham to Solihull 2026

9.3. Other potential schemes will require development work over the next ten years, including an extension from Wolverhampton Interchange to New Cross Hospital, Wednesbury to Walsall, and investigations into the feasibility of an extension from Digbeth through the Smithfield Development site to Edgbaston/University of Birmingham/University Hospitals Birmingham.

9.4. A new depot and stabling will be required to accommodate a new fleet of trams proposed to run the services, as the existing depot will not be big enough to cater for all of the new trams necessary. The Metro Control Room will also require upgrade to enable it to manage multiple routes. The capacity, resilience and reliability of power systems and sub systems will be reviewed to ensure that when systems need to be renewed or upgraded (due to being life expired or due to the requirements of an individual project), the longer term plans are taken into account.

9.5. When we procured the new trams in 2012 they were fitted with ‘passive equipment’ to allow easy conversion for catenary free running.

9.6. The first tram has gone back to the suppliers for fitting and testing and the remainder of the fleet will be converted at Wednesbury.

9.7. It is planned that the catenary free operation will be utilised between Grand Central and Centenary Square, Five Ways and Edgbaston; on the elements of the East side extension; and a short extension to Wolverhampton Station. The fleet conversion project is due to complete in May 2019.
Figure 4: Planned Metro Lines

Metro
- Line 1

Commited Programme
- Bilston Road Metro Track
- Birmingham Eastside Extention
- Birmingham Centenary Square
- Edgbaston
- East Birmingham-Solihull Extension
- Wednesbury-Brierley Hill
- Wolverhampton City Centre Extension

Schemes for Further Investigation
- Wolverhampton New Cross
- New Cross-Wilenhall-Walsall
- Brierley Hill-Stourbridge
- Walsall-Wednesbury
- Digbeth-Smithfield

Interchange People Mover
Commited Programme

Very Light Rail
Commited Programme
- Coventry-University of Warwick
- JLR/Whitley

Scheme for Further Investigation
- Coventry-Interchange

Other Rail and Rapid Transit Network
Very Light Rail

9.9. The aim of Very Light Rail is to provide an affordable alternative to conventional light rail systems, which due to cost can make business cases challenging. Conventional tramways can require all services under the road to be relocated and often need complex overhead wiring. The concept of Very Light Rail would utilise lightweight technology which has been successfully applied in the automotive sector and the latest propulsion technology to create a low cost, lightweight tram that is capable of running on-street and negotiating tight corners.

9.10. We will also develop a lightweight track solution which has the potential to reduce the need to divert services and reduce construction costs and disruption. No overhead wiring will be required as the vehicles will utilise innovative energy storage solutions, such as those being explored by the Advanced Propulsion Catapult at Warwick Manufacturing Group.

9.11. Working from this initial concept we will progress a research programme working expert research centres in the West Midlands to investigate the technology opportunities and business cases for Very Light Rail Deployment. This will include utilising a new Very Light Rail Innovation Centre in Dudley and seek operational use cases across the area and beyond.

9.12. Coventry will be the initial area of search for a publicly operating modern Very Light Rail system, as an alternative to tyre based and conventional Metro based connectivity solutions. Subject to the outcome of the development work planned over the next two years, it is envisaged that the first route will be between Coventry Railway Station in the city centre to the University of Warwick with a potential further route to link up with the proposed growth around Whitley. Ultimately the aim would be to connect the city to HS2 Interchange and UK Central.

SPRINT

9.14. Sprint is a tyre based rapid transit solution which provides a tram like quality and experience. Sprint services will benefit from more direct routing with less frequent stops, quicker journey times, high quality vehicles with off board ticketing, multi door boarding, and dedicated infrastructure. A core cross-city Sprint route will be delivered in the first 5 years of the Delivery Plan; comprising the following schemes:

- Hagley Road (Birmingham to Quinton)
- Hagley Road (Extension to Halesowen)
- Birmingham to Birmingham Airport/ Solihull Town Centre (A45)

9.15. The learning from delivering these schemes will help shape the development of subsequent routes. Early in the next tranche, in support of the sustainable urban extension at Langley, will be a Sprint route between Sutton Coldfield and Birmingham via Langley. Another three routes (A38 Birmingham to Longbridge/Frankley; A34 Walsall to Birmingham; and Dudley to Birmingham via Hagley Road) will have their delivery coordinated with the development of the growth areas that they provide connectivity for. Finally, the Hall Green to HS2 Interchange via Solihull route will be delivered to provide connectivity ready for the arrival of HS2 and the growth of UK Central.
9.16. On Sprint routes, there will be a focus on introducing measures which can enable priority for the Sprint vehicle compared to other traffic. As part of the delivery of Sprint it is anticipated that wider highway efficiency measures will also be considered and, where appropriate, implemented to provide benefits to as many other road user groups as possible.

9.17. Other bus routes off the Sprint network are also expected to benefit from bus priority measures and upgrades. These will be identified and linked to the work of the Bus Alliance, with bus improvements complementing Sprint routes and promoting interchange as part of an integrated public transport network. Similarly, opportunities for interchange between Sprint and Metro will be explored where appropriate.
10. **Network Resilience**

10.1. It is clear that the scale of the delivery across the West Midlands over the next 10 years is significant, with a level of investment not seen for several decades. This will bring its own challenges as we keep the economy running and deal with chronic skills shortages in order to land the economic transformation that the investment will help release.

10.2. Consequently TfWM has been negotiating with Government for further powers and agreements to enable the delivery by all partners – HS2 Ltd, Highways England, Network Rail and WMCA Authorities - to be a success. Disruption to normal travel patterns cannot be avoided, but with strong governance supported by the most senior politicians and executives; a culture of collaboration; and excellent communication, a network which is resilient to disruption can be achieved.

10.3. A number of immediate actions have been identified, and are proposed to be put in place as soon as possible. Whilst peak construction impacts will not occur until 2018, there will be tangible impacts from early in 2017. Immediate priorities are set out below:

- Form a formal and fully empowered multi-agency partnership with robust governance to work together to tackle the issues.
- Define and agree clear objectives for the partnership, to be based around ensuring the economic activity is able to continue to operate and grow, whilst existing transport system capacity issues are addressed and new growth sites are unlocked.
- Form a robust and universally adopted communications strategy which can operate with a single voice, and which emphasises the overall benefits of the investment; as well as providing clear messaging around meeting the daily travel demands of businesses and residents.
- Undertake a more detailed evidence analysis and develop firm mitigation strategies and schemes, including detailed feasibility and costs for these.
- Secure funding for and undertake enabling and preparatory actions, including setting up a West Midlands Regional Integrated Command Centre to bring together all stakeholders with all the relevant information to direct both the strategic and operational activity for delivery by all partners.
FIGURE 6 IDENTIFICATION OF ALL MAJOR WORKS
BIRMINGHAM BOX 2016-30
11. A Foundation of Technology and Evidence

Connected and Autonomous Vehicles:

11.2. The West Midlands operates as a major hub for the development of Connected and Autonomous Vehicles (CAV) and the supporting technology. We will build upon existing research projects; planned infrastructure developments; the region’s innovative manufacturing base; a rich pool of entrepreneurs; a thriving community of digital/technology start-ups; and the wealth of applied research and development within the academic sector. The realignment is strong with public sector key objectives, and we will ensure our investment develops the regions assets. We will rapidly develop a joint CAV Strategy setting out our drive and actions to be the main actor within this fast developing sector.

11.3. Acting as the UK’s main research hub for the automotive sector provides the ideal basis in which to fully understand and exploit this technology. The area is building the ability to test the deployment of these vehicles in order to prove the validity of business models that are sustainable whilst also providing solutions which meet the needs of the citizens within the West Midlands. Our research will then be rapidly scaled up through our established partnership with Tier 1 motor manufacturers and automotive companies. Our early proving of business models will ensure fully exploited benefits to the region, both in terms of the benefits CAV technology will bring to transportation system and in growing the local economy.

11.4. Coventry City in particular has established an early lead with an Intelligent Mobility programme to deliver a Smart City inclusive of all user groups and modes of transport. Intelligent Transport Systems will support the most efficient highway operation and improve the accuracy of travel information for the public. These projects have significant future benefits for improving the impact of transport on air quality, congestion and the ability of people to travel more freely. Learning from our pilot areas such as Coventry, Birmingham and Wolverhampton will support exploitation into the wider system.

FIGURE 7 - 42 MILE REAL WORLD TEST ENVIRONMENT BEING DELIVERED OVER 2017-18

The test route brings together the full spectrum of challenging conditions faced by a CAV:

The route allows testing on five different road types:
1. Smart Motorway (M42)
2. Motorway (M40)
3. Expressway (A46)
4. A-road (A45)
5. Urban

The 3 V2I technologies are installed in overlapping sections of the route. Backhauls provided by the Coventry City Council Mesh Network and Highways England’s NRTS fibre network. *Feasibility of LTE-V will be tested for potential future installation on the route.
11.5. UK Autodrive in Coventry are facilitating trials of Connected and Autonomous Vehicles within the city, working with major industry partners and with demonstrations planned over the next two years. UK CITE is establishing a globally unique Connected and Autonomous Vehicle real-world test environment along urban roads, A-roads, and Smart Motorways and iVMS/Dynamic Routing will deliver immediate traffic management efficiencies, as well as develop new technologies to improve vehicle routing and network resilience.
Data Driven – Evidence Led:

11.7. Data is essential to the planning, delivery and management of the challenges across WMCA. Data is being generated in new ways, for example through sensors increasing the quantity and quality of data to be exploited. This brings opportunities to explore new approaches for collaboration between organisations in the private and public sector ensuring our decisions are being data driven.

11.8. TfWM are exploring a model that allows us to access and share data, utilising automatic processes to extract data from many different sources, check the quality and transform it for the purposes of querying and analysis. This allows us to present and visualise the data in a meaningful way. This approach will enable partners to share and access data, leading to greater visibility and insight into progress against the 2026 Delivery Plan for Transport and the Performance Management Framework.

11.9. The Joint Data Team contract currently provides the core strategic transport modelling for the West Midlands Combined Authority area. The contract encompasses Local Transport Plan surveys, Traffic Surveys, Accidents data collection, Planning development, the Spectrum system and the PRISM model. The re-let provides an opportunity to reshape the approach to transport modelling, data analysis and data collection in order to deliver support for transportation scheme development and data intelligence at an affordable level.

11.10. Our new approach will bring benefits to not only the transportation sector within the West Midlands, but can stimulate innovation; improve the evidence base for decision making; support research and intelligence; and assist wider communication. Our data collection, whilst focussed on transport modelling and analysis, is already collecting planning, transport, demographic, infrastructure, safety and economic data. This data is key to analysis that underpins the strategic transport models and feeds into the Dynamic Economic Impact Model.

11.11. Enabling wider exploitation of the data, analysis and modelling through an open and interoperable way will enhance the investment already undertaken in the existing contract and enable innovation over the next 10 years.

11.12. The operational information will be improved and utilised for a variety of purposes to support a more informed set of stakeholders and the population at large. This will form the basis of strategic planning to ensure that the monitoring of infrastructure investment is used to inform the decisions undertaken for future developments.

<table>
<thead>
<tr>
<th>Health</th>
<th>Mobility</th>
<th>Environment</th>
<th>Citizens</th>
<th>Economy</th>
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<tr>
<td>Exploitation of Data</td>
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<td>Data Dissemination</td>
<td>Analysis/Modelling</td>
<td>Communications</td>
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<tr>
<td>Collected Data</td>
<td>System of platforms - exchanging standardised data</td>
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12. SMART Payment Systems

Connected and Autonomous Vehicles:

12.1. The WMCA is committed to the development and delivery of a contactless payment “best value” fare capping solution across all three modes of transport (bus, train and tram) to at least match that which has been delivered by Transport for London (TfL).

12.2. This is a newly emerging and fast moving area where a number of agencies including Transport for the North (TfN) and National Express West Midlands have already announcing their intentions to develop a solution for which WMCA may have an opportunity to integrate with.

12.3. The approach will build on the Swift smart ticketing platform which incorporates an extensive offer for adults across both the bus and tram with a wide variety of ticketing options including Pay As You Go, multi-day and season tickets valid within the West Midlands area. Swift is also accepted on the train but currently the offer is limited to direct debit customers only.

12.4. There are three main objectives for the next phase of the Swift programme. Firstly, the introduction of the child ticketing range onto the platform. Secondly, the wider rollout of Swift across the rail network; and thirdly, the wider rollout of Swift functionality throughout the WMCA area.

12.5. TfWM are currently accelerating:

• nTrain Direct Debit wider rollout
• Swift nTrain and nNetwork Direct Debit “add-on”
• Wider retailing of nNetwork

12.6. The 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. The delivery timeline for 2017-2018 is set out in figure 9 below. Going forward we will also explore cross-boundary use of Swift over the full WCMA area and not just the constituent area.

“Mobility as a Service”

12.7. Developing “Mobility as a Service” (MaaS) and facilitating a commercial pilot will also allow WMCA to address a number of significant challenges the West Midlands are facing from network resilience and to support the development of the West Midlands as a centre for Connected and Autonomous Vehicles.

12.8. MaaS fulfils customers’ needs for mobility by combining all relevant transport services into one single mobility service, accessed on demand. A MaaS service customer can choose from public transport, taxi or car rental and even car or bike-sharing options. One single MaaS account can provide the freedom of mobility for either a single monthly payment or a Pay As You Go service. We will develop a commercial market based pilot during 2017-18 with industry partners.

FIGURE 9: SWIFT DELIVERY TIMELINE
13. Mobility and Social Inclusion

13.1. Social inclusion and good quality of life plays a vital role in supporting economic activity across the region and, together with transport infrastructure, helps maximise people’s accessibility. This includes connecting people to employment and training, better access to shops, services, healthcare, education, family and friends, entertainment and other life-enhancing opportunities.

13.2. Nevertheless, across the region there are areas of deprivation, low educational attainment, poor health and people on incomes below 60% of the UK median. Citizens living in these circumstances are more likely to lack access to the transport network because of age, disability or financial constraints – resulting in social exclusion.

13.3. TfWM fund a range of socially necessary transport measures including Ring and Ride and minor community transport contracts, subsidised bus services and additional Metro/rail concessions. These services are often invaluable to many, but don’t always address every vulnerable group. Early in the delivery plan we will adopt a Mobility for Inclusion Strategy (MfIS). This will set out clear priorities and provide the rationale for balancing the varying needs of all excluded groups, so every group has fair access vital services and opportunities.

13.4. The MfIS will form the rationale for enhancing social inclusion and will explore transport barriers across the whole of a person’s ‘life course’ – as evidence shows disadvantage and inequalities starts before birth and accumulates throughout life. Therefore a range of individual transport policy strands, designed to support individuals at different stages of their lives will form a key part of the strategy. This will include policies on:

- Children and younger people where TfWM will explore cheaper and simpler fares, particularly for those on an apprenticeship, low salaries or not in employment, education or training (NEETs). We will also ensure young people have a say in how our network develops and how we make it safer, as they are the future users.
- Ensuring the right provision for older people as the life expectancy for many continues to grow. Tackling issues of social isolation for this age group is a key priority, as well as addressing the rapid decline in bus use by retired people. As with other user groups, continuing to ensure consistent, high standards of public transport facilities, high quality vehicles, and customer service as well as good network coverage remains a priority.
- In our region, 1 in 5 people are mobility Impaired. Under the Equality Act, 2010, we have a duty to ensure that all our transport infrastructure, vehicles and information are designed to be as accessible as possible to all our customers, regardless of their mobility. The MfIS will set out for delivery over the next 10 years a range of accessibility improvements across the network to ensure everyone can access opportunities.
- Finally people with multiple and complex needs who are experiencing problems such as homelessness, addiction, offending and poor mental health will also be included. WMCA’s Public Service Reform workstream and the wider devolution agenda will allow for more joined up approaches, allowing us to equip vulnerable people with the information and confidence they need to make a journey and improve their wellbeing and quality of life.
14. Mobility for Health and for a Clean Environment

14.1. There are important relationships between health, wellbeing and wealth. A healthier West Midlands can have a wider impact on the economy in the region by reducing the need for health and social care and other public sector services. Good health can increase productivity by getting people work ready, reducing sickness absence, and keeping people in the labour market for longer.

14.2. There are inequalities in health within the West Midlands. For men, the range of healthy life expectancy is from 56.4 years to 63.8 years, and for women the range is from 59 years to 67.9 years. Closing this gap in health inequalities and increasing the healthy life expectancy by 2030 is an objective of the WMCA’s Strategic Economic Plan.

14.3. The way that people travel is an important part of physical and mental health. Opportunities for greater levels of physical activity during travel can reduce obesity and associated conditions such as heart disease or strokes. Alongside the risk of injury, the perceived safety of roads can discourage active travel.

14.4. Poor air quality resulting from transport damages our citizens’ health, and carbon emissions contribute to climate change. The design and availability of transport networks can cause community severance and increase social isolation, or connect people to places that can have a positive impact on health, such as green space, services and employment.

14.5. The West Midlands Combined Authority board has approved the development of a strategic cycle network across the area, and which links between constituent and non-constituent members. This will increase opportunities to travel safely and improve health, as well as providing affordable access to skills, employment and other services.

14.6. The strategic cycle network (figure 10) will be progressively integrated with the local cycle network throughout this delivery plan period and beyond. Alongside this, improved conditions for walking will also be created through the delivery of district and city centre public realm improvements, local area enhancements and area wide 20mph speed control.

14.7. To further support our delivery plan, Transport for West Midlands will develop a Health and Transport Strategy that makes use of public health data and sets out a future direction for healthy transport in the West Midlands.
STDEP West Midlands - Strategic Cycle Network

FIGURE 10 STRATEGIC CYCLE NETWORK
15. **Improving Air Quality**

15.1. Our area has significant air quality problems. There are a number of areas in the region where transport causes air pollution to approach or exceed legal limits. This pollution is caused by the volume of traffic on our roads, congestion and the popularity of diesel engines with vehicle owners. Poor air quality reduces our residents’ quality of life because of the damage it does to health and the potential negative impact that it has on inward investment and growth.

15.2. There are parts of the West Midlands where air quality is so poor that tough action such as the introduction of a Clean Air Zone (CAZ) is necessary.

15.3. CAZs aim to reduce the use of older, more polluting vehicles as well as implement wider focussed measures to improve air quality. The implementation of any CAZ will fundamentally change how people use our transport network and introduce new challenges in managing the transport of people and goods in the area.

15.4. Additional schemes, changes to schemes, and re-prioritisation of schemes in the delivery plan will be considered as our evidence base improves. The plan must be implemented so that schemes improve air quality where needed and do not worsen air quality problems. Where schemes could reduce air quality, appropriate redesign and/or effective mitigation will be considered. In addition, disruption to the transport network caused by construction during implementation of the plan will be managed carefully. This has significant implications for our efforts to improve the resilience of our transport network.

15.5. We need to make sure that we keep traffic moving whilst reducing the number of miles travelled by vehicles on our network, especially where air quality is a concern. We will achieve this by changing people’s behaviour so that they use cleaner more sustainable transport options. Where this is not possible, we need to make sure that vehicles are used more efficiently, e.g. better management of freight deliveries.

15.6. Our delivery plan already includes opportunities to improve air quality. For example:
- Opening the Camp Hill Rail Chords for rail commuters has great potential to shift many road based journeys from south Birmingham into the city centre onto rail. This will mean fewer vehicles on the roads, fewer vehicle miles travelled and reduced congestion.
- Developing the local and metropolitan cycle network and key walking routes will encourage the use of bikes and reduce the number of motorised vehicles on the road.
- Improving traffic management will improve the flow of traffic around our busy urban centres resulting in reduced congestion.

15.7. To ensure that delivery of the plan enables us to make the necessary improvements to air quality, our decisions must be:
- Linked to a clear and well-defined ambition and commitment to improving air quality that is embedded in policy across the region.
- Informed by greater understanding of the potential impacts of individual schemes on air quality and the total impact of development across the region.

15.8. Joint accountability of both the Mayor and the Leaders of the WMCA’s constituent members for air quality and transport delivery will ensure our quality remains a focus in all transport delivery decisions. The improvement of air quality will also be a key component of our Health and Transport Strategy.
16. Co-ordinated Delivery in Corridors

16.1. Our rolling 10 year delivery plan approach to the long term Movement for Growth strategic transport plan is based on two over-arching principles:

- Ensuring all parts of the West Midlands are “plugged-in” to the two High Speed Rail Stations, and the significant growth and development that is already happening at their locations.
- Steering transport investment into priority corridors for new jobs and homes, providing a joined up land use/transport planning approach to support the aims of the Strategic Economic Plan.

16.2. Priority corridors for new jobs and homes were identified from West Midlands Combined Authority work on infrastructure needs. Strategic locations for new economic development and housing development were identified by the WMCA and relate closely to local authority priority areas. These are shown in Figures 11 & 12.

16.3. Maps showing all schemes and measures within these corridors are set out in the Annexes to this summary document.

16.4. The corridor strategies will be regularly reviewed and updated as scheme delivery takes place and projects are developed and brought forward. They will be further informed by Statutory Infrastructure Delivery Plans and Local Plan Area Action Plans.

16.5. When bringing forward any proposals for delivery the promoting authorities will seek to maximise any opportunities for localised employment growth and business regeneration.

16.6. The series of documents for the Delivery Plan is shown in table 3.
### TABLE 3 SERIES OF DOCUMENTS FOR THE DELIVERY PLAN

<table>
<thead>
<tr>
<th>Delivery Plan Element</th>
<th>Description</th>
<th>Intended audience</th>
</tr>
</thead>
<tbody>
<tr>
<td>Summary Report</td>
<td>The 2026 Delivery Plan for Transport (this report)</td>
<td>Investors, Leaders/MPs, public with general interest</td>
</tr>
<tr>
<td>Corridor Strategies</td>
<td>A summary of the key issues and deliverables within each area. An annex to the summary report.</td>
<td>Other organisations, Government departments, wider WMCA, developers</td>
</tr>
<tr>
<td>Dashboards</td>
<td>A summary of the schemes and progress against programme for our four main delivery areas: Black Country, Birmingham &amp; Solihull and Coventry.</td>
<td>Investors, Leaders/MPs, public with general interest</td>
</tr>
</tbody>
</table>
17. Monitoring and Evaluation

17.1. Overall progress against the delivery plan will inform the complementary set of metrics within the WMCA Performance Management Framework (PMF).

17.2. Progress will be tracked against the high level measures within the Movement for Growth through a formal annual monitoring report, enabling us to appraise and prioritise our delivery.

17.3. Success will also be measured through the continual monitoring and evaluation of schemes and programmes, to ensure the scheme is delivering against the overall strategic objectives. A baseline is being put in place in 2017 and a suitable detailed Monitoring and Evaluation activity plan based on the high level plan adopted by WMCA in February 2017 is being implemented.

17.4. In order to maintain a regular rolling renew of the delivery plan there is a requirement to provide an efficient process for updating and monitoring delivery of the programme across multiple funding streams (not just the WMCA Investment Programme). This should place the minimum burden on scheme promoters. We are in discussions with partners to identify best practice tools for scheduling, data translation and visualisation.

17.5. The Black Country Transport Dashboard has been identified best practice across the constituent area. It is proposed to replicate the Black Country dashboard to provide for Birmingham, Black Country, Coventry, Solihull and overcharging dashboard. An initial format for this forms an annex to this first delivery plan.

17.6. There is an opportunity to automate the process of updating the dashboards, with the ultimate intention of providing live online reporting.

17.7. Figure 11 provides an example of a typical logic chain that we will monitor tracking policy through to impact.
FIGURE 11: LOGIC CHAIN/IMPACT PATHWAY EXAMPLE: ACCESSIBILITY (ECONOMIC IMPACT) - INCREASE IN % OF RESIDENTS ABLE TO ACCESS STRATEGIC CENTRES BY PUBLIC TRANSPORT IN 45 MINS

POLICY
- To improve the connectivity of people and businesses to jobs, markets and key services

INPUTS
- Resources, estates, technology, fiscal tools

ACTIVITIES
- Maintain connectivity by tackling congestion & securing broadband coverage. Provide improved inter-regional connectivity
- Expand Metro and rail links; Targeted new highway capacity; Demand responsive transport solutions

OUTPUTS
- By 2030 significant increase the % of residents with access to strategic centres by public transport in 45mins. Increased public transport use.

OUTCOMES
- GVA Increases
  - Increased employment
  - Reduced welfare dependency
  - Increased leisure time driving consumer spending

Examples of Monitoring Metrics:
- People in work
- Number of businesses
- Investment spent
- Delivery jobs created
- Land remediated
- Tax levied
- Scheme specific monitoring (no. of, type, individual outputs & outcomes)
  - Journey time monitoring
  - TRACC software
  - Mobile Phone & GPS data
  - Census data
  - Traveller surveys
  - Vehicle emissions
  - GVA per head
  - Area of travel catchment
18. Programme Overview

18.1. This first version of the delivery plan contains 190 schemes in total. These are predominately those promoted by the Local Authorities and TfWM, although include some Midlands Connect, HS2 Ltd, Highways England and Network Rail promoted schemes. Further schemes will be identified during the consultation on this draft plan and during the first year of the plan further detail will be added to include major maintenance schemes and statutory utilities work.

18.2. All the schemes have been attributed to one or more delivery corridors to enable schemes promoted by different organisations which may previously have been planned in siloes to better aligned. The corridors are plotted overleaf and identified as below.

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Corridor Name</th>
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<tbody>
<tr>
<td>A</td>
<td>Wolverhampton i54</td>
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<tr>
<td>B</td>
<td>Wolverhampton - Walsall</td>
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<tr>
<td>C</td>
<td>Wolverhampton - Bilston</td>
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<td>D</td>
<td>Walsall - Brownhills</td>
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<td>E</td>
<td>Walsall – Stourbridge</td>
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<td>F</td>
<td>Kingswinford – Dudley</td>
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<td>G</td>
<td>Stourbridge – Halesowen – West Bromwich – Birmingham</td>
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<tr>
<td>H</td>
<td>Walsall – Birmingham</td>
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<tr>
<td>J</td>
<td>Birmingham – Sutton Coldfield</td>
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<tr>
<td>K</td>
<td>Birmingham – East Birmingham – UK Central</td>
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<td>L</td>
<td>Birmingham - Solihull</td>
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<td>M</td>
<td>Birmingham - Longbridge</td>
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<td>N</td>
<td>East Coventry – A46</td>
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<tr>
<td>O</td>
<td>West Coventry – A45</td>
</tr>
<tr>
<td>P</td>
<td>North Coventry – Keresley – Foleshill</td>
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<tr>
<td>Q</td>
<td>Coventry City Centre</td>
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</table>

18.3. All schemes are also classified as one of the following:
- **Committed:** A scheme which may not be wholly funded but is at least substantially funded with a reasonably high degree of confidence that the required funding gap can be met.
- **Potential (subject to funding):** A reasonably well developed idea or potential scheme which has had some work undertaken on it and either a single preferred option or limited number of options identified. The scheme will be majority dependant on a funding grant that is yet to be secured or confirmed.
- **Studies & Scheme Development:** A scheme or problem area which is at an early stage of feasibility or concept for which options are yet to be determined in any significant detail and for which demand/feasibility is unproven.

18.4. The total capital cost of the programme identified to date across all scheme promoters is £7.1bn. Of this a total of £3.4bn funding has been identified, much of which is subject to approvals processes.

18.5. Of the £3.7bn overall funding gap £0.2bn is for schemes in the ‘Studies & Development’ category, which is cost based on an indicative 20% allowance of the total anticipated capital cost of these schemes. For some schemes this indicative allowance will be too high, but on other complex long term schemes (such as larger rail based schemes) this may be insufficient. However, for general planning purposes the percentage allowance provides a guide value. Development on many of these schemes will not start for some years and funding for some studies has not yet been identified. Nevertheless the value of identifying them at this stage enables synergistic opportunities to be exploited if, as, and when developments or other schemes come forward.
18.6. Of the 77 Committed schemes, with a total capital cost of £5.1bn, the majority are partially funded. We have identified 62% of the required funding across all schemes and a substantial component of the funding gap has targeted funding sources (of some £2.1bn), including:

- Various rail schemes in Birmingham and Coventry which provide rail capacity for the benefit of a wider area, require some £410m of additional funding (for which a mixture of Network Rail and private sector funding will be pursued);
- Some £759m of funding for Metro extensions which, in-line with the agreed November 2015 Devolution Deal, will be put to Government with supporting business cases for further consideration;
- Just over £590m of required funding to support UK Central Infrastructure and Interchange works, for which detailed commercial and grant proposals are being developed in partnership with all stakeholders;
- Circa £85m to support improvements to the Bromford Gyratory in Birmingham for which further Government / LEP and developer grants and agreements will be sought; and
- Circa £160m for highways and cycle schemes in Coventry for which a mixture of developer and national funding grants (DfT and / or Highways England) will be considered and pursued if appropriate.

18.7. The total capital cost of the 77 identified potential schemes is some £1.7bn with £0.2bn of funding identified. The related funding gap is to be expected as many of these schemes will be subject to feasibility and business case development, including identifying funding.

18.8. The total delivery activity profile peaks in 2019, which coincides with some of the peak delivery activity by Highways England and HS2 Ltd. This underlines the Network Resilience challenge and the need to closely coordinate delivery plans in order to minimise disruption.

18.9. Future iterations of the delivery plan will include further work to identify opportunities to narrow the funding gap and consolidate identified schemes into larger more closely coordinated programmes, and where funding is unlikely to be identifiable to push these delivery aspirations to a pre-development ‘waiting list’.

18.10. Critically as spatial development plans continue to be reviewed and further information emerges from the Midlands Connect studies (such the Rail Hub and Motorway Box) opportunities for further strategic alignment can be considered.

18.11. The significant majority of schemes within the 2026 Delivery Plan for Transport are currently being developed to Outline / Final Business Case Stage. Where funding is predicated upon approval of an acceptable final business case, the funding for the scheme will largely be considered as ‘unsecure’ despite the fact that there may be a non-binging agreement that funding will be granted upon submission of a suitable business case. Specific examples include the Brierley Hill and HS2 Interchange (East Birmingham to Solihull Metro) where the government “supports the work of the WMCA Board to develop a delivery plan, encompassing the Metro extensions in order to realise the full benefits of HS2”.

18.12. A significant exception to the above, relates to the £1.5bn of WMCA borrowing underpinning the Investment Programme transport schemes. Despite these schemes also being required to pass through the WMCA Assurance process in advance of formal award of funding, the 10 Year Delivery plan assumes that WMCA Borrowing for those named schemes is ‘secure’. This is because those schemes are included within an endorsed WMCA Programme and the income underpinning the borrowing is understood.

18.13. The following figures set out infrastructure development and planning assumptions which have been used to inform the development of this first delivery plan.
Transport Delivery Corridors (with major land use sites)
The Black Country Infrastructure Planning Development Pressure