

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

BIRMINGHAM CITY COUNCIL

CITY COUNCIL

TUESDAY, 07 FEBRUARY 2017 AT 14:00 HOURS
IN COUNCIL CHAMBER, COUNCIL HOUSE, VICTORIA SQUARE,
BIRMINGHAM, B1 1BB

A G E N D A

1 NOTICE OF RECORDING

Lord Mayor to advise that this meeting will be webcast for live or subsequent broadcast via the Council's Internet site (www.birminghamnewsroom.com) and that members of the press/public may record and take photographs.

The whole of the meeting will be filmed except where there are confidential or exempt items.

2 MINUTES

5 - 48

(a) to confirm and authorise the signing of the Minutes of the Extraordinary Meeting of the Council held on 10 January 2017.

(b) To confirm and authorise the signing of the Minutes of the Meeting of the Council held on 10 January 2017.

3 LORD MAYOR'S ANNOUNCEMENTS

To receive the Lord Mayor's announcements and such communications as the Lord Mayor may wish to place before the Council.

4 PETITIONS

(15 minutes allocated)

To receive and deal with petitions in accordance with Standing Order 8.

As agreed by Council Business Management Committee a schedule of outstanding petitions is available electronically with the published papers for the meeting and can be viewed or downloaded.

5 **QUESTION TIME**

(90 minutes allocated)

To deal with oral questions in accordance with Standing Order 9(B)

- A. Questions from Members of the Public to any Cabinet Member, Assistant Leader, District Committee Chairman or Ward Forum Chairman (20 minutes)
- B. Questions from any Councillor to a Committee Chairman, Lead Member of a Joint Board or Ward Forum Chairman (20 minutes)
- C. Questions from Councillors other than Cabinet Members and Assistant Leaders to a Cabinet Member or Assistant Leader (25 minutes)
- D. Questions from Councillors other than Cabinet Member and Assistant Leaders to the Leader or Deputy Leader (25 minutes)

49 - 50

6 **APPOINTMENTS BY THE COUNCIL**

(5 minutes allocated)

To make appointments to, or removals from, committees, outside bodies or other offices which fall to be determined by the Council as set out on the attached schedule.

7 **EXEMPTION FROM STANDING ORDERS**

Councillor Sharon Thompson to move an exemption from Standing Orders.

51 - 130

8 **WEST MIDLANDS STRATEGIC TRANSPORT PLAN: "MOVEMENT FOR GROWTH"**

(30 minutes allocated)

To consider a report of the Cabinet Member Transport and Roads.

Councillor Stewart Stacey to move the following Motion:

"That Full Council:

- 1: Notes that Birmingham Connected sets out the city's longer term transport aspirations as agreed by Cabinet in November 2014.
- 2: Recognises Movement for Growth which was adopted by the West Midlands Combined Authority on 26th June 2016 as the Statutory Transport Plan for the West Midlands and that the constitution will be amended as appropriate.
- 3: Notes the report of the Lead Member on the West Midlands Combined Authority Transport Delivery Committee."

(break 1630-1700)

9 **REPORT OF THE OVERVIEW AND SCRUTINY COMMITTEES**

(60 minutes allocated)

131 - 142

MAXIMISING JOBS AND SKILLS OPPORTUNITIES IN THE CITY

To consider a report of the Economy, Skills and Transport Overview and Scrutiny Committee.

Councillor Zafar Iqbal to move the following Motion:

"That the report is noted, and discussion points are forwarded to the Economy, Skills and Transport O&S Committee to feed into future work."

143 - 144

10 **MOTIONS FOR DEBATE FROM INDIVIDUAL MEMBERS**

(90 minutes allocated)

To consider the attached Motions of which notice has been given in accordance with Standing Order 4(A)

**EXTRAORDINARY MEETING OF
BIRMINGHAM CITY COUNCIL
10 JANUARY 2017**



**MINUTES OF AN EXTRAORDINARY MEETING
OF BIRMINGHAM CITY COUNCIL HELD
ON TUESDAY, 10 JANUARY 2017 AT
1355 HOURS IN THE COUNCIL CHAMBER,
COUNCIL HOUSE, BIRMINGHAM**

PRESENT:- The Lord Mayor (Councillor Carl Rice) in the Chair.

Councillors

Muhammad Afzal	Barbara Dring	Ewan Mackey
Uzma Ahmed	Neil Eustace	Majid Mahmood
Mohammed Aikhlq	Mohammed Fazal	Karen McCarthy
Deirdre Alden	Mick Finnegan	Gareth Moore
John Alden	Des Flood	Brett O'Reilly
Robert Alden	Jayne Francis	John O'Shea
Tahir Ali	Matthew Gregson	Eva Phillips
Sue Anderson	Carole Griffiths	Robert Pocock
Gurdial Singh Atwal	Peter Griffiths	Victoria Quinn
Mohammed Azim	Paulette Hamilton	Hendrina Quinnen
Susan Barnett	Andrew Hardie	Chauhdry Rashid
David Barrie	Kath Hartley	Fergus Robinson
Bob Beauchamp	Barry Henley	Gary Sambrook
Matt Bennett	Penny Holbrook	Valerie Seabright
Kate Booth	Des Hughes	Rob Sealey
Sir Albert Bore	Jon Hunt	Shafique Shah
Barry Bowles	Mahmood Hussain	Sybil Spence
Randal Brew	Shabrana Hussain	Claire Spencer
Marje Bridle	Timothy Huxtable	Stewart Stacey
Mick Brown	Mohammed Idrees	Ron Storer
Alex Buchanan	Zafar Iqbal	Martin Straker Welds
Andy Cartwright	Kerry Jenkins	Paul Tilsley

Extraordinary Meeting of City Council – 10 January 2017

Tristan Chatfield	Meirion Jenkins	Karen Trench
Zaker Choudhry	Brigid Jones	Lisa Trickett
John Clancy	Nagina Kauser	Anne Underwood
Lynda Clinton	Tony Kennedy	Margaret Waddington
Lyn Collin	Changeese Khan	Ian Ward
Maureen Cornish	Mariam Khan	Mike Ward
Ian Cruise	Chaman Lal	Fiona Williams
Basharat Dad	Mike Leddy	Ken Wood
Phil Davis	Keith Linnecor	Alex Yip
Diane Donaldson	Mary Locke	Waseem Zaffar
Peter Douglas Osborn		

NOTICE OF RECORDING

18773

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MINUTES

Councillor Randal Brew indicated that his name had been omitted from the list of Councillors present.

Referring to page 2290, Councillor Mike Ward indicated that Councillor Zaker Choudhry's name should replace Councillor Waseem Zaffar as replying to the debate.

It was moved by the Lord Mayor, seconded and-

18774

RESOLVED:-

That, subject to the above amendments, the Minutes of the meeting of the City Council held on 6 December 2016, having been printed and a copy sent to each member of the Council, be taken as read and confirmed and signed.

HONORARY FREEDOM OF THE CITY

The following report of the Council Business Management Committee was submitted:-

(See document No. 1)

The Motion was moved by Councillor John Clancy which was seconded by Councillor Deirdre Alden. Councillor Jon Hunt spoke in support.

It was-

18775

RESOLVED:-

The City Council posthumously confers upon the 21 victims of the Birmingham Pub Bombings who lost their lives on 21 November 1974 the Honorary Freedom of the City of Birmingham and admits them to the Roll of Honorary Freedom of this City.

The Council rose at 1405 hours.



**MEETING OF BIRMINGHAM
CITY COUNCIL
10 JANUARY 2017**

**MINUTES OF THE MEETING OF BIRMINGHAM CITY COUNCIL HELD
ON TUESDAY 10 JANUARY 2017 AT 1405 HOURS IN THE COUNCIL
CHAMBER, COUNCIL HOUSE, BIRMINGHAM**

PRESENT:- Lord Mayor (Councillor Carl Rice) in the Chair.

Councillors

Muhammad Afzal	Peter Douglas Osborn	Ewan Mackey
Uzma Ahmed	Barbara Dring	Majid Mahmood
Mohammed Aikhlaq	Neil Eustace	Karen McCarthy
Deirdre Alden	Mohammed Fazal	James McKay
Robert Alden	Mick Finnegan	Gareth Moore
John Alden	Des Flood	Brett O'Reilly
Tahir Ali	Jayne Francis	John O'Shea
Sue Anderson	Matthew Gregson	Eva Phillips
Gurdial Singh Atwal	Carole Griffiths	Robert Pocock
Mohammed Azim	Peter Griffiths	Victoria Quinn
Susan Barnett	Paulette Hamilton	Hendrina Quinnen
David Barrie	Andrew Hardie	Chauhdry Rashid
Bob Beauchamp	Roger Harmer	Fergus Robinson
Matt Bennett	Kath Hartley	Gary Sambrook
Kate Booth	Barry Henley	Rob Sealey
Sir Albert Bore	Penny Holbrook	Valerie Seabright
Barry Bowles	Des Hughes	Shafique Shah
Randal Brew	Jon Hunt	Sybil Spence
Marje Bridle	Mahmood Hussain	Claire Spencer
Mick Brown	Shabrana Hussain	Stewart Stacey
Alex Buchanan	Timothy Huxtable	Ron Storer
Sam Burden	Mohammed Idrees	Martin Straker-Welds
Andy Cartwright	Zafar Iqbal	Paul Tilsley
Tristan Chatfield	Kerry Jenkins	Karen Trench
Zaker Choudhry	Meirion Jenkins	Lisa Trickett
Debbie Clancy	Julie Johnson	Anne Underwood
John Clancy	Brigid Jones	Margaret Waddington
Lynda Clinton	Carol Jones	Ian Ward
Lyn Collin	Tony Kennedy	Mike Ward
Maureen Cornish	Changese Khan	Fiona Williams
Ian Cruise	Chaman Lal	Ken Wood

City Council – 10 January 2017

Basharat Dad

Phil Davis

Diane Donaldson

Mike Leddy

Keith Linnecor

Mary Locke

Alex Yip

Waseem Zaffar

NOTICE OF RECORDING

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LORD MAYOR'S ANNOUNCEMENTS

A. New Year's Honours

18777 The Lord Mayor asked those in the Chamber to join him in congratulating those mentioned in the New Year's Honours list for services to Birmingham or who lived in Birmingham as follows:-

OBE

Susan Bennett

David Gould

Stephen Maddock

Susan Hunston

Dr Brinder Singh Mahon

Janice Connolly

MBE:

Councillor Mohammed Aikhlaq

Allen Matty

Marcia Shakespear

British Empire Medal:

Eric Carter

Bernard Gingold

Gurcharan Mall

B. Collection for Children in Care

18778 The Lord Mayor thanked Members for the donations they had made at the November Council meeting towards Christmas gifts for Children in Care. He noted that in addition to gifts donated, the total amount of donated amounted to £1,083.

The Lord Mayor thanked everyone for their generosity, which really did go a long way to ensuring that the children had a wonderful Christmas.

PETITIONS

Petition Relating to City Council Functions Presented before the Meeting

The following petition was presented before the meeting:-

(See document No 1)

In accordance with the proposals by the Member presenting the petition, it was moved by the Lord Mayor, seconded and -

18779 **RESOLVED:-**

That the petition be received and referred to the relevant Chief Officer.

Petitions Relating to City Council Functions Presented at the Meeting

The following petitions were presented:-

(See document No 2)

In accordance with the proposals by the Members presenting the petitions, it was moved by the Lord Mayor, seconded and -

18780 **RESOLVED:-**

That the petitions be received and referred to the relevant Chief Officers.

Petitions Update

The following Petitions Update was submitted:-

(See document No 3)

It was moved by the Lord Mayor, seconded and -

18781 **RESOLVED:-**

That the Petitions Update be noted and those petitions for which a satisfactory response has been received, be discharged.

QUESTION TIME

18782 The Council proceeded to consider Oral Questions in accordance with Standing Order 9 (B).

During Question Time Councillor Randal Brew declare an interest as a Trustee of the Birmingham Museums Trust.

During an answer given by the Leader Councillor John Clancy, Councillor Robert Aiden rose on a point of order to confirm that the Government's own figures indicated that core spending power would rise every year after next year. He had said that and not that it went up every year as suggested by the Councillor.

Details of the questions asked are available for public inspection via the webcast.

APPOINTMENTS BY THE COUNCIL

18783 There were no appointments to be made.

EXEMPTION FROM STANDING ORDERS

It was moved by Councillor Idrees, seconded and:-

18784 **RESOLVED:-**

That, pursuant to CBM Committee discussions, Standing Orders be waived as follows:

- *Allocate 15 Minutes for item 7 (Decision to opt in to the National Scheme for Auditor Appointments with PSAA)*
 - *Allocate 30 Minutes for item 8 (Annual Audit Letter year ended 31/3/2016 – Statutory Recommendation)*
 - *Allocate 15 Minutes for item 9 (Annual Review of the City Council's Council Tax Support Scheme)*
 - *Allocate 30 Minutes for item 10 (Birmingham Development Plan - Adoption)"*
-

DECISION TO OPT IN TO THE NATIONAL SCHEME FOR AUDITOR APPOINTMENTS WITH PSAA

The following report of the Deputy Leader was submitted:-

(See document No 4)

Councillor Ian Ward moved the motion which was seconded.

Councillor Tristan Chatfield made a short comment.

The Motion having been moved and seconded was put to the vote and by a show of hands was declared to be carried.

It was therefore -

18785

RESOLVED:-

The Council accepts Public Sector Audit Appointments' (PSAA) invitation to 'opt in' to the sector led option for the appointment of external auditors for five financial years commencing 1 April 2018.

ANNUAL AUDIT LETTER YEAR ENDED 31/3/2016 – STATUTORY RECOMMENDATION

The following report of the Deputy Leader was submitted:-

(See document No 5)

Councillor Ian Ward moved the motion which was seconded.

In accordance with Council Standing Orders, Councillors Jon Hunt and Paul Tilsley gave notice of the following amendment to the Motion:-

(See document No 6)

Councillor Jon Hunt moved the amendment which was seconded by Councillor Paul Tilsley.

In accordance with Council Standing Orders, Councillors Randal Brew and Robert Alden gave notice of the following amendment to the Motion:-

(See document No 7)

Councillor Randal Brew moved the amendment which was seconded by Councillor Robert Alden.

A debate ensued.

Councillor Ian Ward replied to the debate.

The first amendment having been moved and seconded was put to the vote and by a show of hands was declared to be lost.

The second amendment having been moved and seconded was put to the vote and by a show of hands was declared to be lost.

Here upon a poll being demanded the voting, with names listed in seat number order, was as follows:-

(See document No 8)

ADJOURNMENT

Due to technical difficulties with the voting equipment it was moved by the Lord Mayor, seconded and

18786 **RESOLVED:-**

That the Council be adjourned until 1715 hours on this day.

The Council then adjourned at 1655 hours.

At 1715 hours the Council resumed at the point where the meeting had been adjourned.

The Lord Mayor explained that although the names displayed in the Chamber of the voting showed some inaccuracies, the printout of the voting had been checked and was showing the correct voting results. The consensus of the Chamber was for the meeting to continue.

The Lord Mayor reminded Members that they were still to vote on the substantive Motion which having been moved and seconded was put to the vote and by a show of hands was declared to be carried.

It was therefore -

18787 **RESOLVED:-**

The Council accepts the statutory recommendation of Grant Thornton made under section 24 of the Audit and Accountability Act 2014 and the responses and actions set out in section 3 of this report.

ANNUAL REVIEW OF THE CITY COUNCIL'S COUNCIL TAX SUPPORT SCHEME

The following report of the Deputy Leader was submitted:-

(See document No 9)

Councillor Ian Ward moved the motion which was seconded.

The Motion having been moved and seconded was put to the vote and by a show of hands was declared to be carried.

It was therefore -

18788 **RESOLVED:-**

That approval be given to retain the current Council Tax Support Scheme for the next financial year (2017/18) not withstanding any prescribed changes set by Government and/or annual uprating.

BIRMINGHAM DEVELOPMENT PLAN – ADOPTION

The following report of the Deputy Leader was submitted:-

(See document No 10)

Councillor Ian Ward moved the motion which was seconded by Councillor Stacey.

In accordance with Council Standing Orders, Councillors Jon Hunt and Roger Harmer gave notice of the following amendment to the Motion:-

(See document No 11)

Councillor Jon Hunt moved the amendment which was seconded by Councillor Roger Harmer. Councillor Jon Hunt declared an interest in that he was the Chair of the 3 B's Neighbourhood Planning Forum in the Perry Barr Ward.

In accordance with Council Standing Orders, Councillors Ken Wood and David Barrie gave notice of the following amendment to the Motion:-

(See document No 12)

Councillor Ken Wood moved the amendment which was seconded by Councillor David Barrie.

In accordance with Council Standing Orders, Councillors Alex Yip and Maureen Cornish gave notice of the following amendment to the Motion:-

(See document No 13)

Councillor Alex Yip moved the amendment which was seconded by Councillor Maureen Cornish.

A debate ensued.

Councillor Ian Ward replied to the debate.

The first amendment having been moved and seconded was put to the vote and by a show of hands was declared to be lost.

Here upon a poll being demanded the voting, with names listed in seat number order, was as follows:-

(See document No 14)

The second amendment having been moved and seconded was put to the vote and by a show of hands was declared to be lost.

Here upon a poll being demanded the voting, with names listed in seat number order, was as follows:-

(See document No 15)

The second amendment having been moved and seconded was put to the vote and by a show of hands was declared to be lost.

Here upon a poll being demanded the voting, with names listed in seat number order, was as follows:-

(See document No 16)

The Motion having been moved and seconded was put to the vote and by a show of hands was declared to be carried.

Here upon a poll being demanded the voting, with names listed in seat number order, was as follows:-

(See document No 16)

Councillor Peter Douglas Osborn indicated that he wished to be included as having voted against the Motion.

Therefore, the total results referred to in the interleave should read:-

Yes – 58 (For the Motion);

No – 32 (Against the Motion);

Abstain – 2 (Abstentions).

It was therefore -

18789 **RESOLVED:-**

That the City Council:

1) Adopts the Birmingham Development Plan and amends the statutory development plan accordingly.

MOTIONS FOR DEBATE FROM INDIVIDUAL MEMBERS

The Council proceeded to consider the Motions of which notice had been given in accordance with Standing Order 4(A).

Councillors Brigid Jones and Martin Straker Welds have given notice of the following Motion:-

(See document No 17)

Councillor Brigid Jones moved the Motion, which was seconded by Councillor Martin Straker Welds.

In accordance with Council Standing Orders, Councillors Matt Bennett and Debbie Clancy gave notice of the following amendment to the Motion:-

(See document No 18)

Councillor Matt Bennett moved the amendment, which was seconded by Councillor Debbie Clancy.

A debate ensued during which Councillors Susan Barnett, John O'Shea and Ian Cruise declared interests working for a Children's Centre, as Director of Cottesbrooke Infant and Nursery School and as a parent and Governor of Balaam Wood School, Frankley respectively

Councillor Brigid Jones replied to the debate.

The amendment having been moved and seconded was put to the vote and by a show of hands was declared to be lost.

The Motion having been moved and seconded was put to the vote and by a show of hands was declared to be carried.

It was therefore -

18790

RESOLVED:-

In April 2016, the Council became one of the first nationwide to pass a motion expressing concerns about the first phase of the consultation on the Schools National Funding Formula, which was then underway.

The motion:

- expressed concern that Birmingham schools were likely to see a significant funding reduction
- called on government to increase the national funding pot to meet need rather than cutting funding from millions of pupils by redistributing existing funds.

The Council notes:

Birmingham schools are delivering strong progress for some of the country's most deprived children and the outcome of this phase of consultation threatens this. The formula proposed in December 2016 following the first phase of consultation:

- Would, if it had been implemented in 2016/17, have resulted in funding reductions to Birmingham schools of £10.6m in the year of transitional protection, and £20.1m once this is removed
- Is projected to cut funding to 379 of 386 primary, secondary and all through schools in Birmingham.

The Council further notes:

- The outcome of the Early Years Funding Formula announced in December 2016, which sees Birmingham children receive an hourly rate funding reduction of 5%
- That despite being the sixth most deprived local authority, the reduction to Birmingham is the biggest in the country.

The Council still believes that the total pot of school funding needs to increase in order to not disadvantage any pupils, and for the English education system to deliver a good or outstanding education for every child.

This Council further believes that the reductions to hourly funding rates in early years threaten the quality of provision we can make to our youngest citizens.

This Council calls on the Executive to make the strongest possible representations to the Government to this effect.

LENGTH OF MEETING

Councillor Robert Alden proposed and Councillor Ian Ward seconded and it was-

18791 **RESOLVED:-**

That Standing Order 13 (Length of Council Meetings) be suspended and the meeting be extended by 15 minutes to 1930 hours.

B. Councillors Ewan Mackey and Randal Brew have given notice of the following Motion:-

(See document No 19)

Councillor Ewan Mackey moved the Motion, which was seconded by Councillor Randal Brew.

In accordance with Council Standing Orders, Councillors Jon Hunt and Roger Harmer gave notice of the following amendment to the Motion:-

(See document No 20)

Councillor Jon Hunt moved the amendment, which was seconded by Councillor Roger Harmer.

In accordance with Council Standing Orders, Councillors Ian Ward and Brett O'Reilly gave notice of the following amendment to the Motion:-

(See document No 21)

Councillor Ian Ward moved the amendment, which was seconded by Councillor Brett O'Reilly.

Councillor Ewan Mackey exercised his right of reply.

The first amendment having been moved and seconded was put to the vote and by a show of hands was declared to be carried.

The second amendment having been moved and seconded was put to the vote and by a show of hands was declared to be carried.

The Motion as amended having been moved and seconded was put to the vote and by a show of hands was declared to be carried.

Here upon a poll being demanded the voting, with names listed in seat number order, was as follows:-

(See document No 22)

It was therefore –

18792

RESOLVED:-

The Council welcomes the recently published report of the Libraries Taskforce “Libraries Deliver: Ambition for Public Libraries in England 2016-2021”.

In particular the Council notes the importance of libraries highlighted in this report to delivering the following outcomes:

- Increased reading and literacy
- Helping everyone achieve their full potential
- Greater Prosperity
- Stronger, more resilient communities
- Healthier and happier lives
- Improved digital access and literacy
- Cultural and creative enrichment

Therefore Libraries help deliver a City where every child matters and help enable inclusive growth.

The Council notes:

- The government’s continuing austerity programme has resulted in 343 library closures and a cut of 7,933 (25%) paid library staff nationally between 2010 and 2016.
- That Birmingham’s community library service must be delivered within the available budget for 2017-18 onwards.
- The current consultation on a proposed new operating model will deliver a community library network that is comprehensive, accessible and operates within budget.

- The proposed significant investment to modernise the library service through the introduction of self-service and open plus.
- The proposed new operating model will deliver an increase in the amount of money actually spent on the book fund and on the library maintenance budget.
- The willingness to engage in constructive discussions with Sutton Town Council and other third parties to explore options for the retention of a Library service in Sutton Town Centre

This Library Network will -

- Meet both the spirit and letter of the law as set out in the Public Libraries & Museums Act 1964;
- work in partnership with those best placed to deliver the service - the staff and communities;
- Work in the best interests of the people of Birmingham;
- Remain located in local communities;
- Be accessible to everyone;
- Support wider improved outcomes for the people of Birmingham; and
- Be affordable and provide good value to the tax payer.

Every library will provide –

- Free access to information, including digital.
- Opening hours suited to meet local need.
- A range of stock and services that reflect local needs and interests.
- A collection of books and other resources specifically aimed at children & young people of all ages and abilities.
- Professional expertise and support.
- Wider services that benefit the community, designed flexibly around local need with no one size fits all.

Every Library will supply a range of diverse services to augment those on offer and generate much needed additional income streams to help secure the future of the service.

This would enable the council to continue and improve Birmingham City Council's Library Service.

Council agrees that any mutualisation should be with the full consent and support of staff.

Council supports a strategy that places libraries at the heart of communities, with the potential for town and parish councils playing a part in their management;

It would also mean that redevelopment plans for local centres take into account the potential for enhancing existing library provision, as could be undertaken in Sutton Coldfield town centre and Tower Hill, Perry Barr.

The meeting ended at 1940 hours.

**WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM
COUNCILLOR JON HUNT**

A1 Reduction in Number of Play Areas

Question:

Budget line SN13, reduction in the number of play areas, in this year's business plan was recorded as delivered "in part" in the mid-year budget review, published in September. Can the Leader tell us whether it is currently intended that this proposal be included in the business plan to be adopted for 2017-18?

Answer:

The consultation on Play Areas that are coming to the end of their economic life that will need removing or replacing in the near future has been completed, and an agreed way forward has been reached with the appropriate Ward Members. Therefore there are no further proposals on play areas included in the 2017-18 business plan.

**WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM
COUNCILLOR NEIL EUSTACE**

A2 Young Active Travel - School Crossing Patrols

Question:

Budget line SN12, young active travel, in this year's business plan promised to maintain the current level of school crossing patrols while delivering a saving of £500,000 in the current financial year and £881,000 in future years. Could the Leader set out how these savings have been achieved?

Answer:

The Council has established the Young Active Travel trust, securing additional income that will enable us to invest in safer travel initiatives in conjunction with local schools, and the saving of £500,000 in 2016/17 will no longer be pursued. Compensating funding of £750,000 has been provided from the policy contingency for the continued provision of the service. This funding will be continued on an on-going basis through the policy contingency (subject to the annual approval of the budget by City Council).

The further existing saving of £381,000 in 2017/18 will be substantially mitigated by the allocation of additional resources of £300,000 in 2017/18.

**WRITTEN QUESTION TO THE LEADER OF THE COUNCIL FROM
COUNCILLOR TIMOTHY HUXTABLE**

A3 Transport Plan

Question:

At CBM on 18th October 2016, CBM discussed the inclusion of the ITA Movement for Growth WM Strategic Transport Plan for debate at the November City Council meeting.

The plan was not on the agenda for the November City Council meeting, the plan wasn't on the agenda for December's City Council meeting; why has this plan taken so long to appear on the City Council agenda for debate?

Answer:

Movement for Growth was adopted by the former Integrated Transport Authority at its meeting on 17th December 2015, and a report was presented to Cabinet on 16th February 2016.

This did not progress to full Council at that time as, due to the abolition of the ITA and creation of the Combined Authority in June 2016, there was a requirement for the Combined Authority to re-adopt the "movement for Growth" as its strategic regional transport plan, which it did at its meeting on 29th June 2016.

This matter is currently scheduled to go to Full Council on 7th February 2017.

**WRITTEN QUESTION TO THE DEPUTY LEADER OF THE COUNCIL FROM
COUNCILLOR ROB SEALEY**

B1 Budget

Question:

At the meeting of the City Council siting as Council as Trustee on 13th September 2016, it was agreed that “.. the Council is making a budget resource of £750k a year going forward, subject to the usual budget processes, using policy contingency funding to ensure no net change to the Council Budget, to ensure the ongoing provision of a service in areas of high priority, in particular with schools”.

Will this be incorporated in the Business Plan and Budget 2017?

Answer:

Yes

**WRITTEN QUESTION TO THE DEPUTY LEADER OF THE COUNCIL FROM
COUNCILLOR PETER DOUGLAS OSBORN**

B2 Offices

Question:

Who pays the rates for the offices that we provide for the Trades Unions in the Council House?

Answer:

The Council House has a single rating assessment and the offices occupied by the Trades Unions are not separately assessed; the office space is provided to the unions free of charge. This is in accordance with the ACAS Code of Practice which states that “employers should, where practical, make available to union representatives the facilities necessary for them to perform their duties efficiently and communicate effectively with their members”.

**WRITTEN QUESTION TO THE DEPUTY LEADER OF THE COUNCIL FROM
COUNCILLOR JON HUNT**

B3 Commonwealth Games - Feasibility Study

Question:

Could the Deputy Leader say when the feasibility study on bidding for the Commonwealth Games will report, setting out the costs of any work undertaken?

Answer:

The feasibility study into bidding for the Commonwealth Games is set to start shortly and will take 3 months to complete. The cost of the feasibility is capped at £170k and the LEP is making a contribution of £50k towards the work. The outcome will be the subject of a cabinet report anticipated in April, which will identify the technical and financial requirements to bid for and deliver a successful games.

**WRITTEN QUESTION TO THE DEPUTY LEADER OF THE COUNCIL FROM
COUNCILLOR ZAKER CHOUDHRY**

B4 Birmingham Museums Trust - Charges for Facilities

Question:

Proposal JS1 in the current budget consultation refers to possible charging for facilities managed by the Birmingham Museums Trust. Which facilities is it envisaged will introduce charges?

Answer:

The heritage sites and Thinktank already make general admission charges. The main site does not currently charge an entrance fee but there are charges for some temporary exhibitions.

The Birmingham Museums Trust is developing a business plan to respond to the proposed reduction in funding.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN,
FAMILIES AND SCHOOLS FROM COUNCILLOR MATT BENNETT**

C1 Vacant Properties 2

Question:

At the last Full Council Meeting you responded to written question (C6) which related to expenditure on the services of consultants SEND4Change and the process by which they were procured.

Although you confirmed that approx £188,000 had been spent or committed to this firm, you did not provide any details of the procurement process, even after having been asked again for the information in an oral question.

The following rules are taken from Standing Orders:

3.2 High Cost Quotations

Where the Estimated Total Cost of a Contract exceeds £10,000 but is below the European Threshold no Contract shall be entered into unless either:-

3.2.1 the Contract has been advertised on finditinbirmingham.com and 14 days allowed for the submission of quotations and at least 3 quotations have been submitted. If at the end of 14 days less than 3 quotations have been submitted then direct contact may be made with at least 3 Contractors to request the submission of quotations in accordance with Standing Order 7; or

3.2.2 where there is a suitable European List at least 3 quotations have been submitted from Contractors on the European List. If the rules for the operation of the European List do not require a mini-competition then a quotation shall be requested from a Contractor on the European List.

Can you please provide details of whether and how these rules were adhered to?

Answer:

Section B2 of the Constitution contains the Standing Orders for Contracts within which section 5.2 permits for a Single Contractor Negotiation (SCN) to take place.

5.2.1 A Contract may be negotiated with a single Contractor where the City Solicitor, the Strategic Director– Finance and Legal, or the Assistant Director

Corporate Procurement Services has certified in writing prior to the commencement of such negotiations that: -

5.2.1.1 as a result of a market investigation there is only one contractor that can meet the Council's requirements for that Contract; or

5.2.1.2 there is an Unforeseen Priority.

A SCN was approved on this occasion outlining the proposal to engage SEND4CHANGE consultants to lead the project. The SCN process was used as the engagement was required urgently and there was insufficient time to complete a full procurement process. This was conducted within the standing orders of BCC.

This work was signed off under the Executive Director's delegated powers. The new acting Assistant Director has since reviewed the contract and revised the expected outcomes so that the consultants are now focussed on delivering the work stream activity and drafting the self-evaluation for Ofsted.

The total spend data with SEND4CHANGE from 2015 to end of Dec is £173,121 inc VAT.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN,
FAMILIES AND SCHOOLS FROM COUNCILLOR DEBBIE CLANCY**

**C2 Different Rates for Private, Voluntary and Independent Sector
Nurseries**

Question:

What is the difference in the rate that Private, Voluntary and Independent Sector Nurseries will be paid per hour per child for each 3 and 4 year old in 2017/18 compared to 2016/17, presuming rates are set at the minimum level of 95% allowed under the new funding formula?

Answer:

This is shortly to be subject to consultation and agreement with the Cabinet Member and Schools Forum. A public consultation will be launched on 9th January for a 3 week period based on the 2 models that have been prepared with a proposal that will see the rate for PVI's increase to a minimum of £4.17 and maximum of £4.23 from the current rate of £4.03. This is based on a pass through of 94% in 17/18 (a maximum of 7% can be centrally retained in 17/18). We will move to a 95% pass-through by 18/19 whereby PVI rates would increase to £4.26 in both proposed models.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CHILDREN,
FAMILIES AND SCHOOLS FROM COUNCILLOR ALEX YIP**

C3 Maintained Nursery Funding Levels

Question:

How much of the additional £4.6m is being made available to Birmingham to maintain levels of maintained nursery funding for the life of this Parliament, including how much will be distributed direct to the nursery settings themselves?

Answer:

A total of £4,651,786 of funding is being made available to Birmingham – this is not the national total and is for Birmingham only. 100% of this funding will be distributed directly to Maintained Nursery Schools. This will either be done as an additional rate per hour for each child OR as a lump sum per school. The 2 models apply the MNS protection as an additional rate per hour per child, however initial discussion with Nursery Heads indicate that this may not be the preferred method and further discussions will take place. This does not affect the overall rates modelling and is only applicable to Nursery Schools.

Based on the formula/funding that has been allocated to Birmingham, Maintained Nursery Schools will lose £160k in 17/18 against their 16/17 budgets. This equates to 1% overall reduction.

It should also be noted that in total the City will be receiving a 5% funding reduction over the next two years. We will be in the minority of local authorities that will be losing funding under the new National Early Years Funding Formula.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CLEAN STREETS,
RECYCLING AND ENVIRONMENT FROM COUNCILLOR DEBBIE CLANCY**

D1 Bins

Question:

71 bins in total have recently been removed from the Northfield District. Can the Council therefore list all further Districts to be affected including the number of reduced street bins per District, together with the dates against each District for removal of these street bins?

Answer:

A process of litter bin 'Rationalisation' has been undertaken in the Northfield District in order to trial a litter bin sensor. The sensor sends a message to our control point to tell us when the bin needs emptying, so rather than utilising resource to empty bins on a routine basis, and perhaps even when not necessary, the service is able to be more selective in its response and therefore more efficient.

The litter bin 'Rationalisation' has assessed bins on the following location principles:-

- i. Fast food outlets
- ii. Commercial sales and food retailers.
- iii. Main routes to schools
- iv. High footfall and throughput areas
- v. Areas where people congregate e.g. bus stops, benches etc.

Where litter bins have not met this criteria (for example, the old Bournville College campus) they were removed ahead of the trial.

It is envisaged, as part of the Cleaner, Greener Streets programme that further rationalisation of litter bins will be undertaken to ascertain suitability of bins, location of bins and usage across the city. The outcome of the rationalisation may include removal of litter bins, but will also consider relocation or replacement of litter bins following the criteria above.

For the Northfield district, this exercise has been completed and the outcome of the Litter Bin Sensor trial is anticipated in Late February 2017.

Some while ago Councillors were asked to complete and submit a Cleaner Street Plan for their ward. These form a very useful opportunity to hear local members'/residents' views and as we have not received one from Northfield I would encourage one to be submitted at the earliest opportunity.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR CLEAN STREETS,
RECYCLING AND ENVIRONMENT FROM COUNCILLOR MIKE WARD**

D2 Park Rangers

Question:

How many park rangers will be left in post if the proposed reductions to city parks budgets are implemented?

Answer:

The proposal is to retain 2 Ranger Hubs, one at Sutton Park and one at Lickey Hills.

A proposed Ranger Service of 25 staff (subject to staff consultation) will continue to cover the whole city and will refocus on health and safety, land management and maintenance issues.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR HEALTH AND
SOCIAL CARE FROM COUNCILLOR LYN COLLIN**

E Social Care

Question:

What steps are you taking to ensure the Sustainability and Transformation agenda for Social Care in Birmingham and Solihull is implemented successfully?

Answer:

The success of the STP is a matter for all those that are party to it across the NHS and councils in the Birmingham and Solihull Footprint. Over the last year a great deal of time and effort has gone both into the published plan but also setting up and running better governance processes and decision making.

As a council we have supported this process with the time of senior officers, including the work of the Chief Executive as System Leader and significant Cabinet Member and Leader engagement. We have also paid for some of the work done so far by use of a change support fund.

We continue to give the partnership work with the NHS our full support and commitment. We recognise that this remains challenging but will continue to play our part in building an effective and ultimately successful care and health system.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR HOUSING AND
HOMES FROM COUNCILLOR DAVID BARRIE**

F1 Housing - Potential

Question:

In September 2014 the Strategic Housing Land Availability Assessment found that Birmingham had a housing potential of 38,395 dwellings identified, including 5,971 with planning permission, 4,471 under construction and 5,028 with outline planning permission. Of these how many have been completed and built to date?

Answer:

Of the units under construction, with detailed planning permission or outline planning permission at April 2014 (total of 15,470 units), 4128 units have been completed at April 2016.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR HOUSING AND
HOMES FROM COUNCILLOR KEN WOOD**

F2 SHLAA Assessments

Question:

In between the 2010, 2011, 2012, 2013 and 2014, SHLAA assessments of capacity, how many new houses have been built in each intervening year between assessments?

Answer:

Year	Dwellings completed
2009-2010	1,920 dwellings
2010-2011	1,558 dwellings
2011-2012	1,608 dwellings
2012-2013	1,934 dwellings
2014-2015	2,046 dwellings
2015-2016	3,139 dwellings

**WRITTEN QUESTION TO THE CABINET MEMBER FOR HOUSING AND
HOMES FROM COUNCILLOR ANDREW HARDIE**

F3 Vacant Properties

Question:

The 2011 census showed that there were 14,359 vacant properties in the city, this is 3.38% of the dwelling stock. We note that the empty property strategy returned 60 vacant private sector properties to use in 2011/12, 258 in 2012/13 and 275 in 2013/14. Of the 14,359 vacant properties in the city, how many are still vacant to date?

Answer:

As of December 2016 there are currently 9235 private-owned properties, including flats, empty as per Council tax figures.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR HOUSING AND
HOMES FROM COUNCILLOR BOB BEAUCHAMP**

F4 Vacant Properties 2

Question:

How many vacant properties are there now in the city?

Answer:

As of December 2016 there are currently 9235 private owned properties, including flats, empty as per Council tax figures.

WRITTEN QUESTION TO THE CABINET MEMBER FOR HOUSING AND HOMES FROM COUNCILLOR MATTHEW GREGSON

F5 Homelessness Review

Question:

At the December meeting of the City Council the Cabinet Member gave a commitment in response to a question I asked that he would look to accelerate the homelessness review which is currently being conducted. Can the Cabinet Member please detail the steps his department has taken since the last City Council meeting to accelerate the review and the timescales against which the review is now being conducted?

Answer:

The Homelessness Review continues to be a critical programme of work for the City. The Homelessness Strategy Review will be finalised by the end of January and this will inform the Homelessness Strategy refresh for 2017 and also the development of an improved pathway for people experiencing homelessness.

Senior Officers and partners have been meeting to set out the vision and the scope of the programme which now incorporates recent changes such as:

- the review of supported housing in line with the DWP/DCLG consultation;
- implementation of improvements that will flow from the funding received as a result of the recent successful bids on Homeless Prevention Trailblazer and Rough Sleeping funds; and
- the homelessness requirements arising from the Housing, Domestic Abuse, Care Leavers and Health and Wellbeing Strategies.
- New governance arrangements are being constituted in order to ensure robust management and to track progress of this programme of work.

The programme strands will include review of existing services, understanding service gaps to inform commissioning intentions, research into root causes of homelessness in Birmingham and a review of how preventative strategies can be mobilised in order to help people find the right solutions at the right time that enables and supports them to improve their lives.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR HOUSING AND
HOMES FROM COUNCILLOR MIKE WARD**

F6 New Selective Licensing

Question:

Why have only 11 wards been selected for implementation of the new selective licensing for the private rental sector powers?

Answer:

The Government issued guidance to local authorities in 2015 on the criteria for the use of Selective Licensing powers.

<https://www.gov.uk/government/publications/selective-licensing-in-the-private-rented-sector-a-guide-for-local-authorities>

This identified that local authorities should target those areas with a high proportion of Private Rented Service (PRS) properties which they classed as those with 19% or more. Overall the PRS is approximately 17% of the housing stock in the city. An analysis by ward has identified 11 Wards with over 19% PRS stock. The other criteria were that areas were affected by low demand for homes and or Anti-Social Behaviour (ASB) and that partnership working to tackle these issues are not being successful.

The Government has also limited local authority discretion to use Selective Licensing to a maximum of 20% of their area or of the PRS stock, above this level will require Secretary of State approval. The Council will be reviewing the outcome of the consultation on selective licensing to determine if a business case can be made to Government to increase the scope of licensing of the PRS in the city.

WRITTEN QUESTION TO THE CABINET MEMBER FOR HOUSING AND HOMES FROM COUNCILLOR GARY SAMBROOK

F7 Hotel Room Bookings for Homeless People

Question:

How many instances of hotel rooms being booked, including how many nights, have there been for each of the last 4 years for placing homeless people?

Answer:

Year	No. of B&B Tenancies created	Total No of Days
2013	1808	37609
2014	1999	38664
2015	2231	29417
2016	3704	75619
Total	9742	181309

It should be noted that there has been a national increase in homelessness of 43% (partly a reflection of on-going welfare reforms and this trend is being reflected in Birmingham). The Council is implementing a range of actions to reduce the use of bed and breakfast accommodation including completion of the refurbishment of our hostels programme and converting some existing properties for short term use over 3 years.

WRITTEN QUESTION TO THE CABINET MEMBER FOR HOUSING AND HOMES FROM COUNCILLOR RON STORER

F8 Costs to BCC for Hotel Room Bookings for Homeless People

Question:

How much money has the Council spent with hotel companies, broken down by year for the last 4 years, when placing homeless people?

Answer:

The expenditure that has been incurred in the provision of temporary bed and breakfast accommodation is set out below:

2013/14	£1.09m
2014/15	£1.74m
2015/16	£1.33m
2016/17	£3.90m (to date)

The expenditure excludes income that is received as a reimbursement through housing benefit.

It should be noted that there has been a national increase in homelessness of 43% (partly a reflection of on-going welfare reforms and this trend is being reflected in Birmingham as additional costs in 2016/17). The Council is implementing a range of actions to reduce this expenditure including completion of the refurbishment of our hostels programme and converting some existing properties for short term use over 3 years.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR HOUSING AND
HOMES FROM COUNCILLOR ZAKER CHOUDHRY**

F9 Impact on Services for Homeless and Rough Sleepers

Question:

What will be the impact on services for the homeless and for rough sleepers on the current budget proposals to reduce funding for supporting people?

Answer:

Formal consultation is taking place alongside the Council's Budget Consultation to allow service providers and service users the opportunity to set out the risks and impacts of the proposed reduction on Supporting People services. These views will form part of the overall impact assessment as part of the budget setting process.

**WRITTEN QUESTION TO THE CABINET MEMBER FOR JOBS AND SKILLS
FROM COUNCILLOR NEIL EUSTACE**

G Unspecified Project - Youth Promise

Question:

Which unspecified project no longer needed the £1.5m in reserves that have now been applied to the youth promise (as reported at the last Cabinet meeting)?

Answer:

The £1.5m is a partial release of a £3.1m corporate reserve established around 10 years ago in light of the potential for an adjustment to grants received by the Council for the Enterprising Communities programme.

Given the time now elapsed, the likelihood of such a retrospective grant adjustment has reduced. It is for this reason £1.5m of the £3.114m resources held in corporate reserves is now being released for the EU funded Youth Employment Initiative project, by supplementing its match funding requirement for delivery of employment and business start-up support to underrepresented groups (NEET Young People). This will enable significant delivery capacity through achieving £2 of EU funds for every £1 of match funding invested.

**WRITTEN QUESTION TO THE CHAIR OF PLANNING COMMITTEE FROM
COUNCILLOR ALEX YIP**

H1 Housing – Brownfield

Question:

In 2013 the Birmingham post reported "around 17,000 homes are waiting to be built on brownfield sites in Birmingham". How many of these new houses have been built so far?

Answer:

Of the aforementioned homes, 10,134 units have been completed and 2,770 units were under construction at April 2016. The 10,134 completions account for 95% of all dwellings completed in this period, the remaining 487 completions being greenfield sites.

**WRITTEN QUESTION TO THE CHAIR OF PLANNING COMMITTEE FROM
COUNCILLOR EWAN MACKEY**

H2 Housing - Planning Applications

Question:

In September 2014, the Strategic Housing Land Availability Assessment found that Birmingham had a housing potential of 38,395 dwellings identified with 5,971 units with detailed planning permission not started and 4,471 under construction. Of those units which have not yet been completed, how old is each planning application?

Answer:

The position of these units is as follows:

As at the SHLAA 2014, 4986 units are not yet completed. This breaks down as:

1037 units (on 60 sites) were less than 3 years old
583 units (59 sites) 3 to 3 and a half years old
829 units (49 sites) 3 and a half to 4 years old
823 units (26 sites) 4 to 4 and a half years old, and
1714 units (89 sites) over 4 and a half years old.

Of these, at 2016 SHLAA 1260 units (30 sites) have permissions that have now expired and 1529 units (54 sites) have gained new permissions for development.

**WRITTEN QUESTION TO THE CHAIR OF PLANNING COMMITTEE FROM
COUNCILLOR KEN WOOD**

H3 Bigger not always best!

Question:

In response to a written question last month, you advised that the dimensions of the City's "oversized" refuse vehicles had been made known to Highways and as such any changes required to planning applications would be covered.

Can you confirm the date they were advised, including what information they were provided with and the number of changes, if any, to planning applications which have had to be made to ensure these vehicles can be accommodated?

Answer:

Planning applications involving new roads and access points are generally referred to officers in Transportation for consultation and comment. These would normally be subject to assessment of tracking plans for large vehicles, usually submitted as part of a wider traffic and highways statement. Officers have known of these large refuse vehicles for about a year, and appropriate tracking is included in relevant assessments.

REPORT OF THE COUNCIL BUSINESS MANAGEMENT COMMITTEE**APPOINTMENTS BY THE COUNCIL**

Set out below for approval is a recommendation of the Council Business Management Committee relating to appointments etc. to be made by the City Council.

RECOMMENDED:-

That the following persons be appointed to serve on the Bodies set out below:-

Independent Remuneration Panel

<u>Appointee</u>	<u>Term of Office</u>	
Sandra Cooper	28 February 2017 – 31 August 2019	<i>Re-appointment</i>
Graham Macro	28 February 2017 – 31 August 2019	<i>Re-appointment</i>
Jacqui Francis	28 February 2017 – 31 August 2021	<i>New appointee</i>
Rose Poulter	28 February 2017 – 31 August 2021	<i>New appointee</i>

Council Business Management Committee

Councillor Yvonne Mosquito to be appointed in place of Councillor Barry Bowles until the Annual Meeting of the Council in May 2017

**REPORT OF THE CABINET MEMBER FOR TRANSPORT AND
ROADS**

**WEST MIDLANDS STRATEGIC TRANSPORT PLAN:
“MOVEMENT FOR GROWTH”.**

1. Purpose of Report

- 1.1 This report seeks endorsement of the Strategic Transport Plan, Movement for Growth, which replaces Local Transport Plan 3.

2. Background

- 2.1 Movement for Growth replaces the existing West Midlands Local Transport Plan (LTP3) which was approved by the former West Midlands Integrated Transport Authority (WMITA) on 28th March 2011. Like the former West Midlands LTP3, Movement for Growth is a statutory document required under S108 (3) of the Transport Act 2000 (as amended by the Local Transport Act 2008) and sets out the transport strategy and policies for the West Midlands Metropolitan Area.
- 2.2 Changes were made to the draft document following consultation, and the final document takes into account the issues raised by the City Council in its response to consultation.
- 2.3 The former WMITA (dissolved on 29th June 2016) considered and approved Movement for Growth on 17th December 2015. It was subsequently approved by Cabinet on 16th February 2016 and recommended for endorsement by Full Council.
- 2.4 Following the creation of the West Midlands Combined Authority, Movement for Growth was approved by the Combined Authority as the statutory transport plan for the metropolitan area in June 2016.
- 2.5 Movement for Growth forms the Metropolitan Area's overarching Urban Mobility Plan. It aligns well with Birmingham Connected, which reflects local needs and the transport improvements which will support the City's development proposals as set out in the Birmingham Development Plan.

3 Proposals

3.1 The proposals set out in Movement for Growth seek to:

- Improve national and regional transport links to boost our economy;
- Improve links across the metropolitan area to provide better access to jobs, education, key services and leisure opportunities;
- Improve links within local communities to reduce reliance on cars for short distance trips and address social exclusion.

3.2 The strategy outlines the key transport objectives for the West Midlands Metropolitan Area, including;

- Supporting progress for a Midlands economic 'Engine for Growth' by creating a transport system befitting a sustainable, attractive and economically vibrant conurbation in the world's sixth largest economy;
- Developing regional infrastructure to improve movement across the West and East Midlands and to maximise the opportunities provided by HS2;
- Introduce a high quality, fully integrated bus, rail and rapid transit network that connects our main centres with quick, frequent services, and which is connected into wider local bus networks through high quality multi-modal interchanges and improved fares & ticketing;
- Development of a metropolitan main road network ('Key Route Network') to provide for the main flows of people and freight using public and private transport;
- Development of a metropolitan cycle network to provide a network of high quality cycle routes;
- Development of a 'smart' mobility platform to make better use of transport capacity, giving people a wider set of travel options and better information about travel choices.

3.3 This approach seeks to achieve a number of key outcomes for the Metropolitan Area's transport network, these aim to:

- Increase in the number of people that are within 45 minutes travel time by public transport to a minimum of three main centres and the two West Midlands HS2 stations;
- Reduce transport's impact on our environment – improving air quality, reducing carbon emissions and improving road safety;
- Use transport improvements to enhance the public realm and attractiveness of our centres;
- Ensure that walking and cycling are a safe and attractive option for many journeys especially short journeys below one or two miles, by delivering a strategic cycle network and enhancing local conditions for active travel;

- Facilitate the efficient movement of people on our transport networks to enable access to education and employment opportunities and health and leisure services;
- Enable businesses to connect to supply chains, key markets and strategic gateways through improved strategic connections by road and rail;
- Maintain and develop our transport infrastructure and services effectively to help ensure they are safe and easily accessible for all.

4 Next Steps

- 4.1 Transport for the West Midlands is producing a ten year delivery plan which will identify projects and funding to take forward Movement for Growth, to be developed within the context of the WMCA. Where projects are to be delivered by the City Council they will be in addition to existing projects funded through the Transportation and Highways Capital Funding Strategy 2015/16 to 2020/21, which was approved by Cabinet on 16th February 2016.

Motion

That Full Council:

- 1: Notes that Birmingham Connected sets out the city's longer term transport aspirations as agreed by Cabinet in November 2014.**
- 2: Recognises Movement for Growth which was adopted by the West Midlands Combined Authority on 26th June 2016 as the Statutory Transport Plan for the West Midlands and that the constitution will be amended as appropriate.**
- 3: Notes the report of the Lead Member on the West Midlands Combined Authority Transport Delivery Committee.**

Background:

1. Birmingham Connected <https://www.birmingham.gov.uk/connected>

Appendices:

Appendix 1 – The West Midlands Combined Authority Strategic Transport Plan, Movement for Growth, Full and Summary documents

Appendix 2 – Equalities Analysis

Appendix 3 – Public Transport Provision in Birmingham – Transport for the West Midlands, Report of Councillor Philip Davis, Lead Member West Midlands Combined Authority Transport Delivery Committee



MOVEMENT FOR GROWTH:

The West Midlands Strategic Transport Plan





Contents

	Foreword.....	01
1.	Introduction.....	02
2.	Our Challenges.....	03–06
3.	Our Vision.....	07–08
4.	Our Approach.....	09–30
	-Policies	
	-Long term approach to meet the policies	
	-Twenty Year Vision for the Four Tiers of the Transport System	
	-National and Regional Tier	
	-Metropolitan Tier	
	-Local Tier	
	-Smart Mobility Tier	
	-Supporting operational, revenue and policy measures	
5.	Benefits Of Our Approach.....	31
6.	Delivery Of Our Approach.....	31–32
7.	How We Will Fund Our Approach.....	33
8.	How We'll Know We've Succeeded.....	34
9.	Concluding Remarks.....	34
	Appendices.....	35–46
	-Appendix 1 Policies to Meet the Objectives	
	-Appendix 2 Proposed Performance Indicators	
	-Appendix 3 Transport Development Principles	
	-Appendix 4 Glossary	

Foreword

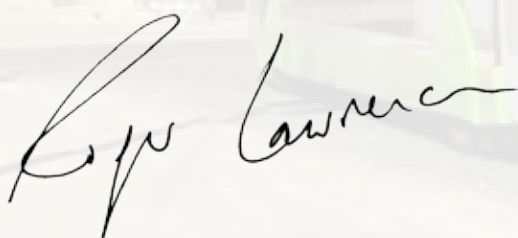
Positive, enduring change is happening in the West Midlands. A new Combined Authority, and recently announced devolution deal, will see an unprecedented step change in delivery to support our collective ambitions for economic growth. Transport is firmly at the heart of those plans.

We recognise both the challenges we face, and the opportunities that exist, in the West Midlands. We see the importance of an effective transport system for the creation of new jobs, economic growth which benefits all, new housing, clean air and improved health in our conurbation. As a fundamental element of our plans for devolution, we will invest in our infrastructure, ready for the arrival of High Speed Two, and in order to ensure that goods and people are able to move seamlessly throughout the West Midlands.

The plan is based on making better use of our existing capacity, through measures such as junction improvements, alongside large-scale investment in sustainable transport capacity and supporting operational and smaller scale measures.

This approach is set out in a four tier integrated transport network made up of national/regional, metropolitan and local tiers, all joined up by the role of ever-improving technology through “smart mobility”.

The Strategic Transport Plan sets out our vision, our priorities, our approach and our commitment to building a world class, sustainable, infrastructure system: one which is proudly comparable to our European counterparts. It is the transport plan for our emerging Combined Authority, one which we will vociferously support, lobby for, and deliver in line with. It is a plan which befits the people who live and work here and our world class businesses. It is now time for its delivery.



Cllr Roger Lawrence

Chair West Midlands Integrated Transport Authority

Introduction

- 1.1 Since 2014 the leaders of the West Midlands have provided strong, clear leadership to strategic transport planning for the West Midlands Metropolitan Area. Leadership which will ensure that profound and enduring improvements are made to the West Midlands' transport system, matching the scale of the challenges faced over the next twenty years.
- 1.2 Ongoing changes to governance mean that the Leaders of the West Midlands will own this plan and oversee it's delivery as the new "West Midlands Combined Authority" (CA). This evolution will strengthen the resolve and leadership of the West Midlands further.
- 1.3 This strategic transport plan sets out the long term approach to guide many improvements, to be made year in, year out, over a twenty year period. These improvements will be delivered by a number of organisations, through a range of programmes and packages. The Combined Authority's role will be to ensure that this delivery is joined-up and in accord with this over-arching long term plan for transport.
- 1.4 A glossary of this document is contained in Appendix 4



Our Challenges

- 2.1** London aside, the West Midlands is the largest urban area in the world's sixth largest economy. It is the manufacturing centre of the UK and its central location means that any north west-south-east or north east-south west national movement travels through, or around our conurbation.
- 2.2** The history of the West Midlands is a proud one, "the workshop of the world", based on industrial growth of distinct communities in the multi-centred Black Country, Birmingham, Solihull and the historic city of Coventry. Regeneration and reinvention are apace, as the West Midlands transforms itself into an advanced manufacturing and high-end services economy in a place where people want to live and work.
- 2.3** Consideration of travel flows show that there is a complex mix of national, conurbation-wide and local journeys, covering a multitude of origins and destinations. An improved transport system will serve these existing flows better, but must also serve the West Midlands for its future challenges.
- 2.4** There are five challenges for which an excellent transport system is an essential part of the solution::
- A. Economic Growth and Economic Inclusion
 - B. Population Growth and Housing Development
 - C. Environment
 - D. Public Health
 - E. Social Well-Being

A. Economic Growth and Economic Inclusion

- 2.5** The economy of the West Midlands, as part of the "Midlands Engine for Growth", is currently on the rise:
–export growth faster than Germany's: 70% growth between 2008 and 2014
–motor manufacturing undergoing a renaissance
–significant numbers of young professionals moving to the conurbation to make a decent living and enjoy a good quality of life.
- 2.6** The Midlands accounts for almost a quarter of England's manufacturing and is calculated to be equivalent to 38% of its GDP. 8 out of 16 top performing Local Enterprise Partnerships (LEPs) in England over the last 3 years are in the Midlands showing the potential for further economic output. The interaction between different services and manufacturing is particularly important in this respect.
- 2.7** Much needs to be done to foster and encourage this growth over the long term and to ensure the whole labour market enjoys the benefits of a stronger local economy, a high quality of life and enhanced liveability.
- 2.8** This is demonstrated by considering the West Midlands Metropolitan Area's current GDP per person and unemployment rate in the context of figures for comparable European cities: our skills, productivity and employment levels all need to continue to rise. High productivity levels and advanced manufacturing in Dusseldorf and Stuttgart, for example, give GDP per person figures which are greater by between two-thirds and double those for the West Midlands, with lower unemployment levels. Many Dutch, Belgian, French, Danish and Swedish city regions also have significantly higher GDP per capita.
- 2.9** Better transport will serve economic growth in the West Midlands by widening labour markets, unlocking sites for development, providing attractive centres for business location, giving people access to skills, education and training, encouraging high value growth clusters and agglomeration, and reducing business costs for links from suppliers to producers to markets: an important aspect of the West Midlands economy with its prized manufacturing assets. The West Midlands will maximise the great opportunities for growth presented to it by the arrival of High Speed Two in 2026 and support the enhanced role of Birmingham Airport as an international gateway.

- 2.10** Key growth locations for economic development are shown in figure 2.1 below. These will be well-connected by new transport schemes.

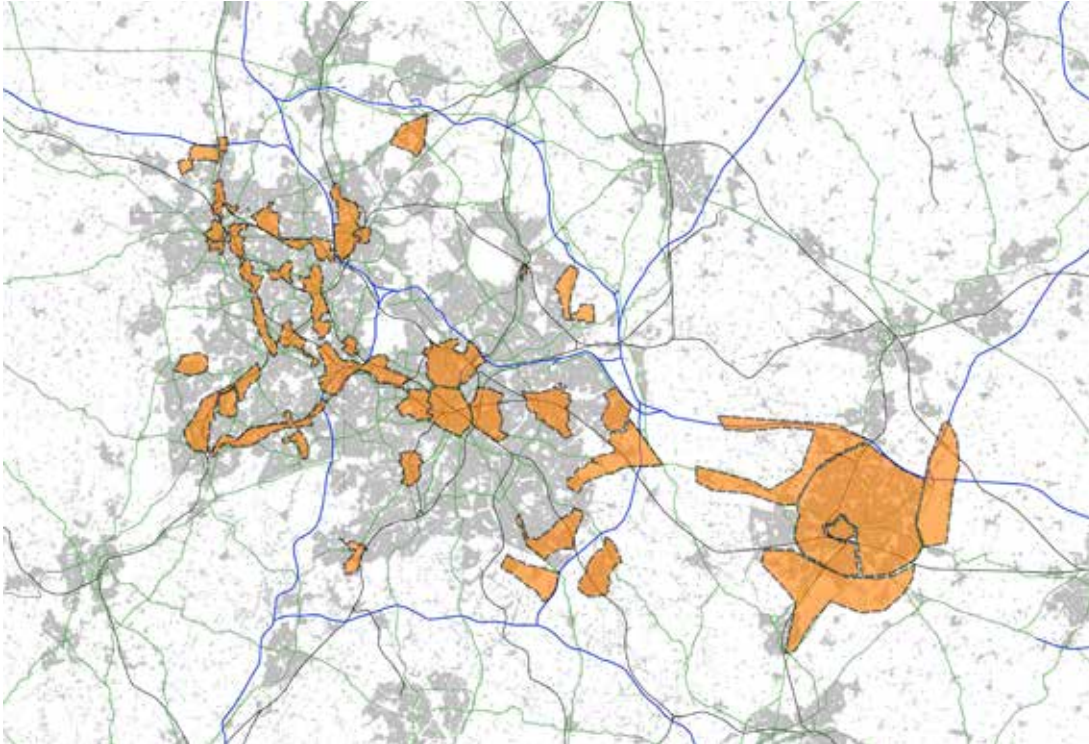


Figure 2.1:
Key Growth
Locations

B. Population Growth and Housing Development

- 2.11** The Metropolitan Area's population is forecast to grow by 444,000 people by 2035 (ONS). This is the size of a Bristol, or a Liverpool, or a Nottingham. The number of new homes which will need to be built to help accommodate this growth over twenty years is in the order of 165, 000. The scale of new housing development increases when the wider journey to work area is considered, therefore requiring a joined-up, cross-boundary approach to housing development.
- 2.12** The location of new housing development should seek to make best use of existing transport assets and then consider the need for additional capacity, over and beyond this. New housing development must be well designed to accommodate the needs of all transport modes and must be fully integrated with existing transport networks.
- 2.13** Transport improvements will allow suitable sites to be developed for new homes and enable new travel demand to be met by sustainable forms of travel, alongside supporting a shift for more established travel patterns.
- 2.14** Significant development should be focused on locations where there is easy access to high quality public transport, or the opportunity to provide it, and residential development should be in neighbourhoods where people can access local services on foot.
- 2.15** Transport improvements will also need to consider the requirements of an increased elderly population as part of population changes and the significant growth in the number of young people in the West Midlands.

C. Environment and Public Health

- 2.16** Building on existing work , such as the West Midlands Low Emissions Towns and Cities Programme (LETCP), local air quality needs to be improved, with the West Midlands becoming compliant with all relevant European Union emission limits for air pollutants, including limits for nitrogen dioxide. Transport related ambient noise also needs to be reduced.
- 2.17** The West Midlands will play its full part in reducing carbon emissions in line with the national target of an 80 % reduction from 1990 levels by 2050. Page 61 of 144
44% of controllable CO2 emissions are from transport, so there is much scope for this role.

D. Public Health

- 2.18** Public health impacts of poor air quality centre on respiratory problems alongside cardio-vascular problems, although evidence from other systemic impacts is growing, such as neurological impacts. Road transport emissions from exposure to fine particles account for around 1,460 premature deaths in the West Midlands ("Estimating Local Mortality Burdens Associated with Particulate Air Pollution", Public Health England, 2014). Deaths attributable to nitrogen dioxide may be in the region of around half that figure, when calculated based on the approach used in health risks of air pollution in Europe – HRAPIE Project (World Health Organisation 2013). The need to reduce emissions from the transport sector in the West Midlands is therefore highly important, particularly related to emissions from the motorway network and main arterial roads.
- 2.19** Other public health issues which transport strategy can positively influence are the need to help tackle the West Midlands' high obesity levels and diabetes through more active travel (walking and cycling), and to radically reduce the number and severity of road traffic casualties. Furthermore, transport related ambient noise also needs to be reduced.
- 2.20** Transport investment, such as new and improved public transport routes serving deprived communities and travel training, also help reduce health inequalities, allow greater access to fresh food retail outlets and can encourage positive mental health and reduced social isolation.
- 2.21** Improving people's quality of life through health improvements also brings positive economic impacts to the West Midlands. Use of the HEAT (Health Economic Assessment Tool) can quantify the potential cost savings of transport improvements such as reduced sickness levels of the labour force and reduced costs to the NHS.
- 2.22** Noise reduction techniques akin to those used for Dutch motorways can reduce health related impacts of continuous exposure to traffic related noise.

E. Social Well-Being

- 2.23** Aside from greater participation in the economy of the labour market, the West Midlands needs to improve the quality of life for people not involved in the world of work. Better access to shops, services, healthcare, education, family and friends, entertainment and other life-enhancing opportunities is needed for all, particularly for socially excluded groups.

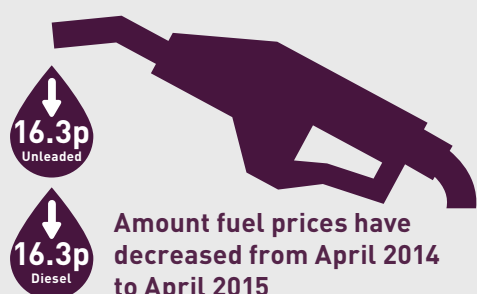
The Figures



36% of all morning peak trips to main centres are by public transport. In Birmingham city centre alone 58% of morning peak trips are made by public transport



National tourism entering the West Midlands Region increased by 29% & expenditure by 45%



Population is set to grow by as many as



444,000 people by 2035

CO₂ emissions per passenger km



Car

CO₂
205 grams



Bus

CO₂
110 grams



Metro

CO₂
73 grams



Train

CO₂
56 grams

Transport accounts for around 25% of all man made CO₂ emissions.

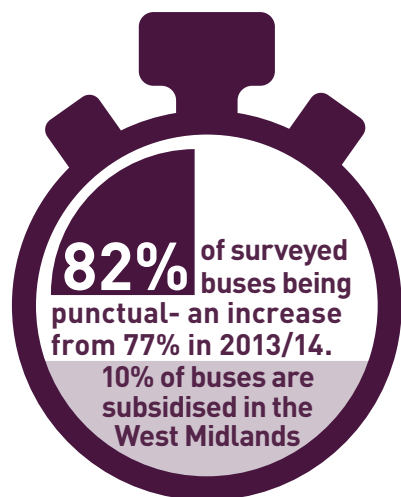
Patronage per head of population: West Midlands



9.9 million

1.8 million

0.2 million



International trips to the West Midlands Region shows an increase of 6% with 2 million trips made in 2014



The West Midlands Metropolitan Area has seen a 3.2% annual growth in GVA output, at

£53.2bn



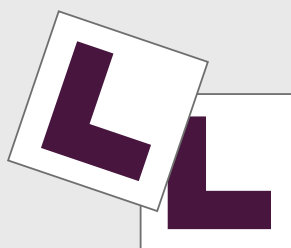
This equates to per head of the population in West Midlands (compared to UK £23,168 per head)

£19,244



Percentage of 17 - 20 year olds holding a driving licence:
48% in 1994
29% in 2014

Percentage of 21 - 29 year olds holding a driving licence:
75% in 1994
63% in 2014



Currently 77% of households in the region own cars. This is projected to rise to 81% by 2035



The West Midlands Area uses approximately million tons of fuel a year.

0.95 MILLION TONS

Percentage representation:

63%



31%



6%





Our Vision

3.1 The Leaders of the West Midlands Metropolitan Area have set a new vision for transport:

“We will make great progress for a Midlands economic ‘Engine for Growth’, clean air, improved health and quality of life for the people of the West Midlands. We will do this by creating a transport system befitting a sustainable, attractive and economically vibrant conurbation in the world’s sixth largest economy:”

3.2 In support of this vision we will:

- Introduce a fully integrated rail and rapid transit network that connects our main centres with quick, frequent services, and which is connected into wider local bus networks through high-quality multi-modal interchanges.
- Increase the number of people that are within 45 minutes travel time by public transport to a minimum of three main centres and the two HS2 stations in central Birmingham and the UK Central Hub.
- Reduce transport’s impact on our environment – improving air quality, reducing carbon emissions and improving road safety.
- Use transport improvements to enhance the public realm and attractiveness of our centres
- Ensure that walking and cycling are a safe and attractive option for many journeys especially short journeys, by delivering a strategic cycle network and enhancing local conditions for active travel.
- Facilitate the efficient movement of people on our transport networks to enable access to education and employment opportunities and health and leisure services.
- Enable businesses to connect to supply chains, key markets and strategic gateways, including Birmingham Airport, through improved strategic connections by road and rail.
- Maintain and develop our transport infrastructure and services to ensure they are efficient, resilient, safe and easily accessible for all.

3.3 This Strategic Transport Plan sets out the overall approach to deliver this vision, guiding improvements to be made year in, year out, over the long term. These improvements will match the scale of the challenges faced to support growth, and regeneration, and to foster environmental and social improvements.

Objectives

3.4 In light of the five core challenges above, nine objectives have been set for the Strategic Transport Plan. Transport policies flesh out the improvements to the transport system which help meet these high level objectives which are shown below:

Economic Growth and Economic Inclusion

ECON1 To support growth in wealth creation (GVA) and employment (jobs) in the West Midlands Metropolitan Area, as a prized national economic asset.

ECON2 To support improved levels of economic well-being for people with low incomes in the West Midlands Metropolitan Area to help make it a successful, inclusive, European city region economy.

Population Growth and Housing Development

POP1 To help meet future housing needs, by supporting new housing development in locations deemed appropriate by local planning authorities, following their consideration of sustainable development criteria.

Environment

ENV1 To significantly improve the quality of the local environment in the West Midlands Metropolitan Area.

ENV2 To help tackle climate change by ensuring large decreases in greenhouse gas emissions from the West Midlands Metropolitan Area.

Public Health

PUBH1 To significantly increase the amount of active travel in the West Midlands Metropolitan Area

PUBH2 To significantly reduce the number and severity of road traffic casualties in the West Midlands Metropolitan Area

PUBH3 To assist with the reduction of health inequalities in the West Midlands Metropolitan Area

Social Well-Being

SOC1 To improve the well-being of socially excluded people.

Our Approach

Policies

4.1 Achieving the objectives requires much progress to be made in line with a coherent set of transport policies.

4.2 Fifteen transport policies, supporting the nine objectives are set out in Appendix 1.

Long Term Approach to Implement the Policies

4.3 In order to attract new development to the West Midlands, the transport strategy must be able to sustain the resulting travel demand. This is alongside the need to open up more possibilities for the existing population to access desired destinations, particularly to promote greater economic growth and inclusion. There is also a need to recognise the role of journeys not related to work and it is also important to ensure that changing mobility needs arising from changes to our population, such as more elderly people, are met in our transport strategy.

4.4 Research, by Age UK, identifies a number of transport barriers that older people face when undertaking journeys, both on foot and by public transport. These include physically inaccessible transport vehicles, the pedestrian environment, safety concerns, and attitudes of transport staff.

4.5 The strategy considers all these issues whilst also helping to improve air quality in the West Midlands and reduce carbon emissions

4.6 The strategy has considered three broad options for implementation, after making better use of existing transport capacity:

A. Meeting increased demand by providing new road capacity for private car and road freight vehicles.

B. Meeting increased demand by providing higher quality public transport, better conditions for walking and cycling and new public transport capacity, rail freight capacity, and cycling and walking capacity.

C. Considering different blends of the two above.

4.7 Our preferred approach is the third, with a strong emphasis on making better use of existing transport capacity by using smart technology and better integration of transport to serve and manage demand better. This is supported by deeply promoting use of public transport, cycling and walking, alongside limited new highway links to unlock growth sites, improving junction pinchpoints and improvements to the environmental and safety performance of private cars and road freight vehicles within a smarter, more integrated urban transport system.

4.8 Our approach entails large scale infrastructure improvements alongside a host of smaller scale schemes and constant attention to detail of delivery, operation and supporting promotion and awareness.

4.9 The need for accessible provision is integral to our future transport system. Research indicates that accessibility of transport provision is a major barrier to participation and maintaining a sense of connectedness for people with disabilities. The ability to get out and about was consistently reported as being essential to mental health and independence as well as the ability to get and retain employment. The need for accessible provision is integral to our future transport system through such measures as accessible information provision, infrastructure design, comprehensive local network coverage, disability awareness and supporting services such as Ring and Ride and Community Transport

4.10 Travel demand is forecast to increase by 22% over the next twenty years, due to increased population and higher employment levels. This combined with a long term trend for longer journeys, particularly for work, gives a 34 % forecast increase in the number of car kilometres travelled. This is an extra 1.2 million extra car journeys per weekday which is equivalent to the amount of traffic carried by ten 3 lane motorways, a huge increase in urban highway capacity.

4.11 Evidence of adding significant new highway capacity in congested urban areas is that induced traffic leads to problems of poor connectivity for people and goods persisting – congestion just involves a higher magnitude of traffic. This is alongside increased requirements for large scale parking where land is scarce and at a premium, and impact on air quality, road safety and severance of communities by busier roads.

4.12 The preferred approach supports the HS2 Growth Strategy, Midlands Connect, Birmingham Connected and the transport elements of the metropolitan area's three Strategic Economic Plans. It also integrates well with the existing and draft Core Strategies of the Metropolitan Area:

- More effective use of existing capacity with smarter choice initiatives supporting capital improvements
- New transport capacity to meet new travel demand – very much based on additional public transport capacity (rail and rapid transit, integrated with bus), cycling infrastructure and key walking routes
- Better integration of transport through a smart mobility approach with public transport, car clubs, park and ride, cycle hire and use of powered two wheelers (motorbikes and mopeds)
- Transport improvements to unlock development and help businesses grow, including limited new highway capacity and more attractive centre environments
- Better walking conditions
- Better cycling, including a high quality metropolitan cycle network
- Smart motorways/ improved junctions
- Asset management
- Smart technology (for example, better Urban Traffic Control, cashless payments for public transport use and better travel information)
- Acceleration of the uptake of ultra-low emissions vehicles through the co-ordinated planning and delivery of ULEV (Ultra Low Emission Vehicle) infrastructure
- A metropolitan area parking policy co-ordinated with improvements to sustainable modes of walking, cycling and public transport

4.13 Our long term strategy will see a shift in emphasis of travel in line with thriving, prosperous, attractive, large European city regions such as Munich, Stuttgart and Dusseldorf, where car use accounts for typically 35 - 45% of all journeys, compared to 63% in the West Midlands Metropolitan Area.



Twenty Year Vision for the Four Tiers of the Transport System

- 4.14** In line with the overall approach set out above, our strategy is based on developing three tiers of an integrated transport system, all underpinned by a fourth tier of smart mobility initiatives – the “glue” which binds the strategy together. This transport strategy helps to provide the basis for a wider, overall development strategy which is part of the emerging Combined Authority agenda.

National and Regional Tier

- 4.15** The West Midlands Metropolitan Area requires excellent national and regional connectivity for the movement of people and freight. This is to get businesses connected, supplies to industry and the high value goods the West Midlands increasingly makes, to markets. It is also essential to allow national through movements crossing the West Midlands to be provided for without adversely affecting the West Midlands.
- 4.16** A nationally well-connected metropolitan area is also an attractive one for people to choose to locate to.

International Gateways

- 4.17** Efficient links to the UK’s ports and Birmingham Airport are vital for the future development of the West Midlands economy. Birmingham Airport is a key international gateway within a national network of airports, and allows direct international connections which help exports, inward investment, tourism and leisure. The Leaders of the West Midlands Metropolitan Area fully support an enhanced national role for Birmingham Airport, building on the opportunities presented to it by the local public sector work to divert the A45 and hence allow Birmingham Airport to extend its runway.
- 4.18** Critical to the future success of Birmingham Airport for the West Midlands economy will be improved surface access to the airport within the wider UK Central Hub with the NEC and HS2 interchange.

High Speed Two

- 4.19** High Speed Rail Two is the biggest national transport scheme in decades, and the West Midlands will ensure that the opportunities for growth this presents will be maximised. This will be by effectively “plugging-in” Birmingham Curzon Street and Interchange High Speed Rail Stations in the Metropolitan Area to local transport networks through the HS2 Connectivity Programme.

Midlands Connect

- 4.20** The “Midlands Connect” initiative has identified six “intensive growth corridors” and four major hubs of economic activity across the wider Midlands (figure 4.1) in an area with a population of 11 million. Evidence from “Midlands Connect” shows that improved highway reliability and regular average speeds, and higher line speeds on inter-regional rail and highway links across the Midlands provide an economic benefit to the wider Midlands of up to £800m per annum by 2036 with 143,000 additional jobs when a ten per cent reduction in general travel costs are achieved. The schemes and measures arising from Midlands Connect technical evidence being produced for eight workstreams in 2016 will form the basis of development of this national/regional tier of the West Midlands Metropolitan Area’s transport system.
- 4.21** This will be important to realise improvements between the East and West Midlands in corridors such as the A46/M69 Corridor and the A5 Corridor.
- 4.22** Midlands Connect highlights the importance of freight movements serving the West Midlands and crossing central England. It will also be invaluable in helping identify schemes to assist freight movements and to assist advanced manufacturing and other growth sectors of the West Midlands economy.
- 4.23** The growth of rail freight is encouraged by the ITA, recognising the need to protect existing capacity for rail freight, create additional capacity for rail freight and support land use development plans which facilitate the growth of existing freight interchanges, and the development of new strategic and other freight interchanges which are market-led and support the needs of the West Midlands.
- 4.24** The refresh in 2016 of the West Midlands Metropolitan Freight Strategy, initially published in 2013, will complement the Midlands Connect initiative to identify and progress schemes and measures, including those that support suitable lorry parking and driver rest areas and ways to improve communication with road hauliers over planned road works.

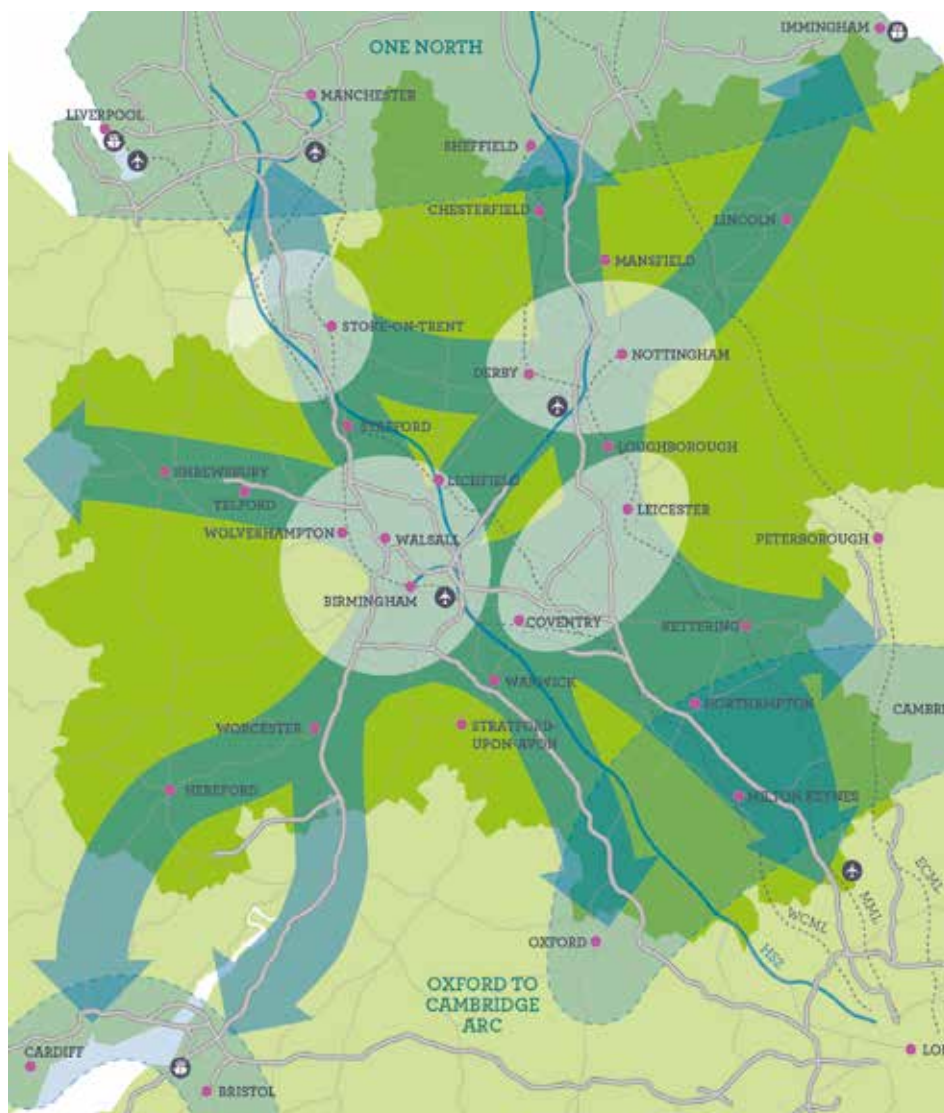


Figure 4.1:
Midlands Connect
Intensive Growth
Corridors and
Major Hubs

- 4.25** The niche, specialised role for freight of the West Midlands waterways will be explored further; for example where waste materials need to be transported from a site adjacent to a suitable waterway.
- 4.26** Midlands Connect is aligned to Network Rail's Long Term Planning Process and the West Midlands and Chilterns Route Study. Outputs from this Network Rail strategic planning will inform future rail schemes serving the West Midlands and wider regional rail connectivity, and so form highly important documents, particularly for the need to ensure increased central Birmingham rail capacity .
- 4.27** Also highly relevant to Midlands Connect is the Government's Road Investment Strategy (RIS) which contains 13 schemes in the West Midlands Region for Highways England to commence in the period 2015/16 to 2020/21. These include smart motorway sections and junction improvements on the M5, M6 and M42.
- 4.28** Highways England's strategic road network serving the West Midlands needs to possess appropriate motorway service area provision , in accord with the National Planning Policy Framework and the land use plans of relevant local planning authorities.
- 4.29** Wider use of the M6Toll is very important for the West Midlands and possible means to deliver this need exploring, to ensure better use and integration with the wider highway network.
- 4.30** Types of schemes in accord with the overall Midlands Connect approach are improved motorway junctions, new smart motorway sections, trunk road expressway upgrades, smart technology innovations for information and traffic management, limited new national strategic highway network links such as the M54 – M6/ M6Toll link, rail freight bottleneck improvements, such as the Water Orton rail junction, and line speed and capacity improvements for passenger and freight rail, including rail electrification schemes. Improved rail connections are vital between the West Midlands and the East and South Midlands. New rail freight interchanges are also required.

4.31 The long term strategic highway needs of the western side of the Metropolitan Area will need to be considered with Highways England and the Department for Transport in a new study related to this national/regional tier. This will need to consider the case for any new capacity in the context of the potential for modal transfer of local “junction-hopping” traffic using the motorway box, smart motorways, improved junctions and wider use of the M6 Toll.

4.32 At the regional level there is a need to join up land use development plans with transport plans. This recognises the issue of new housing development location to meet the needs of the region. The strategic transport plan facilitates this integration by setting out the overall approach to metropolitan transport strategy and the high level nature of the transport system serving the West Midlands Metropolitan Area. Local development plans across the West Midlands will need to be informed by this plan.

Coaches

4.33 Coaches have an important role in national and regional travel and a key role in supporting the growth of the West Midlands visitor economy. Interventions which improve the reliability of coaches’ journey times and reliability, as part of wider transport schemes will be supported. Coach services will be taken into account in development of interchanges to support multi-modal journeys and new and innovative schemes to support coach services will be considered for national/regional tier improvements.

Key Transport Priorities for the National and Regional Tier include:

- New Smart Motorway Sections
- Wider Use of M6 Toll
- M54-M6 / M6 Toll Link Road
- Improved Motorway Junctions on the Motorway Box M6, M5, M42, M40 including major improvements at M42 Junction 6
- Making better use of the A46, enabling wider Midlands movements and providing resilience to the Motorway Box
- Camp Hill Rail Chords to increase Central Birmingham rail capacity
- Water Orton corridor rail freight capacity enhancements
- Further electrification of key national and regional rail links
- Improved connections to, and within, the UK Central Hub area





Metropolitan Tier

- 4.34** The Metropolitan Tier is the main element of this new strategy, addressing strategic movements across the conurbation, crossing arbitrary administrative boundaries. This is by the creation of three new networks for this tier: a metropolitan rail and rapid transit network, a metropolitan main road network and a metropolitan cycle network.

Metropolitan Rail and Rapid Transit Network

- 4.35** The vision for the metropolitan rail and rapid transit network is based on suburban rail, metro (light rail) and tram-train, very light rail and SPRINT Bus Rapid Transit lines on suitable links of one single network. This is effectively integrated with local bus networks at main centre interchanges and local interfaces, underpinned by park and ride and whole system information, promotion and ticketing. This system will be easy to understand and use and be supported by with high standards of customer care: all people involved in its development and operation should be able to be proud of their contribution to such an asset for the West Midlands. Existing passenger rail lines and rapid transit in the West Midlands are shown in figure 4.2
- 4.36** The creation of this one, single high quality network will be a major transformation of public transport in the West Midlands. The long term network is shown in Figure 4.3 and is heavily influenced by the West Midlands HS2 Connectivity Programme and has been informed by the findings of the Black Country Rapid Transit Review. Indicative phasing of delivery of this network is shown in Figure 4.4, based on schemes already committed/provisionally committed, and phasing of the HS2 Connectivity Programme. Rail schemes in the HS2 Connectivity programme improve rail capacity and line speeds and include new stations and services.
- 4.37** A critical element of the successful delivery of the Metropolitan Rail and Rapid Transit Network is to increase central Birmingham rail capacity. Early schemes to help achieve this are Snow Hill line capacity enhancements associated with Snow Hill platform 4 reinstatement, the Camp Hill Chords and track and signalling improvements.
- 4.38** SPRINT Bus Rapid Transit lines form an important part of the Metropolitan Rail and Rapid Transit Network. Bus Rapid Transit (BRT) lines are in operation in 198 cities across the world, carrying 34 million passengers daily. As a form of public transport it has a proven track record of attracting increased public transport use when implemented. SPRINT is the West Midlands Bus Rapid Transit service and will display the main characteristics of Bus Rapid Transit which are found in all successful schemes across the world:

- Higher speed than conventional bus services – a minimum of 20 km per hour average, end to end (commercial) speed, based on experience of well-used BRT systems across Europe
- High specification, distinctive vehicles and system branding
- High levels of priority
- Accessible stops and services
- Limited stopping pattern compared to conventional bus services
- High frequency
- Pre-paid ticketing before you board (Off-board ticketing)

- 4.39** The SPRINT lines set out in figure 4.3 illustrate an aspirational network. When scheme development commences for each route the practicalities of design will be considered carefully to see if the SPRINT specification can be achieved for the individual route, or whether a high specification core bus route upgrade will be a better solution for that corridor.
- 4.40** The role of innovative technologies such as Monorail and Very Light rail will be explored for appropriate corridors. Very light rail could be a valuable interim solution for elements of longer term rail corridors. The Dudley Very Light Rail innovation centre and test track will be delivered so that it does not conflict with development of metro, tram-train and potential longer term rail in the Walsall – Stourbridge corridor.
- 4.41** Organisational changes around rail and bus will help delivery and operation of this affordable to use, integrated public transport system.
- 4.42** For rail, this is through 14 authorities working together in West Midlands Rail (WMR), to influence local rail franchising. The formation of West Midlands Rail will add weight to initiatives to increase rail service frequencies for early, evening and Sunday services and will support efforts to increase rail service frequencies across the 24 hour day to serve Birmingham International station for Birmingham Airport.
- 4.43** For bus, this is through; an effective delivery agent in the Combined Authority working closely with highway authorities; and by the Combined Authority seeking to ensure the best of the private and public sectors working together to deliver world class bus services. The new strategic bus alliance in the West Midlands provides a sound basis to make this aim a reality.

Park and Ride

- 4.44** Expansion of existing park and ride sites and opening of new sites will be supported where there is a proven demand and business case integrated with the existing urban area parking supply. This will help increase access to the metropolitan rail and rapid transit network. Additional park and ride capacity will be in accord with more detailed delivery plans and will be mindful of planning and environmental criteria to ensure new capacity is located in appropriate locations. Additional park and ride capacity will be in the form of strategic, local and micro sites.

Figure 4.2: Existing Rail Lines with Passenger Services & Rapid Transit

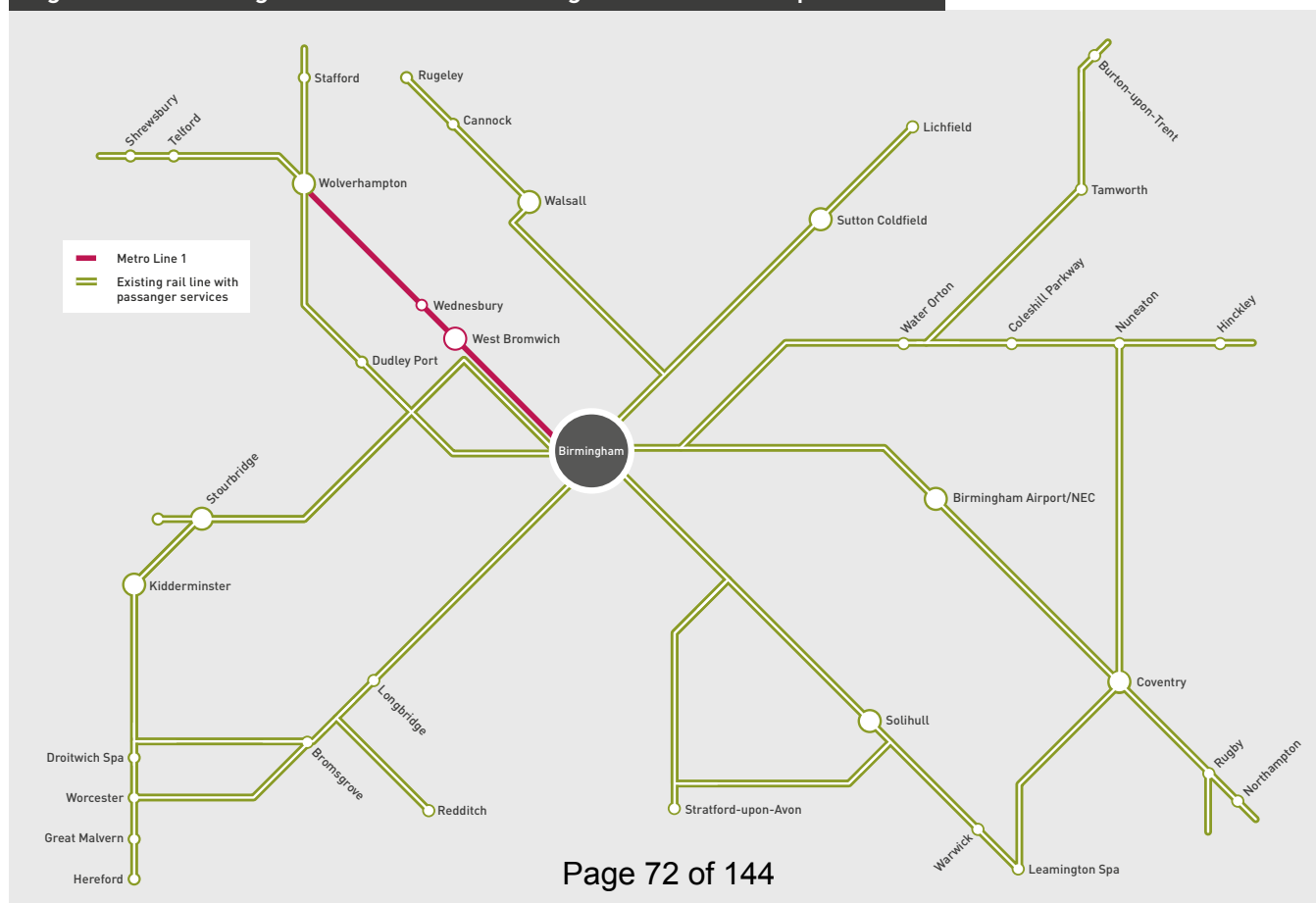


Figure 4.3: Metropolitan Rail and Rapid Transit Network Map

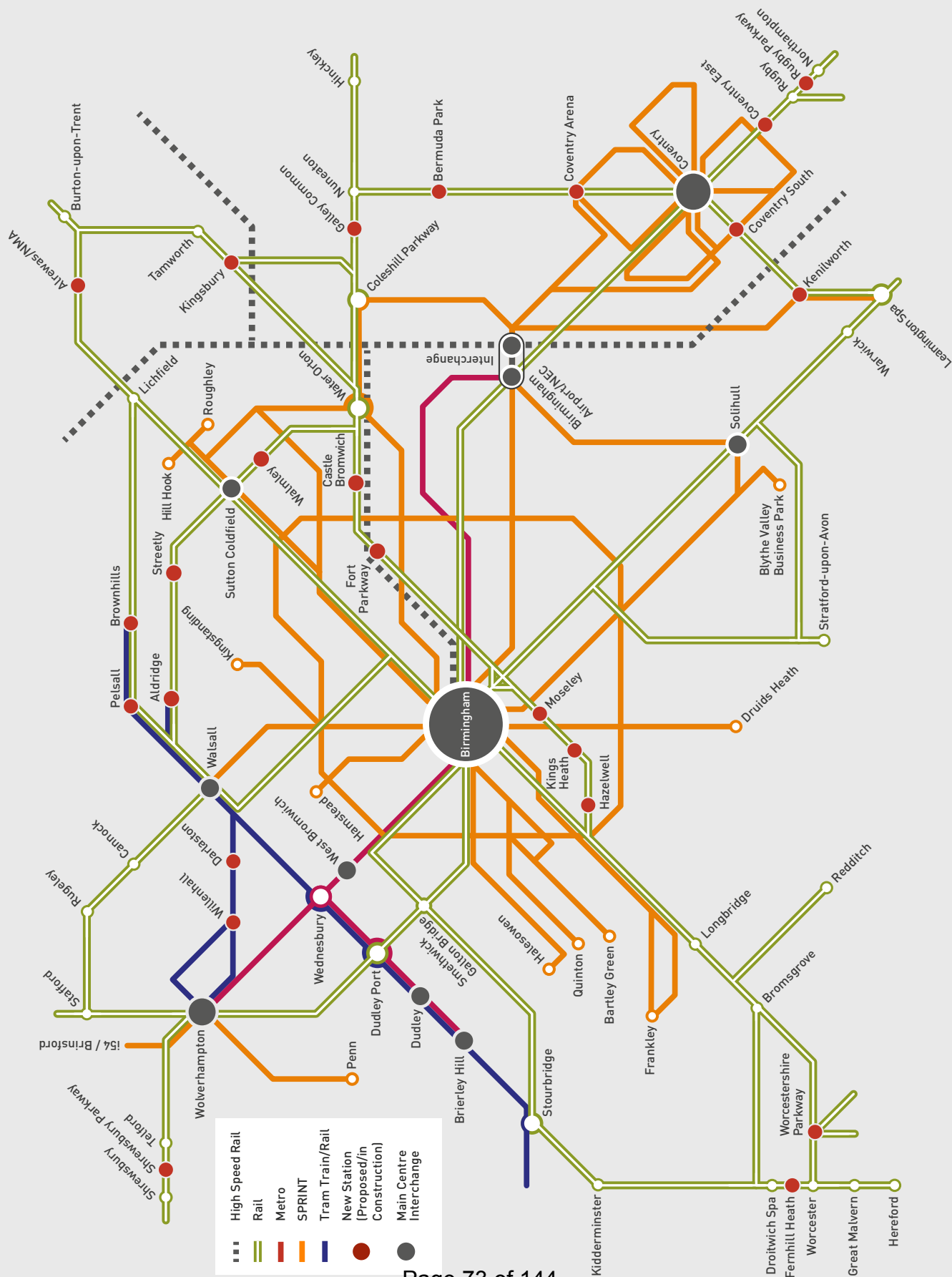
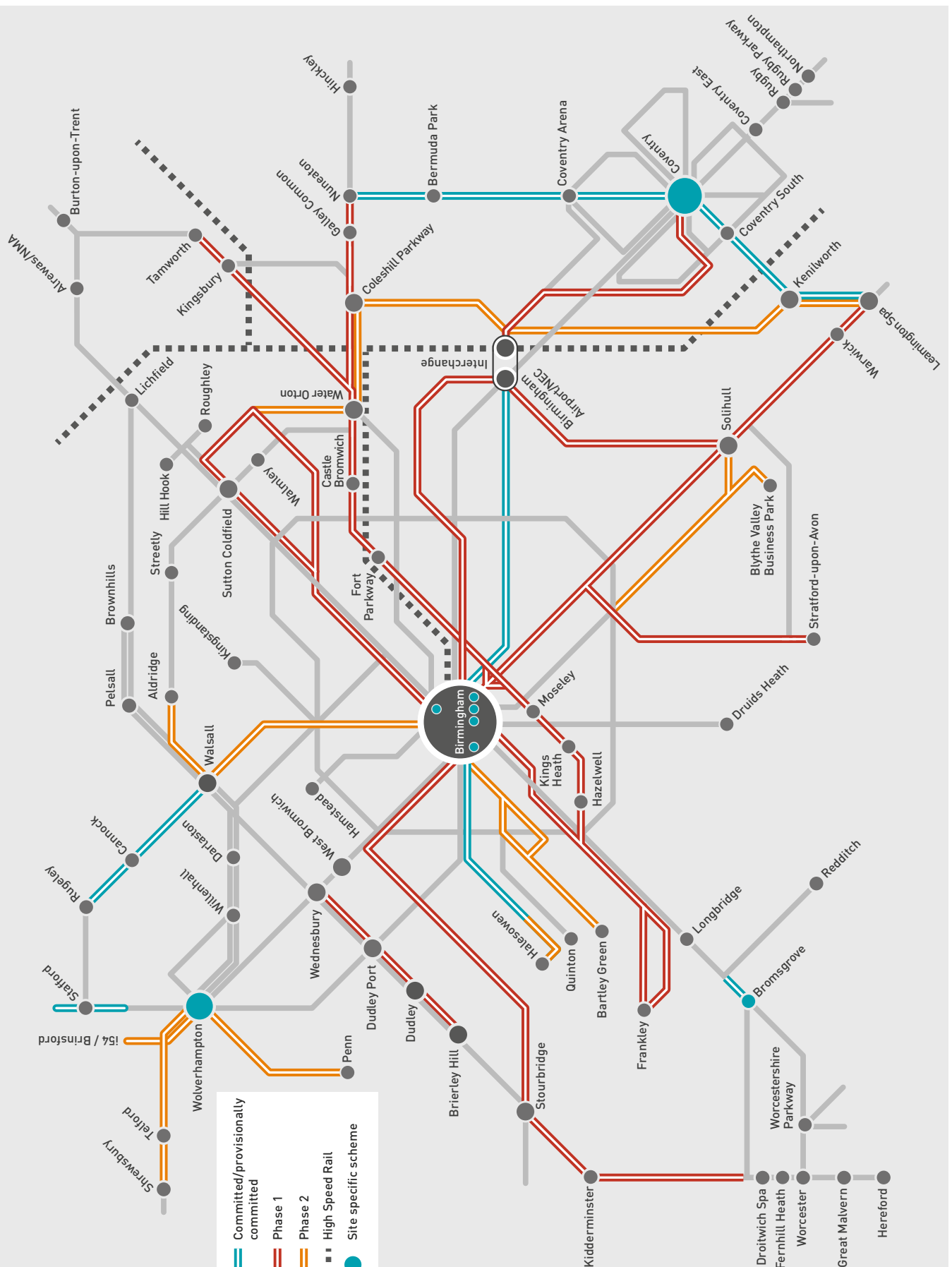


Figure 4.4: HS2 Connectivity Package



4.45 The guiding philosophy for this network is to transform the ability of residents to get to a wide range of jobs and activities across the conurbation. This is expressed as every resident of the metropolitan area should be able to travel from their home and be able to get to a range of at least three main strategic centres, including the regional centre Birmingham, within 45 minutes in the AM peak. 45 minutes is an acceptable journey time to work in the West Midlands , based on evidence from the HS2 Growth Strategy.

4.46 Residents will be able to do this by using high quality, reliable local bus services, largely based on a core turn up and go bus network, integrated with turn up and go frequency rail and rapid transit lines with hassle-free interchange and ticketing. This will transform the ability of people to access a wide range of job opportunities. Currently, 49% of the West Midlands population is able to reach at least three main centres within 45 minutes AM peak. Investment in rail, light rail, tram-train and SPRINT lines, alongside bus journey speed improvements, will greatly improve this. This will transform the accessibility of areas such as Dudley borough and Brierley Hill, north Wolverhampton, north Walsall, south-west Birmingham, north Solihull and east Coventry. This concept is shown in figure 4.5 below:

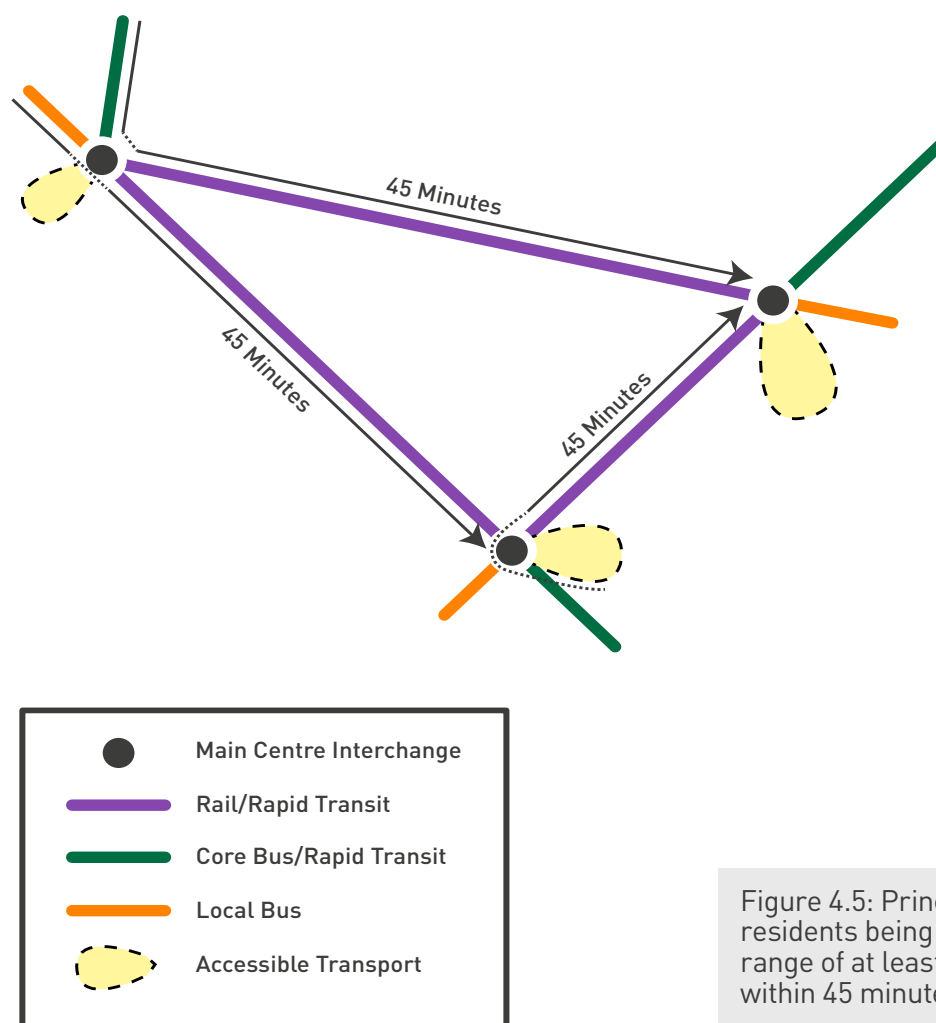


Figure 4.5: Principle of residents being able to get to a range of at least 3 main centres within 45 minutes AM peak

4.47 Complimenting this vision for improved metropolitan connectivity is an aspiration for centres in the wider journey to work area to be within 45 minutes travel time to the regional centre Birmingham, by rail. Coventry also requires attractive rail travel times to centres in Warwickshire and the East Midlands.

4.48 Alongside the critical role of this network to local people, the integrated public transport system has an important role to play in the visitor economy, helping move tourists and visitors around the West Midlands in sustainable ways.

Metropolitan Main Road Network

- 4.49** In conjunction with the Metropolitan Rail and Rapid Transit Network, the Metropolitan Main Road Network ("Key Route Network") will serve the main strategic demand flows of people and freight across the metropolitan area, and provide connections to the national strategic road network. It will also serve large local flows which use main roads and will need to provide good access for businesses reliant on road based transport. Work on this network is progressing in the West Midlands Metropolitan Area as a "Key Route Network". This network will use highway capacity effectively to cater for movement by rapid transit and core bus routes, the Metropolitan Cycle Network, lorries, vans and private cars. This will involve the reallocation of roadspace where appropriate to provide reliable, fast high volume public transport and an enhanced role for UTMC, building on joint work in the West Midlands. In 2011 57 % of journeys to work by residents of the metropolitan area involved crossing a district boundary, giving weight to the need for a commonly agreed main road network to handle this movement more effectively.
- 4.50** The Key Route Network will be defined on the basis of a Combined Authority definition agreed with the seven highway authorities, in consultation with neighbouring highway authorities, and will have agreed performance specifications drawn up for different types of link in the network in accord with their role for movement ("link"), and their role as a destination in its own right eg a suburban/town centre high street ("place"). A careful balance between demands will be sought, based on the work done by Birmingham City Council as part of its Birmingham Connected transport strategy. Appropriate cycle provision is integral to this network, including effective junctions where cycle routes cross a main road. Close cooperation with Highways England and neighbouring Shire highway authorities will ensure that roads on the network which cross administrative boundaries will have "joined-up" planning.
- 4.51** Improvements by highway authorities to the network will be performed to meet the agreed performance specification for the links and junctions involved. These will take into account emerging thinking for delivery of enhanced public transport priority on key corridors to support road based rapid transit proposals for SPRINT and Metro.
- 4.52** An indicative map of the draft network is shown below in figure 4.6. Figure 4.7 shows committed/provisionally LGF committed schemes upto 2020/21. Most committed schemes focus on junction improvements to unlock economic development and tackle important pinchpoints.
- 4.53** As well as capital scheme improvements, it is vital that this network is managed efficiently through the collaborative operations of all highway authorities responsible for its provision. This will need to ensure that the highway authorities statutory duty is met of ensuring the safe, efficient and resilient operation of the overall highway network for all users.



Figure 4.6: Draft Metropolitan Main Road Network ("Key Route Network") Map

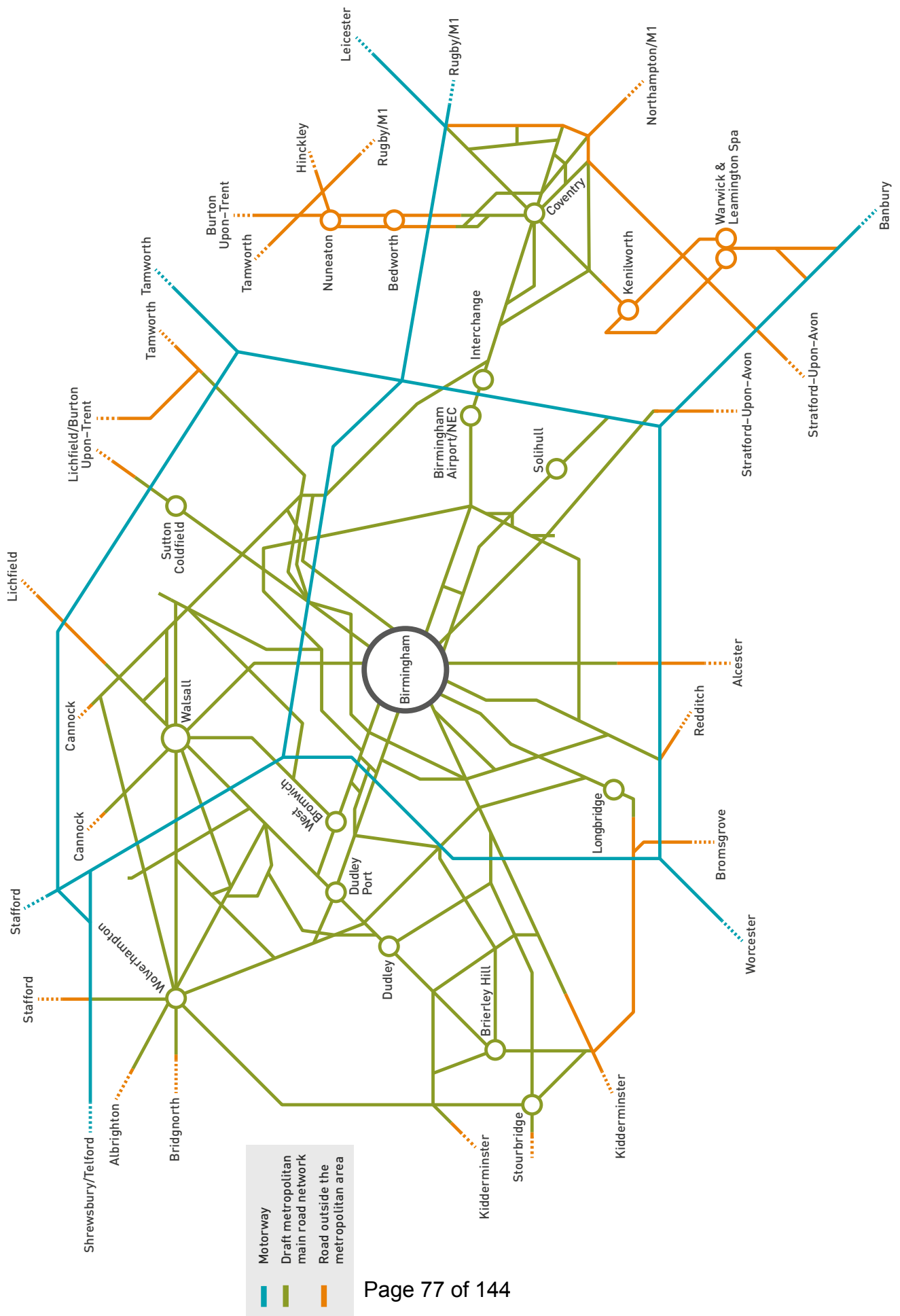
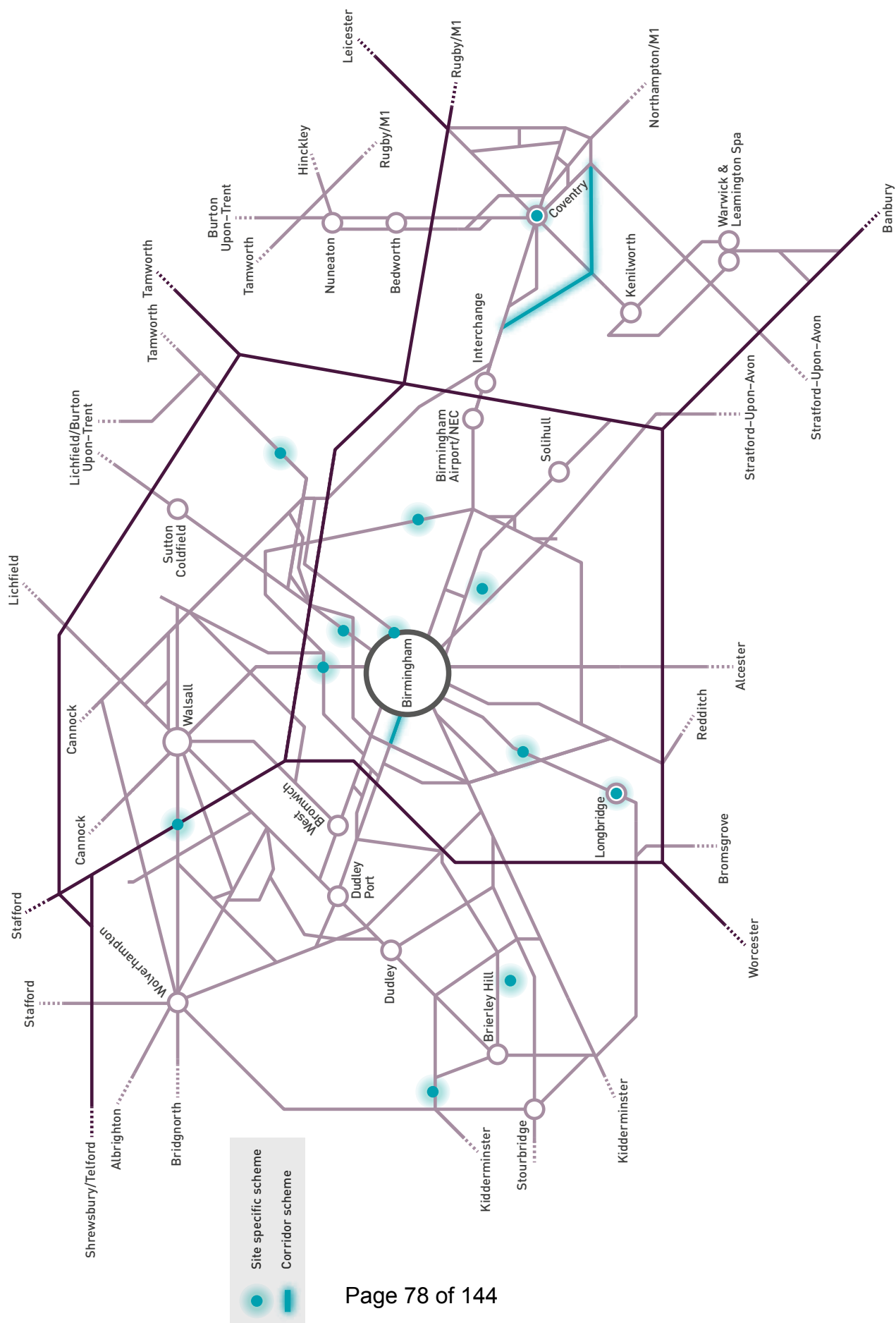


Figure 4.7: Committed/Provisionally Committed Local Growth Fund Schemes upto 2021



Metropolitan Cycle Network

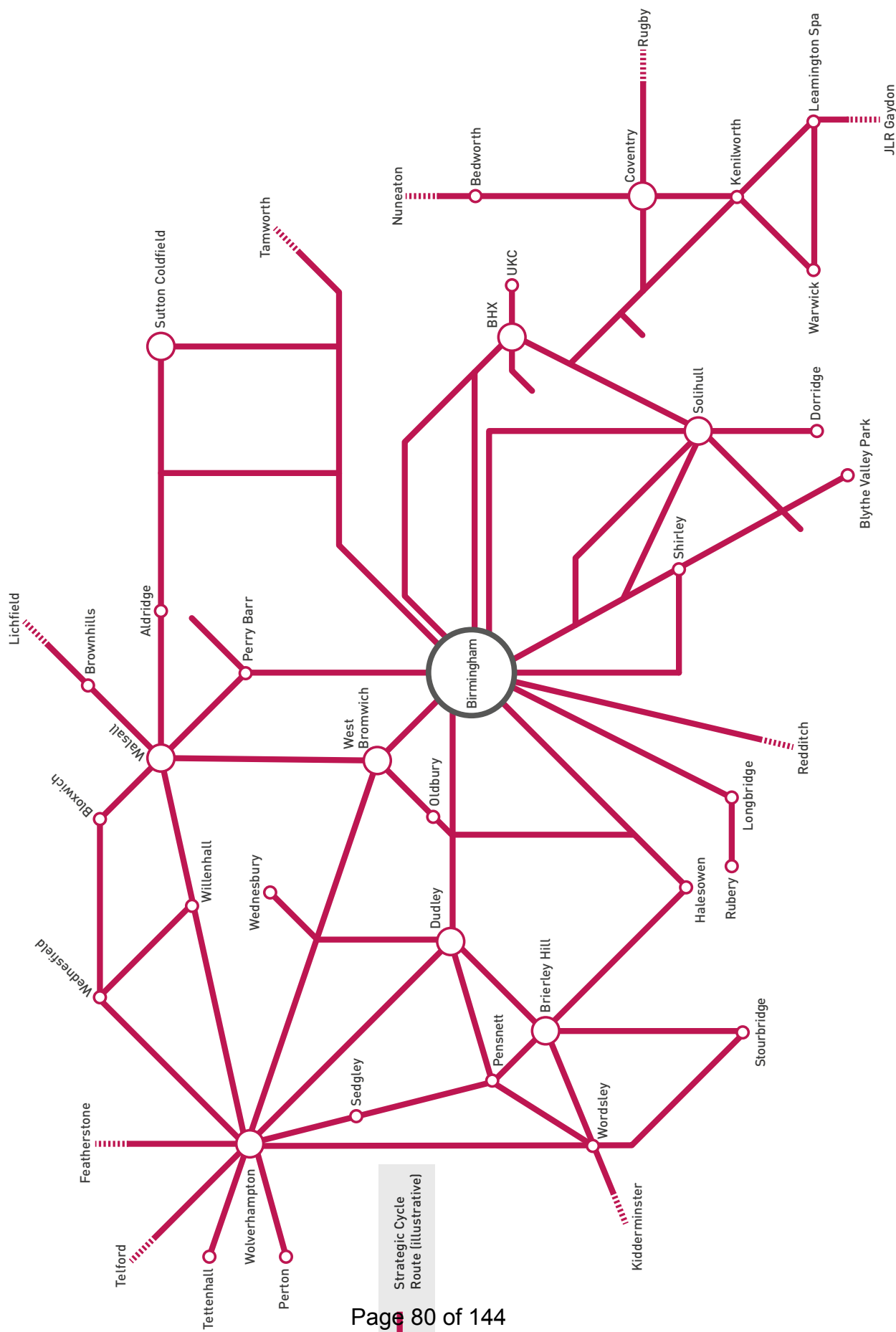
- 4.54** A new Metropolitan Cycle Network will be developed to serve main flow corridors and to raise the profile of cycling in the West Midlands. This network will be comprised of high quality core cycle routes supplemented by quietways using a combination of green corridors, well maintained canal towpaths and low traffic flow and speed streets. The Metropolitan Cycle Network will be integrated with local cycle networks across the West Midlands.
- 4.55** The strategic routes in this network will be designed in accordance with well- respected design guidelines such as the Welsh Government's Active Travel Design Guidance and will include a cycle route audit tool. The strategic routes will be designed to ensure cycle journey times on the routes are competitive to those on main roads and we will seek a peer review of our initial routes by internationally acclaimed Dutch or Danish colleagues. Implementation will be through work delivering the West Midlands Cycle Charter. An illustration of how the Metropolitan Cycle Network could look is shown in figure 4.8. As part of the agreed West Midlands Cycle Charter, the ITA and local authorities will make the economic case for investment in cycling in both local prioritisation of investment and delivery, and in securing funding from national and local partners.
- 4.56** A prioritisation process for the metropolitan area's infrastructure needs is currently being developed as part of work for a Combined Authority. This will lead to a definitive set of priorities for these metropolitan networks in line with an agreed prioritisation process. Pending this process, provisional key main transport priorities are shown in the box below:

Key Transport Priorities for the Metropolitan Tier include:

- HS2 Connectivity Programme
- Metropolitan Main Road Network ("Key Route Network") Pinchpoint Junction Improvements
- Priority Links in the Metropolitan Cycle Network



Figure 4.8: Draft Metropolitan Cycle Network



Local Tier

- 4.57** 38% of all journeys in the UK are under 2 miles. 41% of journeys under 2 miles in the West Midlands are by car. 67% of UK journeys are under 5 miles, of which 55% are by car. There is therefore great scope for a substantially increased role for walking, cycling and public transport to provide the West Midlands with sustainable, effective local accessibility.
- 4.58** The West Midlands will ensure that local journeys are targeted for transfer from car use to sustainable travel, particularly in congested conditions. This does, however recognise the vital role that car use has for people with disabilities where other modes are not a feasible alternative for travel. Smarter choice initiatives have an important role to play in the approach. Walking has a key role for journeys up to 1 mile whilst cycling is a viable choice for many people for journeys up to 5 miles. Improvements to cycle –public transport integration support longer journeys. These improvements include increased secure cycle parking at interchanges and park and ride sites, high quality local feeder cycle routes to rail stations, cycle-hubs, cycle hire schemes and the carriage of bikes on rail service. The experience of cities such as Dresden, which allows carriage of bikes without restriction on trams, will be considered further for Metro services.
- 4.59** The local tier is made up of all local highways, local cycle routes, footways/paths and local bus provision. Taxis and private hire vehicles also provide local accessibility for interchange and for direct local trips.
- 4.60** Canals play a significant role in the environment of the West Midlands; contributing to attractive suburban, district and main centres and have a role for local trips by providing a focus for regeneration and providing attractive walk and cycle routes on well maintained towpaths.
- 4.61** There is a need for this tier to bring the asset condition across the West Midlands to a decent modern standard for all highway and footway infrastructure, improve road safety and encourage walking and safer cycling in attractive local street environments and on comprehensive local cycle networks.
- 4.62** Area wide residential road 20 mph limits will be promoted to support these aims, building on the experience of implementation in the city of Birmingham and use of 20 mph zones in other Districts. International research on the reduced amount of changing gear and less fuel use will be considered fully for air quality and carbon emission impacts
- 4.63** Suburban and District Centres will be subject to environmental improvements to help create attractive and viable local centres with a high quality public realm and good community safety. The role of Green Travel Districts will be supported to realise these aims.
- 4.64** An important element of this will be a programme of Key Walking Routes in each District based on best practice.
- 4.65** The main features of Key Walking Routes are:
- | | |
|--|--|
| ● Widened and repaved footways | ● Seating |
| ● New and improved pedestrian crossings | ● Removal of hiding spaces and blind corners |
| ● Improved accessibility through step-free access | ● Signing |
| ● Removal of obsolete signs, poles, columns and railings | ● Street lighting for pedestrians |
| ● Trees and planting to green streets | ● Shared space |
- 4.66** Rights of Way Improvement Plans need to be updated every ten years and form an important element of promoting the role of walking in the West Midlands.

25



Local Bus

- 4.67** Buses play a vital role in comprehensive public transport provision in the West Midlands. Local bus networks, and supporting accessible transport services, provide access to local suburban and district centres and to main centres, where superb interchanges will be provided for onward connections across the metropolitan area. They also ensure that doctor's surgeries, hospitals and other local amenities have decent public transport accessibility for sites not served by rail and rapid transit.
- 4.68** Accessible transport services include Ring and Ride and community transport services. Accessible transport will continue to perform an essential service for people who find it difficult to use conventional public transport due to ill health and/or a disability. It also has a role for serving demand from low demand areas and for specialised travel demand patterns from socially excluded groups.
- 4.69** Customer-focused improvements will be made to ensure local bus networks serve evolving travel demands and patterns with accessible, affordable, comfortable, safe and reliable services. High levels of customer care are essential for a decent bus service for the West Midlands.
- 4.70** The majority of bus journeys are made on a core, high frequency network which is shown in figure 4.9. Traffic management measures on the metropolitan main road network ("Key Route Network") and local roads will support the delivery of reliable bus services, with end to end average speeds of at least 16 km per hour in peak hours.
- 4.71** Whilst the metropolitan area is predominantly urban, there are rural areas with particular needs, such as the Rural East area of Solihull Borough. Here the local tier must improve cycle connectivity between villages, provide adequate public transport to meet lower population density demands, reduce the impact of traffic and speeds in villages and ensure there is sufficient capacity at rail station park and ride facilities.



Powered Two Wheelers (PTWers)

4.72 The benefits that use of motorcycles and mopeds have for our nine objectives are recognised. This is particularly related to where low emission PTWers can be used as a low cost means of travel for journeys to services, employment and education where other alternatives to the car aren't practical options. In efforts to ensure this contribution of powered two-wheelers, the West Midlands will work towards improving the safety of PTWers with activity to reduce speed related collisions, reduce right turning vehicle collisions, increase compliance with the rules of the road, increase the use of personal protective equipment by motorcyclists and improve motorcyclist skill and riding behaviour.

4.73 These safety initiatives will supplement initiatives to facilitate motorcycling as a choice of travel within a safe and sustainable transport framework. These include provision of more, secure parking for PTWers, allowing PTWers in bus lanes, as is the case in Birmingham and London, and ensuring traffic management scheme design takes into account the requirements of PTWers. Measures to improve conditions for cycling need to be mindful of any potential adverse impacts on PTWers

Key Transport Priorities for the Local Tier Include:

- Improved asset management of minor roads
- Local Cycle Network Development
- Key Walking Routes
- Area wide residential road 20 mph speed limits
- Smarter Choice Initiatives
- Local Bus Network Improvements

Smart Mobility Tier

Smart Mobility is all about using technology effectively to provide better traffic management and related information on travel choices using an integrated range of options for travel using different types of transport. It is also about making vehicles safer and greener by working towards zero emissions from all vehicles. Smart mobility is characterised by:

- Understanding the needs, and ever changing demands and expectations of people and businesses over how they wish to get to what they want to get to;
- The exploitation of data;
- Making the most of advances in technology in areas such as the Internet of Things, sensors and autonomous systems;
- Transport networks operating freely and reliably at optimal capacity with seamless interchange;
- A vibrant commercial market that encourages business innovation and can learn from experience beyond the transport world; and
- Providing information which allows people to make informed decisions about their travel choices.

4.75 Smart mobility is integral to making the most of the other three tiers of the transport system set out in this strategy. The West Midlands is well placed to be a world leader in innovation and research in this field, with its rich network of vehicle manufacturing and engineering with companies such as JLR, BMW and Horbia-MIRA and its internationally renowned universities. We will seek to maximise this role for the West Midlands and ensure that implementation of measures here closely follows this research, development and innovation. This is seen in the following vision for smart mobility:

“ The West Midlands will have an effective and well used intelligent mobility solution which supports integrated travel across all means of transport. People and businesses will be enabled and incentivised to make cost effective, informed and sustainable travel choices using ‘live’ travel information and seamless payment systems which span multiple modes.

We will work with others to ensure that developments in technology and innovation are encouraged and harnessed effectively to ensure the best practicable level of service can be provided.

We will have a coordinated approach to responding to the challenges of air quality targets through effective management of road traffic, innovation in vehicle and road infrastructure technology that supports efficient mobility”

4.76 The following objectives are expected to be achieved in line with this vision:

- Increased availability and knowledge of viable travel choices with reduced dependency on car ownership;
- Sub 2 mile journeys by car should no longer feel necessary for many;
- Active lifestyles will be made more accessible;
- The network will operate more efficiently and effectively to optimise capacity with lower environmental impacts;
- Significantly reduced air quality impacts from transport, including reduced direct emissions from vehicles.
- Reducing the cost of travel
- In delivering these objectives the following principles will be fundamental;
 - Intelligent systems will be applied to provide relevant, personalised and incentivised information on available travel choices and
 - Open Data principles will be universally adopted to ensure the market can react, adapt and develop those tools through new business models.
 - Solutions we will offer will be accessible and meet key accessibility standards

4.77 Smart payment systems, will build on the recent advances made with the West Midlands’ Pay as You Go Swiftcard for easy, hassle-free payment for travel and work towards creation of a personal mobility platform. This is part of wider detailed work being undertaken in the West Midlands to develop intelligent mobility and explore the concept of “Mobility as a Service”.

4.78 The role of smart technology will be invaluable in reducing emissions from vehicles, particularly related to any introduction of Clean Air Zones in the West Midlands.:

4.79 The ongoing importance of effective Urban Traffic Control linked traffic signals is an important element of the West Midlands smart mobility approach, ensuring traffic light signalling is responsive and coordinated to make best use of highway capacity.

4.80 The potential of smart mobility for “the last mile” logistics delivery will also be fully explored so that cost effective delivery is in harmony with making best use of existing transport capacity and reducing transport emissions. This is line with Birmingham City Council’s strategy for servicing and logistics of “the 4 R’s”: re-timing, remodelling, re-routing and reducing deliveries, related to Green Travel District development.

Road Safety

4.81 The future of road safety is also critical. The prospect of driverless vehicles brings great opportunities for new ways of mobility in the West Midlands, alongside issues to be addressed as part of a wider new road safety strategy. A fresh look at road safety will be performed in the West Midlands, on the basis of seeking a reduction of at least 40% in the number of killed and seriously injured road traffic accidents within ten years from a 2015 base, whilst increasing the amount of cycling and walking in the metropolitan area. This is in line with European Union targets for reducing road safety fatalities by half over a ten year period. This new road safety strategy will also consider ways to improve the safety of powered two-wheelers, child pedestrians, young drivers and communities most affected by road safety.

4.82 The new road safety strategy will be mindful of current West Midlands forecasts of a 40% reduction in Killed and Serious Injury casualties by 2020 from a 2005-2009 average.

Key Transport Priorities for the Smart Mobility Tier Include:

- Measures to improve traffic management
- Development of a Personal Mobility Platform that supports an integrated journey planning, navigation, and payment system across all modes
- A new road safety strategy.

Supporting operational, revenue and policy measures

Asset Management

4.83 Effective asset management is essential to ensure all existing assets, and new assets being brought on-stream, remain fit for purpose, and resilient to the potential impacts of climate change.

4.84 Properly funded, effective maintenance of highways, footways and structures underpins the whole transport system.

4.85 A successful economy creates economic activity which will have impacts on our highway network which unless proactively managed will create delays as road works occur. The West Midlands have historically worked together successfully on highway maintenance, sharing best practice, deploying joint procurement and crucially working together to develop asset management plans.

4.86 The strategic approach for asset management in the West Midlands is to ensure robust monitoring and assessment of our transport assets to allow effective and proactive asset management. This allows programme asset management to occur at the correct point to maximise the life of our assets in a cost effective way. Recognising wider policy issues, we will continually explore opportunities for lower carbon intensive materials, efficient procurement opportunities through joint frameworks and more effective ways of delivering schemes, minimising closures and diversions. All of these help increase efficiency and reduce costs and economic impacts of asset management.

4.87 In 2015, the West Midlands was awarded £39.9m from the Government as a major contribution towards our Highway Network Renewal Programme which will mean by the end of the programme in 2021 we will have restored the majority of our main highways to a steady state of condition. This will allow the West Midlands to continue towards delivering effective and proactive asset management plans.

Revenue based operations, supporting policies and parking policy

4.88 To make best use of existing and new transport capacity requires effective enforcement of traffic regulations, including parking restrictions, bus lane enforcement and use of powers to enforce other moving traffic offences.

4.89 There will need to be a more coordinated metropolitan parking strategy, led by the new Combined Authority. This will consider how parking pricing and provision can support the objectives of this transport strategy, mindful of the relationship with delivery of improvements to public transport, cycling and walking. It will also need to consider parking standards in new development in relation to levels of public transport accessibility and walking and cycling provision.

4.90 The metropolitan parking strategy will need to balance the role of car access to centres to support economic vitality, whilst promoting the use of public transport cycling and walking. This is to ensure that private car volumes are not at such levels where the dominance of the car detracts from the quality of the environment of our centres.

Smarter Choices

4.91 Making best use of transport capacity also requires a supporting comprehensive set of smarter choice measures. Extensive workplace travel plan coverage in the metropolitan area is a cornerstone if this approach, based on the evidence of modal shift from car to public transport, cycling and walking, as part of the successful "Smart Network, Smarter Choices" programme.

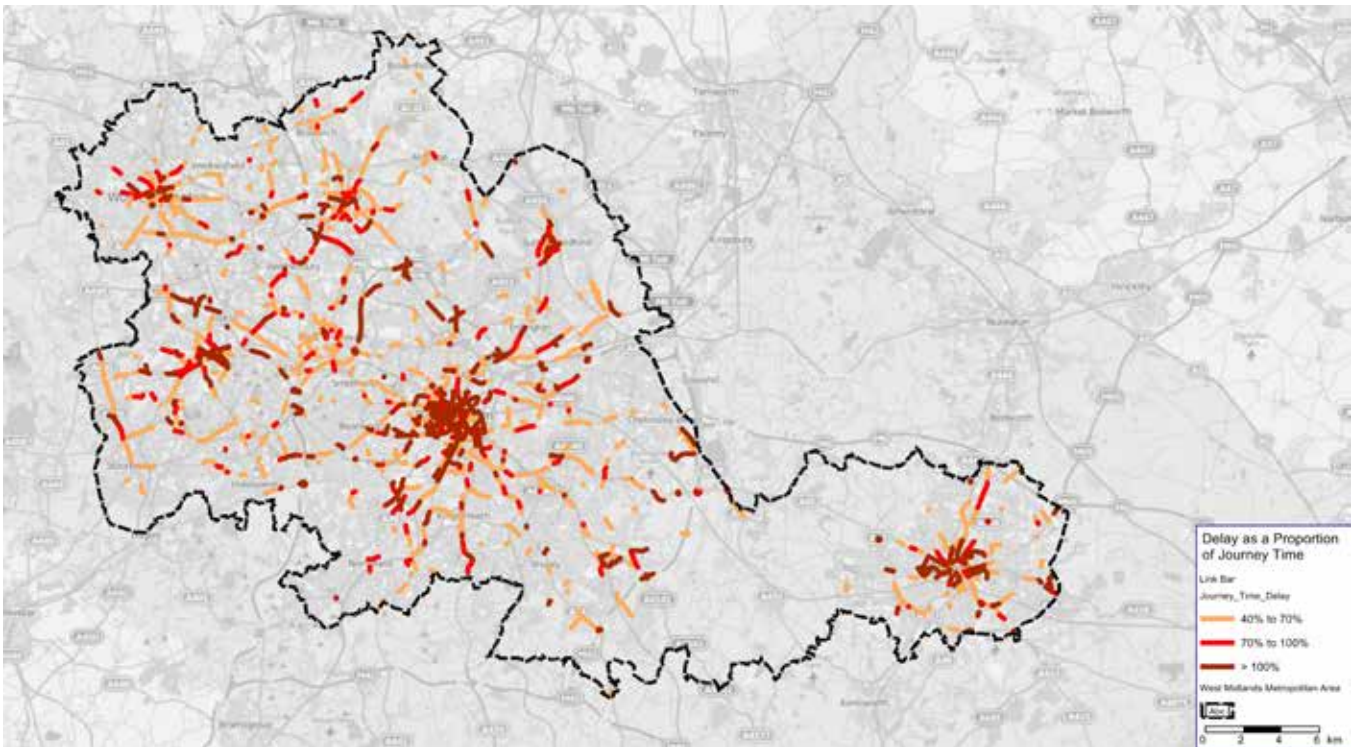
4.92 Other smarter choice measures we will deploy include school travel plans, engagement with other educational establishments and healthcare sites, personalised travel planning, travel awareness campaigns, public transport marketing, a coordinated West Midlands approach to car clubs and car sharing schemes.



Benefits Of Our Approach

5.1 1 Our approach is supported by evidence which shows that a “Business as Usual” strategy would lead to economic development being severely hindered with significantly worse congestion across the West Midlands. In addition, there would be serious air quality issues persisting from transport –derived nitrogen oxide pollutants, and continued carbon emissions at a rate exceeding that required for national obligations.

5.2 Congestion forecast for 2031 with a “business as usual approach” is shown below in figure 4.10:



5.3 A long term programme of schemes and measures in line with our strategy counters these trends and provides a positive future with an effective transport system. Using the conservative WebTAG approach to estimate wider economic benefits, the £1.6 bn HS2 Connectivity Programme alone gives an estimated annual GVA uplift of £240m. This approach does not factor in all economic benefits so the total scale of the benefits of this programme is much higher. The wider overall urban transport programme of the strategy will increase this figure significantly further.

Delivery Of Our Approach – a ten year delivery plan

6.1 This Strategic Transport Plan sets out the long term approach to guide a comprehensive set of transport improvements over a 20 year period. These transport improvements will be delivered by a number of organisations, through a number of programmes and packages.

Developing a 10 Year Delivery Plan

6.2 Transport investment will be need to be planned, developed and delivered across the West Midlands as part of an integrated package to address the economic social and environmental challenges faced. Delivery of schemes will need to be co-ordinated with investment programme of Highways England

and Network Rail in order to ensure a co-ordinated approach which maximises outcomes and minimises disruption during construction. Building a robust evidence base is the first step in addressing these challenges. Significant work has been undertaken on developing this evidence base by the Strategic Transport Plan and has been supported through the use of the Policy Responsive Integrated Strategy Model (PRISM). This has been used to determine where transport interventions are now and where they will need to be in the future as a consequence of growth and changing travel patterns. Using this evidence base, high level priorities across the four tiers of the transport system have been identified.

- 6.3** The 10 Year Delivery Plan (10YDP) will take the high level priorities and provide detail on the key transport interventions required across the Metropolitan Area. The plan will build on the initial strategy-led work from the Strategic Transport Plan and set out the transport schemes and programmes required for the four tiers up to 2026. There is already a foundation for developing the 10YDP through existing work on the HS2 Connectivity Package, LEP pipeline schemes, the Combined Authority infrastructure workstream and the emerging technical workstreams for Midlands Connect. The development of the 10YDP will draw on the following information and processes to ensure the provision of a robust and realistic delivery plan:

Development

- Scheme details
- Transport planning analysis
- Schedule development
- Prioritisation framework
- Economic impact analysis

Implementation

- Statutory processes and permissions
- Construction timescales
- Delivery mechanism
- Risk analysis

Resources

- Funding analysis
- Resource availability

- 6.4** Using the information above, the 10YDP will show the phasing and scheduling of transport schemes commencing from 2016. The 10YDP will take a balanced view recognising that although there is a need to deliver transport schemes that respond to economic priorities in the short term, there is also a need to consider the future transport needs and the economic performance of the Metropolitan Area in the future.

- 6.5** A key driver to the 10YDP will be the availability of funding. The proposed West Midlands Combined Authority Devolution Agreement sets out a transformational level of investment over the next ten years and is considered in Section 7.

Next Steps

- 6.6** Work is progressing on developing the 10YDP in conjunction with West Midlands Local Authorities, Centro and the Local Enterprise Partnerships and will continue to evolve alongside the formation of the West Midlands Combined Authority. The 10YDP will be finalised in 2016 and will form a key part of the West Midlands Combined Authority's transport workplan.



How We Will Fund Our Approach

7.1 Achieving the economic, environmental and social benefits of our approach requires a long term local transport infrastructure programme with supporting revenue based packages. An indicative, twenty year capital programme assembled with Districts and Centro will cost in the order of £5bn. When this is combined with ongoing minor works and maintenance/asset management programmes, including those for structures, the total capital sum required to achieve our vision is in the order of £6.5 bn. This broadly equates to an average of £330m per annum for twenty years.

7.2 Major local transport schemes are largely currently funded from Local Growth Deals for Local Enterprise Partnerships (LEPs). The 3 LEPs covering the metropolitan area were successful in their following local growth deal settlements in 2014 for funding to boost economic development, including transport projects. This funding is upto 2020/21:

- Greater Birmingham & Solihull LEP - £357million
- Black Country LEP - £138million
- Coventry & Warwickshire LEP - £74million

7.3 A further sum of £61m of Local Growth Fund was added to these awards to the 3 LEPs in 2015.

7.4 The proposed West Midlands Combined Authority Devolution Agreement sets out £5bn of transport investment over ten years as part of an overall £8bn ten year Combined Authority Investment Plan. This proposed agreement covers a new £36.5m per year revenue stream for 30 years from the Government, which the West Midlands can borrow against for up-front investment. This is part of a new overall investment plan for the Combined Authority which will also include existing committed capital investment, devolved funding streams, including those for local transport, private sector investment, and locally generated funds. These locally generated funds will include, for example, business rate retention, expanded and new enterprise zones and prudential borrowing. It also includes £97m of Government funding of the metro extension in central Birmingham to Adderley Street.

- 7.5** Other sources of funding will need to include Network Rail, in line with the West Midlands and Chilterns Route Study and Midlands Connect initiatives. This will be critical in developing suburban rail elements of our long term rail and rapid transit network. Highways England Strategic Highway Network programmes will also need national investment.
- 7.6** Recognising the benefits of the long term programme for European Union policy, funding will be sought from European Union funding streams related to sustainable urban mobility.
- 7.7** The step change in investment, as set out in the proposed Devolution Agreement, will see increases in year on year expenditure as momentum gathers; committed schemes are delivered to time and budget; and incremental delivery provides tangible evidence of real progress on the ground.

How We'll Know We've Succeeded

- 8.1** Progress will be measured to gauge how well we are doing against the vision of an effective, sustainable transport system supporting economic development and a decent quality of life for all.
- 8.2** A monitoring framework will be devised with established baseline figures to measure:
- Scheme delivery, to time and to budget
 - Changes of the performance of the transport system arising from these schemes, eg reliability of freight vehicles on key links, bus route reliability, bus and rapid transit average AM peak speeds, asset condition and public transport accessibility to destinations within 45 minutes.
 - Changes to perceptions and usage arising from these changes – mode share by mode for all journeys and for journeys to main centres, volumes of journeys by mode and customer satisfaction by mode.
 - Changes to outcomes related to transport improvements – general GVA and jobs monitoring, transport emissions of oxides of nitrogen, carbon emissions from transport, number and severity of road traffic accidents, and reductions in transport poverty and exclusion.
- 8.3** The full list of proposed indicators is contained in appendix 2. Our long term strategy will see a shift in emphasis of travel in line with prosperous large European city regions where car use accounts for typically 35 to 45% of all journeys, compared to 63% in the West Midlands Metropolitan Area. Our Cycle Charter sets a specific target of 10% of all journeys to be made by bike in the West Midlands Metropolitan Area by 2033, from a baseline of 1%.
- 8.4** Monitoring will be used to influence future strategy and plans and benchmark the West Midlands Metropolitan Area against its global competitors.

Concluding Remarks

- 9.1** The West Midlands has set out a new vision and coherent long term approach to fund and deliver a transport system to achieve this vision. Large schemes and attention to detail of smaller scale aspects are both vital in delivering this vision.
- 9.2** This transport system is a means to the noble end of helping create a wealthier, happier, cleaner and safer West Midlands Metropolitan Area: it is now time for its delivery.

Appendix One: Policies to Meet the Objectives

Economic Growth and Economic Inclusion

Policy 1 To accommodate increased travel demand by existing transport capacity and new sustainable transport capacity;

Policy 2 To use existing transport capacity more effectively to provide greater reliability and average speed for the movement of people and goods;

Policy 3 To maintain existing transport capacity more effectively to provide greater resilience and greater reliability for the movement of people and goods.

Policy 4 To improve connections to new economic development locations to help them flourish, primarily through sustainable transport connections

Policy 5 To help make economic centres attractive places where people wish to be;

Policy 6 To improve connections to areas of deprivation; and

Policy 7 To ensure the affordability of public transport for people accessing skills and entering employment.

Population Growth and Housing Development

Policy 8 To improve connections to new housing development locations to help them flourish, primarily through sustainable transport connections.

Environment

Policy 9 To significantly improve the quality of the natural and historic environment and create attractive local environments ; and

Policy10 To help tackle climate change by ensuring a large decrease in greenhouse gases from the West Midlands Metropolitan Area's transport system

Public Health

Policy 11 To significantly increase the amount of active travel in the West Midlands Metropolitan Area;

Policy 12 To significantly reduce road traffic casualty numbers and severity; and.

Policy 13 To assist with the reduction of health inequalities in the West Midlands Metropolitan Area.

Social Well-Being

Policy 14 To increase the accessibility of shops, services and other desired destinations for socially excluded people; and

Policy 15 TTo ensure the affordability of public transport for socially excluded people through concessionary travel schemes for groups such as elderly people and disabled people.

Appendix Two: Proposed Monitoring Indicators

A performance monitoring process with annual progress reports will be established, based on the following monitoring indicators and a baseline data set

Performance of the Transport System

- P1 Journey time reliability for goods vehicles on the metropolitan main road ("Key Route") network;
- P2 Reliability of bus services operating between 1 minute early and 5 minutes late on the metropolitan main road ("Key Route") network;
- P4 Average commercial speed of key bus services AM Peak on the metropolitan main road ("Key Route") network;
- P5 Percentage of residents of the Metropolitan Area with 3 or more strategic centres in the Metropolitan Area, including Birmingham city centre, accessible by public transport within 45 minutes travel time in the am peak;
- P6 AM peak journey speeds on the metropolitan main road ("Key Route") network;
- P7 AM peak total delay time (AM Peak journey time compared to free flow journey time) on the metropolitan main road ("Key Route") network; and
- P8 Condition of metropolitan main road ("Key Route") network roads

Customer Satisfaction, Travel Demand and Modal Share

- C1 Overall Customer Satisfaction with Bus Services;
- C2 Overall Customer Satisfaction with SPRINT services;
- C3 Overall Customer Satisfaction with Metro services;
- C4 Overall Customer Satisfaction with Rail services;
- C5 Overall Customer Satisfaction with travel by bike;
- C6 Overall Customer Satisfaction with travel by foot;
- C7 Overall Customer Satisfaction with travel by car;
- C8 Overall Customer Satisfaction with travel by powered two wheelers;
- C9 Car ownership per 1000 population;
- C10 Number of journeys by public transport per person per annum;
- C11 Modal share of all journeys : public transport , cycling ,walking, car, other. Cycle Charter Target of an increase in cycle mode share to 5% all trips by 2023 and 10% of all trips by 2033;
- C12 Mode share of am peak journeys to the strategic centres; and
- C13 Mode share of journeys to work, including home working.

Economic, Housing, Environmental , Public Health and Social Outcomes/General Monitoring

E1 GVA per person , metropolitan area;

E2 Unemployment rate, metropolitan area;

E3 Number of new dwellings built per annum, metropolitan area;

E4 Nitrogen dioxide levels in Air Quality Management Areas;

E5 CO2 emissions per person from transport per annum;

E6 Number of Killed and Seriously Injured Casualties;

E7 Killed and Seriously Injured Casualty Rate by mode per 100,000 km travelled;

E8 Number of recorded crime incidents on public transport; and

E9 Life Expectancy Inequality between the most and least deprived areas of the West Midlands Metropolitan Area.

In addition to these, a number of further performance indicators to be reported every three years are proposed , in light of the Strategic Environmental Assessment:

1. Amount of new habitat creation/enhanced as part of transport schemes;
2. Amount of high value ecological or geological land lost as a result of transport infrastructure;
3. Number of green infrastructure developments approved/created as part of transport schemes;
4. Quantity of priority habitat receiving further fragmentation or isolation from new transport schemes;
5. Soils Area of ALC BMV land lost as a direct and indirect result of new transportation schemes;
6. Number of designated and non-designated heritage assets harmed by transport schemes/policies , including their impacts on settings;
7. Area of historic landscape characterization type which have changed as a result of the strategic transport plan;
8. Number of SuDS schemes delivered in transport schemes; and
9. Number of major water quality incidents from transport reported to the Environment Agency (annual monitoring).

Appendix 3: Transport Development Principles

In light of the Strategic Environmental Assessment of the draft strategic transport plan, a set of transport development principles has been devised, to guide future transport planning and development to help provide environmental protection and enhancement through transport delivery. These transport development principles are shown below and will need to be considered as transport schemes are progressed:

Transport strategies and schemes should seek to:

- reduce noise nuisance from the transport network;
- incorporate SuDS into transport schemes;
- use high quality, durable materials such as permeable paving, materials with recycled content;
- maximise opportunities for green infrastructure and habitat creation/enhancement including creation of urban gardens, tree planting, use of bat and bird nest boxes, and links to other green networks;
- reduce run-off rates back to greenfield rates;
- schedule maintenance activities during off-peak periods;
- protect the natural and historic environment including heritage, designated and local wildlife sites, protected species, landscape, water quality, soil quality, and air quality;
- provide opportunities for increased access to heritage assets and the natural environment;
- record and preserve archaeological finds;
- “future proof” infrastructure in response to the unavoidable effects of climate change;
- use low carbon infrastructure and technologies;
- reduce transport emissions through utilising capacity of existing assets and improving public transport;
- maximise use of sustainable transport modes rather than private car;
- re-use or recycle excavated and waste materials;
- maximise use of brownfield land and bioremediation;
- avoid increasing flood risk and contribute to flood defences as appropriate;
- maximise opportunities to provide an attractive and safe environment through measures such as routing cycle and footpaths through attractive green areas or by watercourses; and
- respect and seek to enhance the character, and local distinctiveness of urban and rural areas.

Appendix 4: Glossary

The following pages contain definitions and explanations of various words, phrases and acronyms used in the Strategic Transport Plan

Air Quality Action Plan

An Action Plan drawn up by the relevant local authority to deal with poor air quality in an AQMA.

Air Quality Management Area (AQMA)

An area, designated by the relevant local authority, within which national standards for at least one of a number of pollutants, including NO₂ gaseous and PM₁₀ particulate emissions, are currently exceeded or are forecast to be exceeded in the foreseeable future. Declaration leads to the development and adoption of an Air Quality Action Plan.

Benefit Cost Ratio (BCR)

An indicator used as part of the business case for transport schemes. The benefits are derived using monetarised values from the Department for Transport's WEB tag transport appraisal guidance.

Benchmarking

The use of performance indicators and other metrics to compare one authority's performance to another, especially in groups of authorities with similar characteristics (profiles).

Bus Rapid Transit (BRT)

Bus Rapid Transit is an approach to bus provision based on emulating the characteristics of successful urban rail services: higher service speeds, extensive priority measures, high frequency, less frequent stopping, stops more like tram stops, off-board ticketing and new-look vehicles. The West Midlands BRT network is known as SPRINT.

Capital Expenditure (Cap Ex)

In the context of this plan, Cap Ex covers expenditure on new roads, railways, Midland Metro, SPRINT as well as asset management expenditure.

Cabinet

A way of running local authorities based on the Westminster model of cabinet government. Specific councillors take responsibility for a portfolio of local authority services and/or duties, for example - environment and/or transport. The portfolio holders make up the authority's cabinet.

Carbon Footprint

A carbon footprint is a measure of the total greenhouse gas emissions caused directly and indirectly by a person, organisation, event or product. It takes into account the six „Kyoto Protocol greenhouse gases: carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons and sulphur hexafluoride. A carbon footprint is measured in tonnes of carbon dioxide (CO₂) equivalent. The transport sector accounts for around a quarter of all CO₂ emissions, not including emissions from international aviation and shipping.

Centro PTE

Centro is the Passenger Transport Executive for the West Midlands and undertakes the delivery of public transport schemes and initiatives on behalf of the ITA.

Chord

A term used by the railway industry to describe a section of railway line that makes a junction with two other lines, often grade separated.

Civil Parking Enforcement

A statutory arrangement that transfers the enforcement of parking offences, including waiting on 'yellow lines' and in contravention of loading restrictions, from the police to the local highway authority.

C02

Carbon dioxide. A product of burning fossil fuels and, thus, a motorised transport-related pollutant that is important with regard to climate change. Also see: Carbon Footprint (above).

Combined Authority

A combined authority is a type of local government institution introduced in England outside Greater London by the Local Democracy, Economic Development and Construction Act 2009.

Control Period

This is a term, used by Network Rail, to put a timescale to their investment plans. Control Period 5 covers 2014/15 until 2018/19. Further Control Periods are planned for five year periods thereafter.

Demand Responsive Transport (DRT)

This is a bus or, more often, a minibus service that varies its route in response to pre-arranged customer demands. WMSNT's Ring and Ride service is an example.

Department for Communities & Local Government (DCLG)

DCLG is the Government department responsible for building regulations, community cohesion, decentralisation, fire services and community resilience, housing, local government, planning, and urban regeneration

Department for Transport (DfT)

The Government department responsible for national transport issues and managing most finance for local transport expenditure.

Equality Act

The Equality Act 2010 brought together and replaced previous equality legislation such as the Disability Discrimination Act 1995 (DDA). The Act protects people from discrimination on the grounds covered by previous equality laws. The Act requires public bodies to promote equality of opportunity for the nine different protected characteristics and make reasonable adjustments for disabled people to ensure they can access services and facilities. It also allows the Government to set minimum standards so that disabled people can use public transport easily.

EU

The European Union

FQP

Freight Quality Partnership. A partnership between the Metropolitan Authorities, commercial freight operators and other interested organisations, to promote efficient and effective distribution of freight movement in the Metropolitan Area.

FTA

The Freight Transport Association is a trade association representing the transport interests of companies moving goods by road, rail, sea and air.

Gross Value Added (GVA)

GVA is an economic measure of the value of goods and services produced in an area, industry or sector. It is an important measure in the estimation of the national Gross Domestic Product (GDP) which is a key indicator of the state of the whole economy. Briefly, the relationship between GVA and GP can be expressed thus: $GVA + \text{taxes on products} - \text{subsidies on products} = GDP$

Heavy Goods Vehicle (HGV)

A vehicle constructed or adapted to haul or carry goods that result in a gross total weight exceeding 7.5 tonnes.

Heavy Rail

A term used for the conventional railway system to distinguish it from light rail or tram systems. The heavy rail system is operated by Network Rail and serves inter-urban and local passenger needs and carries freight traffic.

High Level Output Specification (HLOS)

This sets out what level of railway services the Government wished the rail industry to deliver over a defined period.

Highways England (HE)

The organisation responsible for operating a safe, reliable and efficient motorway and trunk road network across England. The HE network in or around the West Midlands Metropolitan Area comprises the M54, M5, M6, M40, M69 and M42 motorways as well as the A5, A46 and A38 trunk roads.

HS2

High Speed Two (HS2) is the name of the high-speed railway line between London and the West Midlands, as a first phase, with subsequent extensions to Manchester and the Northwest and to Leeds via the East Midlands. The West Midlands will have Curzon Street station in Birmingham city centre and Birmingham Interchange Station adjacent to Birmingham Airport/ NEC. Full construction will commence from 2017.

Integrated Transport Authority (ITA)

The West Midlands ITA comprises the 7 Metropolitan Local Authority Leaders and the metropolitan LEAs. The ITA sets transport policy and strategy for the metropolitan area.

ITA's Transport Delivery Committee (TDC)

Comprises 19 Local Authority Members who oversee the deliver and operation of Centro on behalf of the ITA. The ITA has delegated selected responsibilities to the TDC.

Integrated Transport Block

This is the funding allocated by Government for minor capital transport schemes costing less than £5 million (each).

Intelligent Mobility

The use of technology, data and innovative applications to support people moving around our area in an efficient, smart and safe manner in order to maximise our transport networks. This covers all modes and trip types.

Local Highway Authority

The county, unitary or metropolitan borough council responsible for all highway operation and assets in their area that are not the responsibility of Highways England.

Local Enterprise Partnerships (LEPs)

The West Midlands metropolitan area has three LEPs: Black Country, Greater Birmingham & Solihull and; Coventry & Warwickshire. Their focus is on driving economic growth and strengthening local economies. They are responsible for Growth Strategies and Strategic Economic Plans.

Local Planning Authority

The district or unitary council that receives applications for planning permission for development and grants or refuses them. They also produce development plans that are designed to guide the development process. In the Metropolitan Area, planning is a function of the Metropolitan Borough Councils.

Local Sustainable Transport Fund (LSTF)

The West Midlands has a £50M LSTF programme known as Smart Network, Smarter Choices. The programme focuses on transport interventions that support economic growth and reduce carbon across the West Midlands as well as delivering cleaner environments and improved air quality, enhanced safety and reduced congestion.

M6 Toll

The M6 Toll is a 27-mile motorway and is owned by Midland Expressway Ltd

Major Schemes

Capital projects that cost in excess of £5 million. Since 2014 they are funded through the Local Growth Fund and programme managed by the relevant LEP who also monitor the schemes and delivery.

Metropolitan Area

This phrase is used throughout the LTP to describe the combined area of the seven Metropolitan Authorities of Birmingham, Coventry, Dudley, Sandwell, Solihull, Walsall and Wolverhampton. It is also the administrative area covered by the West Midlands ITA and Centro PTE.

MSBC

Major Scheme Business Case. This sets out the costs and benefits of the proposal and is required, by the DfT, to justify the need for Major Scheme funding.

NEC

The National Exhibition Centre, which is located adjacent to Birmingham Airport and the M42 motorway.

Network Management Duty

This is a duty, arising from the Traffic Management Act, 2004, requiring local highway authorities to designate a Traffic Manager whose task it is to manage the authority's road network with a view to achieving, so far as may be reasonably practicable, having regard to their other obligations, policies and objectives, the following objectives:

- a. Securing the expeditious movement of traffic on the authority's road network; and
- b. Facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

Actions to fulfil this duty include, in particular, actions to secure:

- i. The more efficient use of their road network; or
- ii. The avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network or a road network for which another authority is the traffic authority;

In this context, 'traffic' includes pedestrians.

Network Rail

This not-for-profit making company who own the UK's track and railway infrastructure and are responsible for the operation and maintenance of track, signalling and a limited number of major stations including Birmingham New Street Station.

Network West Midlands

Network West Midlands is the single brand name for all local public transport services in the Metropolitan Area, providing a single identity for the complete network of bus, rail and Metro services. The branding is used at some railway stations in the Metropolitan Areas Travel-to-Work Area.

N02

Nitrogen Dioxide, a gaseous pollutant caused by motor vehicles.

ORRR

The Office of Rail and Road Regulation: the independent safety and economic regulator for Britain's railways and strategic highways.

P&R

Park & Ride. A facility providing parking for cars, powered two-wheelers and cycles that provides easy interchange on to a public transport service.

Personal Mobility Platform

This covers functions such as digital information and integrated ticketless travel across all types of public transport, car sharing, cycling, powered two-wheelers, electric cars and private hire vehicles. Through a comprehensive range of hardware and software measures a mobility platform will integrate all travel products, services and data across the internet, mobile and television to enable people to make informed travel choices.

PM10 and PM2.5

Particulates less than ten or 2.5 microns in size respectively, being different measures of gaseous-borne pollutants caused by motor vehicles, most often associated with diesel-engine vehicles.

Powered Two-Wheeler (P2W)

Includes motorised cycles, scooters, mopeds and motorcycles.

Principal Roads

A network of all-purpose roads, which complement the trunk road network. They are the 'A' class roads for which the local highway authority is responsible.

PRISM

The Policy Responsive Integrated Strategy Model is the strategic transport model that helps inform transport policy and related decisions in the Metropolitan Area.

Private Hire Vehicle (PHV)

A PHV is a vehicle with less than eight seats licensed by the Metropolitan Borough Council for the area within which it operates. It is not a taxi (hackney carriage). PHVs are only allowed to carry passengers with pre-arranged bookings; they are not allowed to ply for hire (i.e. be hailed on-street), nor to wait on designated taxi ranks.

Rapid Transit

A general term for a high capacity, fast type of public transport. Types of rapid transit are suburban rail, underground/subway metro, light rail, tram-train, Bus Rapid Transit and Very Light Rail.

Ring and Ride

This is a dial-a-ride, door-to-door transport service for residents of the Metropolitan Area who have a mobility problem that makes it difficult or impossible to use conventional public transport. The service covers the whole the Metropolitan Area, divided into three operating areas, with ordinary journeys possible up to half-a-mile into an adjoining area. A limited service for longer 'cross-boundary' journeys is available by special arrangement.

Roads Investment Strategy

The Governments long term strategy for the motorway and trunk road network across England which outlines objectives, targets and network investment.

Roads Period

The spending programme period in which schemes are developed and delivered by Highways England on behalf of the Government. Each Roads Period will last 5 years and will look to meet the targets and objectives of the Roads Investment Strategy.

Safer Travel Team

A team of Police and Community Support Officers set up to tackle anti-social behaviour on buses in the Metropolitan Area. They work in partnership with the bus operators and also help tackle fare evasion.

SCOOT

Split Cycle Offset Optimisation Technique is a tool for managing and controlling traffic signals in urban areas. It is an adaptive system that responds automatically to fluctuations in traffic flow through the use of vehicle detectors embedded in the road.

Smart Card

An electronic form of pre-payment ticket for use on buses and other forms of public transport, with the possibility of it also being useable for paying for other transport services, such as parking charges, or non-transport services. Sometimes referred to as an “electronic purse”.

Smart Mobility

See “Intelligent Mobility”.

Smarter Choices

A range of initiatives designed to encourage people to make informed decisions about their choice of how or whether or not to travel, including consideration of sustainable travel alternatives to single-person use of the private car.

Social Exclusion

Social exclusion is defined as a ‘short-hand term for what can happen when people or areas suffer from a combination of linked problems such as unemployment, poor skills, low incomes, poor housing, high crime, bad health and family breakdown’. These problems tend to have a cumulative and reinforcing effect on each other, preventing people from fully participating in society.

SPRINT

The brand name for bus-based rapid transit in the Metropolitan Area.

Supplementary Business Rates

A way of raising locally determined finance through a supplement to the national Business Rates that would remain to be spent in the local area.

Sustrans

Sustrans is the sustainable transport charity that has a vision of people choosing to travel in ways that benefit their health and the environment. It was the force behind the creation of the UK’s National Cycle Network made up of more than 12,000 miles of traffic-free walking and cycling paths, quiet lanes and on-road cycling routes for people to use to get to work, school, the shops or just for exercise and fun.

Traffic Manager

This is an official position that all local highway authorities are required to have under the provisions of the Traffic Management Act, 2004. The Traffic Manager’s role is to carry out the authority’s Network Management Duties.

Train Operating Companies (TOCs)

London Midland is the principal operator of local and regional train services in the Metropolitan Area. Other TOCs in the Metropolitan Area are Arriva Trains Wales, Chiltern Railways, Cross-Country Trains, Virgin Trains and Wrexham & Shropshire. Their services provide direct links with London and many other parts of the country, extending from Aberdeen to Penzance and from Aberystwyth to Stansted.

Tram-Train

Tram-train is a light-rail public transport system where trams also run on main-line train tracks for greater flexibility and convenience. The first UK trial of tram-train is currently underway in South Yorkshire. The trial of these innovative lightweight vehicles is looking at the environmental benefits, operating costs and technical suitability of the tram-trains as well as testing how popular the vehicles are with passengers on the route

Transport Asset Management Plan

An asset management plan adopted by each transport authority to help manage maintenance and renewal programmes. Highway Asset Management Plans include roads, footways and associated land as well as structures that are part of or associated with a highway and signs and other street furniture. Transport Asset Management Plans include all the above and assets not on the public highway such as bus stations.

Travel Plan

A plan to encourage more sustainable travel, including car sharing, use of public transport, cycling or walking. Travel Plans can relate to schools, colleges, workplaces or railway stations.

Travel-to-Work Area

A network of motorways and all-purpose strategic routes of national importance for the movement of long distance traffic for which Highways England is the highway authority.

Trunk Roads

A network of all-purpose strategic routes of national importance for the movement of long distance traffic. They are 'A' class roads for which the Secretary of State for Transport is the highway authority. The Highways Agency is responsible for them (and motorways) on behalf of the Secretary of State.

UTMC

Urban Traffic Management & Control or Universal Traffic Management and Control; systems for linking CCTV, traffic signals, variable message signs, etc., to improve traffic flows along a road or corridor or across an area.

VFM

Value for Money

VMS

Variable Message Signs. Electronic displays giving traffic information, often associated in town and city centres with advance warning of car park capacity.

West Midlands Freight Quality Partnership

One of a number of Freight Quality Partnerships across the West Midlands region; it is a partnership between local and transport authorities and agencies, commercial freight operators and other interested organisations with the aim of promoting efficient and effective distribution of freight movement in the Metropolitan Area.

West Midlands Special Needs Transport (WMSNT)

WMSNT is the registered charity that operates "Ring and Ride" services throughout the Metropolitan Area.



www.wmita.org.uk



strategictransportplan@wmita.org.uk



0121 214 7251

Page 104 of 144





MOVEMENT FOR GROWTH:

The West Midlands Strategic Transport Plan Summary



The West Midlands Integrated Transport Authority (ITA) was established with a clear purpose: to plan for, and deliver, a transport system across the West Midlands Metropolitan area that will boost our regional economy and improve the daily lives of our residents and workers. This document, and the accompanying full document, sets out our vision and a strategy for how we will achieve it.

The ITA is made up of the seven leaders of the councils of the West Midlands Metropolitan Area (Birmingham, Coventry, Dudley, Sandwell, Solihull, Walsall and Wolverhampton). Representatives from the three Local Enterprise Partnerships in the Metropolitan Area are also part of the ITA.

Although our role and purpose will remain the same, the ITA will become part of the new “West Midlands Combined Authority” (CA) in 2016. It is from within this new structure that we will deliver on our commitments put forward in this strategy.

The recently announced devolution deal for the CA states that we will invest £5bn in our transport network over the next 10 years, including schemes in the High Speed Two (HS2) Growth Strategy to plug- in the two new High Speed stations to the wider West Midlands and so maximise jobs and growth from HS2. This document provides an overview of our plans for this West Midlands £5bn of funding.

Our Aspirations

Our aspirations are set out in the following vision statement:

"We will make great progress for a Midlands economic 'Engine for Growth'; clean air; improved health and quality of life for the people of the West Midlands. We will do this by creating a transport system befitting a sustainable, attractive and economically vibrant conurbation in the world's sixth largest economy."

In this document we will describe how investing in our transport system can contribute to the overall vision for the West Midlands and what we believe are the right things to invest in:

Invest in infrastructure

- Make better use of our existing road and rail capacity through schemes such as junction improvements
- Invest heavily in public transport, cycling and walking for much needed additional sustainable transport capacity

Invest in Behaviour Change

- The infrastructure provides choice, we then need people to have the information to make their best travel choice possible

Our investment will achieve three key aims:

- 1 Improved national and regional links to boost our economy
- 2 Improved links across the Metropolitan Area to provide better access to jobs, leisure and services
- 3 Improved links within local communities to reduce the reliance on cars for short distance trips

To achieve these aims we will develop:

- Regional infrastructure to improve movement across the West and East Midlands and to maximise the opportunities provided to us from HS2
- A high quality metropolitan public transport network –so people can easily get across the conurbation in a space efficient, environmentally friendly way
- A metropolitan main road network (“Key Route Network”) to provide for the main flows of people and freight using public and private transport
- A metropolitan cycle network – to provide a “flagship” for cycling through a network of high quality cycle routes to serve main cyclist flows
- A ‘smart’ mobility platform to make better use of transport capacity, giving people a wider set of travel options and better information on those options

By investing in transport we can help achieve our aims and tackle our current and future challenges:

- Support economic and population growth by linking ‘jobs and people’ and ‘products and markets’
- Meet the challenges greater demand for movement brings (capacity and congestion)
- Reduce the environmental impacts from transport (Carbon, air quality)
- Improve people’s health through the encouragement of more active lifestyles
- Raise the standard of living by improving access to leisure and essential services



THE FACTS

9% of UK
population in the region

12%
of all the goods &
services exported
from the UK

Page 107 of 144

Export growth up

70%
between 2008
and 2014

Why We Should Invest In Transport

Investing in transport will have a number of positive impacts on our region:

Supporting Jobs and Population Growth

We can support our planned growth in jobs and population by providing faster and more reliable connections between 'people and jobs'. Whether that be wholly within our borders or enabling people who live within the 'journey to work' area to access jobs in the West Midlands.

We also recognise that our transport system must also connect 'goods with markets'. We must also therefore invest in infrastructure allowing fast and reliable movement of goods within and to/from our region.

Improving Reliability and Reducing Congestion

Our infrastructure is under pressure from the increasing demands placed on it; we have congestion and delays on our roads, we have capacity issues on our rail services and with the plans for more jobs and a larger population these challenges will continue and potentially worsen. Our goal is to reduce the problems and issues we face today and to off-set future problems before they happen.

“We will develop a programmed 10 year delivery plan which will demonstrate how the overall vision for each of these will progress.”

The Figures

CO₂ emissions per passenger km



Car

CO₂
205 grams



Bus

CO₂
110 grams



Metro

CO₂
73 grams



Train

CO₂
56 grams

Transport accounts for around 25% of all man made CO₂ emissions

16.3p
Unleaded

16.9p
Diesel

Amount fuel prices have decreased from April 2014 to April 2015

Population is set to grow by as many as

444,000



people by 2035

Transport represents the largest portion of weekly household spending at

14%

The West Midlands Metropolitan Area has seen a 3.2% annual growth in GVA output, at



This equates to £19,244 per head of the population in West Midlands (compared to UK £23,168 per head)



National tourism entering the West Midlands Region increased by 29% and expenditure by 45%



36% of all morning peak trips to main centres are by public transport. In Birmingham city centre alone 58% of morning peak trips are made by public transport

Improving our Environment

Although there are many causes of impacts to our environment it is well known that transport contributes to poor local air quality, noise pollution and carbon emissions. We will have a strong focus on reducing transport's impacts and improving our local environment.

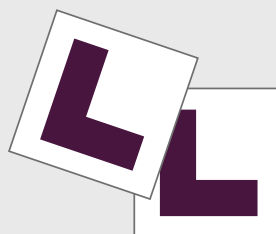
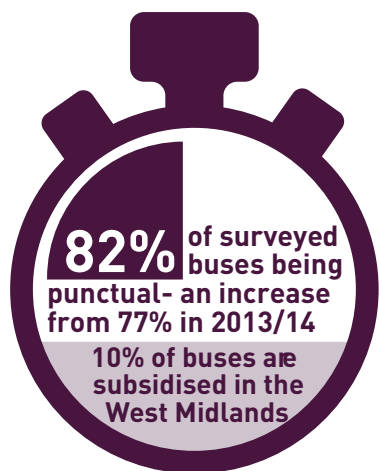
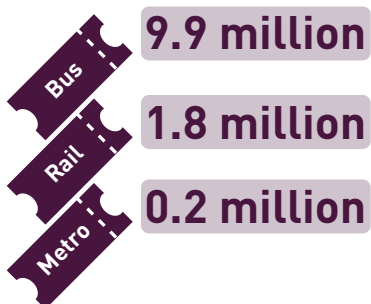
Improving the Health of our Citizens

There is currently an emphasis nationally on the links between inactivity and poor health. This issue is being described as one of the biggest challenges of our generation. We can contribute to the overall solution by enabling people to make a choice to walk or ride a bike for particular journeys. To do so we must invest in infrastructure which make this a safe and attractive choice, but we must also invest in marketing and promotion to encourage changes in behaviour when making travel choices.

Raising our Standard of Living

Transport isn't just about getting people to/from jobs or goods to/from markets; it is part of our everyday lives. As soon as we step out of the front door to go anywhere we are using the transport system. At the ITA our goal is to improve the lives of West Midlands' residents by raising the quality of our transport system but also ensuring that transport isn't a barrier to accessing essential services; such as health, education and leisure.

Patronage per head of population: West Midlands



Percentage of 17 - 20 year olds holding a driving licence:

48% in 1994
29% in 2014

Percentage of 21 - 29 year olds holding a driving licence:

75% in 1994
63% in 2014



Currently 77% of households in the region own cars. This is projected to rise to 81% by 2035



The West Midlands Area uses approximately million tons of fuel a year.

0.95
MILLION
TONS

Percentage representation:



Our Strategy

To achieve our vision and ensure that our transport system contributes to helping the West Midlands move forward we must make key investments. Two main areas of investment will be targeted:

A Infrastructure

To improve the level of service we provide to our customers (residents, workers, firms) we must invest in new infrastructure. Our strategy is very much based on new public transport, cycling and walking infrastructure alongside junction improvements and some limited new highway capacity to serve economic development sites.

Our investments will be targeting three key 'tiers' of movement:

National and Regional Tier

A study is currently on-going which is looking at how to improve long distance connectivity within and to/from the West and East Midlands. 'Midlands Connect' is seeking to understand how the economy of the whole Midlands region can be boosted if connections to employment and key markets are improved. It is anticipated that a programme of significant new and upgraded infrastructure will come from this study; some of which will then become priorities for the West Midlands to deliver.

Metropolitan Tier

We will invest in infrastructure which provides faster and more reliable journeys across the West Midlands Metropolitan area. This will provide better and more sustainable access to jobs, education, health facilities and leisure for all residents and visitors.

Local Tier

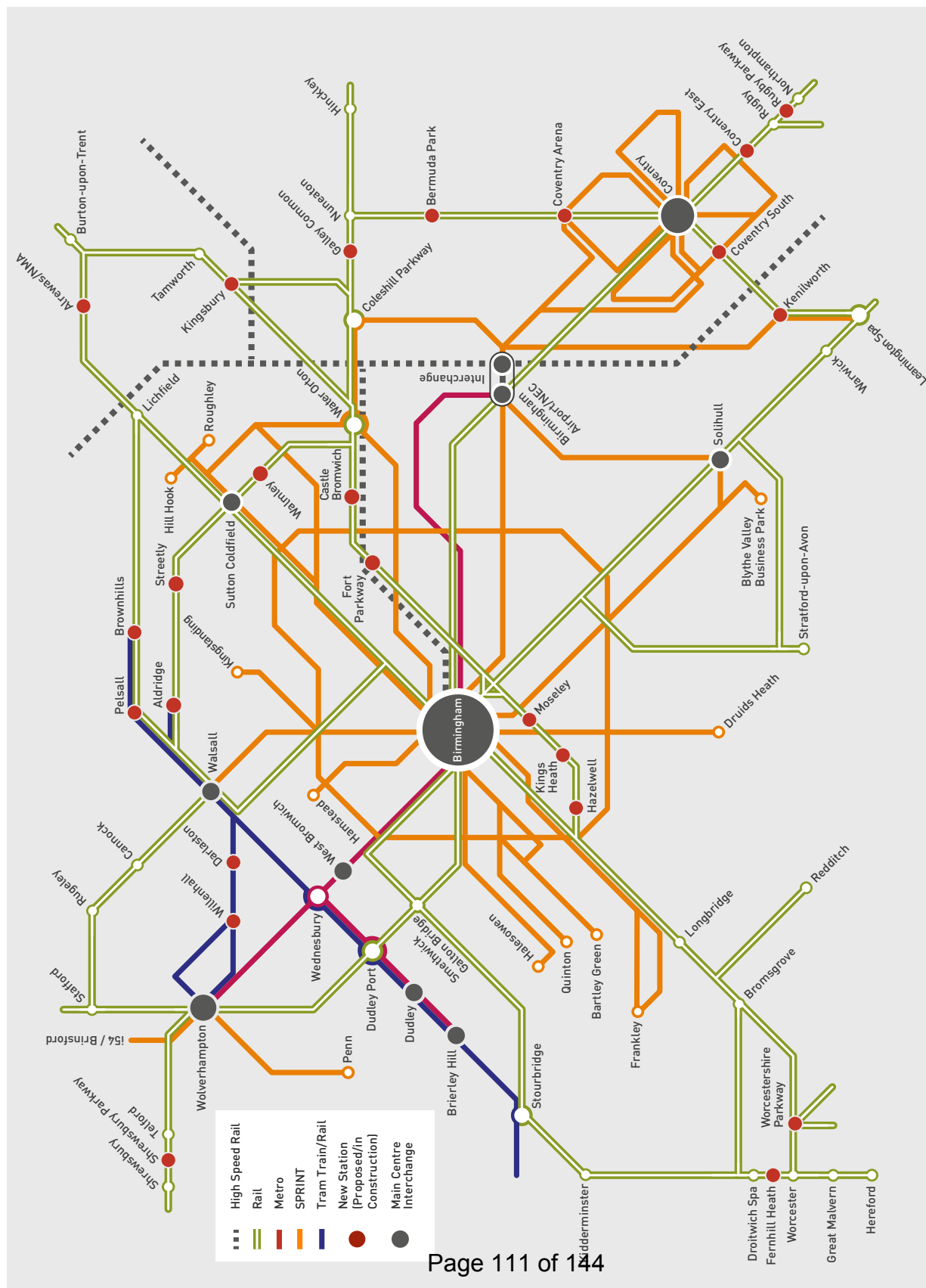
We will not forget that most daily trip making for our residents occurs very locally to where they live. We know that today 41% of journeys under 2 miles in the West Midlands are by car. We will therefore need to invest in local communities to ensure that very short distance trip making can be safely made by walking/cycling and public transport.



Specifically our investment will be centred on the following networks:

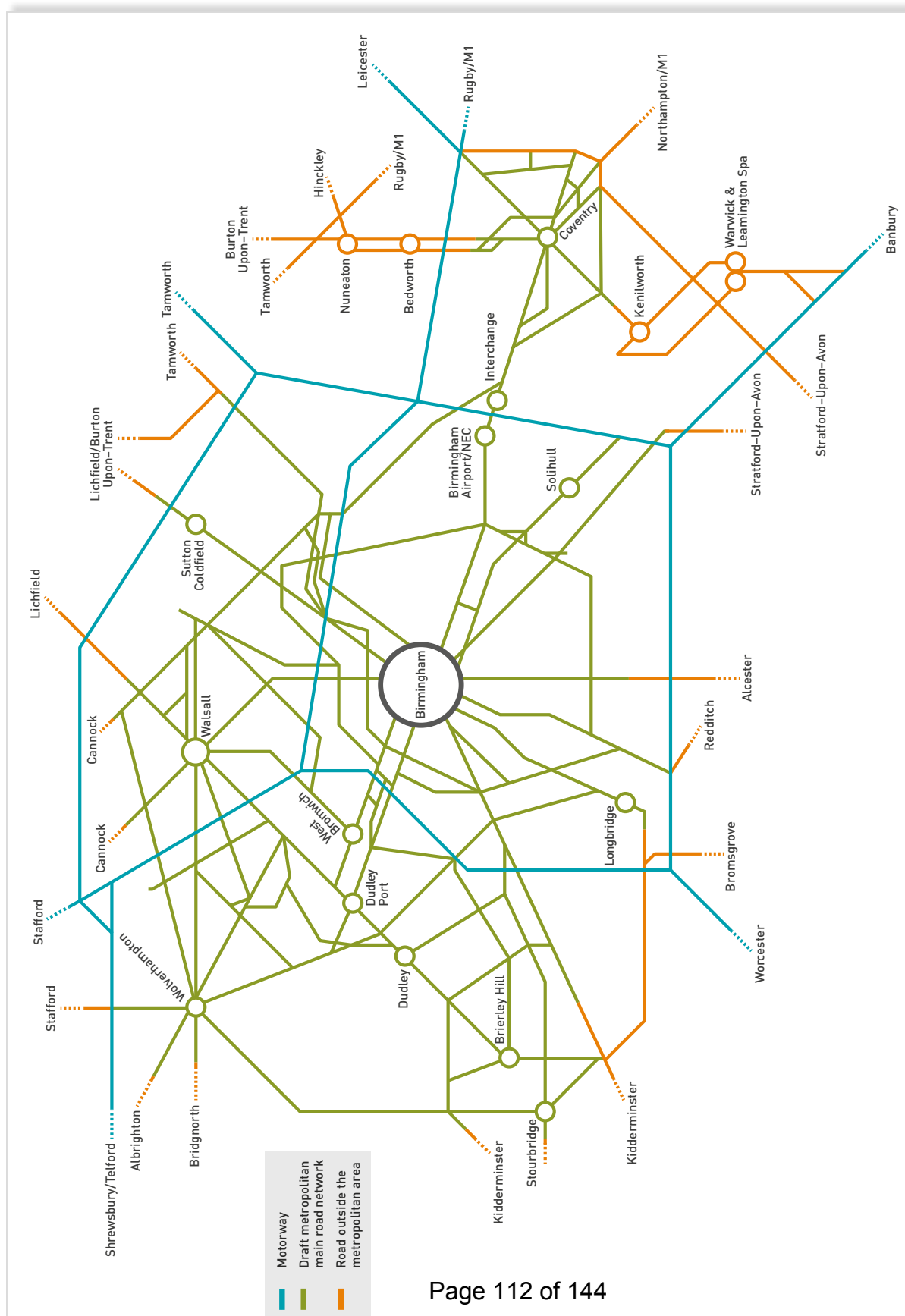
Metropolitan Rail and Rapid Transit Network

The vision for this network is based on suburban rail, metro - light rail, tram-train, very light rail and SPRINT Bus Rapid Transit lines running on suitable routes of one single network. This will be integrated with local bus services and underpinned by park and ride, passenger information, promotion and ticketing. This system will be easy to understand and use and be provided with high standards of customer care.



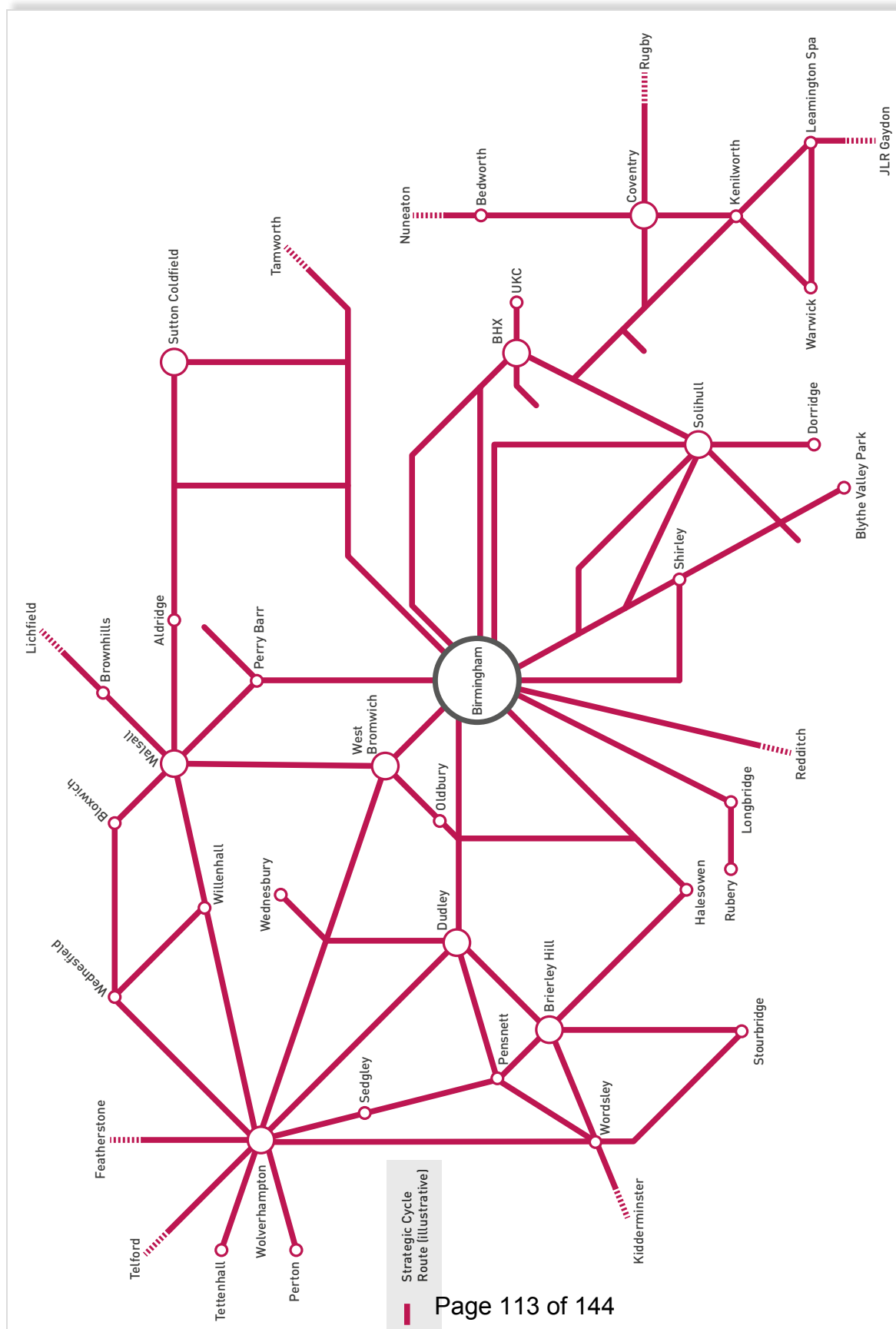
Metropolitan Main Road Network (“Key Route Network”)

The Metropolitan Main Road Network is being developed as a “Key Route Network” and will serve the main strategic demand flows of people and freight across the metropolitan area, and provide connections to the national strategic road network.



Metropolitan Cycle Network

The Metropolitan Cycle Network will provide high-quality, capacity and fast cycle infrastructure in key corridors. Its aim will be to raise the profile of cycling in the West Midlands and ensure that it is viewed as a viable option for most daily trip making. This network will be comprised of high quality core cycle routes supplemented by quietways using green corridors/well maintained canal towpaths and low traffic flow/speed streets; it will also be integrated with local cycle networks across the West Midlands.



B New Transport Technology and Innovation: Smart Mobility

In addition to physical infrastructure that we will see on the ground, our strategy also recognises the importance of investing strongly in technology and behaviour change.

Our 'Smart Mobility' strategy will look at aspects such as technology and marketing/promotion to ensure that everyone has access to information. It is important to the success of the overall strategy that people can make informed choices as to what is the optimal way to make a particular journey; rather than defaulting to the car for even the shortest trips.

In addition we will look to take advantage of our region's strength and history in the automotive industry. We want to use this to help ensure the region becomes a world leader in innovative technologies around future vehicle manufacturing and engineering; leading to cleaner, greener and safer vehicles.

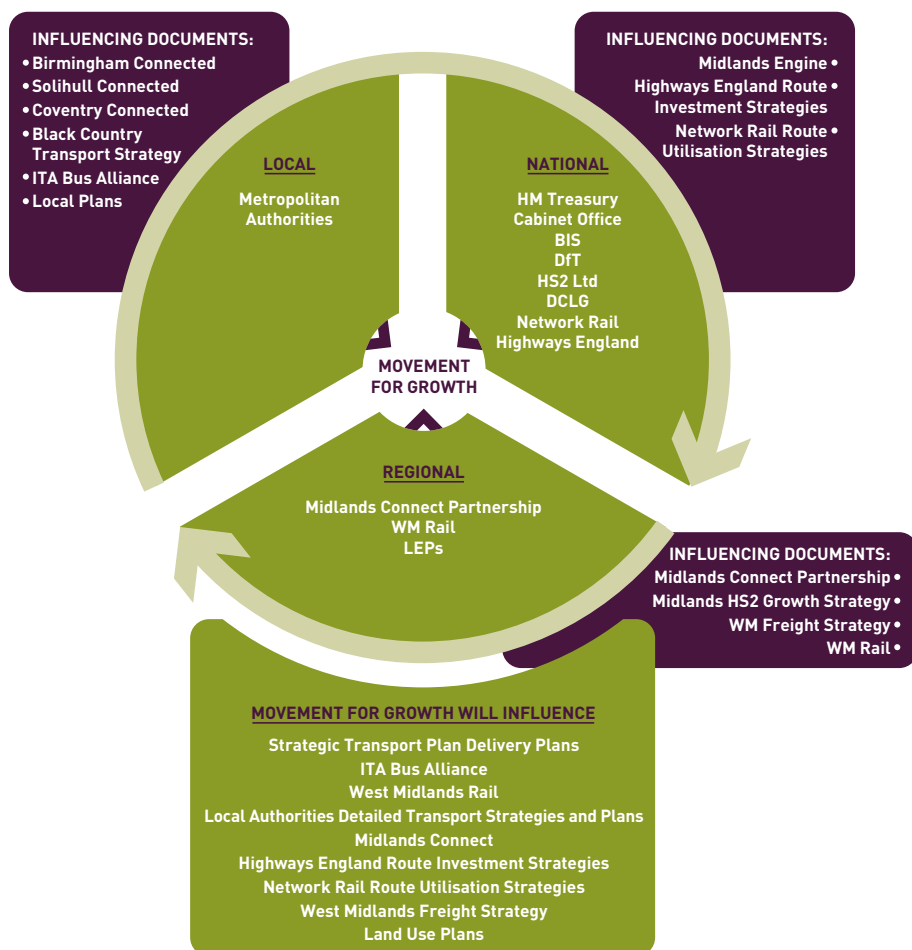
We will invest in technology to help deliver aspects such as:

- Simpler and more flexible payment mechanisms for public transport
- Innovations in vehicle manufacturing and engineering
- Increased access to and more varied travel choice information
- Reduced dependency on car ownership
- More efficient traffic management
- Reducing the need to travel
- 'Last Mile' logistics
- Road safety

“Our 'Smart Mobility' strategy will look at aspects such as technology and marketing/promotion to ensure that everyone has access to information”



INFLUENCES ON MOVEMENT FOR GROWTH



Delivering Our Plan

Work is progressing on developing a 10 year delivery plan (10YDP) in conjunction with West Midlands Local Authorities, Centro and the Local Enterprise Partnerships and this will continue to evolve alongside the formation of the West Midlands Combined Authority. The 10YDP will be finalised in 2016 and will form a key part of the West Midlands Combined Authority's transport workplan.

The proposed Combined Authority devolution agreement sets out how we intend to fund our ten year delivery plan. The proposed agreement covers a new £36.5 m per year revenue stream for 30 years from the Government, which the West Midlands can borrow against for up-front investment. This is part of a new overall investment plan for the Combined Authority which will also include existing committed capital investment, devolved funding streams, including those for local transport, private sector investment and locally generated funds. These locally generated funds will include, for example, business rate retention, expanded and new enterprise zones and prudential borrowing. It also includes £97m of Government funding of the metro extension in central Birmingham to Adderley Street

Time to Start Delivering

We have consulted with the public and key stakeholders on the draft strategy, which was published in July 2015 and have had very positive feedback. There is strong support for the plan but the message to us is clear that people keenly want to see schemes delivered on the ground. That will be our focus from here on in, with the prospects of a new combined authority commencing next year providing a very solid basis for a prolonged period of delivery in line with this plan.



www.wmita.org.uk



strategictransportplan@wmita.org.uk



0121 214 7251

Page 116 of 144



Equality Analysis

Birmingham City Council Analysis Report

EA Name	WMITA Strategic Transport Plan - "Movement For Growth" - Endorsement Of The Document
Directorate	Economy
Service Area	Transportation Services Growth And Transportation
Type	Amended Function
EA Summary	<p>This EA reviews the recommendation that the full Council:</p> <ul style="list-style-type: none"> . Endorses Movement for Growth which was approved by the former West Midlands Integrated Transport Authority on 17th December 2015. . Supports the use of Movement for Growth to inform future transportation capital investment projects and programmes in Birmingham. . Agrees that Movement for Growth is adopted as City Council transport policy and that the constitution is amended as appropriate. <p>This EA is a follow-up to EA001101.</p>
Reference Number	EA001529
Task Group Manager	Peter.A.Bethell@birmingham.gov.uk
Task Group Members	david.i.harris@birmingham.gov.uk, Tim.Mitchell@birmingham.gov.uk, philip.edwards@birmingham.gov.uk, Chloe.Taylor@birmingham.gov.uk, Hilary.Mills@birmingham.gov.uk
Date Approved	2016-11-18 00:00:00 +0000
Senior Officer	philip.edwards@birmingham.gov.uk
Quality Control Officer	Lesley.Edwards@birmingham.gov.uk

Introduction

The report records the information that has been submitted for this equality analysis in the following format.

Initial Assessment

This section identifies the purpose of the Policy and which types of individual it affects. It also identifies which equality strands are affected by either a positive or negative differential impact.

Relevant Protected Characteristics

For each of the identified relevant protected characteristics there are three sections which will have been completed.

- Impact
- Consultation
- Additional Work

If the assessment has raised any issues to be addressed there will also be an action planning section.

The following pages record the answers to the assessment questions with optional comments included by the assessor to clarify or explain any of the answers given or relevant issues.

1 Activity Type

The activity has been identified as a Amended Function.

2 Initial Assessment

2.1 Purpose and Link to Strategic Themes

What is the purpose of this Function and expected outcomes?

The purpose of this function is that Full Council:

- . Endorses Movement for Growth which was approved by the former West Midlands Integrated Transport Authority on 17th December 2015.
- . Supports the use of Movement for Growth to inform future transportation capital investment projects and programmes in Birmingham.
- . Agrees that Movement for Growth is adopted as City Council transport policy and that the constitution is amended as appropriate.

The expected outcome is the Full Council endorses the document.

Transport for the West Midlands (TfWM), formerly the West Midlands Integrated Transport Authority (WMITA), is responsible for formulating the transport strategy and policy for the West Midlands metropolitan area; incorporating strategic highways, Midland Metro, freight, rail, bus and rapid transit networks.

The former WMITA developed a strategic transport plan - 'Movement for Growth' - aimed at delivering strong economic growth. This plan forms the metropolitan area's overarching Urban Mobility Plan; around which each authority can develop their own bespoke strategies which suit their needs but fit under the umbrella of the overarching objectives for the West Midlands. The document outlines the need for the West Midlands plan and what it contains.

The former WMITA considered and approved Movement for Growth on 17th December 2015. Approval was given by Cabinet on 16th February 2016 for 'Movement for Growth' to be presented and recommended for endorsement by Full Council.

Movement for Growth will replace the existing West Midlands Local Transport Plan (LTP3) which was approved by the former WMITA on 28th March 2011. The West Midlands LTP3 is a statutory document which sets out the transport strategy and policies for the West Midlands Metropolitan Area.

By virtue of the Local Transport Act 2000 (as amended), responsibility for the preparation of the Strategic Transport Plan is with TfWM as successor body to the WMITA.

This plan forms the Metropolitan Area's overarching Urban Mobility Plan; around which each Authority can develop their own bespoke strategies, such as Birmingham Connected, which reflect local needs but fit under the umbrella of the overarching objectives for the West Midlands. TfWM is responsible for formulating the transport strategy and policy; incorporating strategic highways, Midland Metro, freight, rail, bus and rapid transit networks.

The former WMITA has developed a strategic transport plan . .Movement for Growth. - aimed at delivering strong economic growth. This plan forms the metropolitan area's overarching Urban Mobility Plan; around which each authority can develop their own bespoke strategies which suit their needs but fit under the umbrella of the overarching objectives for the West Midlands. The document outlines the need for the West Midlands plan and what it contains.

The main aspects of the plan include:

A set of objectives and policies for transport improvements:

- Introduce a fully integrated rail and rapid transit network that connects the main centres with quick, frequent services, and which is connected into the wider local bus networks through high quality multi-modal interchanges;
- Increase the number of people that are within 45 minutes travel time by public transport to a minimum of three main centres and the two HS2 stations;
- Reduce transports impact on our environment improving air quality, reducing carbon emissions and improving road safety;

Use transport improvements to enhance the public realm and attractiveness of the areas centres; Ensure that walking and cycling are a safe and attractive option for many journeys, especially short journeys below one or two miles, by delivering a strategic cycle network and enhancing local conditions for active travel;

Facilitate the efficient movement of people on the areas transport networks to enable access to education and employment opportunities and health and leisure services;

Enable businesses to connect to supply chains, key markets and strategic gateways through improved strategic connections by road and rail;

Maintain and develop the areas transport infrastructure and services effectively to help ensure that they are safe and easily accessible for all.

For each strategy, please decide whether it is going to be significantly aided by the Function.

A Strong Economy	Yes
Safety And Opportunity For All Children	Yes
A Great Future For Young People	Yes
Thriving Local Communities	Yes
A Healthy, Happy City	Yes
A Modern Council	Yes

2.2 Individuals affected by the policy

Will the policy have an impact on service users/stakeholders?	Yes
Will the policy have an impact on employees?	Yes
Will the policy have an impact on wider community?	Yes

2.3 Relevance Test

Protected Characteristics	Relevant	Full Assessment Required
Age	Not Relevant	No
Disability	Not Relevant	No
Gender	Not Relevant	No
Gender Reassignment	Not Relevant	No
Marriage Civil Partnership	Not Relevant	No
Pregnancy And Maternity	Not Relevant	No
Race	Not Relevant	No
Religion or Belief	Not Relevant	No
Sexual Orientation	Not Relevant	No

2.4 Analysis on Initial Assessment

An initial Equalities Analysis has been carried out, and it has been considered that none of the protected characteristics are affected by the City Council.s endorsement of the TfWM.s Strategic Transport Plan: 'Movement for Growth'.

The City Council are being asked to endorse a Strategic Transport Plan being developed by an external organisation, Transport for the West Midlands. It is TfWM.s own responsibility to consider equalities issues on their own documents.

The former WMITA has carried out its own Equalities Assessment on the document.

Page 119 of 144

Consultation on the draft version of Movement for Growth took place during autumn 2015. All Members were informed of the consultation and provided with a full and summary version of the document. Comments were invited

and Members were encouraged to respond. The Economy, Skills and Sustainability Overview & Scrutiny Committee received a presentation on the strategy from West Midlands Integrated Transport Authority (WMITA) officers on 16th October 2015.

Consultation on the draft version of Movement for Growth was undertaken with officers in other service areas including Highways, Planning & Regeneration and Environmental Health and comments received helped to develop the Council's response which was approved by the Cabinet Member for Development, Transport & the Economy on 15th October 2015.

The former WMITA considered and approved Movement for Growth on 17th December 2015. Approval was given by Cabinet on 16th February 2016 for Movement for Growth to be presented and recommended for endorsement by Full Council. It is therefore recommended that Movement for Growth is endorsed by Full Council and that it is adopted as City Council transport policy from that point forward, and to amend the constitution as appropriate.

3 Full Assessment

The assessment questions below are completed for all characteristics identified for full assessment in the initial assessment phase.

3 Concluding Statement on Full Assessment

An initial Equalities Analysis has been carried out, and it has been considered that none of the protected characteristics are affected by the City Council's endorsement of the TfWM's Strategic Transport Plan: 'Movement for Growth'.

The City Council are being asked to endorse a Strategic Transport Plan being developed by an external organisation, Transport for the West Midlands. It is TfWM's own responsibility to consider equalities issues on their own documents.

The former WMITA has carried out its own Equalities Assessment on the document.

Consultation on the draft version of Movement for Growth took place during autumn 2015. All Members were informed of the consultation and provided with a full and summary version of the document. Comments were invited and Members were encouraged to respond. The Economy, Skills and Sustainability Overview & Scrutiny Committee received a presentation on the strategy from West Midlands Integrated Transport Authority (WMITA) officers on 16th October 2015.

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4 Review Date

13/11/17

5 Action Plan

There are no relevant issues, so no action plans are currently required.

PUBLIC TRANSPORT PROVISION IN BIRMINGHAM - *TRANSPORT FOR WEST MIDLANDS*

REPORT OF COUNCILLOR PHILIP DAVIS, LEAD MEMBER WMCA TRANSPORT DELIVERY COMMITTEE, TfWM

January 2017

Introduction

1. Members of the City Council will be aware of the creation of the West Midlands Combined Authority in mid 2016. The former Integrated Transport Authority (ITA) and its delivery arm, Centro, were absorbed into the new Combined Authority under the new title of *Transport for West Midlands*. While the 7 Met Authority Leaders now set the wider strategy, the 19 councillors on the Transport Delivery Committee (TDC) oversee the delivery of a quality service for transport users across bus, rail and Metro services across the West Midlands metropolitan area.
2. Birmingham has 7 members on the TDC. The other 6 councils have 2 members each. The Committee Chair is Cllr Richard Worrall (Walsall). I became Vice Chair in July, succeeding Cllr Kath Hartley, who continues to lead on passenger matters. Full Lead responsibilities are:
 - Cllr Richard Worrall: Chair (Lead Member, SPRINT Bus Policy)
 - Cllr Philip Davis: Vice Chair & Finance & Performance Monitoring/Birmingham Lead Member
 - Cllr Kath Hartley: Putting Passengers First
 - Cllr Judith Rowley (Wolverhampton): Safe & Sustainable Transport
 - Cllr Roger Horton (Sandwell): Rail & Metro

The full list of Birmingham members is: Cllrs Fazal, Lal, Linnecor, Davis, Hartley, Huxtable and R.Alden. Cllr Huxtable leads the Conservative members.

Finance/ Transport Levy

3. Members will be aware that, while Government funds are usually required to support major capital schemes (such as tram extensions), each of the 7 Metropolitan Councils in the West Midlands conurbation contributes towards a Transport Levy. In 2016/17 this will be almost £125 millions and is contributed to according to local authority populations. Birmingham contributes 40% of the current £125m (£50m at the time of writing). Since 2011/12, due to austerity policies, the Levy has declined by £25 million (17%).

For 2016/17 the policy agreed by the 7 Council Leaders and WMCA Board was a 3 year programme of cuts to the Levy, equalling a cut of 7.5% by 2019. Five per cent of this has already been delivered by TfWM in 2016/17. Given continuing austerity policies and withdrawal of Government support from large urban areas, there is further pressure on TfWM to further reduce the Levy from the City and other 6 Councils for the coming financial year.

4. The Levy chiefly pays for support older bus passengers via the English National Concessions Travel Scheme, plus Child Travel Concessions. It also supports the Ring & Ride service, subsidised bus services (where commercial operators will not provide) and tram and rail concessions.

Major areas of Levy expenditure in the 2016/17 Revenue Budget include :

National Policy

National Concessions Travel Scheme - 55m (44.2%)

Finance Related

Debt, Capital, Pension matters - £22m (18%)

TfWM Local Policies

Child Concessions - £12m (9.59%)

Subsidised Services - £8.5. (6.8%)

Accessible Transport - £7.6m (6.1%)

5. Large cuts to the Levy contribution potentially impact upon passenger concessions. For example:

a) Child Travel Concessions (age 5-15 plus 16-18 in full time education), cost around 56 pence per journey in subsidy (totalling £11.4m) in 2016/17. The only way to deliver savings would be to remove the concession or charge a fixed fee journey.

b) The subsidised bus network costs £7.6m. TfWM supports around 9% of the West Midlands bus network at a subsidy of £1.26 per passenger mile. This is the lowest bus subsidy of the 6 equivalent transport bodies outside London.

Capital & Other Programmes

6. TfWM is also the vehicle for more obvious transport spend in the West Midlands, notably on the Metro extensions and to a lesser extent, supporting improved rail facilities including station improvements/car parking. Strategic rail and transport capital spend is largely dependent on Government support for Network Rail and Highways Agency projects. The Government has also supported research projects such as *Midlands Connect*. MC aims to promote better rail and road connectivity between the wider West Midlands and East Midlands regions and to the east coast ports/East Anglia. It received £5m in the Chancellor's Autumn Statement to assist scoping and business case work.

7. Under the new West Midlands Region rail franchise (expected in the next few years), there will be scope to develop improved rail access to Birmingham by reconnecting under-used rail routes, but only subject to Department for Transport funding. Currently Government funding for rail (and all regional transport modes) lags disproportionately behind spending in the London Region.

Responding to Local Transport Needs - Key Challenges

8. While policy decisions rest with the Combined Authority Board, the Transport Delivery Committee exists to support informed decision making on transport challenges for the Region. These include ensuring the Combined Authority is fully informed on the impact for passengers and citizens generally, of policy developments and transport trends. These include:

a) Bus usage decreased 2.9% in 2015/16 from the previous year, down to 267 million users from 275 million across the conurbation. This reconfirmed a long-term decline, though bus continues to be the most used local transport mode by far, at 82% of all public transport trips. In Birmingham bus trips increased marginally (0.5%) and improved bus priority routes will assist this trend,

b). Rail journeys continue to grow and are now 74% higher than 10 years ago at 53.7 million journeys on the WM rail network in 2015/16. This is 5.7% up compared to 2014/15, with more commutes (36%) into Birmingham City Centre in morning peak by train than by bus.

c). Metro is enjoying new growth since on-street running began in the City Centre in 2016. Metro

patronage was 5 million in 2015/16. Monthly patronage has grown 10% from on street running in December 2015. Saturday/Sunday usage is up c. 30% each day suggesting increased use of the tram for leisure journeys. All this speaks to the attractiveness of our City Centre as a great place for shopping, entertainment and culture.

9. Environmental quality is a growing concern, with travel by private car far and away the biggest contributor to pollution caused by transport. Given the continuing breach of international air quality standards by the Government and the damaging health impacts of diesel particulates and NO2 emissions in parts of the City, TDC members will continue to support initiatives that promote a shift from car usage to public transport. Again, better bus priorities and the Metro extension will help a trend towards more environmentally- friendly travel in our City.
10. TfWM is also engaged the Government supported *Smart Choices/Smarter Networks* programme. Aiming to tackle congestion, cut carbon emissions and assist the local economy, the scheme aims to promote sustainable travel (cycling and walking included) along key routes in the conurbation. These routes include the A45 to the Airport and NEC, plus the A38, A459 South Birmingham 'Technology Corridor'.
11. Transport Delivery Committee also has a role as a voice for transport users and particularly for those least able to access transport or with particular transport needs. In advising and informing the WMCA Board on transport issues, the affordability of transport for young people continues to be a concern. Equally access to assisted transport (such as *Ring & Ride*) for older people and for the disabled, is an important issue given the continuing impact of austerity driven cuts.

Further Information

12. More data and information on the transport trends and activities in this report is available from *Transport for West Midlands*. Ask for *West Midland Travel Trends 2016* (Report to TDC, Nov. 2016) or go to WMCA website (Transport Delivery Committee)

Please see **Appendices 1 and 2** to this report for more details of the specific capital investment and operational activities by Transport for West Midlands in Birmingham.

COUNCILLOR PHILIP DAVIS

Birmingham Lead Member, Transport Delivery Committee, Transport for West Midlands

Jan. 2017

Appendix 1 - Lead Member Report from Cllr Philip Davis

TRANSPORT FOR WEST MIDLANDS - Operational Activity Summary - Work In/Impacting Birmingham, 2016/17

BUS

- Working with commercial operators to influence the bus network including National Express and City Council Officers to find solutions to the reliability issues on the Services 8A and 8C in Birmingham Inner Circle
- Deliver contracted bus services through a tender process where the commercial market does not provide.
- Delivering new City Centre infrastructure and shelters and improvement to state of the art real time passenger information.
- Working with Birmingham City Council to find solutions to issues that are delaying buses in Birmingham City Centre including:
 - o Changing the way cars access the Bull Ring Car Park in Digbeth High Street to improve the reliability of buses whilst still maintaining access to the car park
 - o Working with local residents in the Sheepcote Street area whilst many buses were diverted via this route during the Paradise Circus works
 - o Working with our Metro Alliance and the City Council to ensure access for buses is maintained in the City Centre following the planned Metro extensions
- Developing solutions for Broad Street bus priority to allow buses to turn right from Paradise Circus following the roadworks associated with the redevelopment works
- Creation of the 11A/C Birmingham Outer Circus Ale trail in conjunction with the Campaign for Real Ale and National Express
- Working with Birmingham City Council and the bus operators to ensure bus access is maintained across the ring road during the upgrade to a number of the island junctions
- Working with operators of scheduled coach services such as Megabus to ensure they have adequate provision for their City Centre stops
- Working with the Train Operating Companies to ensure recent bus rail replacement services worked effectively for the Bromsgrove and Snow Hill lines railway engineering work. Building on this we are now working with Network Rail on how rail replacement services associated with HS2 and re-signaling at New Street Station can be accommodated.
- Continue to work with BCC on the roll out of additional bus priority measures – including bus lanes
- Manage 59 Park and Ride throughout the West Midlands. Within Birmingham there are 20 Park and Rides at rail stations, 1836 Bus Poles and 2139 Shelters
- Lead the campaign for National Catch a Bus Week which this year was launched in Birmingham City Centre. TfWM work was commended nationally.
- Continued renewal of 181,786. older persons concessionary passes

- Continuing to issue 16-18 cards for students to get discounted travel
- Improvements being made in vehicle quality and vehicle emissions standards on TfWM tendered bus services

TRAM & RAIL

- Installation of Swift ticketing equipment at New Street Station barriers
- Safer Tram Certification – All stops assessed in summer 2016 and successfully passed, with newly opened Birmingham City Centre stops achieving over 90% satisfaction
- Working with BCC to develop a rail scheme for University Station.
- Working with Birmingham City Council and scheme promoters to ensure that the construction and final deliverables of major schemes such as HS2, HE maintenance, the SHIP, Midland Metro extension, City Hospital etc. are beneficial for public transport, do not cause significant congestion and are not detrimental to bus operations within the city.
- Influencing the coordination of Birmingham road works to minimise disruption for bus passengers.
- The granting of Transport and Works Act Orders for Midland Metro
- Prepare and commence work for Centenary Square metro extension
- The opening of the city Centre extension and works at Snow Hill (St Chads) tram stop
- Manage metro operations where patronage growth is averaging 30% year on year since opening to Stephenson St, raising to 42% on Saturdays and 39% Sundays. Metro reliability consistently above 98%

OTHER PUBLIC SUPPORT/ENGAGEMENT

- Manage Your Transport Matters events to engage with customers across the city.
- Manage a CCTV network across the public transport modes throughout Birmingham
- Deliver improved Safety through the Safer Travel Police Team
- Working with the City Council to accommodate a number of filming projects for major movies to ensure the public transport can still function around the areas that are closed off

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Appendix 2 - Lead Member Report from Cllr Philip Davis

TRANSPORT FOR WEST MIDLANDS - BIRMINGHAM CAPITAL INVESTMENT

Capital Programme Development & Delivery 2016/17

Rail. *Birmingham City Centre*

- ☐ Snow Hill Station – initial work underway to address capacity issues at Snow Hill Station with Network Rail and Birmingham City Council and longer term re-development of the station as set out in the Snow Hill Masterplan.
- ☐ Snow Hill Station Public Realm – detailed design work undertaken to enable implementation of the scheme in 2017.

High Speed 2 Connectivity Package

- ☐ Development of Midlands Rail Hub proposals to Governance for Railway Investment Projects (GRIP) 2 which includes packages of work for Snow Hill, Moor St, Bordesley and Water Orton. The West Midlands and Chilterns Route Study notes Midlands Rail Hub as an “Option for Funders” as a solution for central Birmingham rail network capacity problems

Metro *Birmingham City Centre*

- ☐ Birmingham City Centre Extension – opened in May 2016 linking the existing Line 1 to Grand Central with a peak time frequency of 6 minutes. This has seen an increase of over 40% in patronage, in line with business case forecasts, with a 60% increase in the number of passengers using the service on Saturdays.
- ☐ Centenary Square and Edgbaston Extensions – detailed design and development ongoing for with business cases being completed for Department for Transport (DfT) to draw down 2014 Growth Deal funding. Work is planned to start on the Centenary Square section in 2017.

High Speed 2 Connectivity Package

- ☐ Birmingham Eastside Extension – Transport & Works Act order submitted in October 2016 with statutory processes now underway.
- ☐ East Birmingham to Solihull Tramway – initial outline business case submitted to Government in October 2016. Further development underway to support Transport & Works Act submission in 2018.

Sprint

- ☐ A456 Hagley Road – the final scheme business case was resubmitted to GBSLEP to secure scheme funding in November 2016. There has been continued liaison with the DfT for the required legislation changes to enable use of the proposed 24m vehicle.
- ☐ A45 Birmingham to Airport - a series of outline designs for interventions along the corridor has been produced, which include new bus lanes and revised junction designs. The high level approach to the business case has been agreed with the DfT and subsequently the draft Options Appraisal and Appraisal Specification Reports has been produced.
- ☐ HS2 Connectivity Package – initial feasibility studies have been completed on the 12 Sprint routes included in the HS2 Connectivity Package. These include the following routes within Birmingham: Walsall to Birmingham, Birmingham to Bartley Green, Birmingham to

Longbridge, Sutton Coldfield to HS2 Interchange, Sutton Coldfield to Birmingham and Hall Green to Solihull. *END.*



Report of the Economy, Skills & Transport Overview & Scrutiny Committee

1 Background

- 1.1 In June 2014 the then Birmingham Economy & Jobs and Transport, Connectivity & Sustainability Overview & Scrutiny Committees jointly undertook a short piece of work on 'Maximising the Benefits of High Speed 2'. In the course of that work the potential economic benefits of High Speed 2 (HS2) and "its role in helping to realise the city's and the region's economic vision..." were emphasised, and the members agreed that there were three key strands:
- Ensuring businesses are ready to take advantage of the opportunities offered by HS2. For example local firms need to be able to demonstrate they can provide best value for money, quality and workforce expertise in order to become HS2 suppliers;
 - Working to ensure that Birmingham residents are ready to take the jobs generated e.g. in construction;
 - The added benefit of the HS2 Curzon Street Station that could create in excess of 200 jobs (excluding retail and other opportunities) around the station.
- 1.2 Today's report sets out the evidence the Economy, Skills and Transport O&S Committee has heard in relation to the second of these – jobs and skills. A lot of progress has been made in relation to a number of opportunities that could benefit local residents, such as the potential plans for the Washwood Heath Depot to be the national high speed train maintenance depot for the HS2 fleet and for Washwood Heath to house the Network Operational Control Centre for the entire HS2 line. If these plans come to fruition, there are many jobs that could be created locally in one of the most deprived wards in the city and country; and as such there would be a requirement for a skilled workforce. Linking this in with the National College for High Speed Rail due to open in September 2017 would mean that local people could be trained in the city to access the jobs being created.

2 Introduction

- 2.1 In October 2016 the Cabinet Member for Jobs and Skills told this Committee that improving access to jobs and raising skills levels of local people were part of the Council's key corporate priorities. Members were keen to explore this area further and in December 2016 the Committee looked at the opportunities the National College for High Speed Rail will present for Birmingham residents when it opens in September 2017.
- 2.2 Members were keen to hear what the College is proposing to offer not only to young people but also adults that are furthest from the job market, the long-term unemployed, and those that may be thinking of upskilling or a career change. The Committee were also keen to understand how



those living in priority wards in the city, and in particular deprived wards, could benefit most from the offers available not only by the College but also how the City Council and other partners are supporting the challenge of getting local people into jobs.

- 2.3 Further evidence was taken on the role of the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP) and the City Council's Adult Education service.

3 The National College for High Speed Rail

- 3.1 Daniel Locke-Wheaton, the Interim Academic Director, National College for High Speed Rail gave evidence to the committee and told members that the National College for High Speed Rail is the largest of five new, national employer-led Colleges being created by the Government to help British students develop world-class skills.

- 3.2 The College will be opening in September 2017 on state-of-the-art campuses in Birmingham and Doncaster. Evidence was presented that it will be dedicated to providing the higher level training required to create HS2 and work on future high speed rail projects, in what will be a major growth industry in the UK and abroad over the coming years.

“Through a combination of classroom teaching and real work experience, the College will offer cutting-edge technical and professional courses to learners that are starting a career in rail infrastructure, looking to switch careers, or are part of the existing workforce seeking to upskill.”

- 3.3 Members were told that employers have a central leadership role in the College, through strong representation on its governing body and by supporting the design, development and delivery of its provision, for example, by offering placements and providing real life work challenges for courses.
- 3.4 The College will also contribute to the wider economic need for an increased supply of engineers that will benefit other infrastructure projects and therefore have a purpose beyond the timeframes of HS2.
- 3.5 The Birmingham site is located at Venture Way, Dartmouth Middleway B7 4AP on the corner of Dartmouth Middleway and Lister Street which is situated in the heart of the City's learning and development quarter. The Committee heard that once completed the College will provide modern, fit for purpose buildings, demonstrating a high standard of design that provides an effective learning environment, as well as meeting high efficiency and environmental standards. The higher level of study and the national status of the College will mean that in some cases learners will be willing to relocate to study thus access to residential facilities will be required. The College will work on a 'hub and spoke' model, with links to a range of providers with whom the National College for High Speed Rail will form a network for railway and engineering skills provision across the country.



Partnership Working

- 3.6 The College has worked closely with a range of local partners including the City Council, GBSLEP and West Midlands Combined Authority. Birmingham City Council is represented on its board, and a Working Group meets monthly to keep the local authority up to date. The College is represented on the GBSLEP's Jobs & Skills Workstreams and its 'Ignite', 'Accelerate' and 'Retune' sub-groups (see page 6).

For individuals

- 3.7 Members heard that the College will provide individuals with the skills needed to enter and progress in one of the country's fastest growing sectors. Opportunities will be open to people from a range of backgrounds as well as those already employed in the rail sector, those employed elsewhere looking to reskill, learners leaving other full-time education as well as those currently furthest from the labour market.

- 3.8 The Committee heard that the College's provision starts at Level 4 and there is a commitment to a broad range of learners:

"Dialogue with a wide range of providers is taking place to ensure that the curriculum is complementary to that provided by other Colleges and schools. Support is being given to other providers to deliver appropriate qualifications to gain access to the National College, including potentially an Access to Higher Education pathway that may be of particular interest to the long term unemployed. In addition to this, consideration is being given to the entry requirements of the College to ensure that they are assessing more than just academic ability. The assessment process will look at cognitive, dexterity and mental challenges to look at a person's all round ability. Not all courses will hold entry requirements of Level 3 Maths and Science."

- 3.9 It was recently announced by the High Speed Rail Industry Leaders Group that they will provide a bursary for two learners who would otherwise not attend the College. This will pay the learners fees and support the wider costs of studying at the College e.g. transport. The College is in conversation with other sponsors to build this bursary opportunity for a greater number of students. The success of the council-led Building Birmingham Scholarship which has already supported 73 people with 80% from priority ward areas, has been shared in the development of the College bursary.

For businesses and their employees

- 3.10 Members were told that businesses working in rail and associated sectors will have the opportunity to invest in their employees and develop their workforce. The increased competitiveness that upskilling brings will allow companies to grow and prosper.
- 3.11 Recruitment will start in early 2017 for a range of jobs including teaching and support staff.



- 3.12 The College as a local employer is also committed to using local businesses to provide products and services whenever possible.

SEPTEMBER 2017 OPENING		
<p style="text-align: center;">Both sites</p> <ul style="list-style-type: none"> • Higher Apprenticeships – core units <ul style="list-style-type: none"> • Leadership & management (high speed rail specialism – level 5 CMI) • Continuous Professional Development modules 		
Apprenticeship specialisms – September 2017		Apprenticeship specialisms – January 2018
<p style="text-align: center;">Birmingham</p> <p>Civil engineering</p>	<p style="text-align: center;">Doncaster</p> <p>Track systems</p>	<p style="text-align: center;">Both sites</p> <p>Systems engineering</p>

4 Role of the City Council

- 4.1 The Cabinet Member for Jobs & Skills, Councillor Brett O'Reilly, highlighted the three key objectives that the City Council has in terms of getting people into work:

1. **Closing the jobs gap** – the City Council has a statutory duty to ensure there are job opportunities for young people not in education, employment or training (NEETs).

The City Council is working with partners and stakeholders and has established an online platform known as COG that allows young people to connect with employers & skills providers. It also allows employers to advertise opportunities that young people may be interested in. Cohesive working is taking place internally across directorates. Currently the City Council is responsible for getting 16,000+ young people into work with up to £50.4m funding.

Birmingham City Council on behalf of the Greater Birmingham & Solihull Local Enterprise Partnership (GBSLEP) is also responsible for convening and managing the collaborative working with strategic partners to ensure jobs and skills opportunities including apprenticeships and work experience are maximised for 'priority' local residents.

Closing the skills gap – Raising aspirations and removing barriers in access to the jobs market is also important in getting people into work.

The City Council is supporting major projects such as HS2 and wants to ensure that there is access to the jobs created by it for all. This includes working in partnership with employers, Colleges and training providers to make sure people are equipped for upcoming job opportunities and emerging economies. The City Council is building on the success of its



adult education and youth service that has excelled in supporting adults and young people to gain new skills and access to career choices.

Work is currently underway to strategically realign the Birmingham Employment & Skills Board with boards such as the Birmingham Youth Partnership and in line with District Jobs and Skills plans. This provides a platform to communicate effectively with the GBSLEP and West Midlands Combined Authority to close skills gaps and maximise opportunities.

There are also a number of initiatives focussed on getting people job-ready and into work:

- **STEP Forward** – A new policy initiative to be launched in March 2017 encouraging people to take one step forward to improve their skills and future job prospects. The framework is being developed by the Employment & Skills Service who is consulting with stakeholders and seeking buy-in from employers, trade unions and others. It is not limited to a particular level but focussed more on encouraging lifelong learning. The benefits of this are clear to both employers and employees, gaining commitment and working in partnership is crucial to the success of this initiative.
- **ASPIRE Birmingham** – Work is taking place with schools, Colleges, 6th forms and communities to understand perceived barriers. Research is also being done to understand how people in different areas can access the careers they want and how can the City Council can help break down those barriers.

A Corporate workplace strategy is also being looked at to see how the City Council can expand what it does already in supporting those out of work into work through placements.

A key development nationally is the Apprenticeship Levy. The Council is committed to supporting this and work is already taking place.

2. **Supporting inclusive growth** – As the city benefits from inward investment and major projects and infrastructure it is imperative that all citizens feel the benefit. Currently some citizens do not feel included in the growth that the city has seen.

5 Greater Birmingham & Solihull Local Enterprise Partnership

5.1 The GBSLEP is responsible for creating jobs and growing the economy of the LEP area. It is made up of businesses, local authorities and universities that support private sector growth and job creation¹.

5.2 The LEP's key roles are to

- 'Shout up' for the region and use its influence to bring in greater funding and devolution and greater investment from the private sector;
- Use resources directly aligned to the LEP to invest in priorities, leveraging additional funds;

¹ <http://centreofenterprise.com/>



- 5.3 Members of the Committee received a presentation on the LEP's Strategic Economic Plan 2016-30 and were interested to learn that on skills and unemployment specifically:

- The area currently has a weak skills profile. There is a low proportion of the working population with degree level or higher level qualifications (28.1% against core city LEP average of 29.8%) and a higher than average proportion with no qualifications (13.7% compared to a core city LEP average of 11.3%).
- A Skills for Growth Plan has been launched setting out delivery of skills targets and a Skills for Growth Compact has been developed committing employers, Colleges and schools to building a best-in-class skills service to link pupils and learners to real-world work opportunities. This is being delivered through local Employment and Skills Board supported projects such as the 'Step Up' campaign in Solihull and activity around the Birmingham Baccalaureate.

- 5.4 The Committee also heard that the GBSLEP have 3 key themes as part of a skills framework challenging low skills and high unemployment – ‘Ignite’, ‘Accelerate’ and ‘Re-tune’ as detailed below. Using this framework and as set out in the Midlands HS2 Growth Strategy, HS2 presents a once-in-a-generation opportunity to drive productivity, inclusive economic growth and prosperity across the Midlands.

RE-TUNE



We will invest in our local workforce and **accelerate** their progression along the skills continuum ensuring that individuals achieve their full potential be it academically and/or vocationally. We will ensure that our existing workforce has the skills that businesses require to encourage them to invest in the area, grow and innovate

We will **re-tune** the skills of the adult workforce so that those who are out of work or employed in declining sectors, are able to re-train to access the jobs created as a result of HS2 and support further economic growth.



Future working

5.5 The LEP's priorities for the future include

- Setting up the Skills for Growth Hub which is a 'virtual' entity (linked with the Growth Hub), linking employers to sources of recruitment, training and skills provision and providing a gateway to opportunities for individuals seeking access to learning, jobs and skills.
- Delivery of a demand-led and sector-specific approach to ensure the skills eco-system works more effectively and that the range of skills providers demonstrate the capability and capacity to respond flexibly and quickly to the skills demand.
- A skills environment where Higher Education curricula are in touch with the local technology eco-system to jointly design projects and activities that prepare students to enter the fast changing technology workplace; responsive to the higher level skills gaps identified by businesses and targeted towards Higher Level Apprenticeships creation and focused technical training which facilitates a 'ladder of skills progression' for all.

6 Adult Education Service

- 6.1 At the session in December the Head of Birmingham Adult Education Service (BAES) told the Committee about the need for the city to prepare itself for the opportunities that will present themselves with both the preparation and arrival of high speed rail that will bring with it evolving technologies.
- 6.2 It is envisaged that HS2 will create over 25,000 jobs in construction and engineering and 2000 apprenticeships. Approximately 3,000 people will be employed in operational roles.
- 6.3 Alongside the National College for High Speed Rail there will be two stations based in the city – Curzon and UK Central (Birmingham interchange near the Airport). The headquarters for the design and construction of HS2 will also be based in the city. As previously mentioned, a state of the art Network Control Centre & Rolling Stock Maintenance Depot will be based in East Birmingham.
- 6.4 It was highlighted that the city lacks people with the levels of skills needed in the engineering and rail fields. Members were told that 50% of workers in engineering and rail are semi-skilled, 16% are higher level technicians or professional engineers. In addition 20% of engineers are over 55 and likely to retire in the next 10 years meaning that much of the skills will be lost and have a knock-effect in training up and bringing through younger people. Also, worryingly, only 4% of women nationally are engineers – currently the lowest rate in Europe.
- 6.5 'The Midlands HS2 Growth Strategy'² published in July 2015 states the need to get people ready for HS2 through its employment and skills vision for the region:

² GBSLEP



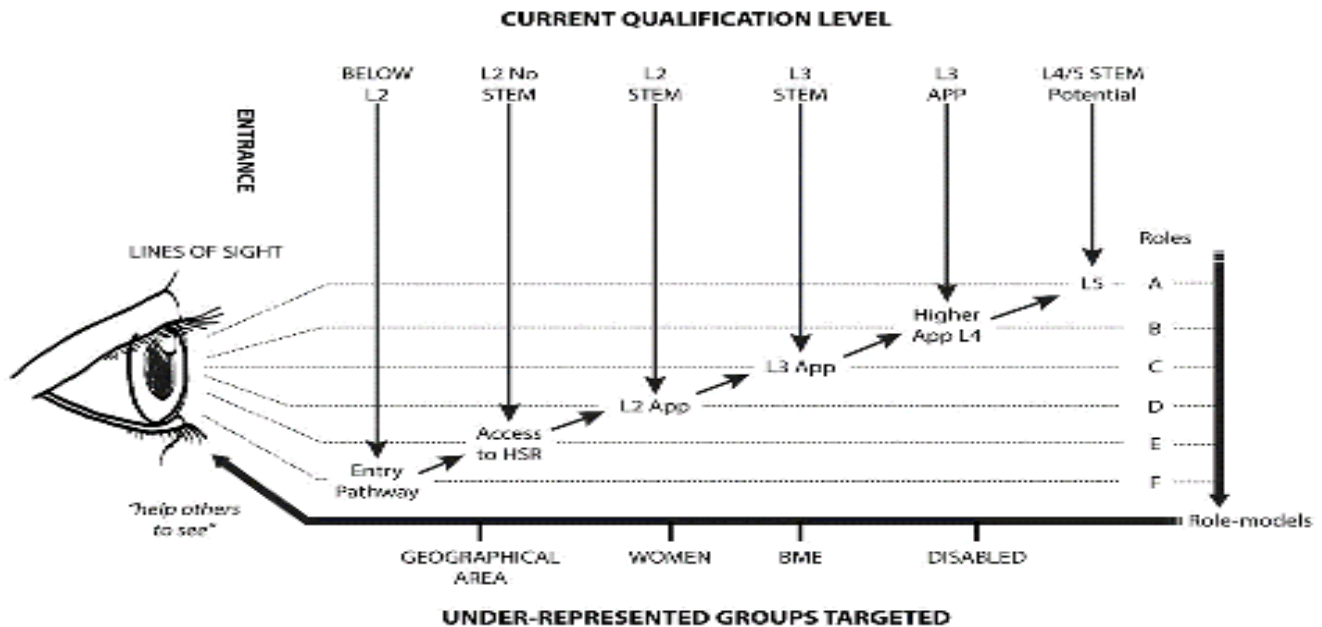
“Ensure the availability of the right workforce at the right time with the right skills and behaviours”; and

“Create opportunities for local, disadvantaged and under-represented people and companies to benefit from the investment in, and employment prospects created by HS2”.

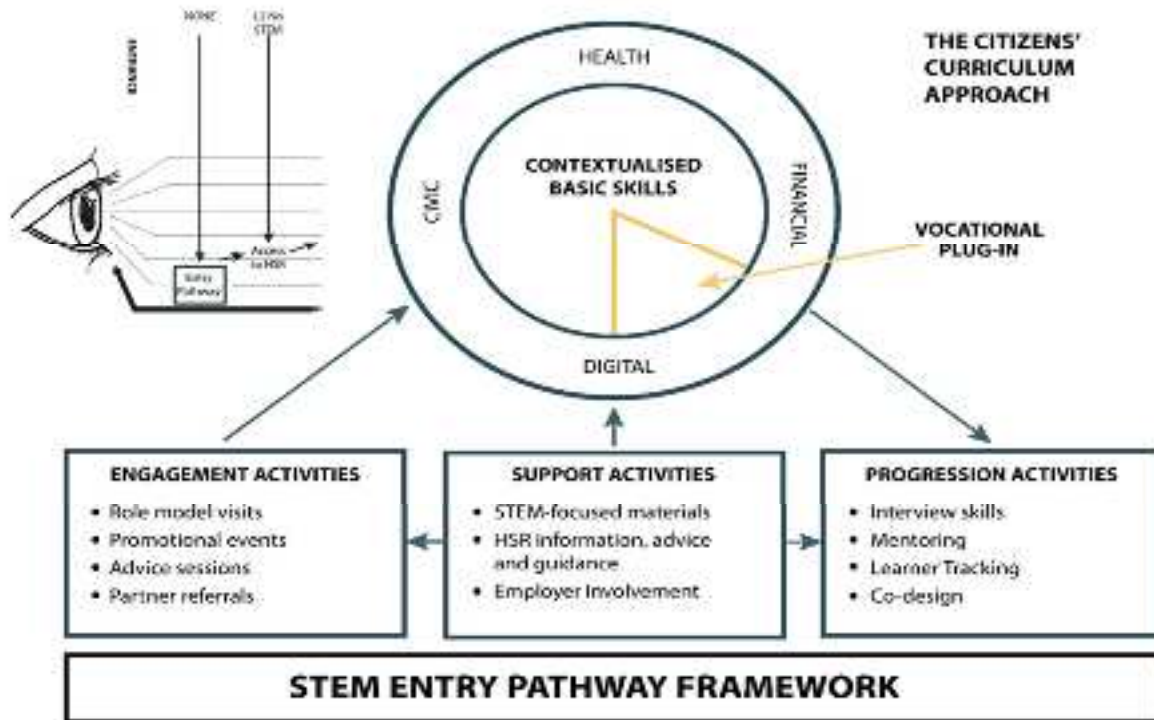
- 6.6 The Committee heard that BAES is supporting the HS2 Jobs & Skills Workstream and focussing on the area of the ‘Re-tune’ theme (as set out in the LEP’s Strategic Economic Plan) that concentrates on the skills of the adult workforce.
- 6.7 Particular reference was given to the ‘STEM (Science, Technology, Engineering and Maths) Progression Pathway’. This is a strategy (by the Learning and Work Institute) to enable the lowest-skilled and least-advantaged citizens in the region to progress towards high-skill, high-value jobs in STEM industries, which:
- Illustrates the various routes into jobs in HSR and STEM-related industries at all levels;
 - Provides a “line of sight” to those jobs for people farthest from achieving them;
 - Includes an entry point to the pathway for those with the lowest skills and furthest to travel in terms of learning and qualifications.
- 6.8 The following evidence was presented to the Committee, explaining the strategy and shows the proposal in a way that those that are out of work can easily see their pathway and gain an understanding of how to get from one place to another. This can mean that they are more likely to engage in learning and employment opportunities as they are able to see their journey.



The Proposed Model



- 6.9 Members also heard about the work that the Learning and Work Institute have developed and piloted known as the 'Citizens Curriculum (STEM) Entry Pathway Framework' (see graphic below) which is an implementation plan that BAES is looking to use.
- 6.10 The framework is a starting point where adults can begin on the road to gaining skills and employment. It looks at the various barriers that adults encounter. There are 3 key areas based on engagement within the model and it focusses on bringing role models to people who have been out of work for a period of time – in particular bringing in people from their own communities so that they have someone to identify with.
- 6.11 The framework has eight key design features:
1. A clear line of sight for learners to learning and work opportunities.
 2. Strategic partnership co-ordination.
 3. Robust progression infrastructure.
 4. Tailored and targeted provision.
 5. An holistic approach.
 6. Employer involvement.
 7. Outreach, promotion and engagement in communities.
 8. Peer support and role models.



7 Conclusion

- 7.1 Members heard from the National College for High Speed Rail, the City Council's BAES and from GBSLEP on their priorities relating to tackling low skills levels and giving local people greater opportunities to resources and upskill with the end gain to take advantage of the upcoming opportunities that are coming to the city in the shape of High Speed 2.
- 7.2 A number of key points were made during Committee discussions that warrant further investigation and thought, including:
- Communication** is key. Members highlighted that opportunities for example like HS2 can bear little resonance with local people because they are not aware of the opportunities it brings and how it will benefit them in getting a job in their local area for example? In addition often people do not feel engaged with major projects coming into the city such as HS2 as they feel that the opportunities will not be accessible to them for a variety of reasons. For example do those furthest from the jobs market or NEETs know that the National College for High Speed rail will be opening in September 2017 and are they aware of the opportunities available through the work of the City Council and the LEP (e.g. Step Forward, COG and Aspire Birmingham)?
 - Connecting Local People to training and job opportunities** – If people are seeking training how can they access those opportunities if they are living in parts of the city where connectivity proves an issue? How are partners addressing the issue of connecting local



people to training and job opportunities especially those in deprived and priority areas? Is there/can funding be accessed to support these people? Are we supporting the positive promotion of companies that show corporate social responsibility and invest in local talent?

- iii. **'Underemployment'** - HS2 offers the opportunity to rebuild engineering capacity in the West Midlands and help reverse shrinkage of the manufacturing sector with the College being based in the city. There is also an issue of 'underemployment' – where there are people who are over qualified for their current job for example graduates who may not be working at the level to which they are qualified.

7.3 It is hoped that the information and evidence in this report will assist members in contributing to this debate; it is of critical importance that all members of the City Council are able to put forward their views on such an important priority for the city. The outcomes from this debate, alongside the evidence in this report, will feed into future work of the committee in supporting those priorities.

Motion

That the report is noted, and discussion points are forwarded to the Economy, Skills and Transport O&S Committee to feed into future work.

Councillor Zafar Iqbal
Chair, Economy, Skills and Transport Overview & Scrutiny Committee

MOTIONS FOR DEBATE FROM INDIVIDUAL MEMBERS

To consider the following Motions of which notice has been given in accordance with Standing Order 4(A)

A. Councillors Paul Tilsley and Mike Ward have given notice of the following Notice of Motion:-

"This Council, mindful of the need to reduce energy consumption and greenhouse gases, calls upon HM Government to use its influence with the Big 6 energy providers to introduce a strategy by which Smart Meters will be installed systematically and using a common meter.

If all homes in Birmingham, numbering 410,000, are to have smart meters installed by 2020, the Government's target date, at the current cost of £400 per installation, the cost could be halved thereby saving a total of £82,000,000 in energy costs to Birmingham residents and help to reduce Energy Poverty."

B. Councillors Paulette Hamilton and John Cotton have given notice of the following Notice of Motion:-

"This City Council notes that seven years of public sector spending cuts has resulted in unprecedented cuts to both statutory and discretionary care services both here in Birmingham and across the country. The impact of these cuts upon the most vulnerable in our society is a matter of real concern and was again made very clear in the responses to the recent consultation on this Council's budget plans for 2017-18.

Council further notes that these concerns over the future funding and viability of social care services are widely shared across local government and by council leaders of all parties. It is clear that there is now a national crisis in the funding and provision of social care.

This Council observes with some concern that several Conservative-led local authorities, including Surrey and the Prime Minister's own local council in Windsor and Maidenhead, are now considering Council Tax rises of up to 15% in order to try and close the enormous funding gap in social care. This desperate measure further illustrates why immediate, radical action by Government is now required.

Accordingly, this Council warmly welcomes the statement by Lord Porter, Chairman of the Local Government Association that the Treasury should "grow up" and properly fund social care. It also endorses the call by Dr Sarah Wollaston MP, the Chair of the Commons Health Select Committee, for forthcoming talks on the future funding of health and social care to include both the NHS and representation from across the political parties.

Council requests that the Leader writes to the Prime Minister to support the call for cross party talks and to make the case for a new, fairer funding settlement for health and social care. Furthermore, this Council requests that the City's Members of Parliament lend their support to this call, so that our citizens are able to access properly funded, decent and sustainable health and social care services now and in the future."

C. Councillors Gary Sambrook and Ken Wood have given notice of the following Notice of Motion:-

"This Council believes that voter fraud, however perpetrated, on any scale is unacceptable.

The Council notes the findings of previous reviews into this matter, both within Birmingham and nationally, including the judicial review into the 2004 local elections in Birmingham, the 'Election Assessment Mission (EAM) 2015' conducted by the commonwealth parliamentary association UK (CPA UK) and most recently the 'Securing the Ballot' report by Eric Pickles that followed allegations of corruption in Tower Hamlets.

The Council commends the hard work and dedication of this City's electoral services staff in doing all they currently can within their current powers to fight this blight on our democracy. In particular we welcome the steps they took in the 2016 elections to roll out independent monitoring at polling stations, as an important step towards tackling voter fraud and intimidation.

This Council calls on the Returning Officer to ensure the continuation of this independent monitoring team.

This Council notes that to ensure the security of our democracy more still needs to be done to ensure our elections are free and fair."