

Members are reminded that they must declare all relevant pecuniary and non-pecuniary interests relating to any items of business to be discussed at this meeting

BIRMINGHAM CITY COUNCIL

ECONOMY, SKILLS AND TRANSPORT OVERVIEW AND SCRUTINY COMMITTEE

THURSDAY, 19 OCTOBER 2017 AT 14:00 HOURS
IN COMMITTEE ROOMS 3 & 4, COUNCIL HOUSE, VICTORIA SQUARE, BIRMINGHAM, B1 1BB

A G E N D A

1 NOTICE OF RECORDING/WEBCAST

The Chairman to advise/meeting to note that this meeting will be webcast for live or subsequent broadcast via the Council's Internet site (www.birminghamnewsroom.com) and that members of the press/public may record and take photographs except where there are confidential or exempt items.

2 APOLOGIES

3 - 8

3 ECONOMY, SKILLS AND TRANSPORT: ACTION NOTES

To confirm and sign the Action Notes of the meeting held on the 14 September 2017.

9 - 30

4 DISCUSSION ON THE DRAFT PARKING POLICY

Councillor Stewart Stacey, Cabinet Member for Transport and Roads and David Harris, Transportation Policy Manager.

31 - 42

5 INTEGRATED TICKETING ON PUBLIC TRANSPORT

Matthew Lewis, Head of Swift, Transport for West Midlands

43 - 64

6 BUS STOP RATIONALISATION

Jon Hayes, Head of Network Delivery and Danny Gouveia, Bus Scheme Development Manager, Transport for West Midlands

7 **WORK PROGRAMME FOR THE ECONOMY, SKILLS AND TRANSPORT
OVERVIEW AND SCRUTINY COMMITTEE 2017/18**

To note the work programme for the Municipal Year 2017/18.

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

To consider any request for call in/councillor call for action/petitions (if received).

9 **OTHER URGENT BUSINESS**

To consider any items of business by reason of special circumstances (to be specified) that in the opinion of the Chairman are matters of urgency.

10 **AUTHORITY TO CHAIRMAN AND OFFICERS**

Chairman to move:-

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

BIRMINGHAM CITY COUNCIL

ECONOMY, SKILLS AND TRANSPORT O&S COMMITTEE

1400 hours on 14th September 2017, Committee Room 2– Actions

Present:

Councillor Zafar Iqbal (Chair)

Councillors Zaker Choudhry, Liz Clements, Josh Jones, Ziaul Islam, Timothy Huxtable and John O'Shea

Also Present:

Councillor Brett O'Reilly, Cabinet Member for Jobs and Skills

Shilpi Akbar, Assistant Director, Employment

Michael Swift, Senior Economic Policy Officer

Baseema Begum, Research & Policy Officer, Scrutiny Office

Rose Kiely, Overview & Scrutiny Manager, Scrutiny Office

1. NOTICE OF RECORDING

The Chairman advised that this meeting would be webcast for live or subsequent broadcast via the Council's Internet site (which could be accessed at "www.birminghamnewsroom.com") and members of the press/public may record and take photographs.

The whole of the meeting would be filmed except where there were confidential or exempt items.

2. APOLOGIES

Apologies were received from Councillors Sir Albert Bore, Phil Davis, Mahmood Hussain, David Barrie and Ken Wood.

3. ECONOMY, SKILLS AND TRANSPORT: ACTION NOTES 13TH JULY 2017/ISSUES ARISING

The Chair, Cllr Iqbal confirmed progress on outstanding actions from the Committee's previous meetings:

1. Members asked for an invitation to be extended to Transport for West Midlands to attend a future meeting to discuss plans for integrated ticketing on public transport.
2. The information on transportation costs for the Commonwealth Games was circulated to Committee on 24th August.
3. A list of Transport Delivery Committee dates were sent to Members on 24th August to note if they wish to attend.
4. Councillor Stacey will be providing feedback on his meeting with the Mayor as part of his annual update when he attends Committee in February 2018.
5. Information relating to the metro stop adjacent to Snow Hill station was provided to Members on 5th September.
6. The Committee will receive a report on Floor Risk Management in January 2018.

4. CABINET MEMBER FOR JOBS AND SKILLS

(See document No 1)

The Cabinet Member set out that the focus of report was on the wider work in his portfolio and the work with the Combined Authority. The report set out the aim of the Combined Authority's Productivity and Skills Commission to increase productivity in the West Midlands region.

During discussion Members made the following points were made:

- It is important to communicate the job, training and other opportunities coming online with HS2 coming to the city. It was felt that local people are still not fully aware of the opportunities it brings and are therefore not engaged. There is therefore a need to connect local people to these opportunities and get the message out there.
- How is the City Council feeding into the Mayor's work on the second Devolution deal in respect of the jobs, skills and apprenticeships agenda. The Cabinet Member confirmed that he is trying to get a meeting with the Mayor to discuss further.
- The Birmingham Employment & Skills board has been re-established with a mix of public and private sector members. Shilpi Akbar is the lead for the City Council. The City has been split into four quadrants to mirror the Youth Employment Initiative (YEI) geographies allowing more engagement with communities.
- What lobbying was being done by the Combined Authority and Local Government for the European monies that will be lost that currently funds some of the employment projects that the City Council is involved in.
- The Cabinet Member confirmed that a report will be presented to the October meeting of Cabinet on the Youth Employment Initiative underspend of approximately £35m.
- Encouraging more young women to take up opportunities in the rail industry is a key challenge. Currently the industry is 95% male.

- The Cabinet Member confirmed that a report on the YEI project underspend of £35m will be presented to Cabinet in October. There are a number of factors why the total amount of £50.4m could not be drawn down.

RESOLVED:-

1. Interim findings of the Productivity & Skills Commission to be shared with Committee.
2. Cllr O'Reilly to provide Cllr Clements with a breakdown of who sits on the Productivity and Skills Commission by gender and ethnicity.
3. A breakdown to be provided on the percentage of young people that have finished the Youth Promise Plus (YPP) programme and their destinations with a gender breakdown and analysis of the outcomes. Including further information on the percentage of those that left the YPP programme and did not achieve a positive outcome.
4. Invite the CEO of Finance Birmingham to a future Committee meeting to discuss 'Access to Finance' options.
5. Members requested an update on European funding programmes and requested that Lloyd Broad, Head of European Affairs is invited to a future meeting.

5. THE SKILLS AGENDA

(See document No 2)

Shilpi Akbar, Assistant Director, Employment set out the context of her report to Committee on the role of the City Council's Employment Service in supporting inclusive economic growth with partners. It was noted that the majority of resources that fund work with young people on qualification and skills is channelled through partners such as Further Education colleges and training providers.

The West Midlands Combined Authority is leading on the skills agenda for the region.

During discussion the following comments were made:

- In terms of area action plans the Employment Access team work with businesses and developers to identify need and target recruitment accordingly to ensure that those not in work, education or training are able to access the opportunities available.
- The Birmingham Jobs Fund (BJF) has been hugely successful to achieving positive outcomes. Going forward it will be aligned with the YPP under the banner of 'Young Talent for Business' especially targeting those with special educational needs/learning difficulties. The aim is to work with employers to create a career plan opportunity at the point of entry into work for these particular young people.
- The role of local community organisations in the 'Community Support for Work' programme in terms of support and advice on benefits.
- Universal Credit self-service will be rolled out shortly. Job Centre Plus are leading on this work in terms of providing advice and support.

- Shilpi Akbar's team are involved in the work of the City Council's Welfare Reform Committee being led by Chris Gibbs. This Committee aims to support City Council tenants who currently receive Universal Credit.

RESOLVED:-

1. A breakdown to be provided on the percentage of young people that have finished the Youth Promise Plus (YPP) programme and their destinations with a gender breakdown and analysis of the outcomes. Including further information on the percentage of those that left the YPP programme and did not achieve a positive outcome.
2. Shilpi Akbar to provide an updated list on the work of the Employment Access team in working with employers on major regeneration schemes in the city and area action plans. In particular highlighting impact on jobs, employment, skills and training.
3. The Department for Work & Pensions Flexible Support Fund - Shilpi Akbar to provide a breakdown to Cllr Islam for each district on numbers of individuals supported into training and employment.

6. WORK PROGRAMME FOR THE ECONOMY, SKILLS AND TRANSPORT OVERVIEW AND SCRUTINY COMMITTEE 2017-18

(See document No 4)

Members noted the changes to the work programme as stated by the Chair.

It was agreed that the Committee would consider an in-depth piece of work on Skills.

RESOLVED:-

1. The Commonwealth Games is added to the Committee's work programme to look at in-depth once the bid has been finalised and approved.
2. Transport for West Midlands are contacted to provide Members with an update at their next meeting on the rationalisation of bus stops due to take place over the autumn.

7. REQUEST(S) FOR CALL IN/COUNCILLOR CALL FOR ACTION/PETITIONS

None.

8. OTHER URGENT BUSINESS

None.

9. 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 1605 hours.

Local Car Parks Developing the Parking Policy

19th October 2017

www.birmingham.gov.uk/connected



Parking

- Importance of Parking
- Issues and Opportunities
 - Parking Policy
 - SPD
 - Tariffs / Funding Models
 - Air Quality
 - Non-car modes
- Discussion

Review of Parking Policy (2010)

- Combine on-street and off-street parking to provide an integrated parking management approach (including **tariffs** and enforcement)
- Update the policy for parking consultation to take into account best practice
- Reflect Green Travel Districts and growth areas
- Footway and verge parking approach to be updated
- Update the car park design guide to ensure a high quality of parking offer
- New (on-street and off-street) data collection in October/November 2017

How important is parking?

- Vehicles are parked for the majority of their time – 95%
- Parking takes up a lot of land and costs money to provide and maintain
- Land could be more valuable as another use
- Need to update council policy to reflect changing priorities and needs

Development of Parking Management

- Originally prompted by safety concerns and obstruction of traffic flow
- Evolved as separate activities
 - Management of parking on highway
 - Planning of parking for new developments
 - Provision and management of off-street public car parks
- **No longer possible or desirable to ‘predict and provide’ for the growth in car use / ownership**

Parking as a Policy

- Key aspect of both transport and land-use planning
- Used to promote:
 - Less car dependent lifestyles
 - More socially inclusive transport provision
 - Development that is more sustainable
 - Places which are more attractive and people friendly
 - Regeneration of city centre and local centres

Birmingham City Council Vision



CHILDREN

A great place to grow up



HOUSING

A great place to live in



JOBS & SKILLS

A great place to succeed in



HEALTH

A great place to grow old in

- Increase in trips by public transport, cycling and walking – ***requires better parking management to support modal shift***
- Reduction in air pollution – ***controlling vehicle demand through effective parking management at destinations / origins***

Urban Centres



The Portas Review

An independent review into the
future of our high streets

Mary Portas

December 2011



www.birmingham.gov.uk/connected

 **BIRMINGHAM
CONNECTED**
MOVING OUR CITY FORWARD

 **Birmingham**
City Council

05 April 2005

Report to the City Council

Local Centres



Further copies of this report can be obtained from:

Scrutiny Support Officer: Susan Zeng
 Tel: 0121 303 9787
 E-Mail: Susan.zeng@birmingham.gov.uk

Reports that have been submitted to Council can be downloaded from
www.birmingham.gov.uk/scrutiny

Shoppers and how they travel

liveable
neighbourhoods

INFORMATION SHEET LN02

Over ten years ago, retailers in the Austrian city of Graz were asked how they thought their customers travelled to the shop, and shoppers were then interviewed to determine the reality. The results were fascinating: retailers hugely overestimated the importance of the car, and underestimated how many of their customers walked, cycled and used public transport⁽¹⁾.

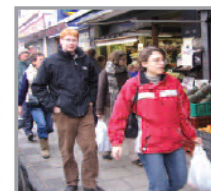
Sustrans' researchers have now replicated the Graz study on two neighbourhood shopping streets in Bristol. Once again, we found that retailers overestimate the importance of the car. We also found that they overestimate how far their customers travel and underestimate how many shops each customer visits.

These findings have real significance for business planning – as well as land use and transport. It is traditional for retailers to pursue more car access and parking, and to resist measures to promote walking, cycling and public transport use – although pedestrian shopping areas tend to be commercially most successful. Our findings suggest that retail vitality would be best served by traffic restraint, public transport improvements, and a range of measures to improve the walking environment.

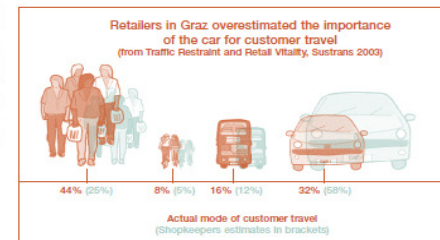
Know your customer

As part of the VIVALDI project, Bristol City Council is working to improve a number of arterial bus routes into the city. The routes concerned run through important local shopping areas, and traders in these areas have expressed concern that the works might have negative impacts on their businesses.

To help traders understand the behaviour of their customers, and to ensure that future transport planning is based on real data rather than supposition, Bristol and Sustrans investigated how customers travel to two important shopping zones on the VIVALDI bus routes. One of these has already seen the implementation of a Showcase bus route; the other is due for treatment in the future.



The Gloucester Road survey site: a sociable shopping experience



CIVITAS
Quality and better transport in cities



VIVALDI



Sustrans' Liveable Neighbourhoods programme works with local residents and other partners to create high quality urban environments which promote sustainable travel behaviour and are safe, pleasant places to live in and visit. Sustrans is the UK's leading sustainable transport charity and works on practical projects to encourage people to walk, cycle and use public transport to benefit health and the environment. National Cycle Network Centre, 2 Cathedral Square, College Green, Bristol, BS1 5DD

sustrans
JOIN THE MOVEMENT

www.sustrans.org.uk

Understanding parking policy in the context of local centres – travel behaviour

- 70% of all commuter trips are made by car (either as driver or passenger)
- But just over 50% for shopping trips and 30% for education are made by car
- 70% of non-commuting trips are within 3 miles of the home
- Around a third of these trips are a less than a mile.

Birmingham Connected

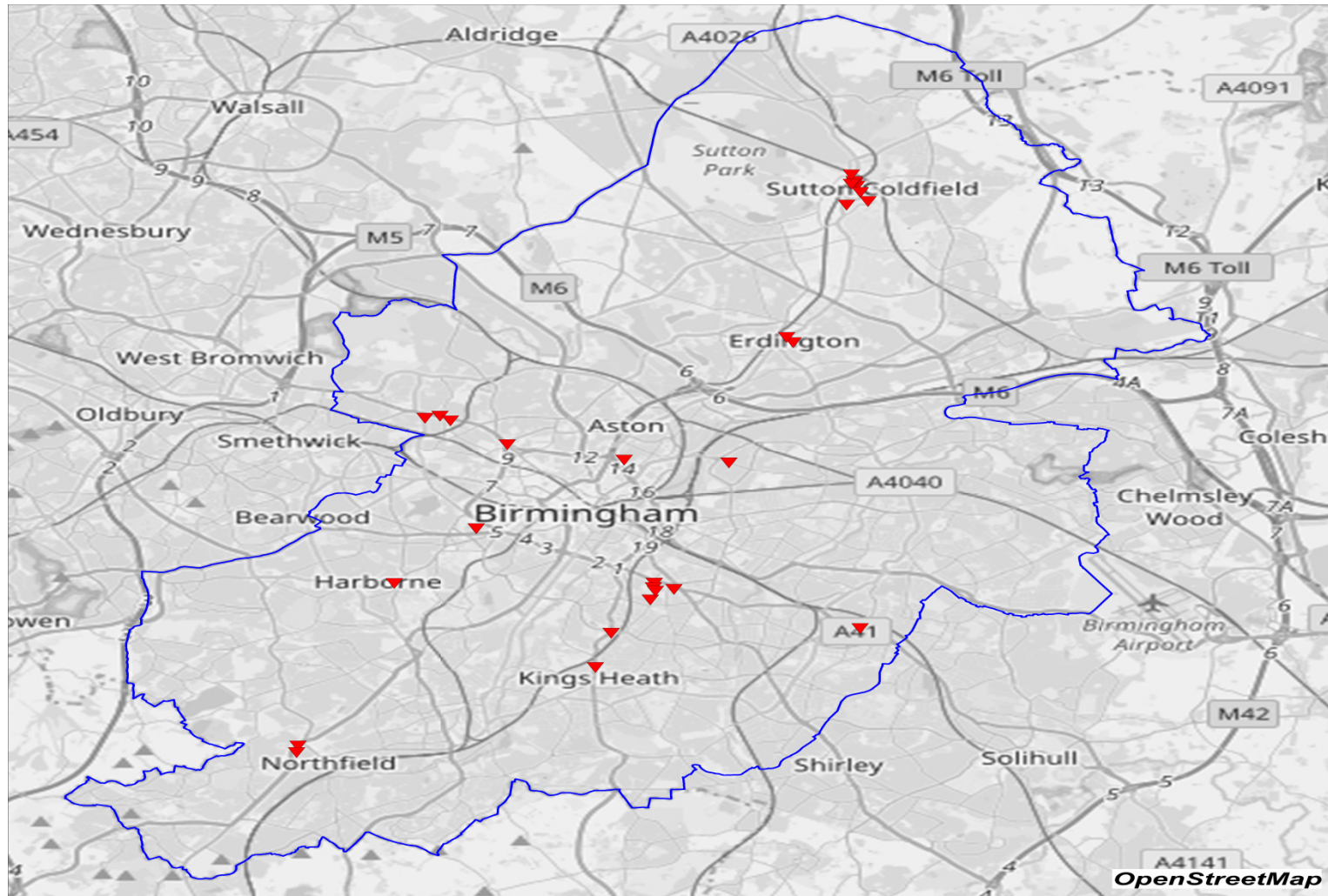
- Balancing competing needs
 - Moving parking to more appropriate locations
 - Reconsider car parking provisions
 - Park & Ride development
 - Parking Policy including new standards
 - Controlled parking programme
- Managing parking is central to addressing growth in car travel

BDP & draft Urban Centres Framework

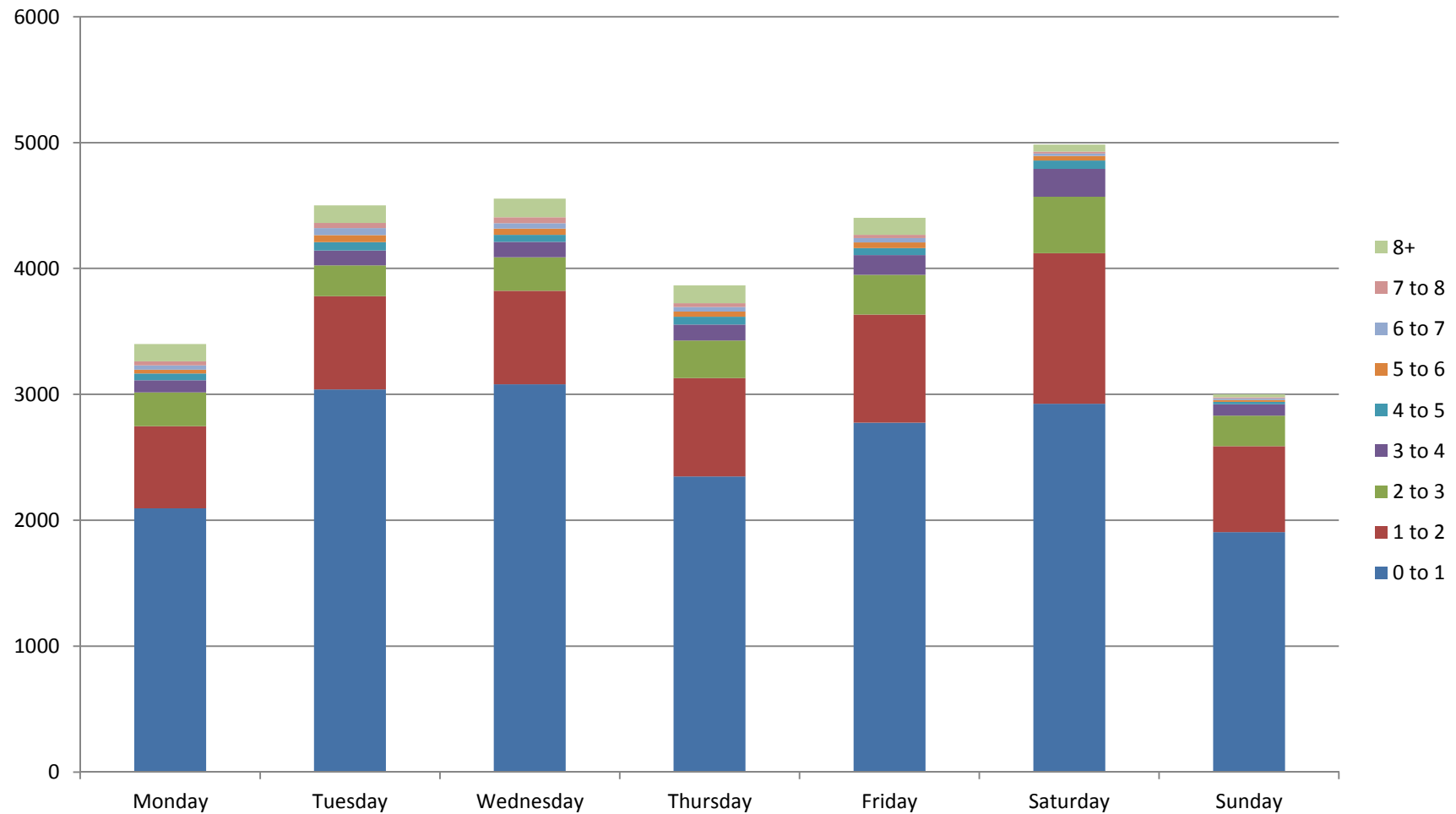
- **BDP - Preferred locations** for retail, office and leisure developments and for community facilities (e.g. health centres, education and social services and religious buildings).
- **Accessible public transport** that connects, via bus, metro and train, centres to their neighbourhoods, employment opportunities and the wider city.
- **Walking and cycling routes** that allow people to move safely and conveniently within their neighbourhoods, accessing Urban Centres.
- **A safe and resilient road network** that operates efficiently and sustainably, managing traffic and congestion and allows for an appropriate level of good car parking.



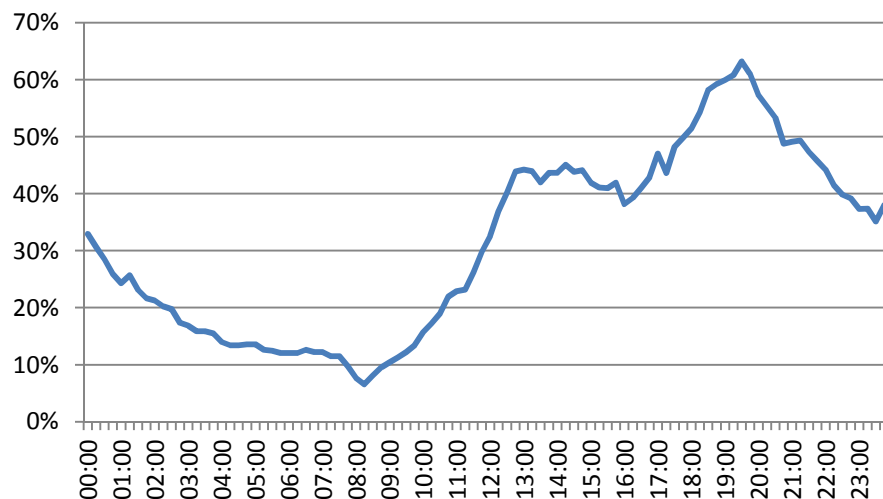
Birmingham's Suburban Car Parks



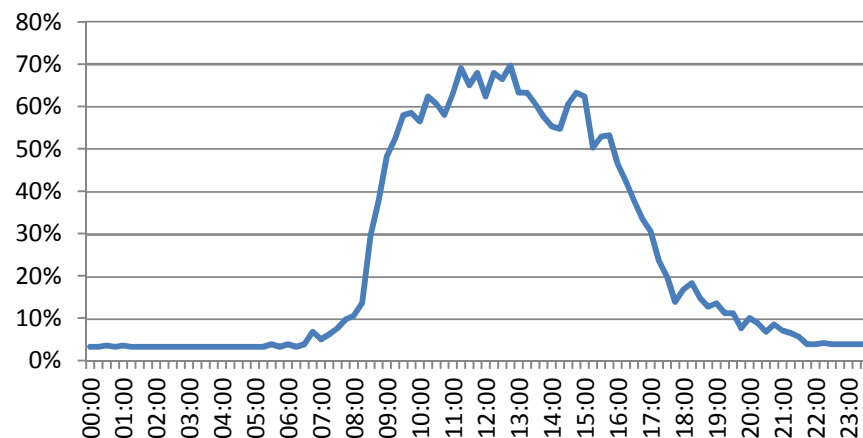
Average Turnover in BCC Suburban Car Parks



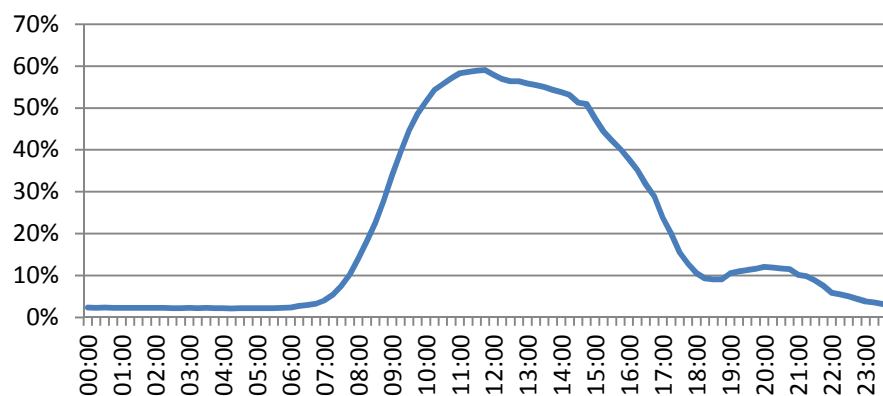
Sparkhill car parks average weekday occupancy



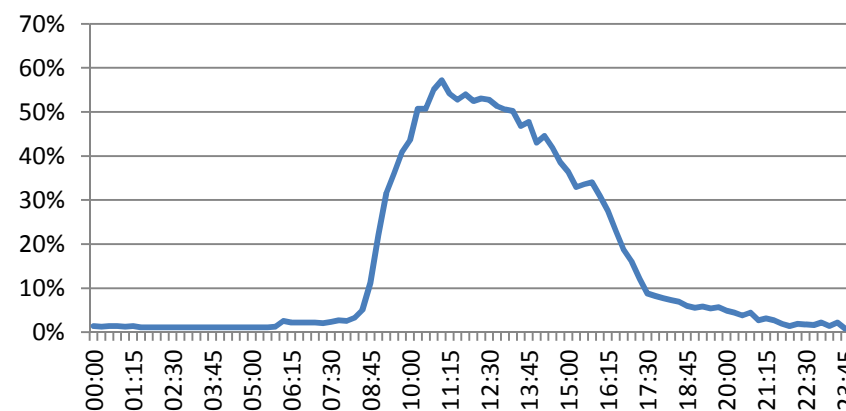
Northfield car parks average weekday occupancy



Sutton Coldfield car parks average weekday occupancy



Erdington car parks: average weekday occupancy



Developing the Parking Policy for Urban Centres

- Integrated parking plans for local centres
- “Who benefits?”
- “Who Pays, How Much?”
- Improving the overall car parking experience

Integrated Parking Plans

- On-street parking changes
- Future use of sites – redevelopment
- New developments
- Linked to wider transport/public realm improvements

Tariffs

- Setting pricing structure to influence travel choice
- Some variability in BCC parking charges / charging hours
- Currently two different Directorates set pricing across city (Economy – city centre / Place – outside city centre)
- Completely free on-street can undermine off-street pricing
- But evidence from elsewhere points towards an element of free parking within a clear pricing structure being the most effective.

Improving the Offer

- Roll out of Pay by Phone to Suburban car parks – 1st November 2017
- Improvements to lighting, infrastructure and ticketing machines and local signing
- Commercialisation
- Ultra-Low Emission Vehicles

Next Steps

- Public Consultation on new Parking Policy (including new strategic parking programme) – 2018
- Revised Parking Standards - Public Consultation as part of the Birmingham Development Management Plan document – tbc
- Development of urban centres parking programme – 2017/18

TfWM Progress on delivery on Swift

Matt Lewis
Head of Swift



WEST MIDLANDS
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Swift – Ticket types

- **PAYG**
- **NX Season tickets**
- **NX eDaysaver**
- **nBus season tickets**
- **nBus Multiday**
- **nTrain - direct debit only**
- **nNetwork - direct debit only**



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COMBINED AUTHORITY

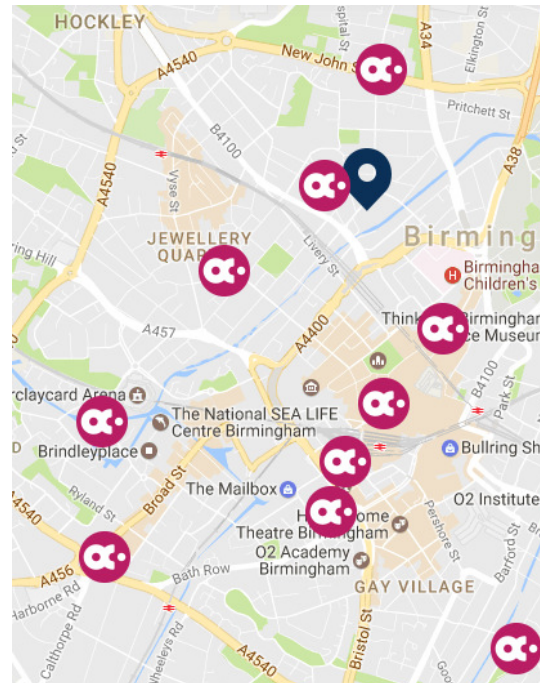
Swift – Savings

- **PAYG - £0.10 per single**
 - £0.20 per day ticket
 - £0.10 per single ticket
 - £1.10 for group ticket
- **NX eDaysaver - £0.20 per ticket**
- **nBus season tickets**
 - nBus Coventry - £128 per annum
 - nBus Black Country - £78 per annum
- **nBus Multiday - £0.88 per ticket compared to peak price**
- **nTrain – 50p per month as postage costs no longer incurred**

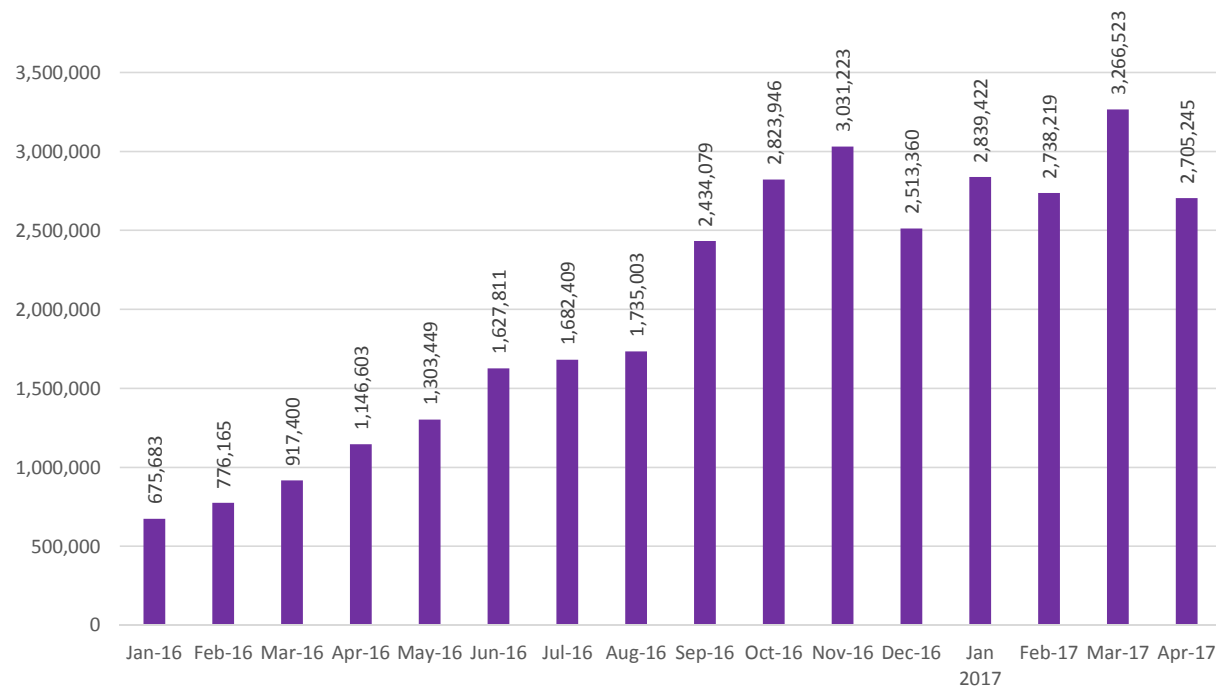


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Retail revolution



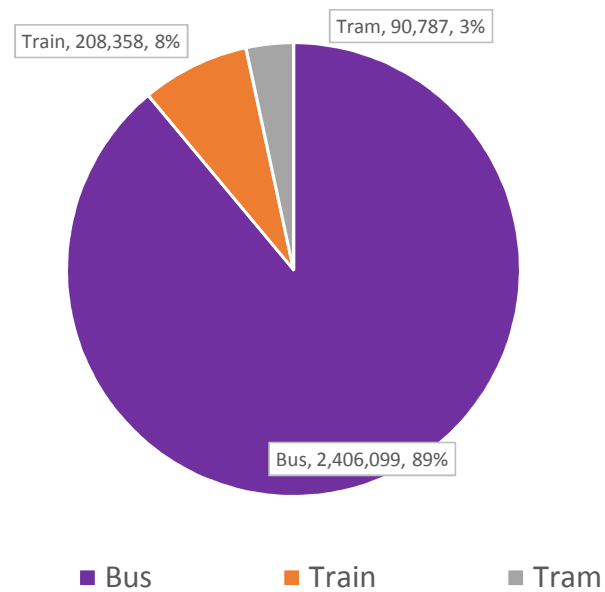
Swift Journeys



WEST MIDLANDS
COMBINED AUTHORITY

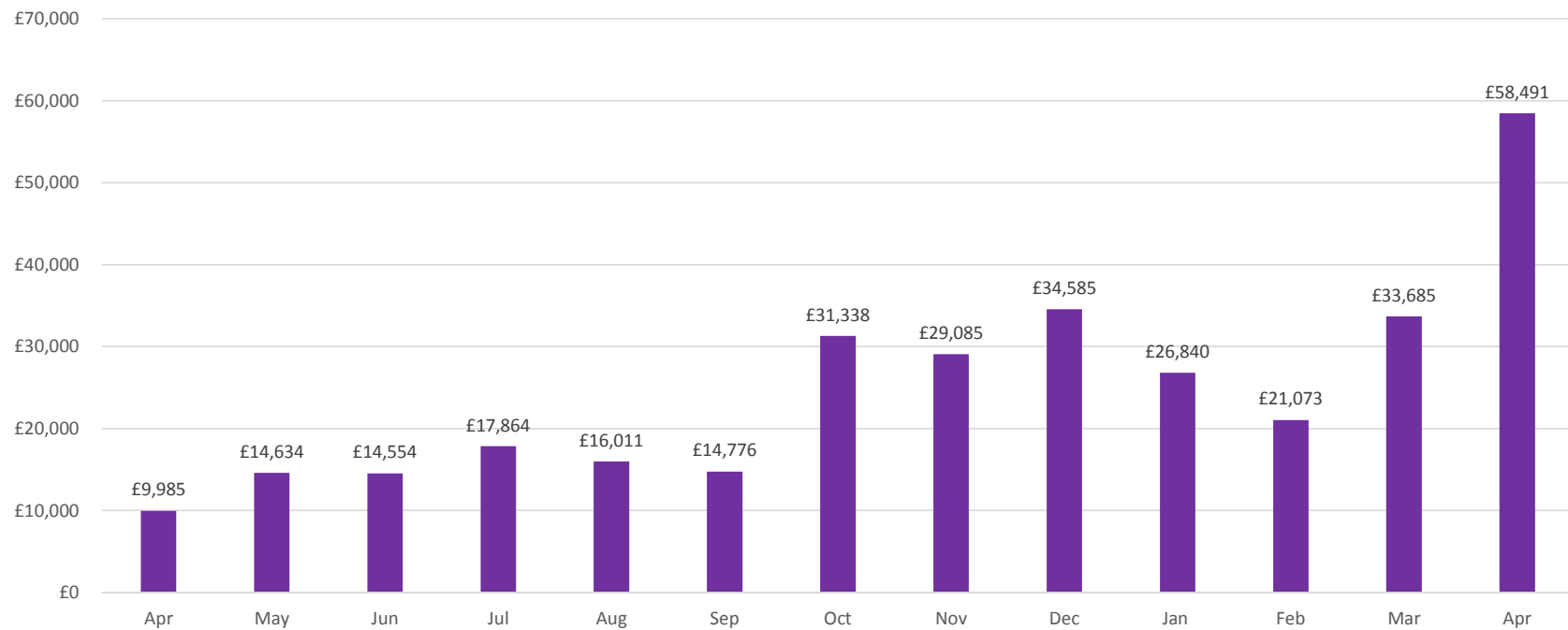
Swift Journeys

Swift by Mode April 2017



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Swift Commission



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Swift – Gaps

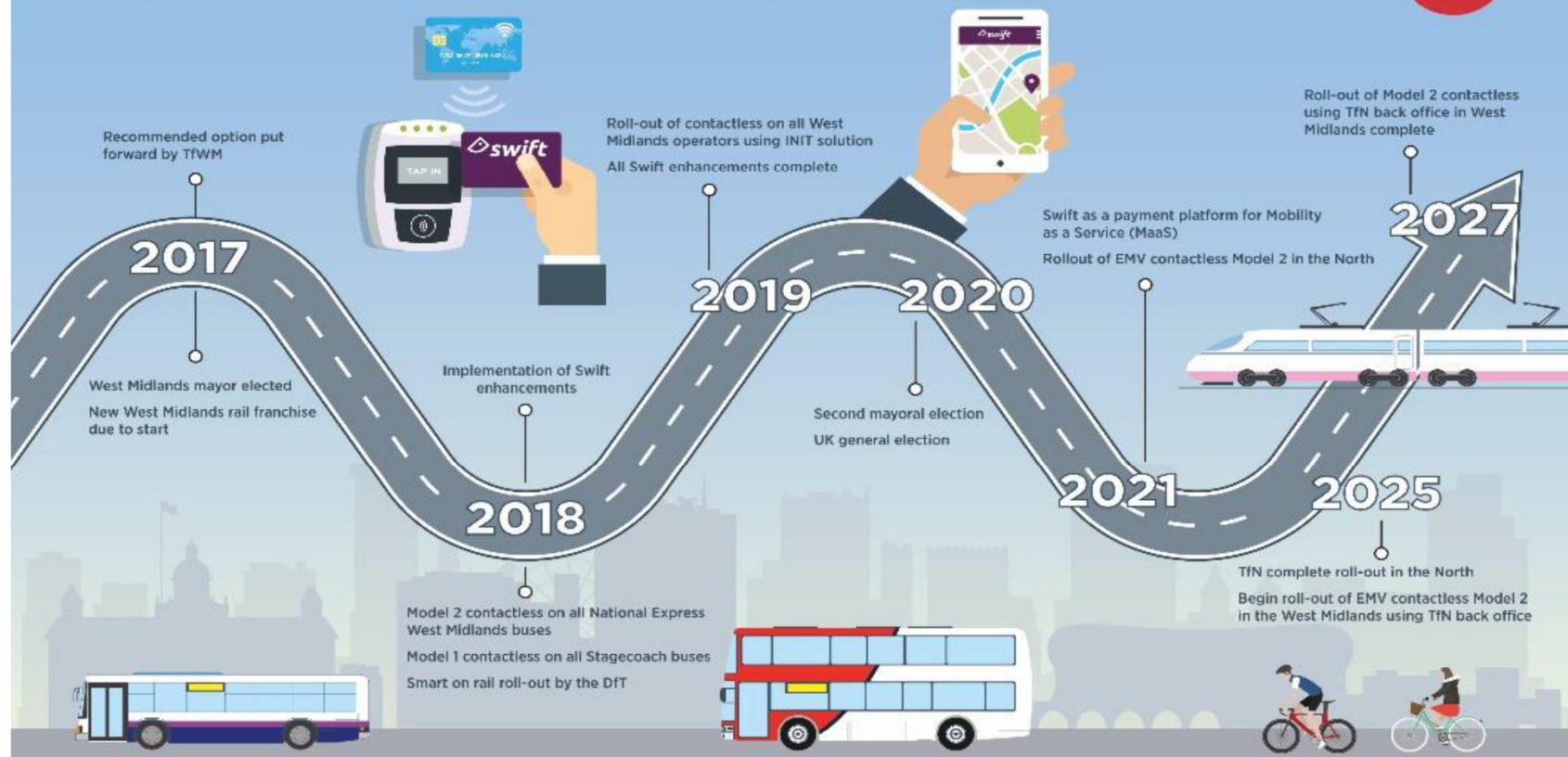
- Child ticketing – DELIVERED!
- Wide rollout across the rail network – December 2017 franchise commitments
- Swift PAYG daily capping – roadmap developed, currently working on business case
 - Capping on the card?
 - Capping using ABT?



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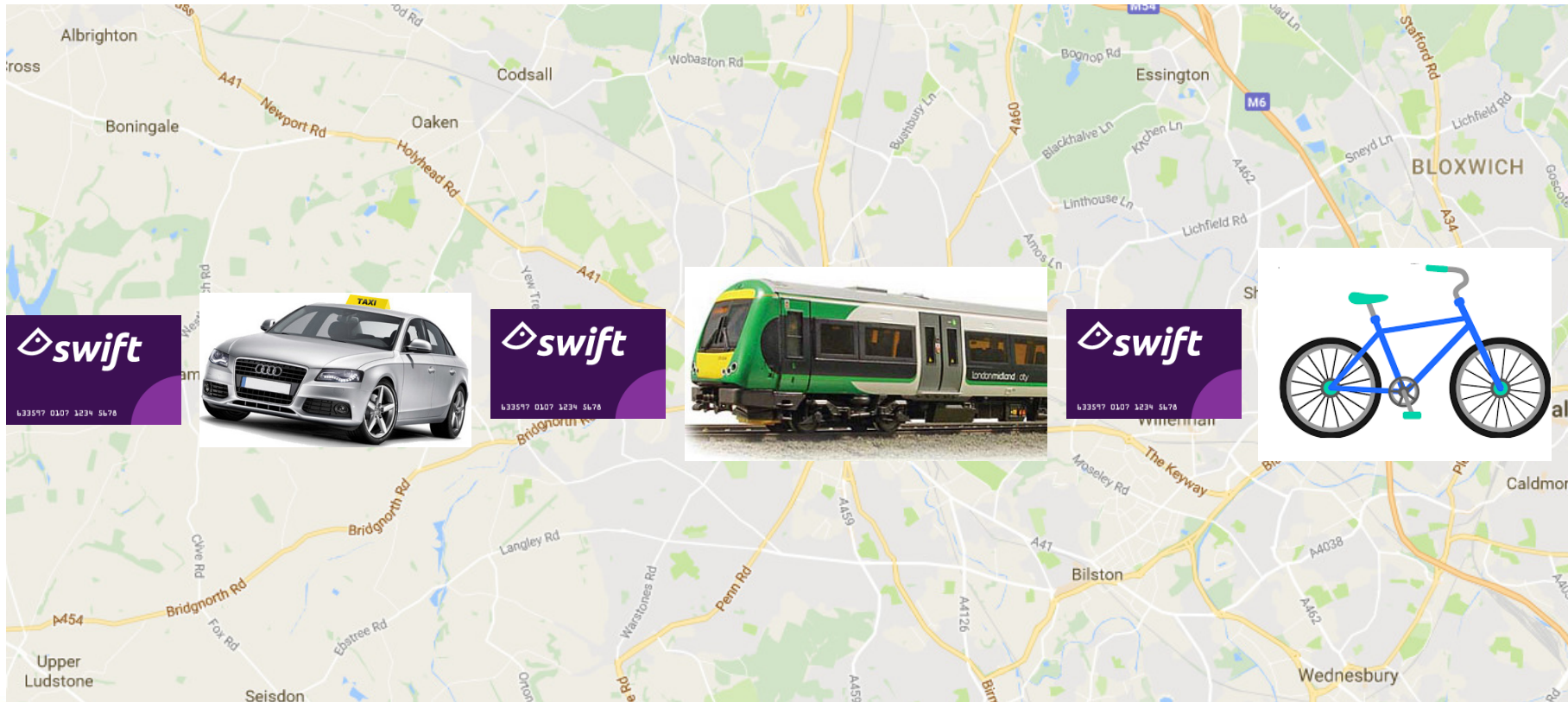
TRANSFORMING TRAVEL IN THE WEST MIDLANDS

Roadmap of Contactless and Best-Value capping options



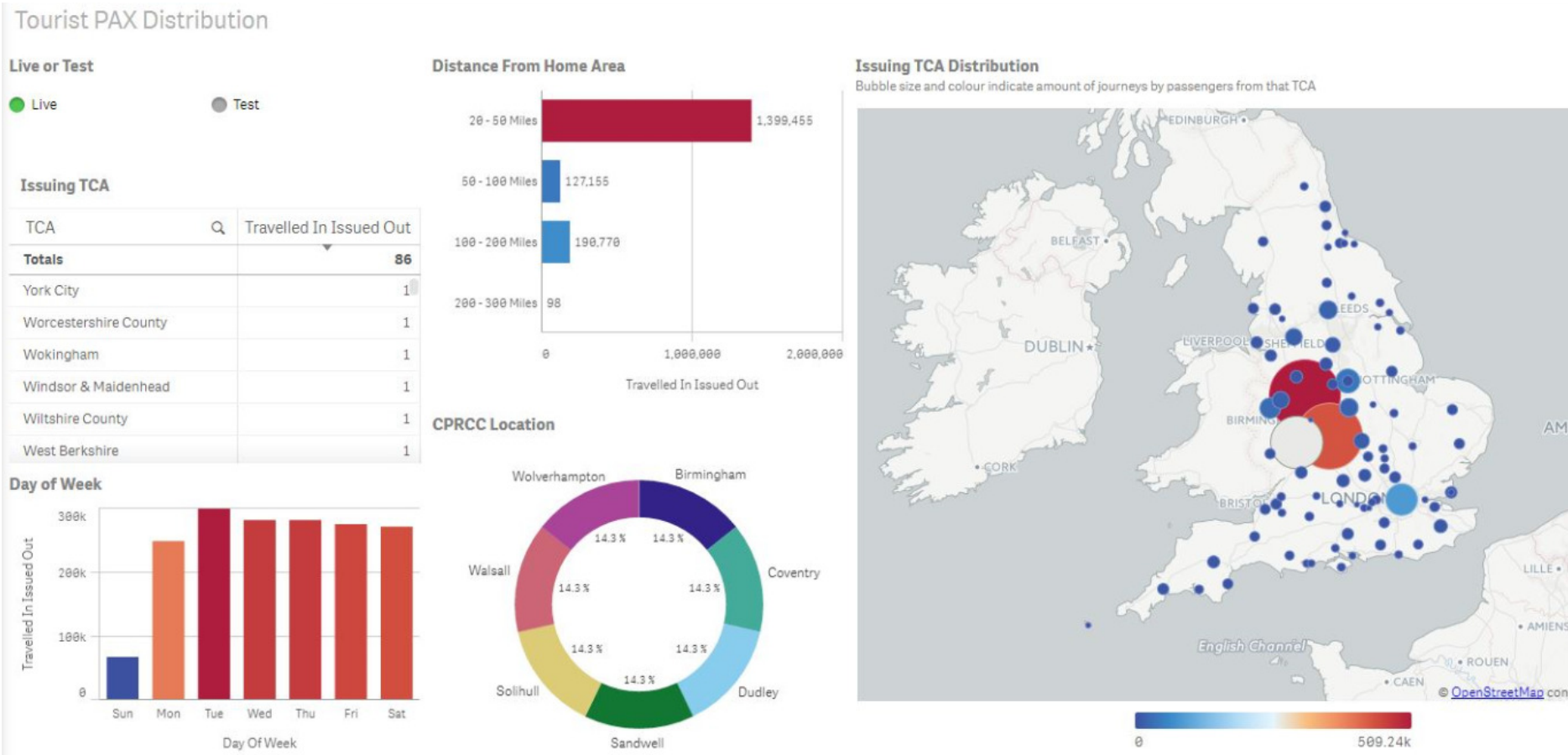
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Swift, Private Hire Payments & the wider vision



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Swift Data Exploitation



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QUESTIONS



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Busting delay on the bus network - Bus stop rationalisation

Birmingham City Council Economy, Skills & Transport Overview & Scrutiny Committee

Background Paper

Date: 19 October 2017

From: Danny Gouveia, Bus Scheme Development Manager, Transport for West Midlands

Purpose

1. To brief Economy, Skills and Transport Overview & Scrutiny Committee on a pilot of Bus Stop Rationalisation in South Birmingham as part of a wider strategy aimed at ameliorating recent increases in congestion for buses.

Background

The region's congestion challenge

2. Traffic in the West Midlands reached record levels in 2016 with 8.5 billion vehicle miles driven on the region's roads, beating the previous 2007 record. Inevitably, the corollary is record levels of peak hour congestion, rising markedly in two years up to 2015/16, as shown in figure 1 below.

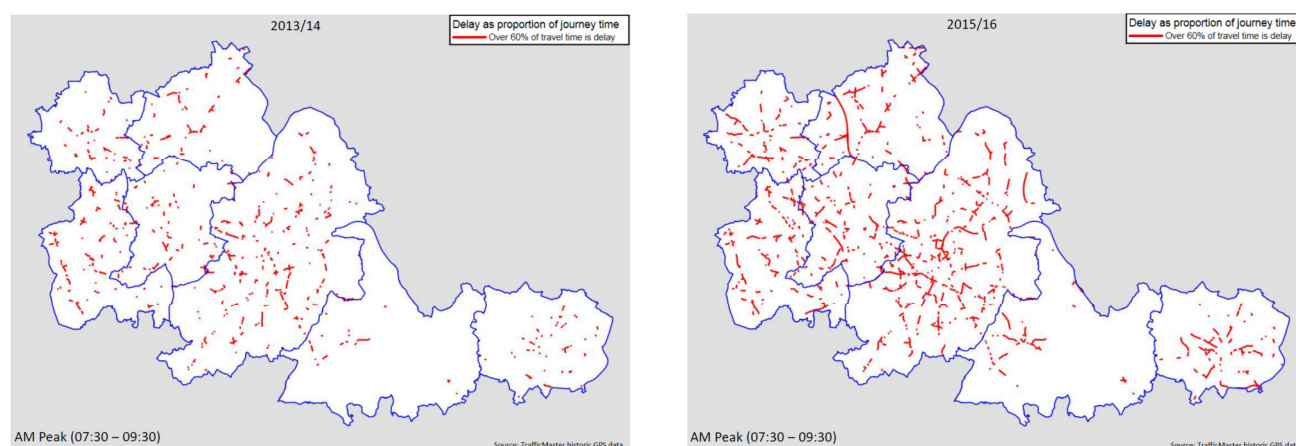


Figure 1 – Relative change in congestion - 2013/14 – 2015/16

3. The *HS2 Growth Strategy* and the region's Strategic Transport Plan *Movement for Growth* contain over-arching strategies to ensure all residents within the region are within a 45 minute journey time of at least three strategic centres. Delivering this aggregated level of mobility will be critical in capitalising on the once-in-a-generation

opportunity HS2 brings whilst also supporting the wider objectives of the Strategic Economic Plan to create 506,000 new jobs by 2030. Congestion, however, means that nearly 217,000 fewer people are within this target journey time by public transport, compared to 2011 - as shown in figure below.

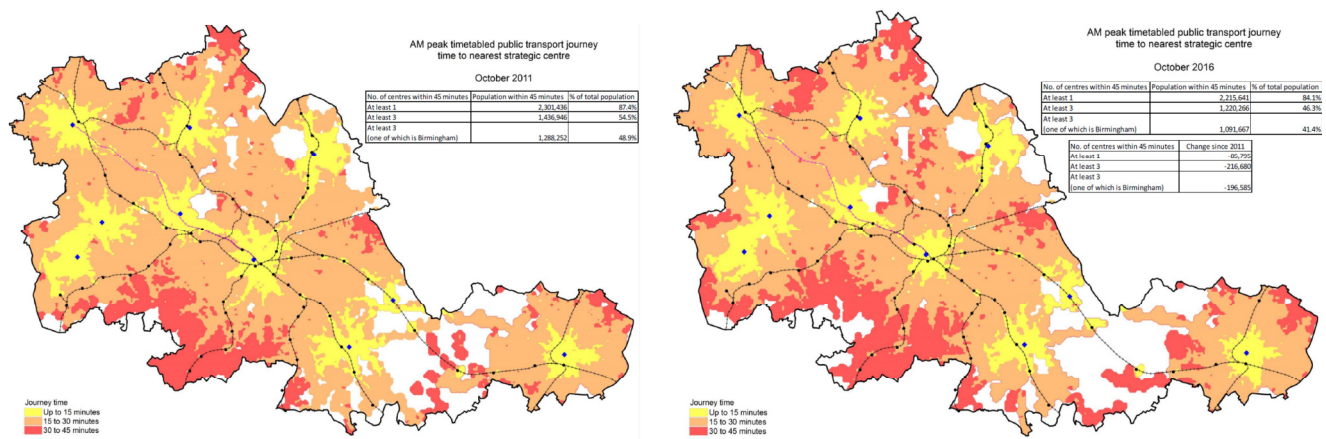


Figure 2 – Relative change in 45 minute public transport accessibility to strategic centres 2011 - 2016

- This picture is also set within the context of the imminent disruptive challenges from unprecedented levels of investment in the region, arising from the programmes within the WMCA Strategic Economic Plan (SEP), HS2 Phase 1, 2026 Delivery Plan and Highways England Road Investment Strategy. Whilst the region is preparing well for these challenges, acute roadspace pressures remain in the short-term in managing the associated construction impacts.

The impact on the bus network

- Average peak hour bus speeds in the region have reduced by 20% in the AM peak and 14% in the PM peak in the last three years. On some radial corridors, brisk walking now competes with bus for speed. Reliability has also suffered with more people waiting longer for buses that take longer to get to their destination. For example, the figure below shows journey time variability on the Bartley Green to Birmingham corridor in the AM peak; the worst 5% of journeys now take nearly 175% of the advertised timetabled journey time. Passengers therefore have little certainty on journey time, effectively having to factor the additional time in red as contingency.

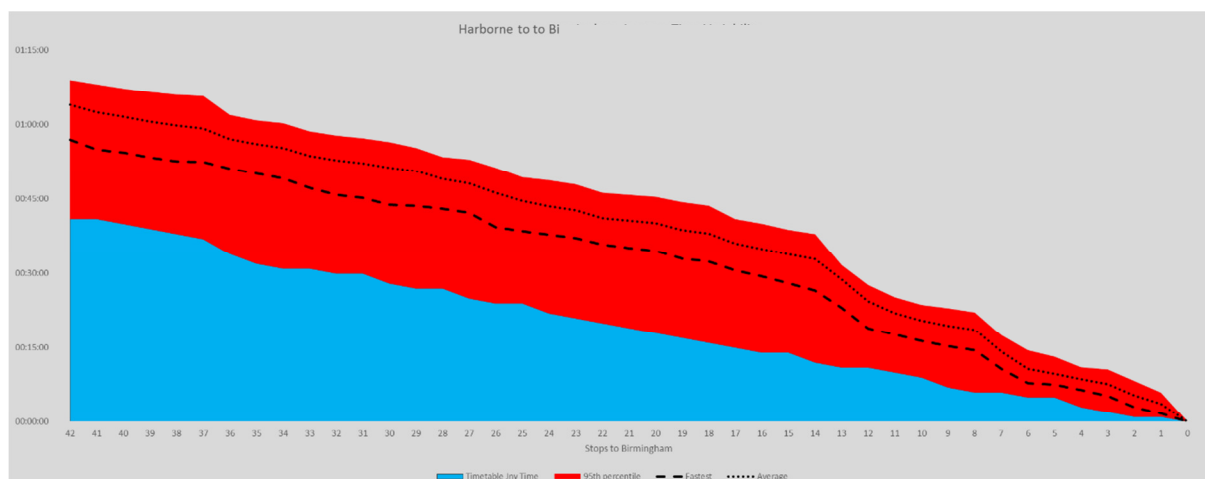


Figure 3 – Journey time variability – advertised journey time v real journey time

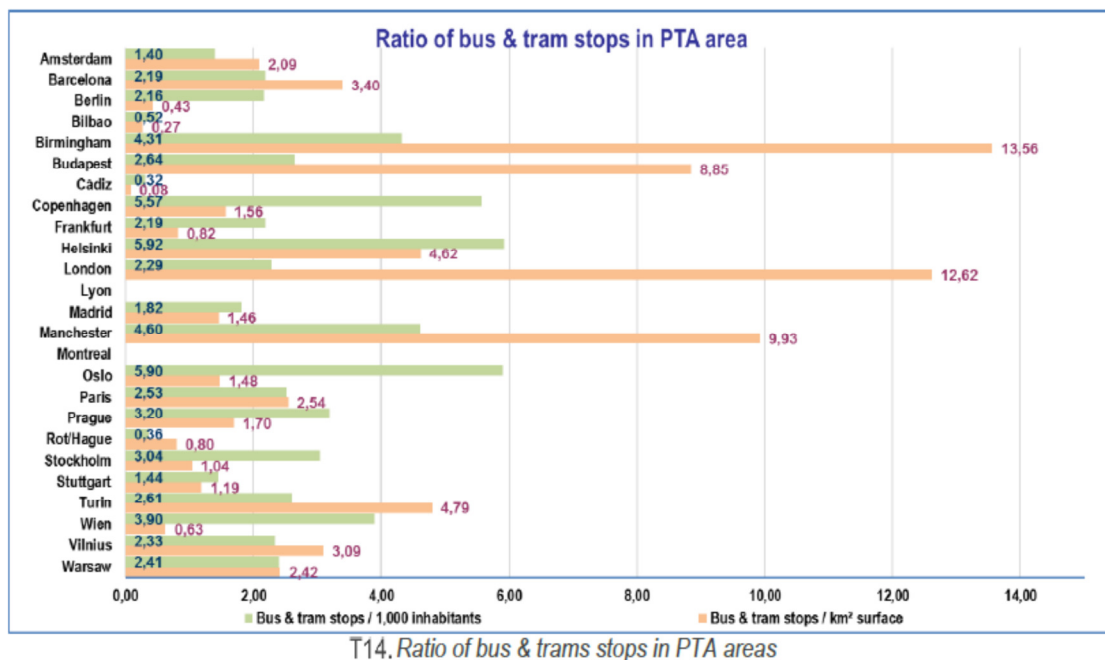
6. Bus users bear a disproportionate impact from congestion; they seldom have other route choices during periods of network delay and cannot readily compensate for poor reliability. It is perhaps unsurprising that a clear relationship between bus speed and patronage exists, where the progressive slowing of the bus network perpetuates a cycle of fewer bus passengers leading to more car trips and creating yet more congestion.

Delivering a strategic action plan for the bus network

7. Despite continued falling bus patronage in the region, four in every five public transport journeys continue to be made by bus. There can be no doubt that an effective and resilient transport system that unlocks the region's ambitious growth potential is reliant on an efficient bus network as its backbone.
8. Officers are therefore working closely with bus operators and district authorities to develop a Strategic Action Plan to respond to the challenges posed by congestion. The action plan will focus on establishing a framework to increase and sustain investment for highway schemes to improve bus speeds and reliability on key corridors.
9. In positioning schemes to attract funding, the action plan will develop a robust evidence base, underpinned against alignment to wider local and regional policy objectives whilst, at the same time, developing schemes to 'shovel ready' stage to allow the authority to quickly and positively respond to funding opportunities.
10. Whilst the action plan is currently under development, a number of investment themes are emerging to treat both the symptoms and causes of congestion on the bus network, comprising:
 - Quick-wins
 - Delivery of intervention that could be mobilised quickly at congestion hotspots and network bottle-necks to realise immediate benefits to the highway network;
 - Possible early delivery of some Sprint intervention.
 - Optimising existing assets
 - Reviewing and optimising traffic signals, reviewing bus lanes.
 - Strategic bus priority
 - Development of strategic bus priority schemes to transform bus transit, focussed on connecting growth areas and catalysing benefit realisation of Metro/Sprint.
11. The action plan will be supported by Network Development Plans (NDPs) which will be produced for all areas in the region. NDPs will take a long term, spatial approach to planning the bus network to support growth and development. They will analyse proposed development sites, including details of numbers and phasing of houses and jobs growth and provide evidence to influence how major sites should best be served by bus and the associated transport infrastructure required to support bus access. NDP's will therefore provide an important tool to support the action plan's delivery and help unlock new development with high quality bus access.

Bus stop rationalisation

12. An emerging programme under the quick-win theme comprises rationalisation of bus stops on those corridors most affected by recent increases in congestion. Whilst 90% of the region's urban area is within TfWM's adopted 400m 'access standard' to bus stops, a progressive incremental approach to bus stop installation over the years, as a result of ad-hoc customer/Member requests and land uses, means some locations are now over-served. Bus stops on some corridors are spaced as little as every 130m, providing significant over-provision relative to the adopted access standards.
13. This point is further reinforced in the graph below (European Metropolitan Transport Authorities barometer of public transport in the European Metropolitan Areas) showing the region (identified as the Birmingham PTA area) has the highest ratio of bus stop density in Europe.



14. It is clear that passenger densities and land use patterns have undergone a drastic change over the years where bus stops may not now be commensurate. Moreover, changes to highway layouts and lane designations have resulted in some bus stop locations not being fit for purpose by requiring difficult bus manoeuvres and/or causing buses to obstruct traffic flow.
15. Data from National Express West Midlands (NX) shows that a bus stopping at a bus stop to allow one passenger to board or alight can add 35 seconds to journey time. Where close bus stop spacing is combined with low levels of use, the aggregated effect of stop/start delay can materially add to journey time and compound reliability issues, benefitting relatively few passengers but disproportionately disadvantaging the majority.

16. At the same time as defining a possible bus stop rationalisation programme, NX approached officers about its intention to review the bus network in south Birmingham. The review is a direct response to increasing delay to buses and includes options to split existing services, remove some local services altogether and provision of new less frequent local routes.
17. As part of the review, NX has sought support from TfWM and Birmingham City Council (BCC) to identify and implement highway measures that could reduce congestion for buses and avert some of the more severe possible network changes. This has led to TfWM and BCC officers working closely to define and develop a package of highway interventions for the area. Work continues in this respect, with most schemes requiring further transport planning and BCC approval.
18. This work has, however, so far identified several corridors over-served by bus stops and where quick-wins to increase bus speed and reduce journey time could be achieved by their rationalisation. The corridors include:
 - 8a/8c – Inner-circle;
 - 50 - Alcester Road;
 - 45/47 - Pershore Road; and;
 - 63 - Bristol Road;
19. A study has consequently been commissioned to specifically review bus stop locations along these corridors against a number of metrics covering:
 - TfWM adopted bus stop access standards;
 - Relative levels of use (according to fare stage);
 - Accommodating future development;
 - Connectivity to local services and facilities; and,
 - Interchange to other transit.
20. The study concluded that a significant number of bus stops could be removed along the corridors without affecting the adopted 400m access standard nor connectivity to key local services/facilities and/or interchange to other transit. Importantly, unlike other types of highway intervention to prioritise the bus, rationalisation of bus stops can be implemented quickly and cost effectively, realising immediate benefits for the bus network. Technical studies have been completed for each route, identifying the specific bus stop locations recommended for removal and can be made available upon request.
21. As part of NX's consultation for the South Birmingham Network Review, it has asked '*should [NX] consider taking carefully selected stops out of routes to help speed them up?*' To date, NX has received over 4,500 responses to the consultation with over 70% of those answering the question supportive to the removal of carefully selected stops.
22. Taking the above in to consideration at its meeting on the 4th September the Transport Delivery Committee approved the pilot bus stop rationalisation exercise within the South Birmingham Bus Network Review area. This is in accordance with

the recommendations of the technical studies and the wider emerging strategic action plan to ameliorate the challenges of congestion to the bus network. As the proposal would effectively form a trial, it is not proposed to physically remove any stops at this time.

23. The pilot will operate for a period of six months from October 2017 to late March 2018. Bus performance, in terms of patronage, journey time, reliability and variability will be assessed on a monthly basis whilst customer feedback will be closely monitored throughout the period. A full monitoring report and proposed next-steps will be reported to TfWM's Transport Delivery Committee in Spring 2018.

Impact of bus stop rationalisation not being implemented

24. Without highway mitigation to improve the efficiency of the bus network in South Birmingham, significant changes to bus services will be required. As described above, this could include splitting existing services, removing some local services altogether and provision of new less frequent local routes.
25. The proposed bus stop rationalisation pilot forms a critical part of the highway mitigation package. Whilst the more substantive highway changes will take time to mobilise and deliver, bus stop rationalisation can be delivered very quickly, realising immediate improvements to bus services on high frequency corridors.
26. This mitigation programme will ensure existing levels of services can be maintained on high frequency corridors without the need for additional resource. In turn this reduces the likelihood of resource from marginal services on local routes being reduced and transferred to other higher priority corridors.

Communication and Engagement

27. Lead TfWM Members and Birmingham City Council's Cabinet Member for Transport and Roads, Councillor Stacey, were briefed on the emerging proposals for rationalisation in July.
28. This led to a report being considered on 4th September by the Transport Delivery Committee where the high-level principles for a pilot bus stop rationalisation programme in South Birmingham were approved.
29. Once approval was in place a dedicated project delivery team provided information and briefings communicating the proposals to a wider audience which included :-
 - All Ward Members of proposed corridors
 - The West Midlands Mayor
 - TfWM internal colleagues – Equalities and Diversity and Smarter Choices and Resilience
 - Disabled and vulnerable user groups (including audio detail for talking pages)
 - Schools, Colleges, Business.

30. All information regarding the programme detail, stops removed from the route and alternative stopping locations were communicated to bus passengers by:-

- Notices on buses
- Bespoke at stop notices
- Snap survey
- Pres release
- Dedicated web page
- Dedicated phone line
- All comments/phone calls are logged and will be answered by the delivery team.

Busting delay on the bus network South Birmingham

Bus speeds in the region are in a state of emergency.....

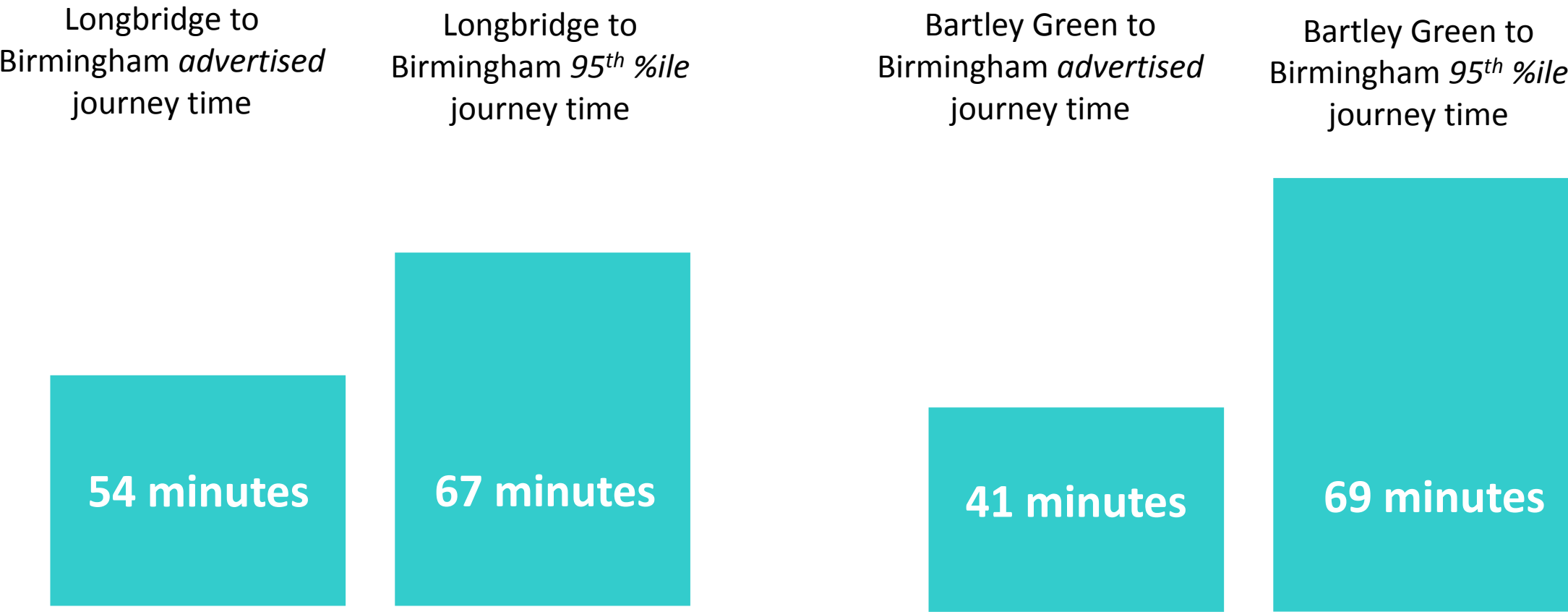
West Mids key corridor AM bus speed
2014 – 2016



West Mids key corridor PM bus speed
2014 - 2016



South/West Birmingham is particularly bad....

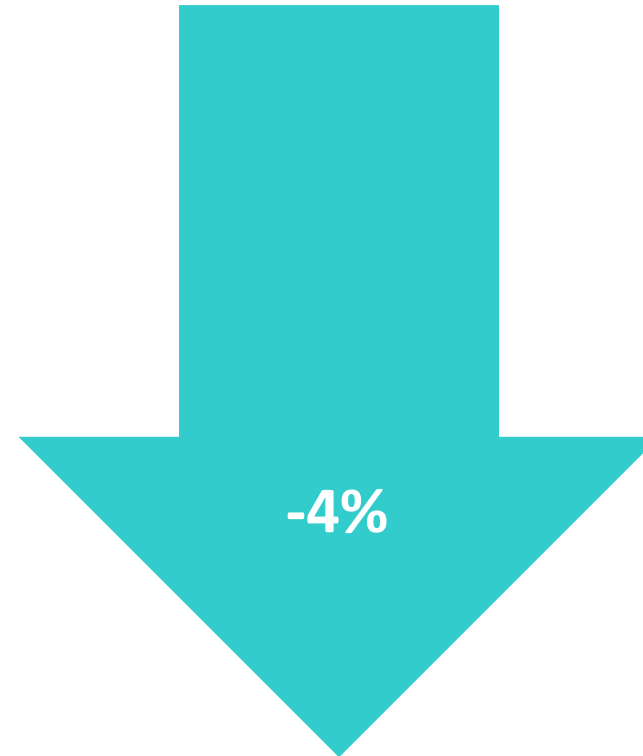


Patronage is falling sharply as buses slow....

West Mids average all period all route bus speed
2014 - 2016

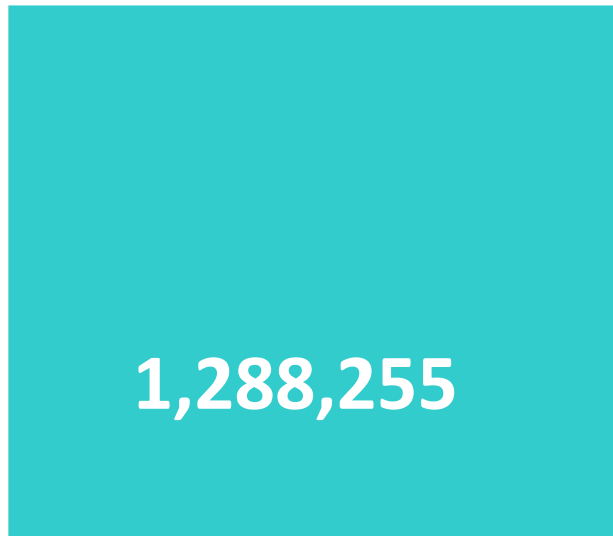


West Mids average all period all passengers
2014 - 2016

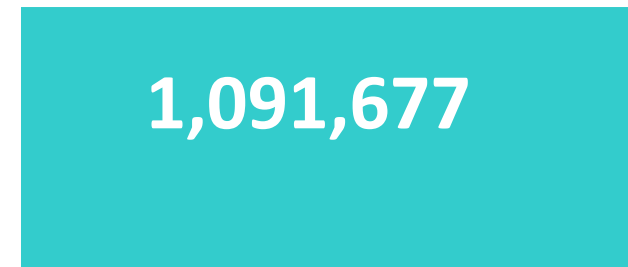


Congestion means that fewer people are within a decent journey time of our strategic centres...

West Mids wide population located within 45 minute public transport journey of three strategic centres –
2011



West Mids wide population located within 45 minute public transport journey of three strategic centres –
2016

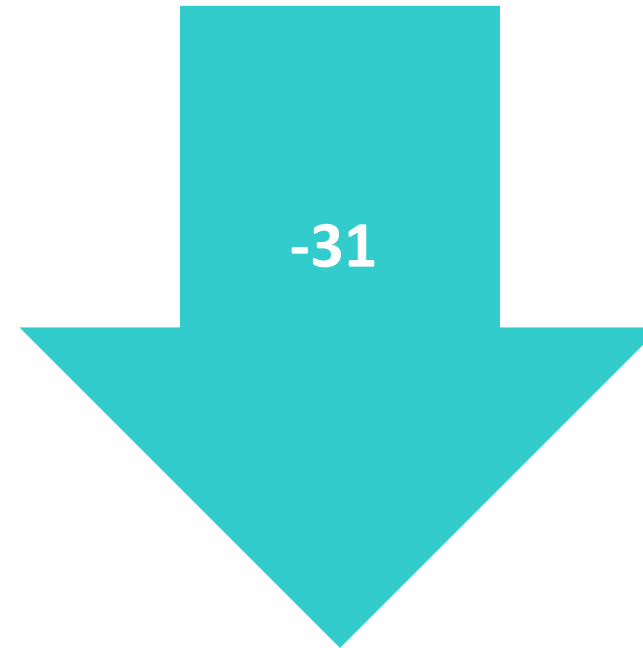


Congestion also means more resource (buses) is needed on key corridors.....

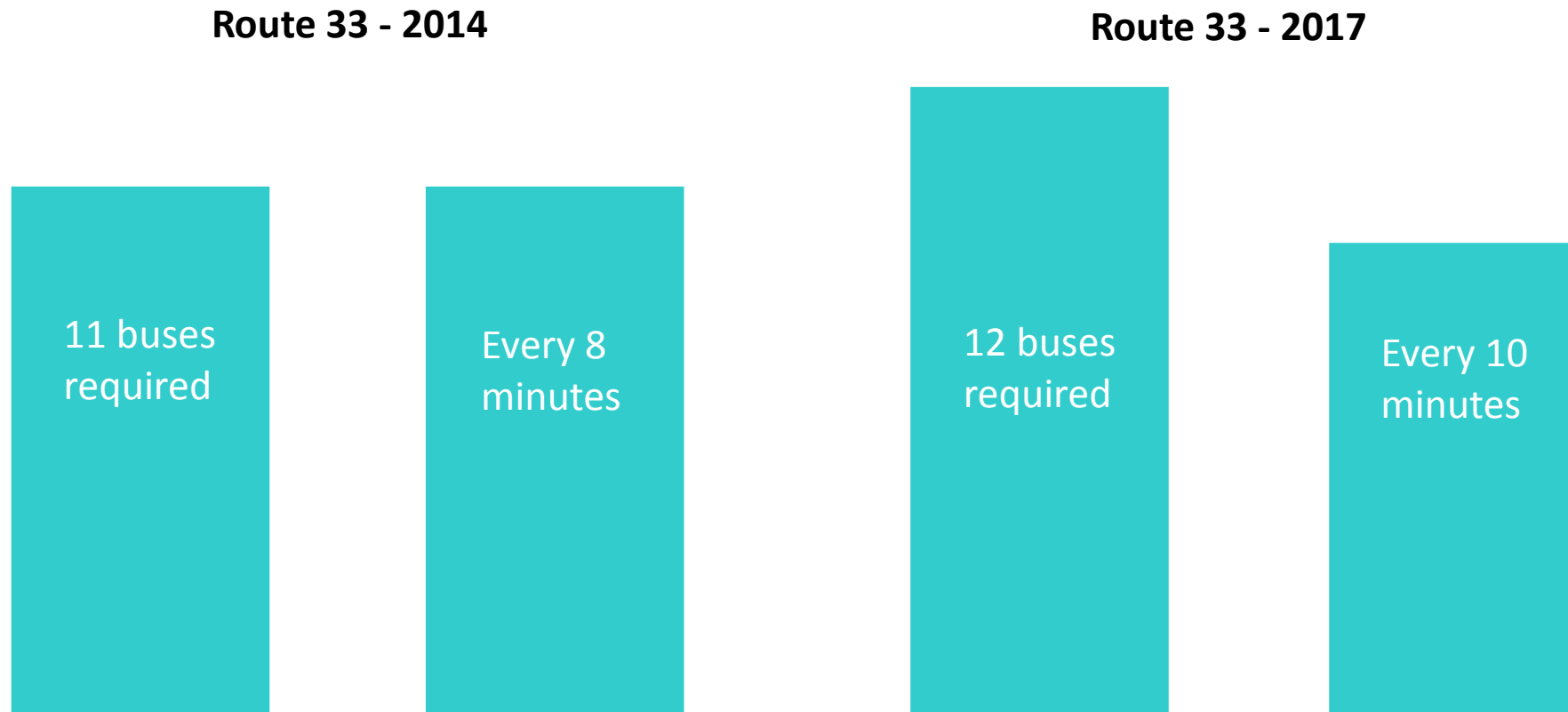
Buses entering Birmingham City Centre



Buses operating on suburban routes



.....to provide a poorer service.



The result.....?



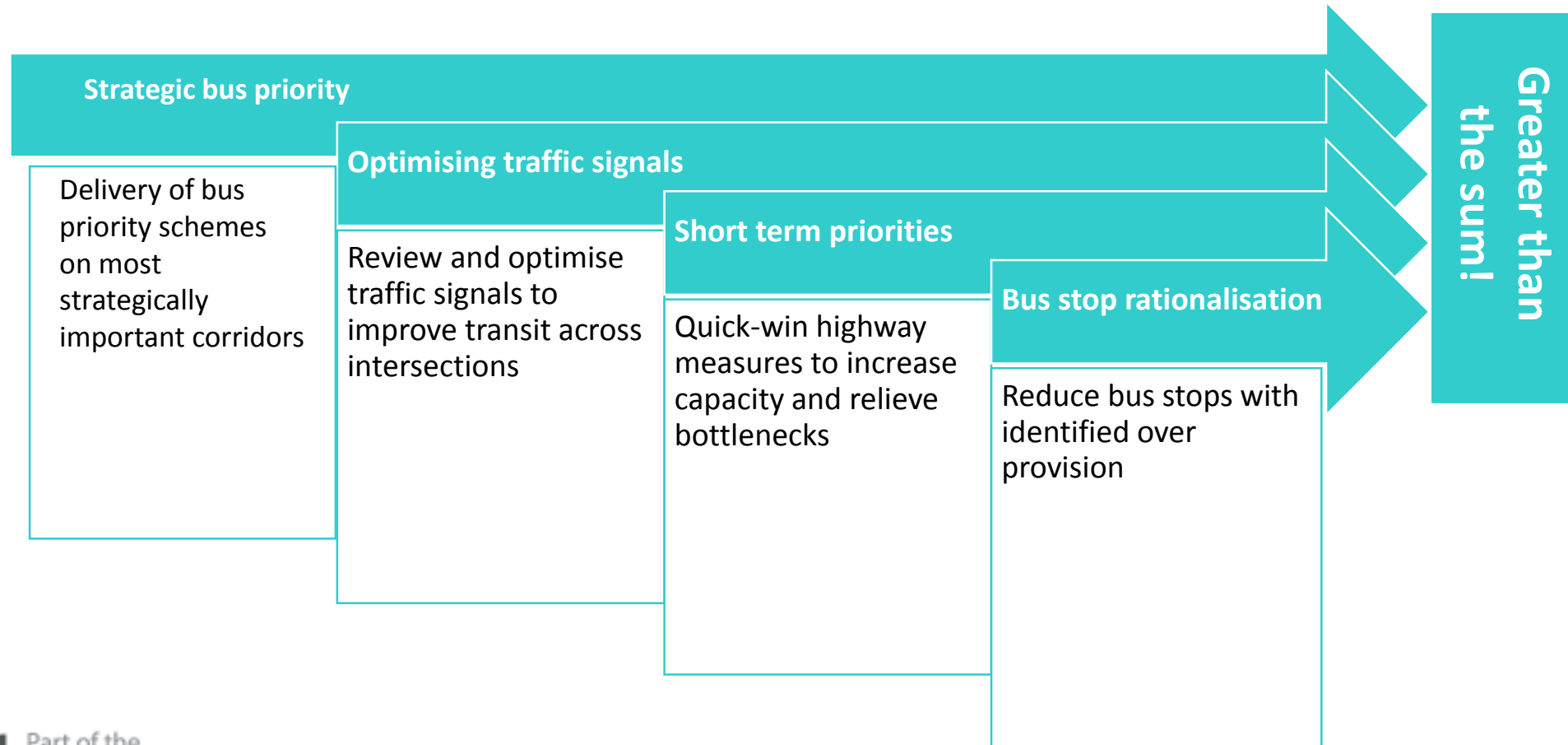
- Without action, we will see an incremental and progressive concentration of bus services to the core network
- This will achieve the worst of both worlds where more resource is provided to services which take longer, are less reliable and used by fewer people at the expense of suburban 'marginal' services
- Not only will this reduce the effectiveness of the bus in supporting the City's inclusive economic growth agenda but also reduce urban mobility and social inclusion for those people whom are most reliant on public transport

Why do we care?

- 4 in every 5 public transport trips are made by bus;
- Some radial corridors into Birmingham City Centre carry more bus passengers in the AM peak than those in cars;
- Over 700,000 passenger journeys every day;
- Accessing employment, education, health & leisure opportunities etc..
- The region cannot properly function without a reliable bus network. Bus is part of the solution for bigger issues;
 - Urban mobility
 - Social inclusion
 - Skills and Unemployment
 - Air Quality
 - Public Realm
 - Delivering strategic and economic development



We are taking a comprehensive approach to treat the symptoms and causes of congestion



Do-nothing is not an option. Urgent and bold action is required to increase speeds and reliability....

- Our plan will deliver a cumulative and significant impact to bus speeds and reliability;
- Bus stop rationalisation is one strand of our plan;
- When combined with other measures, this will help prevent more drastic changes to the bus network as part of National Express' review of bus services in South Birmingham;
- Without these changes more passengers could be left with poorer bus services;
- Those living along marginal bus routes could be left with no service at all

Bus Stop Rationalisation

- Highest ratio of bus stop density in Europe
- Over provision in some areas – as little as 130m apart
- Things have changed – some stops wrongly located
- Each stop adds to journey time for buses
- Delays other traffic and modes
- Independent study



Bus Stop Rationalisation

- 60 Stops – 4 corridors / 6 routes
- Trial commenced 1st October for 6 months
- All areas remain within access standards (400m of stop)
- Comprehensive communications and feedback strategy
- Continuously monitoring responses and any issues.
- Other metrics being monitored.
- Next steps.



Economy, Skills & Transport O&S Committee: Work Programme 2017/18

Chair: Cllr Zafar Iqbal

Committee Members: Cllrs David Barrie, Sir Albert Bore, Zaker Choudhry, Liz Clements, Phil Davis, Mahmood Hussain, Timothy Huxtable, Ziaul Islam, Josh Jones, John O'Shea, and Ken Wood

Officer Support: Scrutiny Officers: Rose Kiely (303 1730) & Baseema Begum (303 1668)
Committee Manager: Errol Wilson (675 0955)

1 Meeting Schedule

Date	What	Officer Contact / Attendees
15th June 2017 (informal) 1400 hours Committee Room 2	Informal meeting to discuss the Work Programme with input from Officers (where possible) on key Economic, Planning, Regeneration, Transportation and Skills and Learning issues.	Scrutiny Office
13th July 2017 1400 hours Committee Rooms 3&4	Cabinet Member for Transport & Roads: Portfolio priorities & upcoming work areas Members private briefing on Highways PFI contract	Chris Brockie, Cabinet Support Officer Kevin Hicks, Assistant Director, Highways & Infrastructure
14th September 2017 1400 hours Committee Rooms 2	Cabinet Member for Jobs & Skills: Portfolio priorities & upcoming work areas (TBC) The Skills Agenda	Chris Brockie, Cabinet Support Officer Shilpi Akbar, Assistant Director, Employment
19th October 2017 1400 hours Committee Rooms 3&4	Discussion on the Draft Parking Policy Integrated Ticketing on Public Transport Bus Stop Rationalisation	David Harris, Transportation Policy Manager Matthew Lewis, Head of Swift, Transport for West Midlands Jon Hayes, Head of Network Delivery & Danny Gouveia, Bus Scheme Development Manager, Transport for West Midlands



Date	What	Officer Contact / Attendees
16th November 2017 1400 hours Committee Rooms 3&4	East Birmingham & North Solihull Regeneration Strategy - Update Birmingham Design Guide – Draft for consultation	Ian MacLeod, Assistant Director, Regeneration Richard Cowell, Assistant Director, Development
14th December 2017 1400 hours Committee Rooms 3&4	20mph limits – Impact & evaluation of areas where it has been implemented Review of Average Speed Enforcement Cameras Pilot	Phil Edwards, Interim Assistant Director, Transportation & Connectivity
18th January 2018 1400 hours Committee Room 6	Flood Risk and Management Annual Report Urban Centres Framework – Draft for consultation	Clive Wright, Resilience Drainage & Flood Risk Manager Richard Cowell, Assistant Director, Development
15th February 2018 1400 hours Committee Room 6	Cabinet Member for Transport & Roads: Portfolio priorities & upcoming work areas TBC	Chris Brockie, Cabinet Support Officer
15th March 2018 1400 hours Committee Room 6	Cabinet Member for Jobs & Skills: Portfolio priorities & upcoming work areas European funding programmes (TBC) 'Access to Finance' (TBC)	Chris Brockie, Cabinet Support Officer Lloyd Broad, Head of European and International Affairs Sue Summers, CEO, Finance Birmingham
19th April 2018 1400 hours Committee Room 6	TBC	

2 Further work areas of interest/Work to be programmed

2.1 The following items could be scheduled into the work programme if members wish to investigate further:

- **Potential Inquiry:** The Future of Birmingham: Consequences of a growing population and economic growth.



- **Potential Inquiry:** The Skills Agenda: An analysis and evaluation of the skills programmes to date and future working with the Mayor and West Midlands Combined Authority.
- **Potential Inquiry:** Highways Maintenance and Management PFI contract
- West Midlands Rail Franchise – Effect on Birmingham and West Midlands
- Potential Implications of Brexit – costs/benefits/implications
- Draft corporate Apprenticeship Strategy
- Economic impact of arts organisations
- Women's Enterprise Hub/ Women in the workplace
- Commonwealth Games – Potential Task & Finish Group to be set up as a number of Scrutiny Committees have shown an interest.

3 Other Meetings

Call in Meetings

'Birmingham Cycle Revolution: Woodgate Valley Green Route Full Business Case'
Tuesday 13th June 2017, 11am, Room M93, Council House

'Birmingham Cycle Revolution: A38 Bristol Road (Selly Oak to City Centre) Full Business Case'
Thursday 15th June 2017, 2pm, Committee Room 2, Council House

Petitions

*None
scheduled*

Councillor Call for Action requests

*None
scheduled*

It is suggested that the Committee approve Thursday at 1400 hours as a suitable day and time each week for any additional meetings required to consider 'requests for call in' which may be lodged in respect of Executive decisions.

Contact Officers

Rose Kiely, Group Overview and Scrutiny Manager, rose.kiely@birmingham.gov.uk – 0121 303 1730
Baseema Begum, Research & Policy Officer, baseema.begum@birmingham.gov.uk – 0121 303 1668



4 Forward Plan for Cabinet Decisions

The following decisions, extracted from the Cabinet Office Forward Plan of Decisions, are likely to be relevant to the Economy, Skills & Transport O&S Committee's remit. **Please note this is correct at the time of publication. Highlighted rows show a change to the previously listed cabinet proposed date.**

Reference	Title	Portfolio	Proposed Date of Decision
003726/2017	Clean Air Hydrogen Bus Pilot Procurement Strategy and FBC	Clean Street, Recycling & the Environment	24 Oct 2017
004072/2017	Youth Promise Plus - Youth Employment Initiative	Jobs and Skills	24 Oct 2017
004162/2017	Delivery Team for the Curzon, EZ and HS2 East Birmingham Investment Programmes	Leader	14 Nov 2017
004111/2017	Draft Birmingham Urban Centres Framework for Inclusive Growth Public Consultation	Leader	14 Nov 2017
003724/2017	EV Taxi Charging Project	Transport & Roads	14 Nov 2017
003725/2017	Tyseley Access Road	Transport & Roads	14 Nov 2017
002536/2016	Former Curzon Street Station Refurbishment	Leader	12 Dec 2017
003203/2017	Enterprise Zone – Skills and Employment Investment Programme	Leader	12 Dec 2017
004101/2017	Enterprise Zone Investment Plan 2017	Leader	12 Dec 2017
004150/2017	Paradise (Redevelopment) Update	Leader	12 Dec 2017
004155/2017	Innovation Birmingham Ltd	Leader	12 Dec 2017
004220/2017	Council House Works – Phase 2	Leader	12 Dec 2017
004258/2017	Highway Maintenance and Management PFI contract - Public	Transport & Roads	12 Dec 2017
004305/2017	SPRINT Bus Rapid Transit Programme	Transport & Roads	12 Dec 2017
002864/2017	Snow Hill Square Improvement Scheme (Tranche 1)	Leader	24 Jan 2018