

**Update Briefing - Cabinet Member for Transport and Roads**

**1. Introduction**

- 1.1. In March 2016 the Cabinet Member for Development, Transport and the Economy made a presentation to the predecessor Committee describing activities being undertaken in his portfolio. This note provides a brief update on some of the key topics relating to Transport and Roads which were highlighted in that presentation.
- 1.2. A further presentation will be made to this Committee describing the strategic priorities for the Transport and Roads portfolio.

**2. Major Infrastructure Projects 2016**

2.1. Completed schemes include:

- Curzon Circle, Ring Road Pinch Points
- Haden Circus, Ring Road Pinch Points
- Bordesley Circus, Ring Road Pinch Points
- Chester Road
- Metro Extension to New Street Station
- Bike North Birmingham (Navy and Violet routes)

2.2 Schemes under delivery include:

- **A34 Subway Infill Perry Barr (Local Growth Fund)** - works commenced in March 2016 and are expected to be complete at the end of September. This project has created an attractive, safe and convenient pedestrian route that will help to stimulate future investment as set out in the Aston, Newtown and Lozells Area Action Plan.
- **Minworth Island (Local Growth Fund)** - the works comprise of the widening and signalisation of Minworth Island to ease current congestion, improve pedestrian access and prepare the junction for potential extra traffic generated by the Peddimore Development. Works commenced in September 2016 (advance Statutory Undertakers works commenced July 2016) and will run to Spring 2017. The works also include the undertaking of some maintenance works on the A38, including layby repairs and safety barrier replacement along with condition surveys of 7 structures. The maintenance works element is funded from the Highway Maintenance Challenge Fund.
- **Holloway Circus** – the original scheme of works consisted of two widened slip roads (Holloway Head to Suffolk Street Queensway and

Smallbrook Queensway to Horsefair) and the creation of a new at-grade pedestrian crossing across Horsefair (all arms of the roundabout would then have at-grade crossings). Further upgrades to lighting and traffic signal equipment were also included. The scheme was significantly delayed by land purchase requirements, but Utility diversion works started in Spring 2015. These have continued in three phases, with the latest phase being completed by Christmas. Remaining utility and road works will need to be undertaken during 2017.

### **3. Birmingham Cycle Revolution**

- 3.1. Since the award of the initial Cycle City Ambition Grant funding in late 2013, good progress has been made in delivering cycle infrastructure on the ground in support of the overall £62m Birmingham Cycle Revolution (BCR) strategy. Significant elements of the BCR1 programme are now substantially completed and work is also well advanced on the development, and in the case of some work-streams, implementation of the Phase 2 and 3 programmes. A summary of the progress to date on the various programme elements is provided below.
- 3.2. **Canal Routes** - By spring 2016, a total of 6 canal routes had been completed as part of the BCR1 programme with over 40km of towpath refurbished. Since this date, further improvements have been undertaken, along both the Stratford Canal (Kings Norton Junction to Solihull boundary) and the Worcester and Birmingham Canal (Kings Norton to Wast Hill Tunnel).
- 3.3. Development work is already underway to complete the refurbishment of all remaining towpaths within the city boundary, which will be complemented by further enhancements including new accesses, lighting and signing/way-finding.
- 3.4. **Green Route** - Green Route schemes in parks and public open space areas were completed by summer 2015 as part of BCR Phase 1, with a total of 8km of new and 22km of upgraded cycle paths having been delivered. A further 6 schemes, over 10km in total length, are currently under development and are planned to be implemented as part of the Phase 2/3 BCR programme. This includes schemes through Hatchford Brook and the Woodgate Valley Country Park.
- 3.5. **Highway Schemes** - Two Main Corridor schemes, namely Lichfield Road and Nechells Parkway, have been partially completed, with the remaining section of Lichfield Road due to be implemented later this year. It is proposed that the Nechells Parkway scheme is completed at a later date in tandem with the Ashted Circus Pinch Point scheme.
- 3.6. Work is also well advanced on the development of a further Phase 1 Main Corridor scheme along Bristol Street, the implementation of which is proposed to commence shortly.
- 3.7. Some 11 of 17 Parallel Routes contained within the BCR1 programme have been delivered on the ground, whilst development of a further route adjacent to the Warwick Road, which will provide significant benefits to both cyclists and the local community, is nearing completion.

- 3.8. **Big Birmingham Bikes** - over 3,400 bikes have now been provided to people in the most socially deprived areas of the city, through a ballot process. A further 600 bikes have also been made available to people in these communities either through long term loans or community groups. 16 Big Birmingham Bike Cycle Centres have also been established delivering cycle enabling programmes (training/maintenance) as well as Smarter Choices activities (led ride programmes, etc.).
- 3.9. **Private Cycle Parking (Top Cycle Locations)** - Grants totalling some £375,000 have been issued to over 35 businesses and 25 schools throughout the city for the provision of cycle infrastructure, pool cycles and associated equipment.
- 3.10. **Brompton Dock Cycle Hire** - in partnership with the former West Midlands Integrated Transport Authority (Centro) a total of 5 Brompton cycle hire docks have been provided at key city centre interchanges and business centres (Moor St, New St and Snow Hill stations, as well as Aston University and Brindley Place).

#### **4. Highway Maintenance**

- 4.1. The City Council has a 25-year contract with Amey Birmingham Highways Limited (ABHL), under a Highways PFI, to provide highway maintenance and management services until 2035.
- 4.2. A commercial settlement, approved by Cabinet in March 2015, was concluded with ABHL in December 2015 in relation to a number of performance, contractual and commercial issues. Compliance with this is presently being monitored. A number of further performance concerns have been raised by the Council with ABHL regarding day to day performance of the contract. These matters are being managed by the Council's client team in accordance with the contract.
- 4.3. The Council is also in dispute with ABHL regarding two matters concerning the delivery of the road and pavement surfacing requirements in the contract. The first of these matters was subject to an adjudication in 2015 (which was significantly in favour of the City Council) and was referred by ABHL to the High Court. The High Court has found that the adjudication "was wrong". The City Council is presently reviewing its position in respect of an appeal. The second disputed matter is still subject to further discussion with ABHL.
- 4.4. The initial upgrade to the highway network was due to be completed by ABHL in May 2015. However, it remains that completion of this is yet to be certified and this is unlikely to be settled until the disputes are resolved.

## **5. Managing the Transport Infrastructure**

- 5.1. The co-ordination and management of activity on Birmingham's road network is a significant challenge given the unprecedented level of growth and regeneration which the City requires. This is particularly sensitive in the City Centre, with major developments and transport schemes requiring substantial changes to our road network, to both enable their construction and support end use.
- 5.2. The development at Paradise Circus has continued in 2016, with the construction of the changes to the road layout in the area resulting in significant road closures. The Metro extension to New Street Station became operational in May. Whilst this was a welcome addition to the City's transport infrastructure, it is recognised that lessons need to be learned from this first stage of tram construction in the City Centre environment. This will be the subject of a presentation to this Scrutiny Committee by Transport for the West Midlands later this year.
- 5.3. Highways England has continued their critical repair works around junction 6 of the M6, with particular emphasis on waterproofing and structural repairs on the A38(M) Aston expressway. This has required detailed co-ordination, control and management of the HE proposals in order to minimise the impact of these works on the citizens of Birmingham. Whilst the extent of the repairs and the nature of the most major vehicle route in the City will always mean that significant disruption will be encountered, through alterations to work programmes, implementation of a communication strategy and the introduction of certain mitigation measures the delay and congestion experienced by drivers within Birmingham and beyond has been kept to the minimum level.
- 5.4. Major events such as the Birmingham Half Marathon have been managed and delivered on our roads during the last 12 months. In addition to those perennial events we have recently begun to develop a programme of major cycling events in the City that will aim to promote cycling as a means of movement around our City. In September 2015 a series of events over one week (including the Rugby World Cup matches at Villa Park and the official opening of Grand Central) required extensive collaboration and engagement with a variety of organisations to ensure that the combination of those events did not result in problems with movement (of vehicles, cyclist and pedestrians) on the within the City. The co-ordination of the overall transport and traffic impact for "Super September" was managed through the City Council's Highway and Transport functions and was considered to be a successful weekend in all aspects, in particular the measures taken to ensure access and movement to, from and between event locations.
- 5.5. These type of major schemes and events inevitably result in disruption and delay to the public; drivers, cyclists and pedestrians alike. The Council has played its role in ensuring that during this period of activity that the City keeps moving and remains accessible. In addition to our control and co-ordination of works, we have initiated a communication function, which has sought to both support the public messages being provided by those responsible for the

individual schemes and promote the City Council's key messages regarding alternative forms of travel. We intend to develop and expand that communication support in the future.

- 5.6. The proposed introduction of the Streetworks Permitting scheme during 2017 will enhance the Council's ability to manage and coordinate planned Street works and will enable the City Council to impose conditions on works promoters.

## **6. Transportation Behaviour Change/Communications Strategy**

- 6.1. Birmingham Connected is now established as the brand for transport behaviour change in the city. The Connected web and social media platforms act as a central depository for information about all developments on the Birmingham travel to work network, as well as, advice on alternative travel options, such as public transport, cycling and walking.
- 6.2. Birmingham Connected uses multi-channel communications to minimise the impact of major developments, such as Paradise on the working life of the city. This approach has included expanded use of 'drive time' commercial radio and SMS messaging targeted at areas most impacted by specific works.
- 6.3. Communications channels developed are now employed to support activities promoted by a range of external developers. For example, Connected shaped and helped to deliver the communications and engagement programme supporting the Highways England programme of essential repairs to Aston Expressway and the Gravelly Hill M6 interchange. Connected will continue to offer support to Highways England as its programme of works on the West Midlands motorways continues.
- 6.4. We have significantly expanded our social media reach by integrating Connected messaging into partner channels – for example, through Business Improvement Districts cascading information to their own members and through city centre venues sending advance travel information to ticket purchasers.
- 6.5. Connected is working with Marketing Birmingham through its 'Relocate to Birmingham' platform offering advice about transport options to employers and employees moving to the city. This coordinated approach ensures that Birmingham's inward investment appeal is supported by accurate, up-to-date information that is consistent with the City Council's long-term transport strategies.

## **7. 20mph Speed Limits**

- 7.1. Physical works associated with the implementation of 20mph speed limits is now complete in three areas of the city (City Centre (A1), Central East (A2) and Central South (A3)). The Traffic Regulation Order for these areas is due to be sealed in early October and the limits will then become legally enforceable. A significant publicity campaign is being planned to accompany the launch. This will be centred on a repeat of the successful 'Kids Court', which was successfully delivered at Ward End Primary School in June.

7.2. Under the banner of 'Slower is Safer', the campaign is working with schools, business and communities allowing activities to be tailored to local issues and needs including:

- Engaged with all schools in the 20mph areas through a poster competition with the winning 4 designs being displayed on refuse lorries as part of the launch campaign;
- Identify, train and support community champions and volunteers through the Department for Work and Pensions work experience programme in partnership with the Employment Support Services Team
- Supporting the community in Balsall Heath to deliver their annual carnival, with the theme of 'Slower is Safer'
- Working with a number of key organisations such as Amey, Birmingham Children's Hospital, National Express and the Council's Waste Management Service, who are keen to show their support.
- Development of toolkits for business, schools and communities to enable them to deliver their own 20mph activities.

7.3. Re-education of drivers on the very real dangers of speeding is a vital part of the 'Slower is Safer' campaign. West Midlands Police (WMP) are working in partnership with the Council to deliver the education and enforcement elements. This includes Community Speedwatch and roadside education, supported by more targeted enforcement in problem locations and with persistent offenders. A video featuring local school children has been produced and will be used to deliver a message to speeding drivers in a similar way to the Kids Court, when WMP are out on location delivering roadside education / enforcement activities. WMP will undertake these activities on a regular basis over the coming months and will seek to do so in a high profile way to maximise impact.

7.4. A detailed monitoring strategy to test the impacts of 20mph speed limits is in place, and an initial assessment of available data will be undertaken after 12 months from going live, with a full report after three years.

## **8. ModeShift STARS for schools / Young Active Travel**

8.1. Modeshift STARS is an online tool and national schools awards scheme which supports schools in the promotion of active, sustainable and safe travel as well as recognising excellence in these areas. Modeshift STARS is currently free to every school in England – once registered schools are provided with step by step instructions enabling them to collect travel data, create a School Travel Plan and a bespoke action plan. All Birmingham schools are encouraged to participate in Modeshift STARS and support is being provided where necessary. To date 69 Birmingham schools have registered and 6 have received bronze accreditation. The target is for all schools to be registered with Modeshift STARS by March 2018.

- 8.2. Through the Modeshift STARS action plans schools are encouraged to participate in national campaigns such as Road Safety Week, Bike Week, Walk to School Week etc. These contribute to each school's Modeshift STARS accreditation. National and local campaigns are further publicised through newsletter communications with schools, businesses and stakeholders as well as through social media.
- 8.3. Modeshift STARS is central to the delivery of the new 'Young Active Travel' initiative which aims to give young people/educational establishments the ideas and resources to promote and undertake sustainable travel via an online toolkit. A 'Young Active Travel Summit' will take place in October where young people will have the opportunity to gather relevant information from a variety of partners about road safety and sustainable travel, and take this back to school to share with their peers.

## **9. Road safety activities and campaigns**

- 9.1. Targeted schools took part in a Council-led School Keep Clear Campaign between November 2015 and May 2016, with the aim of tackling the widespread problem of illegal parking outside schools. This campaign involved education and enforcement in partnership with WM Traffic Police. Subsequently, toolkits have been designed to provide schools with the ideas and resources to carry out their own School Keep Clear Campaigns and to encourage active travel. Working in partnership with West Midlands Fire Service, the toolkits will take the form of 'activity boxes' which will be loaned to targeted primary schools across Birmingham. As part of the Birmingham Business Charter for Social Responsibility Action Plan, NSL (Civil Parking Enforcement Contractor) will be visiting 10 schools per year, to talk to the children about the School Keep Clear markings and their role in civil enforcement. This will support the School Keep Clear Activity Boxes in targeted schools.
- 9.2. 'Give Space, Be Safe' is a new campaign designed to educate drivers about providing more space for cyclists when overtaking. This is a partnership initiative with WM Traffic Police and will focus on the Hagley Road initially.
- 9.3. We continue to work with Birmingham Road Safety Partnership members to deliver road safety training and themed events including:
- Child car seat checking events
  - Child car seat talks at parent groups and for newly arrived families
  - Road safety talks at schools/children's centres
  - Working with the local branch of the Motorcycle Action Group to support new/young riders
  - Working with driving instructors to target young drivers.
- 9.4. The Department for Transport has provided the Council with an annual revenue grant to fund Bikeability/Plus for the period April to July 2016 to deliver 2,810 training places. At present Bikeability is managed in-house by the Growth &

Transportation Service with training provided by freelance cycle instructors. Further to an options appraisal which identified the current method of delivery in-house was resource hungry it was agreed to carry out a procurement process for a Managed Service Provider using a framework by Transport for West Midlands on behalf of the Combined Authority. It is proposed that a Managed Service Provider will be appointed in April 2017 to provide the whole of the Bikeability delivery.

9.5. The new Average Speed Enforcement (ASE) camera system was implemented in August in the following locations:

- A38 Bristol Road between Priory Road and Speedwell Road (30mph)
- A456 Hagley Road between Portland Road and Lordswood Road (30mph)
- A4540 New John Street between Lucas Circus and Hospital Street (30mph)
- A34 Newtown Row between New John Street West and Newbury Road (30mph)
- A45 Coventry Road between Berkley Road and Rowland Road/Stepping Road (40mph)

9.6. The new cameras detect vehicles and calculate their average speed by measuring the time taken to travel between fixed points. The introduction of the ASE system aims to increase compliance with the set limits and therefore improve road safety and reduce the number of people killed or injured in road collisions. ASE cameras have a proven track record of reducing casualties and excessive speed, and their high visibility leads to better compliance with the speed limit. The system is operated by West Midlands Police.

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