



Local and regional input into franchises






The PTE perspective

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WM Rail Network

-  29.9m passenger journeys 2004/5
-  44% growth since 1995
-  10 min frequency to many stations
-  Over 20% of Birmingham commuters use rail
-  72% of commuters have car available for their journey











Centro/WMPTA Role



-  Currently specifies and funds Central Trains services in PTE area
-  Co-signatory to CT Franchise
-  Specifies fares, staffing, quality, passenger charter, timetable
-  Manages car parks directly
-  Receives grant from DfT covering franchise costs and other rail costs



Track Record on Investment

-  **£14m investment in car parks since 1997 – 6,218 spaces currently**
-  **Significant investment in stations:**
 -  **£10m+ on Snow Hill 2nd Access**
 -  **£2.7m approved for Real Time Info**
 -  **112 separate minor schemes in 2005/6**
-  **£700k on improving rolling stock**




Track Record on Service Improvements

-  £2.2m p.a. on 10 additional Class 150 carriages
-  £700k p.a. on additional services (mainly evenings and Sundays)











Track Record on Timetables

-  Worked with rail industry to develop better timetables – local service frequencies now good on most routes.
-  Taken tough decisions – e.g. removal of Stourbridge Line trains from New Street in December 2004
-  Coventry and Wolverhampton lines are an area of concern – network capacity constraints.





Track Record on Franchise Management

-  Active promotion of network
-  Company Travel and Direct Debit schemes with over 7000 customers
-  Operation of SQUIRE
-  Fare setting and ticketing
-  Performance monitoring
-  Operation of TIRE



Railways Act 2005

- In Railways Act 2005:
 - Centro loses automatic right to be co-signatory to franchises
 - DfT determines specification for PTE areas
 - Centro can set up separate agreements with DfT and TOCs where we wish to specify different standards or services – “Increment” and “Decrement” process
 - PTEs can be a co-signatory with the agreement of the Secretary of State
- Guidance Note for PTEs finally published in July 2006



New Franchises November 2007

 DfT pursuing a franchise re-mapping exercise to replace:

-  Central Trains
-  Silverlink
-  Midland Mainline
-  Virgin Cross Country




 By:

-  New West Midlands TOC
-  New East Midlands TOC
-  New Expanded Cross Country TOC









West Midlands Franchise

-  Will operate outer-suburban, regional and local services on West Coast Mainline between London and Liverpool
-  Will include all local services in Centro area but:
-  Tendering exercise will test whether Snow Hill lines are better operated as part of Chiltern Railways



WM Franchise Specification

-  ITT published 31 October
-  Current service levels in PTA area protected except Walsall to Wolverhampton (option sought)
-  Major service changes in 2008 – impact on Coventry and Wolverhampton lines
-  Many issues being left to bidders to decide








Franchise Issues





-  Crowding standards and growth – compatibility with TIF
-  Rolling stock quality and quantity
-  Fares regulation (Centro will lose revenue risk)
-  Marketing/Network West Midlands







Franchise Issues

-  Acceptance of PTE tickets on Cross Country services
-  Impact of Birmingham Gateway Project on WM and XC franchises
-  Service Quality and Station Staffing
-  Provision of information
-  Local management focus

Co-Signatory Status

-  SoS has advised that he will seek costs from successful bidder
-  Need to produce a business case
-  Decision won't be made before next summer
-  Other PTEs not affected until Northern refranchising in 7 years

Summary

-  Centro/PTA has delivered major service improvements through the Central Trains franchise
-  Rail use is growing and is successful at encouraging modal shift
-  Loss of direct relationship with operator will make improvements harder to deliver in future
-  Wider review of PTE powers will be undertaken as part of local government white paper