

BIRMINGHAM CITY COUNCIL

SUSTAINABILITY AND TRANSPORT O&S COMMITTEE

1400 hours on 18th November 2020, Online Meeting – Actions

Present:

Councillor Liz Clements (Chair)

Councillors Muhammad Afzal, Olly Armstrong, Eddie Freeman, Julie Johnson and Timothy Huxtable

Also Present:

Andy Chidgey, Transport Delivery Manager

Phil Edwards, Assistant Director, Transport & Connectivity

Andy Everest, Transport & Connectivity

Joe Green, Travel Demand Manager

Mel Jones, Head of Transport Planning & Network Strategy

Andy Middleton, Transport & Connectivity

Anne Shaw, Director of Network Resilience, TfWM

Sandeep Shingadia, Director of Delivery, TfWM

Ceri Saunders, Acting Group Overview & Scrutiny Manager

Baseema Begum, Scrutiny Officer

1. NOTICE OF RECORDING/WEBCAST

The Chair advised those present that the meeting would be webcast for live and subsequent broadcast via the Council's Internet site and that Members of the press/public may record and take photographs except where there are confidential or exempt items.

2. APOLOGIES

Cllr Zaker Choudhry.

3. DECLARATIONS OF INTERESTS

Standing declarations noted.

4. SUSTAINABILITY & TRANSPORT O&S COMMITTEE ACTION NOTES

The action notes of the meeting held on the 21st October were agreed.

The Chair updated members on outstanding actions from the last meeting and confirmed that the Council's response to the government consultation on pavement parking was due to be submitted and will be shared with the Committee.

Cllr Huxtable clarified the request for further information in regard to the issue raised on whether applications were being made for funding for flooding works and whether these were or successful or not in comparison to Solihull and what can be learnt so that funding bids are successful in the future. The Chair added that this can be discussed in greater detail when the annual flood risk management report is received in March.

5. EMERGENCY ACTIVE TRAVEL FUND UPDATE

(See Item No.5)

The Chair outlined the purpose of the update was to hear feedback on the first phase of the Emergency Active Travel Fund schemes and plans for the second phase.

Mel Jones, Head of Transport Planning & Network Strategy talked through the presentation circulated and during discussion with members the following points were made: -

- Officers have visited areas where schemes have been implemented and engaged with members, residents and businesses.
- Although tranche 2 funding has not yet been confirmed the city expects to receive approximately £4m and can provide more details on pop up cycle lanes when available. Cycle lanes implemented as part of tranche 1 are due to be improved and a further cycle lane is planned for north east Birmingham as part of tranche 2.
- In terms of feedback and lessons learnt from tranche 1 data and information received will be analysed (bearing in mind change in road usage) however receiving residents views during the pandemic has been challenging especially for those who don't have internet access. As part of the statutory consultation due residents will receive letters and do have the opportunity to write or phone in. Members are also being engaged as part of this.
- Aware that people are struggling to provide feedback about schemes where access or use of the internet is a problem and the usual ways of engaging with people through leaflets in local amenities and places of worship has not been possible due to Covid-19. This has been a challenge and other options for engaging with as many residents as possible can be considered.
- Monitoring of mode shift has taken place through travel surveys done for example TfWM conducted a survey that received 100 responses. This will continue in the new year to understand the trends and impact as with the current uncertainty people have not yet made firm choices.

- As part of tranche 2 some additional school street measures will be implemented for example where schools have staggered start times to ease congestion around school gates and these measures are not just for the pilot schools.
- There is an opportunity for schools to top up measures already in place using safer routes to school funding and options are being looked at to bring some of this work forward.

RESOLVED: -

1. The report was noted.
2. Mel Jones to provide a breakdown of how the spend was split across tranche 1 of the active travel schemes and details of where ERDF monies totalling £1m was spent. Further information on schemes outlined for tranche 2 when available to be shared with Members.

6. UPDATE ON TRANSPORT SCHEMES FOR THE COMMONWEALTH GAMES

(See Item No.6)

Andy Everest, Transport & Connectivity and Sandeep Shingadia and Anne Shaw, TfWM outlined the key points from their respective presentations circulated.

Phil Edwards, Assistant Director, Transport & Connectivity highlighted that a number of projects were planned which form part of a wider scheme of Birmingham Connected and travel plans and other capital projects and some of these had been brought forward to support the Commonwealth Games (CWG) and legacy benefits. Specific details in relation to the transport plan for the CWG transport plan is being worked on currently. Anne Shaw, Director of Network Resilience, TfWM added that the strategic transport plan for the Games had previously been presented to the Committee.

In response to issues raised by members during the discussion the following points were made: -

- Work on Perry Barr station is progressing well, and early demolition work is due to start. Passenger services will cease from March next year to allow work to begin. Two areas highlighted in critical milestone progress on planning and ensuring all funding in place with mitigation in place.
- University station will be games ready and will be usable however it will not have received final sign off by National Rail and the rail industry by the time of the CWG. The station will remain open throughout the works and passenger numbers will be managed. A programme is in place for delivery of the full station and this covers it being games ready and handling passenger numbers at that point in time. TfWM are speaking to partners including the rail executive on combined communications.
- In terms of travel demand planning it was acknowledged that Perry Barr station deals with 600k passenger per year and with the planned closure, work is being done to offer commuters an alternative to driving wherever possible

as the road network is already heavily saturated. This includes giving passengers alternative options based on travel demand such as rerouting them to nearby train stations and onto different methods of travel including bus and cycling and offering different routes for car users. Currently rail patronage is very low, and the anticipation is that this will continue to be the case for the next few months as more people continue to work from home.

- Transport planning for travelling to games venues across the city has started. Wider transport projects such as the work on the camp hill line and stations along this route were never envisaged to be open in time for the CWG. Further details will be available next year.
- Due to the finalisation of designs for Perry Barr station a funding risk has been identified in the risk register. Once this work is complete the funding shortfall will be discussed with partners and closed with a finalised option presented to the West Midlands Combined Authority (WMCA) Board in January.
- TfWM are sharing data with National Express on the impact of the closures on bus journeys. There are delays of up to ten minutes currently and further mitigation measures are being discussed to address this with National Express. It is anticipated that weekly updates will be provided to members on the works.
- A separate procurement process has been undertaken for each of the sprint projects and this has been broken down into smaller sections so that the tendering process can happen simultaneously. The financial risk is being managed in this way as there were higher than anticipated costs from the contractor, but this will not affect the March timeline. The works on the A34 highway interface with other works going on and this gives the opportunity to try a different procurement and may save costs.
- The WMCA board agreed zero emission vehicles only in the procurement of sprint buses at their board meeting in February 2020.
- The A34 Perry Barr highway infrastructure works are on time with no delays and are set to complete by December 2021. A contingency plan is in place within the delivery plan to mitigate risk.

RESOLVED: -

1. Sandeep Shingadia to provide information relating to a shortfall in costs for Perry Barr station in relation to the funding gap discussed with members (this will be shared with members on the premise that it is commercially sensitive information).

7. WORK PROGRAMME

(See Item No. 7)

The Chair outlined the items for discussion at future meetings and in reference to the Committee's next meeting highlighted that an item on 'transport capital investment' will give members the opportunity to discuss with the Cabinet Member the report on the capital programme scheduled for cabinet in February.

Cllr Huxtable noted the Highways PFI cabinet decision listed on the forward plan due to be taken in December and if there was a gap in the work programme in the new year to discuss this further.

In relation to the meeting in January Cllr Huxtable proposed that station managers of other city centre stations where diesel trains are in use and where no electrification is in place can be invited to take part in the discussion on improving air quality at train stations.

RESOLVED: -

1. The Chair agreed to invite station managers from Moor Street and Snow Hill stations to the January meeting.

8. REQUEST(S) FOR CALL IN/COUNCILLOR CALL FOR ACTION/PETITIONS (IF ANY)

None.

9. OTHER URGENT BUSINESS

None.

10. AUTHORITY TO CHAIRMAN AND OFFICERS

Agreed.

RESOLVED: -

That in an urgent situation between meetings the Chair, jointly with the relevant Chief Officer, has authority to act on behalf of the Committee.

The meeting ended at 15:53 hours.