



Appendix B – Executive Business Report Annual Transport & Highways Project Updates

September 2023



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Major Scheme Development and Delivery (1)

We have continued to make progress on the development and delivery of our major schemes. These continue to set a baseline for the rest of our schemes to follow in relation to improvements to: provisions for active travel, the role of key routes in/ out of the city, as well as, local and regional connectivity:

- **Dudley Road Improvements:** Whilst Phase 1 was completed in summer 2022, £20m of the Levelling Up Fund grant has been allocated to begin work on phase 2, ensuring that the role of Dudley Road as a key route into/ out of the city can be retained.
- **East Birmingham to Solihull Corridor (Bordesley Green Area Connectivity):** There are enhancements proposed in the East Birmingham to Solihull Corridor with first/last mile walking and cycling improvements. In support of the ambition for this part of Birmingham set out by the East Birmingham Growth Strategy, work on this corridor will bring together public sector organisations, businesses and the local community to deliver growth, to develop new approaches and better ways of working to ensure that this growth is inclusive.
- **City Centre Active Travel Connections to Interchanges:** Walking and cycling routes across Birmingham city centre connecting public transport interchanges with key destinations continue to be improved and enhanced. Through measures such as improved quality of lighting, this has helped improve perceptions of more vulnerable groups towards the levels of safety experienced when walking between key destinations. Therefore, the city's public spaces are beginning to become more accessible to a wider range of residents and visitors.



Major Scheme Development and Delivery (2)

- **HS2 Readiness:** Strategic walking and cycling routes between Birmingham New Street, Birmingham Moor Street and Birmingham Curzon Street HS2 stations have been proposed to ensure that HS2 can benefit connectivity not only with other parts of the country, but within Birmingham.
- **Sutton Gateway:** A package of transport infrastructure enhancements will see the transformation and revitalisation of Sutton Coldfield Town Centre to promote it as a local centre where people are put first to encourage active travel, improve air quality, and reconnect communities whilst stimulating economic growth and employment opportunities.
- **Our Future Transport Plan (formerly known as Snow Hill Growth Strategy):** Development work is currently being undertaken to explore improvements to both active and sustainable transport connectivity within the core city centre and Snow Hill area. This will support key development priorities as identified within the Birmingham Development Plan and the Our Future City Framework aspirations. Aligning with the ambition of the Our Future City Plan to continue the expansion and development of the city centre, we must ensure the city centre becomes greener and cleaner, evolves as a destination for living, learning, working, shopping, enterprise, culture and leisure, and remaining attractive to inward investment whilst distributing the resulting improvements evenly and equitably among the surrounding wards.



Schemes to be delivered in partnership with TfWM

Continuing to work in partnership with TfWM, we are not only contributing significantly to the improvement of the regional transport network, but ensuring that the BTP Delivery Plan remains fully aligned with regional priorities covered by the West Midlands Local Transport Plan:

- **East Birmingham to Solihull Corridor (bus enhancements):** Enhancements have been proposed in the East Birmingham to Solihull Corridor. Cross-city bus enhancements for the 97 route and a TfWM study to evaluate options for rapid transit including VLR and Sprint, alongside a review of the Metro scheme.
- **Hagley Road Rapid Transit:** There will be further work and analysis of Metro options for these corridors followed by initial stages of delivery.
- **Cross City Bus Corridors:** Development is on-going with all city centre measures approved. Delivery has commenced on part of A435 corridor. TfWM have received a provisional allocation of £59m through CRSTS for development and delivery of a further four cross-city corridors including Birmingham city centre to Sutton Coldfield, Perry Common / Hamstead to Hawkesley / Longbridge and Harborne to Castle Bromwich are currently in development. The Outline Business Cases for these schemes are currently in preparation. There are a number of expected benefits including reducing the need to change buses in Birmingham city centre, increasing connectivity across the different neighbourhoods of the city and connectivity with areas beyond the city's administrative boundaries. This will not only improve the experience for existing bus users, but perceptions towards them for potential users.
- **A34 & A45 Sprint Phase 2:** Further Sprint measures added on existing A34 and A45 Sprint corridors including priority.



Rail

- **University Station:** Construction work on-going with existing station open throughout. Delivery is progressing well and remains on track for the baselined opening of early Autumn. Have now started to power up the buildings as testing and commissioning gets underway. Entry into Service activity is becoming more intense and will require the management of substantial quantities of documentation. In support of this process we have established a co-located team at the University of Birmingham to promote closer joint working between WMT, NR, and the project team.
- **Midlands Rail Hub:** BCC is an active member of regional rail fora and has supported regional lobbying led by Midlands Connect for investment in the Midlands Rail Hub proposals. The Outline Business Case was submitted to the RNEP process in November 2022 and now seeking funding to progress the scheme to Full Business Case. Work continues on developing the infrastructure improvements at Snow Hill Station, and on the corridor between Birmingham and Leicester. Working closely with WMRE to support ongoing development of the business case, recognising the significant socio-economic benefits to Birmingham.
- **Improving Rail Access to Birmingham:** The WMRE access to rail programme broadly ensures that we treat transport as a system, acknowledging that rail typically forms only part of the overall journey. We are moving towards corridor-based studies, bringing in our earlier research around the opportunity for further P&R, express bus, and other interventions that enable a seamless journey. Currently working with WMRE to support delivery of the regional rail strategy, including strategic rail-based Park and Ride business case development.
- **Camp Hill Line:** Funding approved for the stations at Moseley Village, Kings Heath and Pineapple Road (Hazelwell). Clearance work underway ahead of main construction. Significant work was undertaken during a blockade in early April, notwithstanding the need to surrender around half of the total blockade time to Network Rail for track works.
- **HS2:** Broad engagement with HS2 project teams, including development of designs for Curzon Street/city centre area, bridge connections, Washwood Heath train maintenance depot and active travel trace route development. HS2 has been challenged again, however the Secretary of State responded by issuing a statement regarding the commitment from Government to continue HS2 in its entirety. The benefits of HS2 are already being felt in the Midlands, however BCC will continue to state the case for HS2 externally.



Metro

- **Eastside Metro Extension (to Digbeth):** The Section 1 (Corporation Street/Bull Street) works on Bull Street and Delta Junction are complete whilst track replacement on Corporation Street is substantially complete. On Section 5 (Digbeth High Street), utility diversions have commenced prior to main works.
- **Westside Metro Extension (to Hagley Road):** There is on-going work and discussions with Westside BID, TfWM and all other stakeholders to complete all remaining highway works to support operation of the metro service.
- **Broad Street to Edgbaston Village:** Introduction of Metro services is supported, including the establishment of the Broad Street Steering and Working Group.



Micro-Mobility & Cycle Hire

The council continues to support the introduction of a range of alternative options that need to be provided to citizens in order to achieve a rapid and large-scale shift away from private car, including:

- **E-Scooter Trial Scheme:** By November 2021, there were 1,200 e-scooters in operation with 720,000 trips covering 1.4million km, completed by 70,000 active users in the city. Former operator, Voi ceased their service at the end of February 2023. A new operator, Beryl, has been engaged to provide e-scooter services in Birmingham from August 2023 onwards.
- **E-cargo bikes:** On-going with 10 partner organisations, including BCC. In total there are 20 e-cargo vehicles, consisting of 13 e-cargo bikes and 7 e-cargo trikes. Part of the fleet was used during the Commonwealth Games to successfully replace van and car trips.
- **West Midlands Cycle Hire Scheme:** Milestone of 2 years operation has been reached and 500,000 journeys taken. Virtual docks now extended to Moseley, as well as Harborne.



Active Travel

- **Low Traffic Neighbourhoods**

 - **Kings Heath and Moseley:** To be made permanent following further engagement and Cabinet approval January 2023.

 - **Lozells:** FBC has been approved. Construction commenced in July with a view to be complete in September 2023.

 - **Bournville:** Business case to be completed late 2023.

- **Big Birmingham Bikes:** Giveaways have resulted in 1,000 bikes distributed to date with further allocations planned.

- **Local centres:** Footway widening in Moseley, Kings Heath and Sutton Coldfield:

 - **Moseley** - Has become part of the bigger Moseley Spur Cycle Route in ATF4;

 - **Kings Heath** - Currently waiting on FBC approval; and,

 - **Sutton Coldfield** - Delivered.

- **Modeshift STARS:** 23 workplaces have achieved an Approved (Green award) Modeshift STARS Business Accreditation for their Travel Plan, 15 workplaces have achieved Good (Bronze award) Accreditation and 4 workplaces have achieved Very Good (Silver award) Accreditation through the scheme.

- **Cycle routes:** Consultation complete and detailed design work underway for: Bradford Street, city centre to City hospital, city centre to Small Heath park, Cannon Hill Park to Moseley.

- **Strategic corridors:** Approximately £29.0m has provisionally been allocated through CRSTS to extend segregated cycle facilities. Design will commence this Spring. In alignment with the key delivery component of the BTP to create new segregated cycle routes along main commuter corridors, two are currently in development:

 - **A45:** Will be provided along the A45 towards the Airport.

 - **A38** Selly Oak to Longbridge: An extension of the existing high-quality A38 segregated cycle route.

- **A38 Bristol Road Enhancement (Selly Oak Local Centre):** Consultation has been completed and detail design underway. The scheme will look to make permanent the temporary pop-up cycle lane measures through the local centre by introducing a two-way segregated cycle lane that runs from Grange Road to the Chapel Lane junction.



Transforming the City Centre

- **Snow Hill Public Realm:** Initial phases have been completed. The next phases, Newhall Street traffic management and Steelhouse Square, are currently being developed with expected delivery to start in 2024 and 2025 respectively.
- **Southside:** Interim scheme completed. Final scheme completion spring 2025. Project team continue to engage with Southside BID and partners on the development work.
- **City Centre:** Phase 1 is currently in construction including Victoria Square, Colmore Row and the west end of Waterloo Street. Phase 2 is targeting a commencement of construction activity in 2024 which includes the East end of Waterloo Street, Bennetts Hill, Temple Street, New Street, Ethel Street, Lower Temple Street, Eden Place and Chamberlain.
- **Interconnect Wayfinding:** Initial programme of updating pedestrian wayfinding totems on designated CWG walking routes was completed ahead of the games.



School travel

- **Modeshift STARS:** Now 76 schools with accredited Modeshift STARS travel plans, including 4 Platinum awards.
- **Car Free School Streets:** £1m approved from CAZ revenue to enhance and expand the initiative. 17 schools are now part of the initiative with a further phase planned for September 2023.
- **Active Travel Ambassadors scheme:** 7 secondary schools taking part, providing young people with the chance to develop a campaign to address transport issues affecting their school community.
- **Air quality monitors:** Now in place at 58 schools across Birmingham, with an intention to offer these to every school in the city in the future.
- **#TimeToAct:** Supported the campaign with our Switch Off School Streets resources for schools and anti-idling toolkit.
- **Young Active Travel grants:** Up to £1,000 available for schools with an approved travel plan (Green award) in place to apply for.
- **Continuing to work with Living Streets:** On their national Walk to School programme, with 65 Birmingham schools active over the autumn term.



Traffic & Emissions Management

- **City Centre Cells:** Delivery is currently underway. Work continues to restrict private vehicle trips through the city centre whilst seeking additional funding to complete the roll-out.
- **Clean Air Zone:** Whilst focused on air quality rather than climate change, the measures aimed to restrain car use and encourage behaviour change to either cleaner vehicles or more sustainable modes also supports the decarbonisation agenda. As demonstrated by the figure below, since launch in June 2021, the percentage of unique compliant cars has increased from 88.6% to 93.6% whilst the percentage of non-compliant vehicles entering the zone has halved from 15.2% to 6.6%. The generated revenue continues to be used to improve the transport network and further reduce emissions with £5 million of revenue allocated to transport schemes so far.
- **Transforming Cities Fund Major Road Network:** Studies have been commissioned to develop strategic outline cases for future enhancement options for A4540 Ring Road, A38/Kingsbury Road corridor and A435 Alcester Road.



The percentage of 'non-compliant' vehicles entering the zone has halved

JUNE 2021 **15.2%**
MARCH 2023 **6.6%**

COMPLIANCE RATES BY VEHICLE CATEGORY

	DO NOTHING	JUNE 2021	MARCH 2023
	84%	88.6%	93.6%
	70%	72.8%	84.9%
	78%	93.3%	97.5%
	63%	99.2%	99.6%

Parking SPD Delivery

- **Capacity released:** Under-used car park capacity continues to be released for more efficient uses, such as housing developments. In strategically important locations such as the Birmingham City Centre Enterprise Zone, valuable land that is in short supply can be made available to be used in more productive ways.
- **Reduction in council-owned car parking spaces:** There has been redevelopment of a number of large car park sites in the city centre. The removal of the majority of remaining BCC owned multi-storey car park sites at Jewellery Quarter, Town Hall (Red Cage) and Millennium Point are now under active consideration, as in the redevelopment of the majority of BCC-owned car parking capacity in Royal Sutton Coldfield Town Centre, which has been identified as being surplus to requirements.
- **Kerbside Management Approach:** An approach is being produced and delivered to ensure that kerb space is allocated in a fair, efficient, and sustainable way.
- **Controlled Parking Zones:** Development of the business case to support significant expansion of them around the city centre and beyond the A4540, to tackle excess commuter demand.
- **Temporary car parking:** Continue to refuse applications in the city centre.



A38(M) Aston Expressway Tame Valley Viaduct Strengthening Works

- Tame Valley Viaduct forms the northern end of the A38(M) Aston Expressway between Birmingham city centre and Junction 6 (Spaghetti Junction) of the M6.
- The viaduct has been in service over 50 years and carries over 90,000 vehicles per weekday.
- The strengthening works for the viaduct with an overall budget of £93.46m commenced in April 2022.
- The strengthening project is the council's largest capital scheme and has secured over £72m DfT grant funding.
- The works have been designed to ensure that there will be no adverse impact on the city's economy by ensuring the traffic using the A38(M) Aston Expressway remain unaffected during the works.
- This technically challenging project is being delivered on budget and is expected to be completed in July 2026, around 6 months ahead of programme.



**View Over the railway
A38(M) Aston Expressway**

Interim Works Programme – Resurfacing (June to July 2023)



Management of Planning, Design, Supervision, Construction & Certification

The Project received 7 Engineering Industry Awards to date on Innovation, Collaboration and Carbon Reduction.
448,369 sqm completed.