

**COUNCILLOR STEWART STACEY, CABINET MEMBER FOR TRANSPORT AND  
ROADS**

**1. INTRODUCTION**

- 1.1. This report summarises the achievements of the Transport and Roads portfolio over the last year. It focuses on the contributions to the strategic priorities reported to this Committee on 13<sup>th</sup> July 2017.
- 1.2. I will of course expand on aspects of this report at the meeting of the Committee on 15<sup>th</sup> February.

**2. CREATING SAFE PLACES AND STREETS**

**2.1. Road Safety Activities and Campaigns**

- 2.1.1. **Birmingham's Road Safety Strategy Action Plan** sets out a list of interventions and actions proposed to address road safety in Birmingham. The Birmingham Road Safety Partnership (BRSP) between the Police, the Fire Service and the Council, co-ordinates and oversees the delivery of road safety activities. The delivery plan focuses around key themes, in line with priorities and target groups and allows for more reactive work to be undertaken, based on intelligence and geographic or demographic data.
- 2.1.2. Through this **partnership approach**, regular planned operations are delivered to support: the 20mph 'Slower is Safer' campaign; 'Give Space Be Safe' - Close-Pass Cycling Initiative; evidence-based operations outside schools, including inappropriate parking and unrestrained children in cars; an anti-mobile phone abuse campaign; and a truck and bus enforcement campaign. Working with Taxi Licensing and other agencies, including the DVLA and the Motor Insurance Bureau, regular Multi Agency Road Safety Operations are delivered in high priority areas. Police provide enforcement as required, with other partners focussing on education and awareness-raising.
- 2.1.3. As part of this partnership, the annual **West Midlands Drink Driving Awareness and Enforcement Campaign** was jointly launched via an event in Birmingham city centre. To engage passing shoppers, a crashed vehicle, alongside a new 360 degree virtual reality video was on display, to highlight the consequences of driving under the influence. This multi-agency approach brought together road safety partners and also Transport for the West Midlands and National Express, to maximise the impact and reach of the campaign and also to provide more comprehensive travel information for the Festive period. This is a very successful example of how partnership working can enhance and add value. The BRSP are planning a similar campaign to coincide with The World Cup 2018.

2.1.4. The BRSP are currently developing a **digital online portal**, through which Partnership members, the public, schools and other stakeholders can access resources to promote road safety and active travel. Diminishing resources and changes to organisational structures require new models of engagement. As the Council moves to an 'enabling' function, we are seeking to enhance and develop the resources partners and communities need to support local delivery of campaigns and activities. This includes providing materials digitally that were previously only available in printed format. The portal is due to go live in summer 2018.

2.1.5. Transport for the West Midlands (TfWM) on behalf of the West Midlands Combined Authority, (WMCA) is currently producing a **West Midlands Regional Road Safety Strategy**. The Strategy gives an overview of road safety work being carried out in the West Midlands metropolitan area and sets road traffic collision targets to 2027. This is a joint project between TfWM, the seven metropolitan districts, the West Midlands Police and the West Midlands Fire Service. Work on the strategy is being led by Coventry City Council. Officers from Birmingham City Council are providing technical input and advice building on the work on Birmingham's Road Safety Strategy.

## 2.2 Average Speed Enforcement

2.2.1 The **Average Speed Enforcement (ASE) camera system** was implemented in August 2016 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).

2.2.2 **The 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 thereby 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, leading to better compliance with the speed limit. The system is operated by West Midlands Police (WMP).

2.2.3 The **pilot scheme** has successfully demonstrated a positive impact on speed limit compliance and speed reduction, with consequent benefits in reducing the number and severity of road collisions. Drivers tend to comply with speeds over larger areas with ASE cameras than with spot speed enforcement (as provided by the previous 'Gatso' speed trigger cameras).

2.2.4 **Further evaluation** is to be undertaken once a 21 month operational period has passed; in the meantime there are sufficient positive results to proceed from the pilot and start working towards further roll-out. This will commence with a review of existing arrangements and contract. High level discussions with WMP in this regard have already commenced.

2.2.5 Discussions are also taking place with other West Midlands Councils, who are looking to implement ASE in their areas. This will be coordinated by TfWM, in particular with a focus is on the **West Midlands Key Route Network**, taking advantage of concurrent powers between the agency and local highway authorities. The necessary legal and partnership arrangements will take some time to develop at the West Midlands level. In the meantime, the City Council will continue to progress ASE under existing arrangements.

## 2.3 20mph Speed Limits

2.3.1 20mph Speed Limits have been enforceable in three areas of the City (City Centre (A1), Central East (A2), and Central South (A3)) since October 2016. Following approval of the Full Business Case in 2017 a detailed statutory consultation exercise was undertaken in respect of the Traffic Regulation Orders required to implement the fourth pilot area (B2 –Central West).

2.3.2 Following detailed consultation on the **fourth pilot area (B2 –Central West)**, an Air Quality Monitoring Survey has been undertaken. Implementation of the new speed limits will take place in 2018. The ‘Slower is Safer’ campaign will support this process in the same way as for the other pilot areas.

2.3.3 The ‘**Slower is Safer**’ campaign continues through work with schools, business and communities, including:

- Delivering road safety sessions in schools and children’s centres in the 20mph areas, and at the Children’s Hospital.
- The ‘20mph Coffee Van Competition’ to engage with businesses. As a result of this, Amey went on to develop an internal ‘Slower is Safer’ awareness course for fleet drivers, and DBS Law sponsored a number of places at the 20’s Plenty Conference.
- Production of a road safety film: ‘Jago’s Story’, telling the story of a collision involving a child. This was well received on social media.
- Continuation of the development and roll out of toolkits for business, schools and communities to enable them to deliver their own 20mph themed activities.
- Continuing to increase our following on social media, which is central to the campaign.

2.3.4 As recognition of the success of the ‘Slower is Safer’ campaign, Birmingham was invited to host the annual ‘**20’s Plenty**’ Conference in March 2017. This gave an opportunity to showcase some of the good work achieved so

far, and provided a further catalyst to the ongoing local campaign. In addition to this, officers also presented at ROSPA's Road Safety Conference.

- 2.3.5 The theme of **Global Road Safety Week**: 'Slow Down, Save Lives', gave an ideal opportunity to promote 20mph speed limits in Birmingham. At an event in the city centre, passers-by pledged their support and shared their wishes for a safer city. Throughout the day, hundreds of personal messages were hung on a pledge tree in the city centre, bringing the words of real people into the heart of our campaign.
- 2.3.6 Throughout Spring and Summer 2017, work with the Department for Work and Pensions Work Experience programme continued, in partnership with the Employment Support Services Team. A further four cohorts of **20mph Community Champions** were recruited, trained and provided with materials to support ongoing community insight and outreach work in the 20mph areas and more recruitment is planned. This scheme significantly increases the reach of the campaign, and provides additional skills and work experience to job seekers; a number of the participants have gone on to gain employment and further training opportunities.
- 2.3.7 **Community projects**, such as the '20mph Bench Making Workshops' held in Ward End, helped to engage with local citizens and encourage them to communicate the benefits of slow safe driving in their own words. Using scrap materials, members of the community created benches and painted them with 20mph Roundels, to act as a visual reminder of the speed limits. Following this, we held the first 20mph themed 'Playing Out' event, in partnership with Active Streets. Families participated in road safety and cycling activities, as well as, activities to promote and allow for children to play out safely. Following community concerns around speeding, a similar event was also held at Nelson Mandela School, Sparkbrook, in October.
- 2.3.8 Re-education of drivers on the very real dangers of speeding is a vital part of the 'Slower is Safer' campaign and we continue to have the full support of the Police in delivering the **roadside education and enforcement** elements. Locations for roadside enforcement activity are selected based on local knowledge (from Police and Council officers) and anecdotal evidence gathered via community outreach work or correspondence. Police officers use calibrated speed devices to identify vehicles exceeding the speed limit; speeding drivers are stopped and offered the choice of prosecution, or education about the importance of 20mph speed limits. Relationships with community groups, such as 'The Bearded Bros' have enabled us to deliver a form of community speed-watch, which has seen a positive impact when voices from within the community help to promote behaviour change.
- 2.3.9 Additional funding via the Community Safety Partnership has enabled the BRSP to purchase a number of **Speed Indication Devices**, which record vehicle speeds. Installed on roads where speeding is a concern, results are

reported back to the local community to determine if speeding is a perceived or real issue.

- 2.3.10 An **initial review** on the impacts of the 20mph areas will be taking place in the early part of 2018, with a full traffic impact and road safety assessment in 2020, three years after implementation. Anecdotal evidence, so far, is favourable, with a continuing high level of support from the public. The key concerns raised are around enforcement and when other areas might see 20mph limits implemented.

## 2.4 Tackling Air Quality

- 2.4.1 Poor air quality in Birmingham is a major public health burden and is recognised as the fourth largest risk to public health, behind cancer, obesity and cardiovascular disease. Whilst air pollution is at its lowest levels ever, it is estimated that poor air quality is responsible for around 900 premature deaths in Birmingham.
- 2.4.2 In Birmingham, transport is by far the biggest source of air pollution, contributing to approximately 80% of nitrogen oxides at the road side on average. Diesel engines in particular are considerably worse for NO<sub>2</sub> than alternative engine technologies. This has been further exacerbated by the information that the newest diesel engines have not delivered the expected or hoped for improvements in emissions reductions to date.
- 2.4.3 EU and UK legislation set out legal limits for a number of key pollutants. Currently, the UK has significant exceedances of the annual mean legal limit for NO<sub>2</sub> and has failed to comply since 2010. Birmingham has some of the highest levels of NO<sub>2</sub> exceedances outside of London.
- 2.4.4 In 2015, the Government published an air quality plan, which identified five cities outside London, as being non-compliant with legal NO<sub>2</sub> limits beyond 2020, namely, Birmingham, Leeds, Nottingham, Derby and Southampton. Without some form of intervention it is forecast that Birmingham will continue to be non-compliant for NO<sub>2</sub> until 2025. Subsequently, an updated national plan in 2017 showed that NO<sub>2</sub> levels were worse than previously thought. In order to address this non-compliance and on the basis that the most significant emissions result from road transport, Government proposed the introduction of Clean Air Zones (CAZ).
- 2.4.5 In order to tackle emissions from transport, measures need to achieve a combination of:
- **Reduce** - the amount of journeys that need to be made, or at least that travel through the worst locations.
  - **Shift** - journeys to public transport, walking and cycling) and, or
  - **Improve** - by cleaning up the emissions of the trips which are essential.

- 2.4.6 A feasibility study into a Clean Air Zone for Birmingham is underway. This will help us to better understand air quality problems in Birmingham and the potential solutions that will provide the optimum solution for the City. This is a complex project and the work is still progressing.
- 2.4.7 We will use this work to help us to understand the economic impacts and the wider health impacts. This will also allow us to look at what measures could offset any negative impacts our main action to tackle air quality could place on certain individuals, businesses or areas. For example, these could include financial support to help people upgrade to compliant vehicles or incentives to use public transport.
- 2.4.8 The feasibility work will be concluded in the next couple of months and will result in options and associated measures for political consideration and eventually consultation with residents, visitors and businesses once the full scenario modelling information is available.
- 2.4.9 Addressing Air Quality is a key Council Priority and supports creating a more inclusive, sustainable city with improved quality of life for residents, workers, businesses and visitors alike. A recommendation of the 2017 Overview & Scrutiny Report into the Impact of Poor Air Quality on Health, was for the Council to develop an air quality policy to create a 'clean air city'. We have started to develop this policy position, and a wider strategy document, which will set a strategic direction for improving air quality.
- 2.4.10 Therefore, achieving compliance with the legal limit is an important first step in what must be a longer term strategy for reducing the impact of air quality on the health of people in Birmingham.
- 2.4.11 The Council is also working collaboratively with the Mayor and the Combined Authority, given that the implications of the CAZ will have impacts across a wider geography.

## **2.5 Birmingham Cycle Revolution**

- 2.5.1 Delivery of the £57m **Birmingham Cycle Revolution (BCR)** programme, which commenced in 2014 and is due to be completed during 2020, is now well advanced. The Phase 1 programme is complete: significant improvements to cycle infrastructure around Birmingham have been made, particularly through the Canal Routes, Green Routes and Supporting Measures programme packages. Work is also well advanced on the development and delivery of the remaining initiatives forming Phases 2 and 3, including key highway schemes. A summary of progress to date on the various programme elements is provided below.
- 2.5.2 **Green Routes** – all Green Routes included within Phases 1 and 2 of the BCR programme have now been completed, with over 10km of new and 22km of upgraded cycle paths delivered. Over the last 12 months, a number

of key Green Route schemes have been successfully implemented, most notably **Sheldon Country Park**, **Hatchford Brook** and along the **Rea Valley**, with a further scheme along **Woodgate Valley** due for completion in Spring 2018. Schemes at Bourn Brook, Castle Bromwich Hall & Gardens and across Lyndon Playing Fields are planned for implementation in 2018, the latter two being cross-boundary partnership routes with Solihull MBC, providing strategic cycle links to key employment centres.

- 2.5.3 **Canal Routes** – all towpath improvement works across the entire Birmingham canal network have now been completed, providing over 50km of all-weather surfacing for cyclists and walkers. Monitoring of cyclist numbers at key locations across the network before and after the improvements were implemented, has indicated an average 43% increase in use, with over a 50% increase on the Worcester & Birmingham Canal route. Development of a series of canal access improvements is continuing, with improvements already completed at **Islington Row**, **University Station**, **Bath Row** and **Granville Street**. Further schemes are planned across the network, including at Edgbaston Tunnel (towpath widening), Northbrook Street, Bristol Road, Alexander Stadium and Brookvale Road, Perry Barr.
- 2.5.4 **Big Birmingham Bikes** – roll out of the first phase of the Big Birmingham Bikes initiative was successfully completed in mid-2017, with over 3,400 bikes being provided to people in the most socially deprived areas of Birmingham. A ballot process for a further 2,000 bikes was undertaken in autumn 2017. Subject to final application checks, it is anticipated that distribution of bikes to successful applicants will commence in early 2018, with completion by mid-2018 at the latest.
- 2.5.5 As part of this second phase, an additional 1,000 recycled bikes will be loaned to children and young people through **Bike Banks** at the Wellbeing Centre. Big Birmingham Bikes has strong partnerships with both British Cycling and Cycling UK, through which over 20 Community Cycling groups have been created and cost neutral cycle training and guided rides are delivered to over 4000 Birmingham residents per month.
- 2.5.6 **Other Supporting Measures** – the **Top Cycle Location** initiative has now been completed. Some £800,000 of grants has been awarded to over 115 schools and businesses, for cycle friendly infrastructure, pool cycles and associated equipment. A **Brompton Dock** cycle hire scheme has been successfully launched at five locations around the city centre, and work is underway to deliver a more comprehensive **cycle hire/bike share scheme** for the wider West Midlands region, led by TfWM in partnership with the City Council and the six other West Midlands District Councils. Tenders for the scheme were returned at the end of January, and subject to a suitable supplier being identified, it is anticipated that the scheme will be rolled-out from summer 2018 onwards.

- 2.5.7 **Highway Schemes** – Following a review of the highway schemes delivered in the first two years of the BCR programme, including feedback from key stakeholders, a revised programme of schemes was approved by Cabinet in December 2016. The forward programme, which is currently being delivered, focuses on a smaller number of **Main Corridor routes**, providing a high degree of segregation for cyclists, in line with emerging best practice nationally. The two schemes currently being developed are the A34 Birchfield Road (city centre to Perry Barr) and the A38 Bristol Road (city centre to Selly Oak), a progress update on which is provided below.
- 2.5.8 **A34 Birchfield Road** – following approval of the Full Business Case for the scheme in November, the contractor appointed to undertake the works commenced on site in early December. Good progress is being made in delivering the scheme which is programmed to be complete by October 2018.
- 2.5.9 **A38 Bristol Road** – the Full Business Case for the A38 Bristol Road Main Corridor was approved in June. Following the scheme's approval, a legal challenge was made to the process and procedures adopted in approving the proposed Traffic Regulation Orders (TROs) for the scheme. The TROs were subsequently re-advertised in November, with the statutory consultation period concluding immediately before Christmas. Objections to the scheme were received. These were taken into consideration by the decision makers when the report was approved in February. Completion of the scheme is now estimated to be late 2018, subject to Scrutiny.
- 2.5.10 Remaining highway investment will be focused predominantly on improving cycle access in and between key **Local Centres** and **Green Travel Districts**, particularly Selly Oak and Perry Barr to complement the Main Corridor schemes. In Perry Barr any cycling proposals will be integrated with wider regeneration proposals for the area including SPRINT bus rapid transit, Perry Barr Centre redevelopment and initiatives relating to the Commonwealth Games. Other Highway Schemes are being developed and delivered as proposed in the original funding bids, including **cycle parking** and **Local Link** schemes.
- 2.5.11 **Marketing and Communications** – BCR has a strong and well recognised brand, and a programme of marketing and communications that supports the capital works. These have included: a Winter Cycle Challenge with 'Betterpoints' to encourage continued cycling through the winter months; promotion of the Community Cycle Clubs; support for #brumbreathes - a campaign to encourage cycling to help improve air quality; promotion of the cycle facilities installed at schools and businesses through Top Cycle Location grant funding; the start of the A34 scheme works, and the A38 cycle route revised TRO consultation; and rebranding and updating of some cycle related literature under BCR. Our social media accounts have shown good growth in following and engagement:

([www.facebook.com/BirminghamCycleRevolution](https://www.facebook.com/BirminghamCycleRevolution) has 2,094 page followers; and <https://twitter.com/BCRBirmingham> has 1,630 followers).

2.5.12 The **Bike Life** report, published in November, is an assessment of City cycling development, including: infrastructure, travel behaviour, satisfaction, the impact of cycling and new initiatives. This is the second report on Birmingham, following on from the original report published in 2015. The information in this report comes from local cycling data, modelling and a representative survey of over 1,100 residents in Birmingham. The headline figures show:

- 19.5 million trips were made by bike in Birmingham in the past year
- 3% of Birmingham's residents usually cycle to and from work
- 16% of people live within 125m of a cycle route
- 56% would like to start riding a bike or could ride their bike more
- 22% of people think cycling safety in Birmingham is good
- 73% say Birmingham would be a better place to live and work if more people cycled
- 81% of people would like to see more money spent on cycling
- 65% of people would find protected roadside cycle lanes very useful to help them cycle more

## 2.6 Green Travel Districts

2.6.1 **Green Travel Districts (GTDs)** are a key element of the Birmingham Connected Strategy. They are intended to create local environments, where sustainable transport is increasingly the instinctive choice. Residents and workers in or near a GTD should feel like they have a positive choice of transport modes, and can undertake seamless multi-modal journeys around the city and region. GTDs build on the experiences of Birmingham's transport behavioural change programmes, by integrating travel awareness on a local level within a wider policy and infrastructure framework. They capitalise on the value-adding benefits of local co-ordination and engagement.

2.6.2 **Selly Oak Green Travel District** is the most advanced and is linked to the Selly Oak Master Plan. It was chosen as an initial focal point because of its high daytime population of around 25,000 people, creating a distinct transport demand. A Green Travel District Association has been formed with key employers, including the University of Birmingham, Queen Elizabeth Hospital, Women's Hospital and Birmingham & Solihull Mental Health Trust. A community engagement event was held in October to bring together local residents, charities, community groups, and transport campaigners, and update them on progress within the GTD. This included some details from the emerging Masterplan for the area, and the range of transport options being considered within this to radically improve access by safe, sustainable, and active modes of transport.

- 2.6.3 Working groups have been established for the **development of GTDs** in a number of other areas around the City, including the Soho Road area; Castle Vale / Castle Bromwich (with Jaguar Land Rover); Kings Heath; Longbridge; and the city centre (with Colmore Business Improvement District). Travel audits to identify gaps in transport provision have been carried out in some of these areas and workshops held with stakeholders to discuss results and develop initial action plans.
- 2.6.4 A **review of the GTDs** to date is being conducted, identifying ‘lessons learnt’ from piloting the initiative in a number of areas and developing resources that can be used to support future implementation. Part of this exercise will prioritise areas where the City Council has capacity for supporting GTDs in future, but also identifying organisations and networks that could be encouraged and enabled to take this forward themselves. Resources to support this work will be integrated into the Birmingham Connected Business Travel Network and linked to the STARS for Travel Plan system.

## 2.7 Active Travel

- 2.7.1 A **Cycling and Walking Strategy** is being developed, incorporating a Local Walking and Cycling Infrastructure Plan, in line with Department for Transport Guidance that was published in April. The Infrastructure Plan will build on the work of the Bike North Birmingham, Birmingham Cycle Revolution and Local Sustainable Transport Fund Projects, as well as, identifying ways to maximise the potential of Birmingham Development Plan growth sites, such as, Langley and Selly Oak. Cycle modelling work has been commissioned to help prioritise future routes. Various data is also being analysed, including levels of use and road traffic collisions with pedestrian or cyclist casualties. Discussions with stakeholders are ongoing. Data collection should be completed by March 2018, and network planning discussions will then take place, before publication of a draft strategy in summer 2018.
- 2.7.2 We are also working with TfWM and the other Metropolitan Councils to prepare a **West Midlands Local Cycling and Walking Infrastructure Plan (LCWIP)**. The Department for Transport has awarded funds to provide technical support for the West Midlands LCWIP. A brief to consultants was issued in January; technical work should commence in March 2018 and be completed by September 2018. This will be closely linked to the latest policies of the WMCA in terms of transport, health and physical activity, and support the targets set out in BCR, West Midlands Cycle Charter and Movement for Growth (of an increase in cycle mode share to 5% of all trips by 2023 and 10% of all trips by 2033).

## 2.8 Modeshift STARS / Young Active Travel / Bikeability

- 2.8.1 Officers continue to use **Modeshift STARS** (nationally recognised online travel planning tool with embedded accreditation system) to engage with schools in supporting delivery of sustainable travel and road safety initiatives. Schools receive support and training in using the system, and registration gives schools access to a range of ongoing campaigns and activities. Currently 168 schools in Birmingham are using Modeshift STARS; 14 schools have reached bronze level and four silver level. The aim is to have every school in the City signed up and developing travel plans using this approach.
- 2.8.2 Modeshift STARS is a key component of the **Young Active Initiative**, which aims to give young people and educational establishments the ideas and resources to promote and undertake sustainable travel. Two celebration events have taken place, at which schools have shared and showcased their great work and been presented with their Modeshift STARS accreditations. A programme for teachers and other adult members of school communities is planned, offering training on delivery of safe and sustainable initiatives in the school context.
- 2.8.3 The **Young Active Travel Charitable Trust** was launched in spring 2017 with £100,000 in grants available to schools (up to £1,000 per school) to support the delivery of Modeshift travel plans. Take-up has been slow, with just two applications submitted to date, so the Council is looking to develop, ready-made resource toolkits, which schools can access and implement with minimal support.
- 2.8.4 The **‘School Keep Clear’** campaign continues to address the problem of inconsiderate or illegal parking around school gates. Primary schools borrow a resource box for a term and are supported by additional parking enforcement by the Council or the Police. From September 2016 to December 2017, some 42 primary schools have used a resource box, and received 318 visits by the Council’s Civil Enforcement team, who have then issued 619 tickets for parking on the School Keep Clear Marking or enforceable lines and signs. Secondary schools are also supported with parking enforcement, when they run educational campaigns in their school’s community. Six schools have received 41 visits, with 95 tickets issued.
- 2.8.5 The **Walk to School** outreach project (funded by the DfT) is delivered in thirteen schools across Birmingham, supported by a local Living Streets Coordinator. The project encourages pupils to walk to school at least once per week, with recognition also given to pupils who cycle, scoot or ‘park and stride’. Progress is recorded via an online Travel Tracker tool. The project uses criteria schools need to meet for Modeshift STARS accreditation.
- 2.8.6 For 2017/18 the Council received a grant of £373,496 from the DfT to deliver 10,000 Bikeability training places. Big Birmingham Bikes, through the

Wellbeing Service has been delivering Bikeability since April, with the Bikeability programme integrated with Phase 2 of the Big Birmingham Bikes programme and the focus on young people and families. Between September 2017 and March 2020, the Council will receive a total of £1,184,613, to deliver 37,742 Bikeability training places across the City.

- 2.8.7 During 2017, the Bikeability programme underwent further audit assessment. The report praised management of the scheme, the quality of delivery and the integration with Big Birmingham Bikes. The Bikeability workforce is now more representative of Birmingham's population: of 34 instructors 12 are women (a 25% increase), and 18 are from Black and Minority Ethnic groups (a 30% increase). The scheme is on target to train over 6,000 pupils (a 50% increase on last year).

### **3. KEEPING TRAFFIC FLOWING**

#### **3.1 Completed Highway Schemes:**

- Minworth Island (Local Growth Fund)
- Journey Time Reliability Phase 1 (Local Growth Fund)
- Southside – Hurst Street Permanent Traffic Restrictions Scheme
- Swallow Street Phase 1

#### **3.2 Highway Schemes under Delivery**

- 3.2.1 **Holloway Circus** – following approval of the revised Full Business Case in early August, the main site works commenced in mid-September. The main works comprise the construction of a left slip lane from Holloway Head to Suffolk Street Queensway, to reduce traffic flow on the circulatory carriageway. The essential traffic management required to construct the works safely (24 hour lane closure on Holloway Head for several weeks) caused some congestion on the lead in to Christmas, but was fully withdrawn on the 15 December, as promised. Since Christmas, the works have been undertaken in day and night shifts, with lane closures in place on the night shifts. The works are expected to be completed in early March.
- 3.2.2 **Battery Way** – following approval of GBSLEP and City Council Full Business Cases, a Design and Build Contractor was appointed in October. The detailed design commenced in November and expected to be complete by March, for a construction start in April. The new road and improvement of the Reddings Lane / Olton Boulevard West junction will facilitate the development of the adjacent land, and has the potential to create approximately 345,000 sq. ft. of commercial floor space and 700 new jobs. It will also contribute to road safety benefits for local residents, by removing some traffic that currently uses residential roads.

- 3.2.3 **Selly Oak New Road Phase 1B** – the Birmingham Battery Site developer implemented the development notice in August, which triggered the phased release of £3m contribution towards the new road. The City Council Full Business Case was approved in October and GBSLEP funding is in place. A Design and Build Contractor was appointed in November and detailed design commenced in December. Construction of this final phase of the Selly Oak New Road is on program to commence early in 2019, following the closure of the existing supermarket and release of land for the new road at Selly Oak Triangle. The scheme will provide improved access to development sites, including the Life Sciences Campus on the Birmingham Battery Site. In addition, the scheme provides additional traffic capacity and supports the regeneration of Bournbrook / Selly Oak local centre. The new road will contribute to delivering 35,000sqm of commercial floor space and creation of 3,750 new jobs.
- 3.2.4 **Iron Lane** – the Full Business Case was approved by Cabinet in May and GBSLEP funding is in place. The project requires the acquisition of private land, primarily on the Stechford Retail Park; a Compulsory Purchase Order (CPO) was made in September. Four objections have been received to the CPO and Officers are in discussion with the objectors to negotiate the removal of the objections. The DfT have offered a Public Inquiry date of June 2018; if objections can be addressed relatively quickly it is likely the Public Inquiry will not go ahead. Based on CPO confirmation in late 2018, assuming a Public Inquiry, construction works are expected to commence early 2019, with an 18 month construction period. The objective of the scheme is: to enhance the local economy by removing a major pinch point on the A4040; provide improved access to a number of large urban employment sites outside of the city centre and areas targeted for regeneration in the east of the city area; and reduce the high levels of congestion, traffic queues and unreliable journey times that affect buses, cars and commercial vehicles in the area. The project aims to support the construction of 1,000 houses across a number of sites in the Stechford area.
- 3.2.5 **Ashted Circus** – the Full Business Case and GBSLEP funding were approved in early 2017, following which a Design and Build contractor was appointed. Tree removals were carried out in March, outside of the bird nesting season. The detailed design was completed by November and works were programmed to commence at the beginning of February. The works contract period is 12 months. The project deliverables will both support and protect the City's growth objectives, in terms of enabling access to key development sites, reducing congestion, improving road safety and where appropriate providing additional transport capacity. The project, together with the other improvements on the Ring Road, will support the creation of up to 40,000 new jobs within the Enterprise Zone (EZ). Officers have been working with the HS2 delivery team, in respect to the proposed nearby works on the Ring Road at Curzon Circle and Garrison Circus to share programme and traffic management proposals. At this stage, the programme for the

highway works for HS2 is not firmed up, Officers will continue to work with HS2 Ltd, to ensure traffic is managed along this section of the Ring Road during the works, as efficiently as possible.

- 3.2.6 Longbridge Connectivity** – the project is made up of: Seven Highway Infrastructure Works Packages, to be delivered by the City Council; Bus Shelter Upgrade and Wayfinding Signage to be delivered by TfWM; and Railway Station Upgrade to be delivered by Network Rail. The GBSLEP and Council Business Cases were approved late 2015. The highway works are well into the construction phase, with five of the work packages under construction. The remaining two work packages are programmed to start in the Spring. The highway works are programmed for completion summer / autumn 2018. The Bus Shelter upgrade work is complete. The Wayfinding Signage is substantially complete. The Railway Station Upgrade is at detailed design stage, with construction works programmed from March to October 2018. A 102 space park and ride facility for Longbridge railway station opened in February 2014. This has proved very popular and the Council is working with TfWM to progress proposals for an expanded Park & Ride facility, which is 5 storey high quality car park with 644 spaces. The proposed car park will support Birmingham and the West Midlands, through increased transport capability for the 2022 Commonwealth Games and provide further network resilience.
- 3.2.7 Journey Time Reliability Phase 2** – Phase 1 of this project comprising of nine sites was completed in September. Phase 2 comprises similar works to upgrade existing traffic signal technology, to provide optimum travel benefits for buses through the selected heavily congested junctions. The Phase 2 works comprise 19 sites on the A45, A34, A435 and A38 corridors. Where it is economically advantageous to do so, the works will be carried out in conjunction with other planned works at the same location, such as, Birmingham Cycle Revolution. The City Council and the GBSLEP Business Cases are programmed for March and July 2018 respectively, to support a 12 month construction programme commencing September 2018.
- 3.2.8 Southside Link Scheme** – In July the Business Case was approved for the delivery of a permanent Traffic Regulation Order (TRO), which will prevent through traffic from Ladywell Walk to Smallbrook Queensway, while still maintaining access to the area for taxis, parking and loading. These 'TRO works' were completed in December and will enable the implementation of the Southside Link Scheme at the same location. The Southside Link Scheme is part of the EZ Connecting Economic Opportunities programme and aims to provide a safe and attractive route between New Street Station and Birmingham Smithfield in the Southside area. The proposed works incorporate a realignment of the pedestrian crossing over Smallbrook Queensway, providing a natural continuation of the pedestrian and cycling route and improvements to the public realm on upper Hurst Street, Ladywell Walk and Dudley Street. The Public Realm improvements will include a

reduction in carriageway widths, to provide wider footways, natural stone or concrete paving, new trees and new street lighting. The outline design has been developed with Southside BID and key stakeholders and is now complete. It is proposed to present the EZ and Council Business Cases in spring and summer respectively, with a view to commencing construction in early 2019.

- 3.2.9 **Dudley Road** – The A457 Dudley Road is a strategic link providing connectivity between Birmingham City Centre, Sandwell and the Black Country. The poor standard of this section of the A457 Dudley Road link has resulted in long queues and delays on the. Associated environmental deterioration and poor accessibility for public transport, freight operations, cyclists, pedestrians and private vehicle users is a problem in the area because of congestion. The proposed scheme has been identified to improve accessibility for the existing industrial sites and proposed housing developments including the Icknield Port Loop, Soho Loop and Dudley Road Hospital developments. By improving junctions, widening the carriageway, along with enhancements for pedestrian, cyclists and buses, the scheme would improve capacity, accessibility and safety, while reducing congestion. The project has provisional DfT approval. Outline design and drafting of the DfT's business case has been ongoing during 2017. It is proposed to bring a Project Definition Document to Cabinet in Spring 2018, to secure the necessary approvals to progress the Full Business Case, consultation, land acquisition and to commence procurement of a design and build contractor.
- 3.2.10 **Swallow Street Phase 2** – In June, Cabinet gave approval for TfWM to deliver the scheme under a Section 278 Highways Act Agreement, as the works have a significant construction interface with the Metro works at this Paradise Circus location. The objective of the Swallow Street scheme is to complement the Centenary Square Metro Scheme, by introducing mitigating measures to manage traffic reassignment and minimise resulting congestion. The works are split into two phases. The Phase 1 works were carried out during October and November and included: the closure of Hill Street with Paradise Street; the reversal of one-way traffic on Hill Street; modification of the Navigation Street / Hill Street Signal Junction; together with the introduction of disabled parking bays on Swallow Street; suspension of parking on Brunel Street; relocation of the Mega Bus from Hill Street to Brunel Street; and temporary TROs. The Phase 2 works are scheduled for an autumn 2018 start. This will include: introduction of two way traffic flows on Suffolk Street Queensway between Paradise and Brunel Street; introduction of two way traffic operations on Brunel Street; and a new traffic signal junction at Brunel Street / Suffolk Street.
- 3.2.11 **Snow Hill** – This project originates from the adopted Snow Hill Master Plan and seeks to maximise the development of the Snow Hill district and transform its environmental quality and overall offer. In 2016, a design consultant was appointed to undertake development work, to enable the

delivery of the Master Plan. The original project consisted of two groups of projects, Tranche 1 and Tranche 2. The completion of the development work highlighted that there was a shortfall in funding to deliver the whole of the Tranche 1 and Tranche 2 packages. Work has now been undertaken to reprioritise the projects for delivery and a report is due to go to Cabinet in March, to seek approval to the programme of works. Full Business Cases for each of the projects will be undertaken, with the first project expected to be improvements to the environment on Colmore Row, outside Snow Hill Station. Subject to approvals, it is anticipated that this first project will commence on site in August 2018, with further projects being delivered throughout 2019 and 2020.

### **3.3 Local Growth Funding (LGF)**

- 3.3.1 In 2016, the Secretary of State for Communities and Local Government invited Local Enterprise Partnerships across the country to bid for a share of £1.8bn of Local Growth Funding (LGF3). Bidding locally was led by the GBSLEP, with a formal bid for LGF3 resources totalling £310m submitted to government on 28<sup>th</sup> July 2016.
- 3.3.2 Project proposals were submitted by the Council to the GBSLEP in the form of 'expressions of interest' (totalling circa £132m). The DfT published information in March 2017 with an allocation of £54.2m to GBSLEP. Birmingham City Council projects that were allocated Priority 'A' for strategic fit were the NEC Masterplan Infrastructure Scheme, Tyseley Energy Park Road Access, A38 New Access Junction (Langley/ Peddimore) and University (Railway Station) Interchange.
- 3.3.3 Each of these projects is now being developed (see other sections in this report) and Outline Business Cases submitted to the GBSLEP.
- 3.3.4 **Commonwealth Games** – following an intensive bidding process throughout 2017, on 21<sup>st</sup> December 2017 Birmingham was awarded the 2022 Commonwealth Games. Planning has now started to accelerate infrastructure schemes within the WMCA – Movement for Growth Delivery Plan, and the Council's Transportation and Highways Funding Strategy, which will be required to facilitate the transport plan for the games. Prior to and during the Games, a significant amount of Council resources will be dedicated to delivering infrastructure and Games transport for athletes, officials, press and spectators, as well as planning for the residents of Birmingham to go about their daily lives and keep the City open for business.
- 3.3.5 **Tyseley Energy Park and Hydrogen Buses** – Following successful bids to Office of Low Emission Vehicles, GBSLEP, and for European Funding, the Council is now moving towards purchasing up to 22 hydrogen buses for Birmingham that will be operational by March 2019. Planning permission has been granted and funding secured to develop the Tyseley Energy Park low/zero emission re-fuelling hub, as the first in a network to be developed,

to enable heavy diesel vehicles to transition to low /zero emission. Using the Clean Vehicle Technology Fund, the Council has successfully retrofitted 65 Hackney Cab with a Liquid Petroleum Gas retrofitted engines, as a pilot. Having secured Office of Low Emission Vehicles funding to develop a taxi EV network of charge points, the Council is set to use this to lever in private sector investment to develop a City-wide publicly accessible Electric Vehicles (EV) Charge Point Network, to support the take up of electric vehicles by the public and encourage the growth of EV car share schemes and 'last mile' deliveries for goods and services.

- 3.3.6 **Langley/Peddimore including A38 access** - Langley Sustainable Urban Extension (SUE) and Peddimore Strategic Development Site were allocated when the BDP was adopted in January 2016. Langley will deliver 6,000 homes and Peddimore over 7,000 jobs. The City Council has been working with local politicians, stakeholders, developers and residents to ensure that the high level transport strategy set out in the BDP is delivered by the developers. A key part of ensuring a sustainable transport strategy is delivered is the production of Supplementary Planning Documents (SPDs) for Langley and Peddimore. These documents will go out for public consultation in February.
- 3.3.7 Birmingham City Council and Sutton Coldfield Town Council are jointly funding a **Strategic Transport (SATURN) model for Sutton Coldfield**. This will support bids for funding for transport schemes and allow assessment of the wider impact of development on the highway network including the transport strategy put forward by developers of the urban extension through the planning process.
- 3.3.8 A bid was submitted to LGF3 for funding to support the early delivery of a **new junction on the A38** to serve Langley SUE and Peddimore Strategic Development Site. This scheme was designated as an 'A' rating for strategic fit. The City Council is now working with the GBSLEP to provide an outline Business Case to unlock further development funding, to progress the scheme and allow Peddimore and Langley to be delivered.
- 3.3.9 The **Longbridge Connectivity project** is a significant partnership scheme, which is described in section 3.2.6 above.

### 3.4 Regional Planning

- 3.4.1 **Midlands Connect** is a pan-Midlands partnership of local transport authorities, Local Enterprise Partnerships, local business representatives, and the DfT with its key delivery bodies, which now forms the transport component of the Midlands Engine for Growth. In November 2016, Midlands Connect published its Transport Strategy, which sets out how investment in specific strategic transport schemes will help to close the productivity gap in the Midlands economy and have an economic benefit of over £2 for every £1

spent in delivering the strategy. Midlands Connect is co-ordinating two major studies funded by central Government:

- 3.4.2 **Midlands Road Hub Study** – looking at how congestion on the Birmingham Motorway Box can be alleviated through strategic infrastructure, technological and demand management initiatives.
- 3.4.3 **Midlands Rail Hub Study** – looking at how infrastructure improvements in the Birmingham area can unlock twelve new rail paths between the East and West Midlands and how they will be allocated.
- 3.4.4 Central Government have also given Midlands Connect the opportunity to become a **Sub-National Transport body** with potential to have more influence over national funding strategies for the DfT, Network Rail and Highways England. The structure and powers given to this body are being discussed within the Midlands Connect governance structure, but will require sign-off by all members prior to a submission to Government.

### 3.5 City Centre Transport Planning

- 3.5.1 With the unprecedented level of development and construction activity planned in and around the City Centre over the next fifteen years, a **Transport and Traffic Management Strategy** for the City Centre is being developed. This will look at how the transport system needs to respond and adapt in both the short terms (e.g. temporary situation during major works) and in the longer term, to help deliver an improved and attractive city centre, including options to reduce the amount of through traffic and further improve priority for public transport.
- 3.5.2 This will take account of work already being undertaken e.g. around Snow Hill Growth Strategy, Moor Street, Digbeth, etc. It will also consider other key potential measures, including: the integration of High Speed 2; and transport planning to support the long-term growth and redevelopment of the city centre is progressing, through the Snow Hill Growth Strategy, Moor Street Queensway, One Station and Digbeth High Street studies.

### 3.6 Birmingham Hospitals and University Masterplan including University Station

- 3.6.1 The City Council is working to develop a **Masterplan** in and around the Selly Oak Campus, in partnership with University Hospitals Birmingham NHS Trust, Birmingham Women and Children's Hospital NHS Trust, Birmingham and Solihull Mental Health NHS Trust, the Selly Oak and Life Sciences Green Travel District Association and University of Birmingham. The Masterplan will be completed during 2018 and is supported by various technical reports, completed in December 2017, including: Sustainable Access Strategy, Strategic Transport Assessment and Options Appraisal Report.

- 3.6.2 **Transport improvements** will be critical in managing and enabling growth at this key site, and the technical work has already led to further development of specific projects, which form part of the emerging Transport Delivery Plan.
- 3.6.3 **University Railway Station** – This will provide a major upgrade to manage passenger safety and encourage greater use. LGF3 funding (£10m) has been allocated to this project, which is now led by West Midlands Rail, with a working group of City Council, NHS, Network Rail and new train operator, West Midlands Trains. Further funding is being sought to construct a new, fit-for-purpose station building, which conforms to English Heritage requirements and will be ready for the Commonwealth Games events at the University of Birmingham.
- 3.6.4 **Parking management measures** – It is recognised that the increasing numbers of staff, students, patients and visitors has led to increased trips on the local highway network and greater pressure on parking. A co-ordinated package of parking management measures is proposed for streets within 20 minutes walking distance of the campus. Section 106 funding will be used to develop this project and consultation on preliminary proposals will be undertaken in 2018.
- 3.6.5 **Bus Network Development Plan** – The Masterplan work has identified suppressed demand for buses and an opportunity for short-term improvements to the local network, in advance of longer-term plans, such as Sprint. TfWM is leading on a study to identify highway interventions and ticket discounts that would enable a shift towards greater bus use. The Network Development Plan should be finalised by the Bus Alliance Board in May 2018.
- 3.6.6 **Birmingham Growth Point Package** – The National Productivity Investment Fund (NPIF) allocated £3.37m to improve journey time and reliability of bus routes between the University of Birmingham and Hospitals campus and the City Centre. This includes bus priority measures along the route, and alterations to the highway layout at the main entrance to the QE Hospital, which is regularly congested and provides a poor quality experience for patients and visitors to the hospital. There is also an opportunity to reduce conflicts by providing new bus stops and shelters, and also enhance routes for pedestrians and cyclists. TfWM is leading on the design work.

### 3.7 Car Parking

- 3.7.1 The Council continue to tackle a wide range of difficult parking-related challenges, which are experienced across the City. These challenges are compounded by the fact that Birmingham is a diverse city undergoing large amounts of change. Parking schemes are often unpopular, but the Council needs to apply good parking management, to help make our transport network work effectively and safely, while supporting the local economy.

3.7.2 A review of the parking supply and demand in the city centre was completed in September 2016 and the Council has commissioned further survey work into parking supply and demand across the City. Once complete, the results will be used to inform an update of the **Parking Policy** that will set out a management strategy, including adoption of appropriate parking standards for different types of development and effective management of existing on and off-street parking.

3.7.3 In developing the policy for managing parking across the City, there is a need to balance the need to provide continued reasonable access by car, particularly in light of significant anticipated increases in development. Nonetheless, it is clear that there are key areas where action to address local parking issues will support wider policy objectives, including reducing congestion, improving road safety and tackling air quality. Measures that are to be considered include:

- Implementing appropriate control and management of on-street parking within areas of the City where non-resident and commuter parking demand is demonstrably high. In many areas this will require the introduction or expansion of controlled parking areas. The review of on and off-street parking currently underway will be used to develop local parking strategies to better reflect the diverse parking needs of local areas.
- Considering whether the appropriate charging structures are in place to discourage car travel for commuting whilst still allowing reasonable access for short to medium-stay activities including shopping and leisure,
- Supporting and developing the role of Park & Ride as an alternative to parking within the city centre.

3.7.4 Subject to final approvals, the following **parking schemes** are due to be implemented:

- Erdington Controlled Parking Zone – the TRO advertisement was recently completed, with implementation planned later in 2018.
- Digbeth Controlled Parking Zone – informal consultation is now complete, with the TRO due to be advertised.
- Ladywood Residents Parking Scheme – (is being taken forward in partnership with Housing) the informal consultation is complete and the TRO due to be advertised.
- Waterworks Road / Wyndham Road, Edgbaston and Reservoir Road, Ladywood – the TRO due to be advertised in March.
- Ryland Road / Lee Crescent, Edgbaston – the TRO due to be advertised in March.

3.7.5 **Parking Standards Review** - Revised parking standards for new developments will sit within the new Development Management Document and where appropriate, the Design Guide. Comprehensive research, data collection and best practice analysis is underway to ensure that standards are

appropriate to both support economic growth and encourage sustainable travel patterns. Standards will be updated to include clearer requirements regarding car club provision, cycle storage and electric vehicle charging provision. Parking standards will vary depending upon location and land-use type and will consider a variety of factors including, but not limited to; car ownership levels; public transport accessibility; employment density; green travel districts; and key local centres.

- 3.7.6 **Park & Ride** – The Council is working with TfWM to develop a new strategy for delivering Park and Ride to serve Birmingham and the West Midlands. The strategy will clearly identify the role that Park and Ride plays in addressing the West Midlands' strategic challenges and seeks to optimize the park and ride system to fulfil this role to maximum effect. For Birmingham, extra capacity is already planned at Longbridge and the new West Midlands Rail Franchise allows for a more joined up approach to Park and Ride provision. There is a need for a prioritised strategy for strategic Park and Ride provision for sites that could be served by heavy rail, Metro, Sprint, bus, or other emerging technologies.

### 3.8. West Midlands Key Route Network

- 3.8.1 The West Midlands Key Route Network (KRN) is a 592km network of **key highways across the region** and represents approximately 7% of the non-trunk road network in the West Midlands, but carries approximately 50% of all car, public transport and freight movements.
- 3.8.2 Following consultation in 2015, the KRN was defined and agreed in January 2016. It has subsequently been adopted in the legislation, as part of the creation of the WMCA.
- 3.8.3 The Council is working with TfWM to develop a strategy for the Key Route Network and to better understand the immediate priorities and develop a future investment programme, which will complement the West Midlands 10 Year Delivery Plan for Transport.
- 3.8.4 In particular, there is a need to ensure the most efficient use of road-space along these key transport corridors and how we continue improve road safety, tackle air quality and reduce the impact of road works, including the use of permit schemes. The strategy will also be used to and continue to lobby the Government to devolve the enforcement of Moving Traffic Contraventions and support opportunities to encourage greater use of the M6 Toll.

### 3.9 Major Road Network

- 3.9.1 As part of the Transport Investment Strategy, Government has plans to take forward proposals to create a new Major Road Network (MRN). This middle-tier of economically and strategically important local authority 'A' roads, will sit between the nationally-managed Strategic Road Network (SRN), controlled by

Highways England and the rest of the Local Road Network (controlled by Local Highway Authorities).

- 3.9.2 The new MRN will benefit from targeted funding, available through a share of the National Roads Fund. Government proposes that funding to improve and enhance the MRN should be targeted towards significant interventions that will transform important stretches of the network. The DfT are currently consulting on their proposals for the MRN and we are working closely with TfWM to define the sections of the proposed MRN in Birmingham.

### 3.10 Transportation Communications Strategy - Behaviour Change

- 3.10.1 **Birmingham Connected** is the Council's brand for transport information and behaviour change messaging. By establishing good relationships with partners, providing accurate information and using appropriate media channels Birmingham Connected is building traction and trust, particularly with the business market in the City. This is becoming ever more significant given the unprecedented level of activity on the transport network now and in the future due to major investment programmes.

- 3.10.2 Regular **Connected Update** emails, online content and use of social media (@bhamconnected on Twitter) and that of partners, forms the backbone of Birmingham Connected's outreach. This is supported by ad-hoc use of paid for media, such as radio and online advertising, or printed materials to deliver key messages or information about key projects and events.

- 3.10.3 This approach shaped and helped to deliver communications and engagement in support of the transport impacts of a number of major projects:

- Centenary Square refurbishment
- Paradise redevelopment
- Metro extension to Five Ways
- Highways England works on M6, A38(M) and M5.
- Network Rail signalling works
- Holloway Circus
- HS2 (preparatory works)

- 3.10.4 Transport information was provided to support communications around the **Christmas in Birmingham** celebrations, including the Frankfurt Christmas Market. This included web and social media based information as well as a map/leaflet with a bus ticket offer provided by National Express West Midlands.

- 3.10.5 Birmingham Connected adds value to all aspects of the Transport and Roads portfolio, ensuring high quality and consistent communications across the board. **Forward planning** has commenced to support: Ashted Circus; HS2 highway works; Great Charles Street bus lane; Snow Hill; Dartmouth Circus;

and other planned works, in addition to projects continuing from last year. The team continues to work with developers of major schemes, to keep people informed and to use the opportunity of changes to the transport network to encourage a reduction in single occupancy private car use.

3.10.6 Birmingham Connected has coordinated with Corporate Communications on a number of **campaigns** this year, most notably the #brumbreathes air quality campaign. On 21 June, Birmingham was a lead city in the first 'National Clean Air Day'. In 2018, Birmingham Connected will support on engagement and consultation on any forthcoming Clean Air Zone.

3.10.7 Building on good rapport with Business Improvement Districts and the Chamber of Commerce, **Birmingham Connected Business Travel Network** has been launched, offering information and support which will help to keep the City moving and grow Birmingham's economy. The 'STARSfor' package has been procured, as a tool to support businesses in their travel planning. In 2018, the focus will be on signing-up businesses from the Network to use 'STARSfor'.

3.10.8 Birmingham Connected continues working with West Midlands Growth Company through its '**Relocate to Birmingham**' platform. As a result of this partnership, transport information for employers and employees moving to the City has been greatly enhanced and aligned with the Council's long term transport strategies. With HSBC's relocation to Arena Central imminent, work with them is ongoing, including supporting them to be one of the first to sign up to STARSfor.

3.10.9 Ongoing **monitoring and evaluation** of communications output and the response to it, along with the application of behavioural insights, will enable further improvements to campaign reach with the aim of reducing congestion, enhancing resilience and improving air quality in Birmingham and the region.

### **3.11 Transport Innovation Projects**

3.11.1 The Council is involved in a number of European funded transport innovation projects. These have offered a unique opportunity to collaborate with European partner cities and develop new and innovative transport solutions

3.11.2 **Green Light Optimal Speed Advisory** is a DfT funded connected vehicle project running on the Coventry Road. Traffic signal timings are sent in advance to a mobile app, which provides speed advice, allowing vehicles to slow down in advance of a junction and avoid a stop-start. The trial is utilising freight vehicles and if rolled out across the network, this could have a significant air quality benefit.

3.11.3 **OPTIMUM** is an EU Horizon 2020 funded project, with a consortium of 20 partners. The project seeks to test a system, which enables a range of novel transport ideas to be implemented. The Council will test an app that offers

incentives to drivers to use sustainable modes, and provides an automatic reward if they do.

3.11.3 **SETA** is also an EU Horizon 2020 funded project, in partnership with Sheffield University, Santander and Turin. The project will use new data sources, such as mobile phone data and Wi-Fi information to build a transport model of the east of the City using the AIMSUN software. The project will also implement a new app, which is helping the Big Birmingham Bike project to collect data about walking and cycling journeys.

## **4. BUS SERVICES**

### **4.1. Network Development Plans**

4.1.1. A **Birmingham City Centre Network Development Plan** is in final draft, subject to the Bus Alliance Board approval. Network Development Plans (NDPs) which will be produced for all areas in the region will take a long term, spatial approach to planning the bus network, to support growth and development. They will be used to analyse proposed development sites, including: details of numbers and phasing of houses; business 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. The NDPs will therefore be an important tool to support the action plan's delivery and help unlock new development with high quality bus access.

### **4.2. Bus Stop Rationalisation**

4.2.1. This is an emerging programme under the quick-win theme. It comprises rationalisation of bus stops on those corridors most affected by recent increases in congestion.

4.2.2. A pilot scheme is operating on five corridors in Birmingham for a period of six months, between late September 2017 and 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 the WMCA Transport Delivery Committee in spring 2018.

### **4.3. National Productivity Investment Fund**

4.3.1. The successful **National Productivity Investment Fund** funding package (2) of £3.27 million will see bus priority delivered in 2018/19 between Harborne, Selly Oak and Birmingham city centre.

### **4.4. Improving Bus Emissions Standards**

4.4.1. To improve bus emissions standards, the City Council have approved a pilot scheme, which will see at least twenty new cleaner, zero emission hydrogen-

fuelled buses take to Birmingham's roads. The new vehicles will be delivered by March 2019, with £13.4million of funding for the pilot agreed.

#### **4.5. Bus Lane Enforcement**

- 4.5.1. The next tranche of bus lane enforcement by ANPR camera went live on 4<sup>th</sup> December after rigorous testing. A significant amount information and advice about the new enforcement regime was provided to residents and motorists in advance, has led to a significant reduction in the number of contraventions before actually going live. It is hoped that this low level of infringement continues or improves as enforcement continues.

#### **4.6. Birmingham Advanced Quality Partnership**

- 4.6.1. Work is underway to review and implement an updated **Birmingham City Centre AQPS** in 2019. The new AQPS will be implemented under the new Bus Services Act 2017. The current City Centre Statutory Quality Bus Partnership was introduced in July 2012 and reached its first milestone in July 2017. Legally the current scheme runs until July 2022 and we could leave the scheme as it is but we have to do more if nothing else to ensure the bus can be the solution to tackling the air quality issues in Birmingham city centre. We are currently in discussions with the bus operators on the sort practical interventions that could be achieved to provide more reliable journey times for buses from the ring road into and out from the core city centre bus stops.

#### **4.7. Bus Services Act 2017**

- 4.7.1. The Bus Services Act 2017 (the 2017 Act) was introduced on 19<sup>th</sup> May 2016 in the House of Lords and received Royal Assent on 27<sup>th</sup> April. The aim of the Act is to improve bus services for passengers by providing local authorities and bus operators with a new toolkit to enable improvements to be made to bus services in their areas.

- 4.7.2. In particular, the 2017 Act:

- Strengthened arrangements for partnership working between bus operators and local authorities (in England) introducing new Advanced Quality and Enhanced Partnership schemes.
- Introduced, in England, bus franchising powers to replace previous Quality Contract Schemes.
- Modernised previous ticketing legislation.
- Provided the powers necessary for a step change in the information available to passengers, through audio and visual on-board information (across Great Britain) and through the provisions of open data on timetable, fares and bus service arrival times (in England).

4.7.3. The Bus Services Act 2017 presents local authorities with new powers to bring about change and unlock the potential for the bus industry to achieve more for passengers. It provides:

- New enhanced partnership and advanced quality partnership powers that provide frameworks for authorities to work side by side with operators to set a shared vision for bus services in their area.
- Regulations made under the new open data provisions and new ticketing powers that should make it easier for passengers to use buses, move between different modes of transport and access timetables, fares and routes.
- New franchising provisions that will provide Mayors of Combined Authorities with equivalent powers to those available in London.

4.7.4. The guidance the DfT has produced is the starting point for local authorities. In 2019, the DfT will be looking to see what has been achieved and how the bus industry stands two years after the Act received Royal Assent.

#### **4.8. West Midlands Bus Alliance**

4.8.1. The West Midlands Bus Alliance, the first of its kind in the UK, brings together bus operators, local councils, and other partners to work together to deliver high levels of passenger satisfaction and drive forward investment in local bus services.

4.8.1.1. The aim of the Alliance is to ensure that the partners collaborate to deliver enhancements to the bus network across the region up to 2020. The key objectives of the Alliance are to:

- Improve bus emission standards
- Make bus travel more attractive for young people
- Make bus journeys better value
- Tackle congestion and speed up bus journeys
- Make it easier to buy a ticket
- Make it easier to catch a bus
- Shape the bus network to improve economic growth
- Make it more pleasant to travel by bus

4.8.2. Updates to the West Midlands Bus Alliance objectives and fifty deliverables were approved by the WMCA in September. There was a public event to launch the Alliance's new commitments which was held at the Coach and Bus Expo in Birmingham on 5<sup>th</sup> October.

## 5. **RAIL / LIGHT RAIL**

### 5.1 **West Midlands Rail Devolution**

- 5.1.1 **West Midlands Rail** - During 2017, West Midlands Rail (WMR), the body established by the WMCA and the seven surrounding Shire and Unitary authorities to further the region's interest in rail, has been continuing to work in partnership with the DfT to specify and procure the new West Midlands rail franchise. The WMR Board of Directors, on which the City Council is represented by the Leader and myself, has overseen the work of the organisation which has passed a number of significant milestones during the year.
- 5.1.2 **DfT Collaboration** - In April, a formal Collaboration Agreement between the Secretary of State for Transport and WMR was signed. This key contract sets out the WMR role in leading the management of the Franchise on behalf of the DfT for local West Midlands, enabling the region to have real influence over this key economic asset for the first time in a decade. In addition, it is recognised that whilst the West Midlands Franchise accounts for approximately 60% of passenger rail services in the West Midlands, many are operated by other franchises. The Collaboration Agreement sets out how WMR can influence the specification of other franchises as they come up for renewal in the years ahead.
- 5.1.3 **West Midlands Franchise Competition** – In August, it was announced that the West Midlands Rail Franchise, previously operated by London Midland, would be operated by Abellio (operating as West Midlands Trains) in preference to the incumbent, Govia. This contract was successfully launched in December, including a launch event at Snow Hill Station, featuring a train specially turned-out in the new WMR branded livery, as chosen by WMR Directors. The intention is that this will become a uniting symbol to enable the region to prosper. The contract will run until March 2026.
- 5.1.4 **West Midlands Franchise Key Benefits** – WMR has had considerable input to the specification of the franchise, and this was reflected in the transformational nature of the winning bid; key benefits of the new franchise are as follows:
- New trains with more seats and more space as nearly £1 billion is invested, including 180 new carriages composed of 100 on the Cross City Line and a further 80 for the Snow Hill line. There will be 20,000 extra seats for rush hour passengers in Birmingham, with standing room for 50,000 passengers; the new Cross City Line carriages will offer metro-style passenger facilities, similar to London Overground, with increased space to carry more passengers.
  - Improvements to service frequencies, with earlier and later services and more trains at weekends.

- The West Midlands business unit will receive a unique brand, known as West Midlands Railway. The intention is that this will become a uniting symbol to enable the region to prosper.
- West Midlands Trains (WMT) will work with WMR, the WMCA, the City Council, other local authorities and third parties on development of infrastructure schemes to improve the railway.
- More than £70m to be invested in train depots for improved reliability and capacity, including a new depot at Duddeston (subject to planning application to the Council).
- Improved compensation for delays including for the many delays less than thirty minutes. There will be plans to limit the impact of delays caused by leaves on the line in the autumn, including through the introduction of new trains.
- Smart ticketing to be available at more stations and all stations to have at least one ticket vending machine. Better information including audio/visual displays, mobile phone content, and free Wi-Fi on all main line trains by 2019.
- More than £60m invested on over 1,000 new car park spaces, over 2,500 cycle parking spaces, a cycle hire trial, new and refurbished waiting rooms, more seats, better connections between trains and other forms of transport.
- A commitment to work with WMR, Network Rail and the WMCA to investigate the potential for opening a number of new stations, including on the Camp Hill Line.
- Investment in supporting programmes including improved access for all users, a service quality regime, at least £1.25m for community rail initiatives, strategies for sustainability and innovation, investment in staff training and over 900 apprenticeships.

**5.1.5 WMR Capability** – WMR has been working closely with the DfT and WMT in mobilising for the commencement of the new West Midlands Franchise by expanding its capability, including a new Franchise Delivery Officer and other new staff. WMR now has eight full-time staff, employed by WMR and hosted by the WMCA, and more staff are being recruited including for delivery of projects including for example new and improved stations. The Business Unit Manager is now working very closely with the DfT to hold the operator of the West Midlands Franchise to account for its performance and delivery. TfWM and WMR are also working in partnership with WMT on the development of a number of work streams for the new franchise to ensure that they provide maximum benefit to customers. These include inputting to service [timetable] development, rolling stock proposals and customer experience areas including service quality, multi-modal interchange and accessibility.

**5.1.6 WMR Governance:** During September, a proposal was put forward to merge TfWM and WMR rail activity and resource under one director, to improve

effectiveness and efficiency and drive renaissance for rail in the region. This proposal was agreed by senior officers and elected members, and will see the merging of the TfWM and WMR rail teams. The detail of the new structure is currently being developed in line with the WMCA policies and procedures. Its aim is to ensure that there is the right focus on day to day rail operations, including the management of the new West Midlands franchisee, and also on rail strategy, development and project delivery. Careful consideration is also being given to governance arrangements to ensure that the rail interests of authorities within the TfWM and WMR areas are fairly represented. A proposal is being developed detailing how the new rail team will work alongside the WMCA and WMR to ensure elected members have the best opportunities possible to oversee and input into rail matters.

- 5.1.7 **Funding and Risk** – Before October 2017 (the previous date for commencement of operation of the new West Midlands franchise, before this was delayed due to the General Election), WMR was entirely funded by Partner Authorities. Since October, the majority of WMR funding comes from the DfT, in the form of an annual £500,000 operating grant (provided pro-rata for 2017/18 and in full from 2018/19). WMR therefore has a total budget of £629,171 for 2017/18 and no overspend is anticipated. A risk register is maintained and managed by WMR. The most significant risk emerging for WMR and Partner Authorities is the potential for the reputational impact of industrial action in the new franchise, which is being closely monitored by WMR.

## 5.2 Midland Metro

- 5.2.1 **Birmingham City Centre Extension** - The new access between St Chad's tram stop and Queensway has recently opened to the public and hand-back of the highway to the City Council is being progressed. A review of the tram stop environment has highlighted the need for improved passenger information and recommendations are being considered for enhancing the platform and ground level environments. Since opening to Grand Central, the Metro has seen passenger numbers rise by 30% on the previous year.
- 5.2.2 **Centenary Square Extension** – Works commenced on schedule in Area 3 (Centenary Square) and Area 1 (Pinfold Street) and are progressing to programme. Works in Area 2 are dependent upon the handover of the worksite from the developers, following completion of demolition works at Fletchers Walk, as part of the Paradise development. However, this is dependent on prompt resumption of works on the Paradise development following the liquidation of Carillion. The Argent works are running behind programme due to the identification of greater levels of Asbestos than expected. The Midland Metro Alliance (MMA) and TfWM are working with the Council to review opportunities to reschedule or redesign works to recover the delay. Subject to agreement of rescheduling proposals MMA expect this route to be open to passengers in Q3 of 2019.

- 5.2.3 **Costs and Funding:** Costs are under pressure both as a result of the need to redesign / rephrase works to accommodate the above third party delays as well as additional planning requirements (planning gain) from the Council; additional funding (£5.5m) is being sought from the Enterprise Zone to cover the additional Council requirements and Paradise Circus funding commitments. The MMA has advised that, notwithstanding the cost pressures arising from the delays / scope changes the Westside extension programme (also including the Edgbaston extension as discussed below) remains deliverable within the funding envelope of £149.2m.
- 5.2.4 **Edgbaston Five Ways** – an application for powers to acquire the land to construct and operate the extension was approved by the WMCA Board at its meeting in March. Negotiations with landowners have continued to progress well and the MMA continue to anticipate that all objections will be withdrawn, following positive discussions with all parties.
- 5.2.5 An initial Project Proposal and target cost was approved by the WMCA on 17<sup>th</sup> March and the final Project Proposal and Target Cost is due to be submitted for the approval of the Owner's team in November 2018 following confirmation of the Transport and Works Order by the Secretary of State.
- 5.2.6 The funding for the project is now committed by all parties, following the formal announcement by the DfT of their contribution. Funding is currently authorised up to £15.5m for the MMA to progress the Westside scheme (including Centenary Square and Edgbaston). A further request to draw down funding is expected from the MMA to accommodate an early start on the complimentary highway works that will facilitate the Metro and Sprint projects, with a total budget for Edgbaston of £83m.
- 5.2.7 **Birmingham Eastside Extension** - In September, following confirmation of funding (total budget £155m subject to powers and business case) the WMCA approved the submission of a Transport and Works Act Order for the powers to construct, operate and maintain the tramway. Following negotiation, all thirteen objections were withdrawn prior to the Public Inquiry, which took place on 22nd/23rd November and the Inspector indicated that his report would be submitted, via Planning Inspectorate, to the DfT TWA Orders Unit prior to Christmas.
- 5.2.8 **Interfaces** – The MMA is working closely with the Council to ensure that the Metro works are taken into account by and are complimentary to the ongoing review of Digbeth. The interface with HS2 is a significant risk to this project, as the tramway is due to open in advance of HS2 Ltd completing their construction and fit out works at Curzon Street station. Discussions are continuing with HS2 Ltd around the design of the interface, incorporation of Metro into the station development and operation of Metro beneath the HS2 Station worksite. The Business Case remains under review and is currently forecast by the MMA to have a benefit cost ratio approaching 5:1. The

priority for 2018 will be to work up and submit a Final Business Case for submission to DfT, as soon as possible, after the Order comes into force.

- 5.2.9 **East Birmingham and Solihull** - In July, the WMCA Investment Board approved funding of £9.5m to progress the project through the TWAO process. The next key milestone is to submit the TWAO application. Following a review of the availability of transport modelling resource and the timing of key consultations, the decision was taken to defer the submission of the draft Order from September to December 2018. The aim continues to be for the route to open in time for HS2 in 2026, although the MMA has emphasised there is no room for delay if this is to be achieved.
- 5.2.10 **Engagement** - Briefings to Ward Members along the route commenced in November. A project briefing, to be chaired by the Mayor, for local MPs was arranged for 19<sup>th</sup> January.
- 5.2.11 **Catenary Free Trams** – ‘Tram 18’ successfully completed its factory testing in Zaragoza and was returned to Wednesbury in September. Site acceptance tests are progressing to schedule and once Safety Verification has been completed, an application will be made to the Secretary of State for Transport for authority to run the modified tram in passenger service. A review is under way with CAF and National Express of the fleet modification programme, to ensure that this will ensure all trams are modified ahead of the opening of the Centenary Square and Wolverhampton extensions, whilst minimising the risk of disruption to passenger services.

## **6. FREIGHT AND LOGISTICS**

- 6.1 Birmingham City Council has created an online toolkit to support the development and implementation of **Delivery and Servicing Plans (DSPs)** by businesses and organisations operating in Birmingham.
- 6.2 The aims of the Delivery and Service Planning Toolkit are to:
- Help businesses make more efficient and reliable deliveries whilst helping businesses make cost saving efficiencies.
  - Improve the quality of the environment around businesses by reducing congestion, collisions and emissions (including moving freight on low emission vehicles); ultimately making the area more attractive to people who live, work and visit there.
  - Help businesses to understand more about delivery and servicing activities and will yield a number of financial, environmental and operational benefits for the local area.

## **7. HIGHWAY MAINTENANCE AND MANAGEMENT**

### **7.1 Performance Dispute**

- 7.1.1 The City Council has a 25-year contract with Amey Birmingham Highways Limited (ABHL), under a Highways Private Finance Initiative (PFI), to provide highway maintenance and management services across the City, until 2035.
- 7.1.2 After an initial period of delivery the Council began to identify concerns regarding a range of issues with ABHL, including: questionable investment decisions; quality of workmanship; and performance. A number of Members, stakeholders and members of the public have also advised of their dissatisfaction regarding the performance of ABHL over this period, in various forums. A dispute commenced between the Council and ABHL in April 2014. This dispute was significant, as it concerned the extent of Infrastructure Investment works to be carried out, as part of the services procured under the contract with ABHL on Birmingham's roads and footpaths.
- 7.1.3 The Council has actively managed the performance of ABHL on both investment works and operational services from service commencement on 7<sup>th</sup> June 2010 and in accordance with the terms of the contract. Unfortunately, a number of further disputes have arisen in relation to the services over this period of time. On 18<sup>th</sup> December 2015, the Council agreed a settlement (referred to as the '2015 Settlement') in relation to some, but not all, of the performance and quality issues, including measures to rectify the disputed matters. These rectifications were to be completed by ABHL by 18<sup>th</sup> December 2016. Despite the 2015 Settlement, since November 2015 a number of significant performance disputes have arisen. A further dispute in relation to the investment works on roads and footpaths also commenced in early 2016. The extent of this dispute again was significant and fundamental to how those investment works were to be delivered.

### **7.2 Commercial Settlement Process**

- 7.2.1 Since January 2017, without prejudice to either party's position in the disputes, discussions have taken place between the Council, senior representatives of ABHL and its subcontractor Amey LG. These discussions have sought to reach a commercial settlement, which is acceptable to the parties (for reference, a 'commercial settlement' is a legally binding agreement on terms between the parties to end a dispute, taking holistic account of financial and non-financial issues).
- 7.2.2 By mid-2017, it became evident that it would not be possible to resolve all the disputes, but that some elements could be agreed. To enable progress to be made on the agreed elements in 2017, an agreement was reached for an interim period on 15<sup>th</sup> September (the 'Interim Agreement' - approved by Cabinet, on 25<sup>th</sup> July). The Interim Agreement expired on 31<sup>st</sup> December 2017, without any agreed position between the parties on the terms of a

Full Agreement, and therefore since 1<sup>st</sup> January, the management of the contract has reverted to the conditions under the original project agreement. Discussions between the parties have continued subsequently to seek a full agreement on all of the disputed issues and whilst it has not been possible to reach an agreed position prior to the end of the Interim Agreement, we are committed to ensuring that these discussions continue, in order to find a settled solution to our contractual differences.

- 7.2.3 One aspect of the contractual disputes has resulted in the need to revert to litigation via Adjudication, the High Court and the Court of Appeal. That Appeal (made by the Council following a decision of the High Court, which did not result in a clear resolution) was heard in late January and judgement is awaited and expected shortly.

## **8. HIGH SPEED RAIL 2 CONNECTIVITY**

- 8.1 The WMCA has adopted a £4.4bn **HS2 Growth Strategy**, which sets out how the positive effect of HS2 will be maximised across the region. The approach leverages HS2 investment to create a legacy in terms of regeneration, jobs, skills, economic development and connectivity for the Midlands.

- 8.1.1 The HS2 Growth Strategy contains approximately £1.2bn of transport connectivity investment to be delivered by 2026, focused on four key strands:

- **Connectivity to HS2 Stations** –providing excellent local and sub-regional connectivity from across the Midlands to HS2 stations in the area, thus improving access to businesses and job opportunities.
- **An Integrated HS2** - ensuring the delivery of a fully integrated network between HS2 and the local and national transport networks to ensure that businesses in the wider area have excellent access to the HS2 network.
- **Midlands Connect** - maximising the capacity released by HS2 on the conventional rail network and optimising the Midlands' local rail and road networks in preparation for HS2 and to exploit post opening capacity release.
- **International Connectivity** - building the case for direct international services from the West Midlands to Paris, Brussels and beyond via a direct rail link between HS2 and the existing HS1 line to the Channel Tunnel and wider European High Speed Rail Network.

- 8.1.2 **Key Work Areas** - Work on the HS2 Connectivity Package has broadly been progressing in line with the Implementation Plan, with updates being provided through the regular dashboard reports. The work is split into three distinct areas, Sprint, Rail and Metro.

### **8.2 Sprint**

- 8.2.1 In June, the WMCA Transport Delivery Committee agreed that the revised HS2 Connectivity Package would allow Sprint funding to be concentrated on a

**core network** and deliver a higher level of intervention across routes. It will deliver 122km of Sprint network, with an annual patronage of over 23 million and save commuters over 2 million hours in journey time per year. The package also provides additional investment on the Hagley Road, to further improve the reliability and speed of Sprint journey times on that corridor.

8.2.2 The order of Sprint **route development** has been provisionally divided into two key phases, as described below.

8.2.3 The following routes have been identified as priorities for delivery by 2022, to support delivery of the Commonwealth Games and delivery of key elements of the Birmingham Development Plan:

- Sutton Coldfield to Birmingham, via Langley;
- Walsall to Birmingham; and
- Birmingham – Airport (A45), including to Solihull town centre, via Lode Lane.

8.2.4 Other routes are proposed to be delivered in time for the opening of HS2 Phase 1 (London-Birmingham) in 2026, including:

- Hagley Road Phase 2, with further journey time improvements on the Birmingham section of the route, following delivery of the committed Phase 1;
- Hagley Road extension from Quinton to Halesowen town centre;
- Longbridge to Birmingham; and
- Hall Green-Solihull-Airport via Damson Parkway.

8.2.5 Development of **Strategic Outline Cases** and detailed feasibility work for each scheme was commenced in 2017. Approval was given by Cabinet in January for the network development and implementation strategy for Sprint within Birmingham. This included: that delivery would be undertaken jointly between the City Council and TfWM, subject to: confirmation of funding; further approvals, as required; and separate agreements with the other West Midlands Local Authorities and Sprint operator(s). The Council is working with TfWM and the MMA to accommodate an early start on the complimentary highway works that will facilitate the Metro and Sprint projects on Hagley Road.

8.2.6 Consideration is being given as to how Birmingham Connected policies could be designed into Sprint schemes. For example, the Council is working with TfWM to manage the needs of all road users. Work is being undertaken by TfWM to support the business case and development for Strategic Park and Ride, which has the potential to enhance Sprint's contribution to modal shift, congestion reduction and economic benefits, by attracting even more patronage from car users.

## 8.3 Rail

- 8.3.1 Midlands Connect is developing a Strategic Outline Case for Midlands Rail Hub, to provide a solution for central Birmingham rail network capacity problems, and deliver key parts of our HS2 Growth Strategy Connectivity Programme (i.e. Bordesley Chords, Water Orton Corridor and Snow Hill Lines). It will also cover Midlands Connect aspirations for improved East – West regional connectivity. The Strategic Outline Case is expected to be submitted to Government by March 2019.
- 8.3.2 Officers are working with WMT to ensure the deliver the new West Midlands Rail Franchise. This has included producing feasibility reports for the local enhancement schemes: for new stations on the Camp Hill Line and Water Orton/Sutton Park corridor, and for improvements to existing stations, including those to serve the Commonwealth Games. We are also working with WMR to prepare a new 30-year West Midlands Rail Investment Strategy.

## 8.4 Metro

- 8.4.1 Business cases are being developed to support the Metro network. These are listed below.
- 8.4.2 **East Birmingham to North Solihull Metro** - Further scheme development is focused towards Transport & Works Act Order (TWAo) submission in late 2018.
- 8.4.3 **Eastside Extension** - design and development is being undertaken alongside HS2 Curzon Street Station. The priority for 2018 will be to work up and submit a Final Business Case for submission to DfT as soon as possible after the TWA Order comes into force.
- 8.4.4 **Wednesbury to Brierley Hill Metro Extension** – An Outline Business Case has been submitted to Government showing a good case for the scheme. Funding of £250 million from the new Transforming Cities Fund was allocated to the WMCA in November, including the funding requested in the Outline Business Case. The MMA prepared a supplementary TWAo application, for land acquisition powers (further to the original TWAo approval in 2005) for the WMCA to submit in December. The previous target was for Phase 1 (Wednesbury to Dudley) to open in Q1 2023; however the MMA have been asked to consider what further acceleration can be achieved, with a view to opening Phase 1 prior to the Commonwealth Games in 2022. A further proposal for the acceleration of the project will be submitted by the MMA in March. Design Development is expected to be ongoing to Q4 2019, with the remainder of the route to open in Q4 2023.

## 9. PLANNING AND POLICIES

- 9.1. Transport Policy officers have been working with Planning and Development Control colleagues to feed into the forthcoming **Design Guide and**

**Development Management Document.** This provides an opportunity to strengthen policy around the transport impacts of new developments, helping to create a network of routes and public spaces in our City that meet the principles of Birmingham Connected: efficient and equitable, healthy and sustainable; attractive and safe. In particular, new guidance will be included around: road space allocation; walking, cycling and public transport provision and access; parking standards; electric vehicle provision; car club implementation; and delivery and service plans.

## **10. CONCLUSIONS**

- 10.1 This is a summary of the wide range of work undertaken within my portfolio, relating to your Committee, during the last year. I hope to be able to give more detail on specific projects as required, when I address the Committee on 15<sup>th</sup> February.
- 10.2 Finally, I would like to acknowledge the continuing commitment made by staff of the City Council, particularly in the Economy and Place Directorates. These remain exceptionally difficult and challenging times, with: unprecedented cuts in Local Government expenditure; significant institutional changes at national and regional levels; and the uncertainty of Brexit. However, our officers have continued to ensure the delivery of the achievements of the Transport and Roads portfolio, for the benefit of the people of Birmingham, for which they have my sincere thanks.

**Councillor Stewart Stacey**  
**Cabinet Member for Transport and Roads**  
**February 2018**