

# Emergency Birmingham Transport Plan Update

(including Emergency Active Travel Fund)

18 November 2020



**Making a positive difference** everyday to people's lives

# Impact of COVID-19

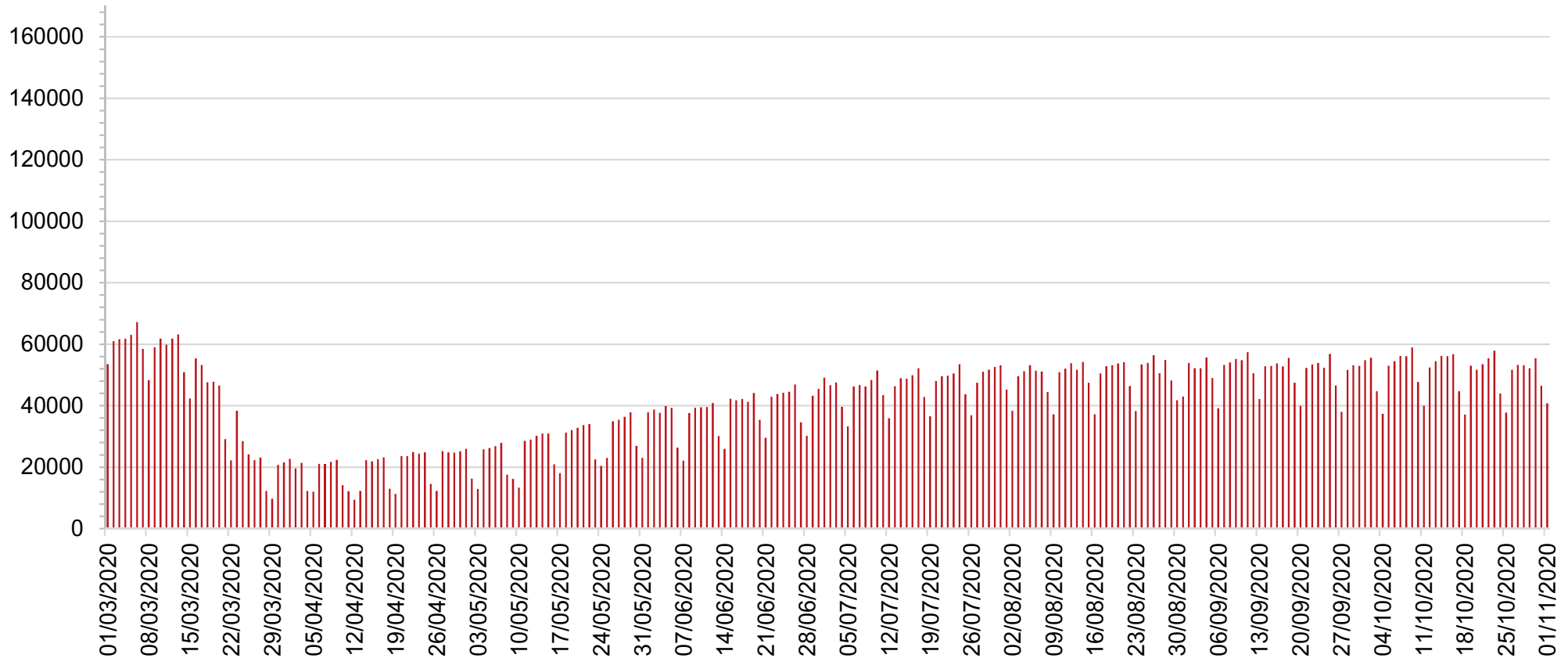
- COVID-19 lockdown:
  - *Reduction in traffic and pollution*
  - *Increase in walking and cycling*
  - *Social distancing and space for queuing*
- Low carbon clean air recovery:
  - *Learn from lockdown and avoid returning to what went before*
  - *Make space for walking and cycling*
  - *Support economic recovery*
  - *Strengthen communities*
  - *A cleaner, greener, healthier city*
- The Emergency Birmingham Transport Plan was the first step in our strategic response
- The vision for Birmingham's transport is for a sustainable, green, inclusive, go-anywhere network **and for a low carbon, clean air recovery from lockdown**



# Emergency Birmingham Transport Plan – May 2020

- Accelerates elements of the draft Birmingham Transport Plan (BTP)
- Focus on improving active travel in the city, for pedestrians and cyclists to feel safer
- Maintaining safe public transport services for those who need them in the short-term but working with operators to enable them to regrow into an efficient, attractive mode of transport once it is safe for more people to travel this way. (Birmingham Bus Statement published July)
- Maximise opportunities of existing/planned projects and Emergency Active Travel Funding
- Identify opportunities to align delivery with planned highway maintenance
- Implement schemes as trials or temporary measures with options for future conversion to permanent status
- Engage and work with partners and stakeholders to ensure people are kept informed and involved
- Undertake monitoring and review of all schemes and measures
- The BTP and the Emergency Birmingham Transport Plan share the same “Big Moves”

## A38 into City Centre (Daily Traffic 01/03/20 - 01/11/20)



**Road traffic was at approximately 90% typical pre-COVID-19 levels pre second lockdown**

# RHSSF Schemes

- £1.01m of European Regional Development Fund (ERDF)
- 'Reopening the High Street Safely Fund' (RHSSF)
- Temporary public realm changes to ensure that re-opening local economies can be managed successfully and safely – c £600k
- Supported fast-track café license process introduced in the summer through pavement widening/road closures

## Local Centre Schemes – 100% complete

(Moseley, Northfield, Shard End, Aston, Meadway, Cotteridge, Longbridge,, Harborne, Small Heath/Coventry Road, Bordesley Green, Sparkhill, Selly Oak, Perry Barr, Stechford, Erdington, Acocks Green, Sutton Coldfield, Kings Heath and Alum Rock)

Moseley Farmers Market – 5 out of 7 months complete (Dec 2020)

## City Centre Schemes / Hospitality Spill Out

City Centre Southside – 100% complete

City Centre Westside – 100% complete

City Centre Jewellery Quarter – 100% complete

City Centre Retail – phase 1 complete, phase 2 in progress – completion date tbc

City Centre – Colmore – in progress due to complete 30/11 (funded by BCC)



# Tranche 1 Schemes

- Tranche 1 supports the installation of temporary projects for the COVID-19 pandemic.
- £1.131 million was allocated to Birmingham City Council to implement 14 temporary measures:
  - Pop-up cycle lane – A45 corridor: 100% complete
  - Pop-up cycle lane – A38 corridor: 100% complete
  - Pop-up cycle lane – A47 corridor: 100% complete
  - Pop-up cycle lane – City Centre to City Hospital: 100% complete
  - Pop-up cycle lane – Sutton Coldfield: To be removed
  - Pop-up cycle lane – Bradford Street: 99% complete (100% due by 05/11)
  - Pop-up cycle lane – A38 to A34: Works out for delivery





# Tranche 1 Schemes cont...

- Moseley Local Centre: 100% complete (aligned with Reopening High Street Safely Fund)
- Stirchley Local Centre: 100% complete
- City Centre Traffic Segment Measures: 100% complete (St Chad's bus gate temporarily suspended whilst a revised scheme is developed.)
- Kings Heath Low Traffic Neighbourhood: 95% complete (100% due by 05/11)
- Lozells Low Traffic Neighbourhood: delivery starts 09/11, due by 13/11
- Places for People – City Wide / Quick Wins: 99% complete (100% due by 05/11)
- Park & Pedal locations: Works completed at A45 spur



# Tranche 2 Schemes – c. £4.5m for Birmingham tbc

- Tranche 2 schemes focus on creating more permanent measures, with funding allocations to be announced in November.
- Government are stressing the need for more / better consultation for Tranche 2 – Birmingham cited as positive example in Tranche 1.

## **Package 1 – Tranche 1 Projects – enhancements**

Reallocation of Transport Space in Moseley & Stirchley

Pop-up cycle lanes on A45, A38, A47, A457 corridors as well as on Bradford Street for City Centre cycle access.

## **Package 2 – Places for People**

Further development of Low Traffic Neighbourhoods in Lozells, Kings Heath & Moseley, Bournville, Castle Vale, and other quick wins or early demonstration measures, e.g. Tyseley & Hay Mills, Sutton Coldfield.

School Streets Measures.

## **Package 3 – City Centre Traffic Segments**

Further development of the City Centre Segments initiatives as set out in Tranche 1, Scheme 6.

## **Package 4 – Additional Cycling & Walking Interventions**

More pop-up cycle lanes inc. A47 and A38 spurs.

Local Centre improvements inc. Sutton Coldfield, Erdington and Soho Road.

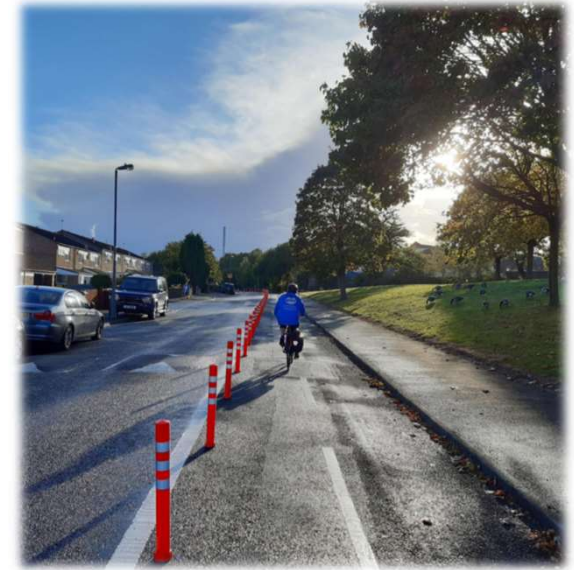
Up to 1,000 free bikes provided through a further phase of Big Birmingham Bikes project.





# Post-Implementation Review

- Full review of Tranche 1 and RHSF schemes starts 16 November for three months to assess their impact and effectiveness, and decide whether they should be made permanent, modified or removed in future
- Will include technical reviews and audits alongside monitoring of data from a range of sources
- Four themes: Engineering; Data; Consultation & Equalities
- Data sources include:
  - ✓ traffic counts
  - ✓ cycling route counters
  - ✓ bus journey time data
  - ✓ road traffic collision information
  - ✓ air quality data
- Commonplace digital engagement platform and via a formal consultation through the Birmingham Be Heard web site – as well as statutory ETRO consultation
- Monitoring of schemes delivered within Tranche 1 will inform decisions regarding the creation of permanent via Tranche 2 funding



# Lessons from Tranche 1

- ✓ Timescales for delivery needed to be longer to adequately design and deliver schemes
- ✓ Reduced consultation and period for engagement resulted in strained relationships with residents and businesses
- ✓ Able to innovate and trial new solutions for design
- ✓ Partnership approach to working with contractors worked well as they were able to mobilise and adapt to change quickly
- ✓ The team worked well to achieve what was required, however further resourcing would aid in alleviating workloads and optimising capabilities



# 2020/21 Transportation & Highways Capital Programme Review

- A review of all schemes within the Capital Programme was undertaken in September to ensure schemes are in line with the BTP/EBTP.
- The review of named schemes within the EBTP programme is shown in the table below. N.B. The outcome of the review was shared with this Committee in September.

	Update 21/09/20
Dudley Road Major Scheme	Being Reviewed & Revised
Alcester Road Bus Priority Scheme	Being Reviewed & Revised
CAZ Additional Measures (Bus & Traffic Signals)	Phase 1 on site
Selly Oak Local Centre Proposals	Being Reviewed
HS2 network changes (Park St/Moor St Queensway)	Delivery Imminent
Cross City Bus	Quick Wins Identified
City Centre and Snow Hill Public Realm Schemes	Phase 1 Snow Hill on site. Remaining being reviewed.
SPRINT Bus Rapid Transit	Being Reviewed
Traffic signal strategies and Variable Message Signs	Ongoing