

Birmingham City Council

Overview and Scrutiny Committee – Sustainability and Transport

Briefing on Commonwealth Games Capital delivery

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Transport for West Midlands Capital Project Status Update

Sandeep Shingadia – Director of Delivery

Perry Barr Station & Bus Interchange

Project Progress

- Outline designs – DRN comments received from NR and close out ongoing
- Enabling works to commence in Nov 2020, site establishment and early demolition works The main works to commence Feb 2021, again on programme.
- Cessation of passenger services to the Perry Barr Rail Station has been agreed for a 12-month period starting from March 2021. This has a significant impact in reducing programme risk.
- All property required for the scheme has been acquired and is within the control of the WMCA.
- Meeting held with BCC planners in the period and revised plans presented – agreement in principle reached with BCC planners on revised designs.
- Final Target Cost for Stage 2 construction received - negotiations to continue to end November although significant cost pressures remain.

Critical Milestone Progress

Milestone	B/Line Start	Actual Start	B/Line End	Forecast End	RAG	Comment
GRIP 4 design (Rail Station)	14/02/20	17/02/20	04/11/20	20/11/20	A	New design for planning needs to be worked through.
Planning Approval (Rail Station)	02/11/20	02/11/20	07/12/20	07/12/20	R	Planning consideration ongoing, re-work underway to address concerns, critical path at risk.
FBC Approved at WMCA Board	02/10/20	13/11/20	02/10/20	15/01/21	R	Requires resolution of funding issues by 14 December.
GRIP 5 design (Rail Station)	29/09/20	02/10/20	31/03/21	14/05/21	A	GRIP 5 design commenced at risk ahead of GRIP 4 close out to protect programme. Planning redesign putting this at risk.
GRIP 6 (Enabling Works)	04/09/20	06/11/20	31/03/21	31/03/21	G	On track pending issue resolution.
GRIP 6 construction (station main works)	31/03/21	31/03/21	29/03/22	29/03/22	G	Reflects temporary cessation period.
Construction Completion	31/01/22	31/01/22	31/01/22	31/01/22	G	On track pending issues resolution.
Entry Into Service	28/03/22	29/03/22	28/03/22	29/03/22	G	On track pending issue resolution.
Bus Interchange Design Complete			06/04/21	06/04/21	A	Awaiting revised programme from A34 contractor.
Bus Interchange Construction	07/04/21	07/04/21	31/12/21	23/12/21	A	Awaiting revised programme from A34 highways contractor.

Project Risks

Risk ID	Owner	Title	Description	Score (Current)	Score (Mitigated)	Trend	Mitigations	Closure Date
6	J. Callingham	Funding Shortfall	There is a risk that there is a lack of funding to deliver all of the outputs identified within the Client Requirements Document (CRD)				Exploring alternative routes. Sponsor working with WMCA finance and senior TfWM management on possible funding options	Jan 21
10	S. Singh	Network Rail Platform Works – Interface	Network Rail platform works (if progressed ahead of CWG) will have a cost and programme impact on the project design				Clarity awaited from Network Rail on planned delivery strategy.	Nov 20
603	J. Callingham	Planning Permission	BCC planners confirmed approval in principle to revised designs. Agreement required from NR & WMT. Risks additional cost and programme delays with GRIP 4 designs re-worked.				Working through design assurance approach with Network Rail and approval timeline with BCC.	Nov 20
604	J.Callingham	Bus interchange works – Interface	Scope definition and limits of interface with Rail Station scheme still to be agreed				Meetings scheduled between all relevant parties	Dec 20

University Station

• Progress Summary

- Detailed Design (GRIP 5) is underway for University Station.
- Contractor has been proactive in mobilisation with good engagement with Mott Macdonald as the Lead Designer. It is anticipated that the first joint design review with Network Rail will commence in December.
- Scheduled Ancient Monument (SAM) Consent – Stage 1 has now been granted, which coincides with site mobilisation activities, including intrusive surveys, de-vegetation and site establishment.
- Initial consultation with Historic England in preparation for the Stage 2 SAM application have been positive, although assistance to reduce approval timescales from 12 weeks needed.
- Priorities for the next three months are to mobilise on site, secure additional funding for tactiles and canopies and re-work the programme to include the medical facility and other scope items.

Critical Milestone Progress

Milestone	B/Line Start	Actual Start	B/Line End	Forecast End	RAG	Comment
GRIP 5 (Detailed Design)	18/05/20	01/09/20	07/04/21	06/07/21	A	Progressive assurance with Network Rail is being established to mitigate impact on construction timescales.
Station Change Approved	16/12/19	25/09/20	16/12/19	03/12/20	A	Comments received and two week extension approved to allow issues to be resolved.
Utility Diversion	14/09/20	14/09/20	23/10/20	23/11/20	A	Work on the wayleaves is ongoing with the stakeholders.
GRIP 6 (Construction)	21/01/21	12/04/21	28/06/22	22/06/22	A	
All Buildings Watertight	10/02/22	10/02/22	10/02/22	10/02/22	A	
Entry into Service (New Building)	24/06/22	24/06/22	24/06/22	24/06/22	A	
Entry Into Service (all works)	26/07/22	26/07/22	26/07/22	26/07/22	A	Note works to existing station follow the new build.

Project Risks

Risk ID	Owner	Title	Description	Score (Current)	Score (Mitigated)	Trend	Mitigations	Closure Date
2	J. Callingham	Scheduled Ancient Monument consent	SAM Approval required for construction work to commence. Engagement with Historic England and BCC has been strong, and design of public realm has been developed to incorporate HE requirements.				A two-stage approach being adopted for Scheduled Monument Consents. Stage 1 - Early works / Mobilisation, HE approval has now been granted. Stage 2 - Construction	Jan 21
5	J. Callingham	Delay to Land and legal Agreements (construction critical)	Delay to agreements may impact delivery timescales, notably commencement on site.				Regular meetings, particularly with Network Rail and West Midlands Trains. Escalate if required.	Dec 20
238	J. Callingham	Impact of incorporating NHS Requirements	Late addition of NHS requirements delays design process and overall delivery programme				Continue working with contractor on impact and mitigation plan.	Nov 20
607	J. Callingham	Delay to Station Change	Comments received from WMT and NR that may delay acceptance.				Continue engagement. Close out comments.	Dec 20
636	A. Keen	Value Engineering not realised	Value engineering options are not achieved, putting budget at risk				Review options with stakeholders as design emerges.	Jan 21

Sprint: A45

Progress Summary

- Scheme is progressing to schedule, with a programme that delivers on time and slightly below budget.
- Funding for Phase 1 is secured and detailed design has been reviewed by the local authorities.
- Receipt of LAFO (Last and Final Offer) on 23rd October gave confidence to issue Notice to Proceed (27th October), with start of construction expected 27th November.
- Awaiting signed s8/s278 from BCC but these are imminent. TRO may require further intervention but does not cause a delay at this stage.
- An operator has provided a letter of intent, and the public consultation on the enhanced partnership scheme has concluded.

Critical Milestone Progress A45

Milestone	B/Line Start	Actual Start	B/Line End	Forecast End	RAG	Comment
Receive TC2 from Morgan Sindall	12/10/20	12/10/20	13/10/20	13/10/20	G	<i>Received pm. 12/10 as scheduled</i>
Received LAFO from M/Sindall	23/10/20	23/10/20	23/10/20	23/10/20	G	<i>Received 23/10 as promised</i>
Notice to Proceed (A45, BCC Sections)	26/10/20	27/10/20	26/10/20	27/10/20	G	<i>Require signed s8/s278</i>
Signed TRO and s8/s278 from BCC	26/10/20	26/10/20	06/11/20	06/11/20	A	<i>S8/s278 imminent TRO may require intervention but not essential for NTP</i>
Secure compounds for Phase 1 sections A45	28/09/20	28/09/20	06/11/20	06/11/20	G	<i>TfWM to lease and sub-let to Contractor Prioritising A45 sites</i>
Commence Construction (A45)	27/11/20	TBC	31/03/22	31/03/22	A	<i>BCC sections, A45. Solihull MBC Sections are in Ph2 apart from Shelter installations which are Phase 1</i>

Sprint: A34

Project Summary

- The scheme is progressing to schedule, but there are challenges to ensure delivery to budget within current contractual arrangement.
- Funding for Phase 1 is secured and detailed design has been reviewed by the local authorities.
- Notice To Proceed and contract de-coupled from that of the A45.
- 'Plan B' alternative procurement strategy presented and approved at Sprint Programme Board 20th Oct and SLT 28th October.
- Contractor providing new bottom-up cost from independent team, including option to move to NEC4 Option E contract. This and Plan B proceeding in parallel.
- Tender issue expected on the 8th Dec with the first contractor signature expected 17th Feb with the start of construction expected 26th Mar.
- An operator has provided a letter of intent, public consultation on the enhanced partnership scheme has closed.

Critical Milestone Progress A34*

Milestone	B/Line Start	Actual Start	B/Line End	Forecast End	RAG	Comment
Received TC1 from Morgan Sindall	19/08/20	19/08/20	19/08/20	19/08/20	G	
Cost challenges and re-scope complete	24/08/20	24/08/20	31/09/20	31/09/20	G	Re-scoping completed and issued to AECOM for design
Re-scoped design issued to Morgan Sindall for Costing	11/09/20	11/09/20	11/09/20	11/09/20	G	Design work complete and issued to M/Sindall
Receive TC2 from M/Sindall	12/10/20	12/10/20	13/10/20	13/10/20	G	Received as scheduled. RAG is Red based on cost
Issue EOI for construction through CCS Framework	02/10/20	02/10/20	12/10/20	12/10/20	A	Exercise complete but not conclusive hence development of Plan 'B+'
Issue Closed Tender packages	Nov 2020	TBC	Mid Dec '20	Mid Dec '20	G	Closed tender contractors selected
Tender Evaluations & select contractors	Jan 2021	TBC	Mid Jan '21	Mid Jan '21	A	
Notice to Proceed (A34 BCC Sections)	End Jan '21	TBC	End Jan '21	End Jan '21	A	
Commence Construction (A34)	Jan 21	TBC	31/03/22	31/03/22	A	BCC Sections

*schedule for A34 being reviewed in line with implementation of revised procurement processes.

Project Risks

Risk ID	Owner	Title	Description	Score (Current)	Score (Mitigated)	Trend	Mitigations	Closure Date
251	Martin Pyne	Operator may not deploy articulated vehicles	Risk that Operator may not procure vehicles as required for delivery programme. Time from placement of order to vehicle delivery is 2 years. Dependent on enhanced partnership agreement being in place and EV charging being delivered.	16	12		TfWM working with NX to agree vehicle procurement timeline.	TBC
284	Angela Hosford	EV funding budget shortfall	EV funding budget shortfall, commitment required for operator to provide 6 fully articulated vehicles by Jan 2023.	16	8		OBC was submitted to GBSLEP on 26th October with a request for development funding. A decision is expected in December.	TBC
723	Andrew Elliott	Commencement of work is delayed.	Commencement of work is delayed if approvals not obtained from LHAs.	15	5		Engage with each LHA and providing adequate information to allow for sign-off.	Jan-21
588	Angela Hosford	Timing of design approval	Timing of design approval from Sandwell is delayed.	12	8		Ongoing engagement with Sandwell.	Dec-20
445	Andrew Elliott	Compliance with COVID-19 legislation	Compliance with legislation following COVID-19 enforced for longer. Such as working restrictions, social distancing, hand sanitation, additional vehicle requirement etc.	12	8		Following Government guidance, unfortunately reactive subject to further instruction.	Ongoing

A34 Perry Barr Highway Scheme

Andy Everest - BCC



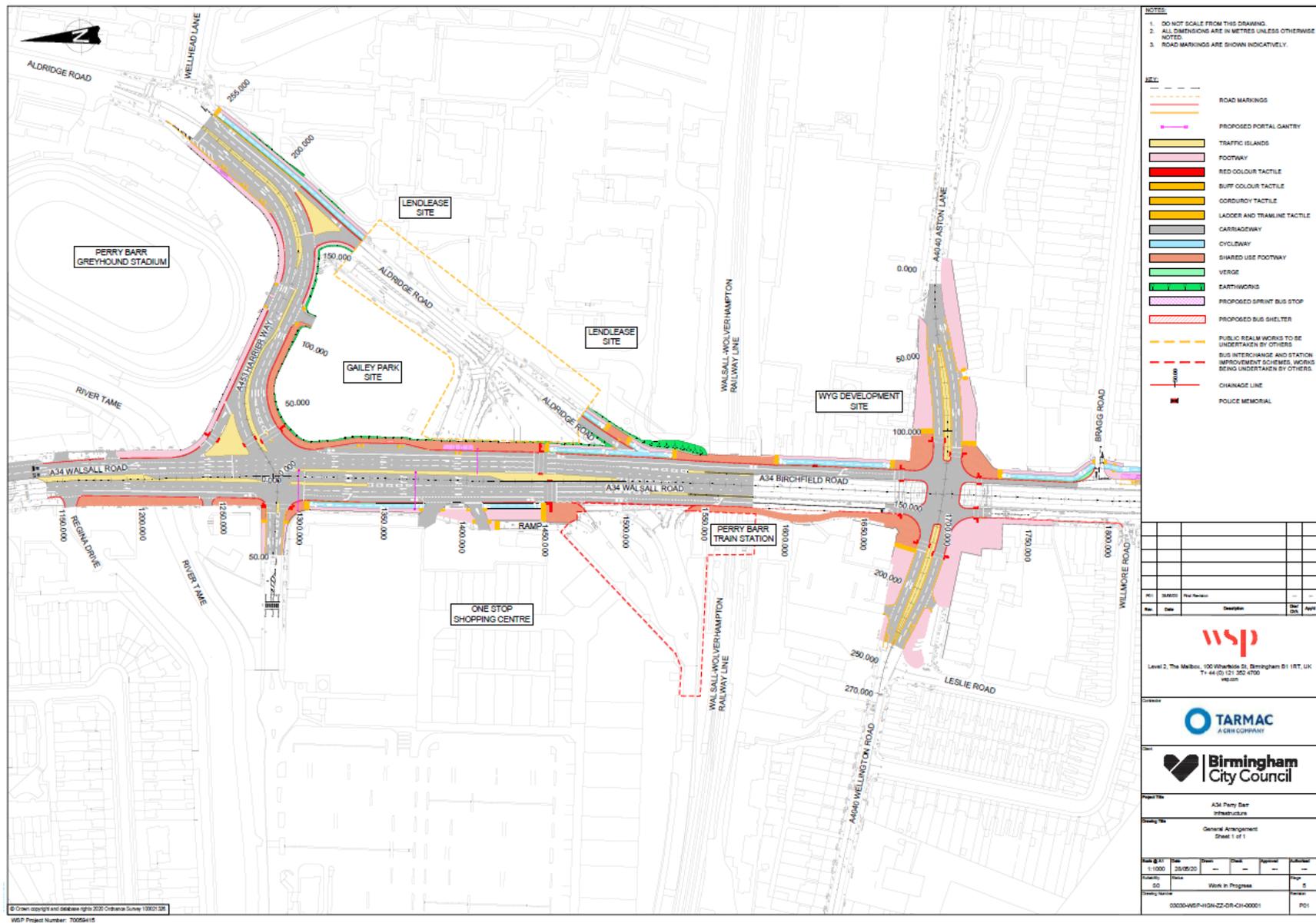
Making a positive difference every day to people's lives



Transport for
West Midlands

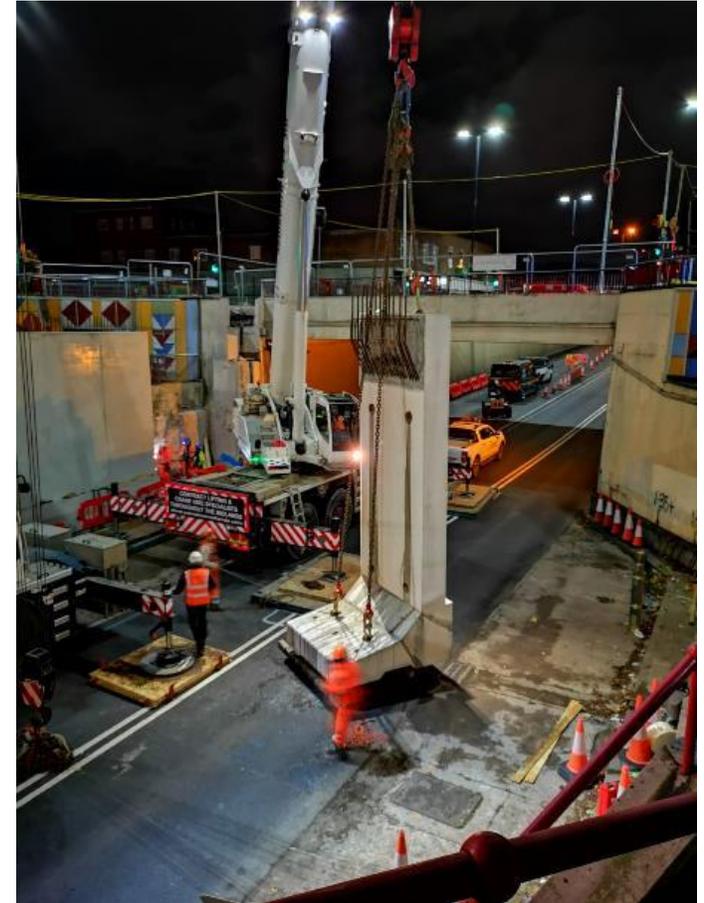


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Progress to Date

- Started Works June 2020, working mostly in following areas:
- Harrier Way and Aston Lane/Wellington Rd:
 - Divert Utilities equipment
 - Lay new drainage
- New Birchfield Bridge:
 - Demolish footbridge
 - Construct East Abutment
- Scheme on programme to complete December 2021.
- Scheme remains on budget





Making a positive difference every day to people's lives



Stakeholder Engagement

- Launch for Phase 1 of scheme May 2020
- Weekly Bulletins of forthcoming works
- BCC Perry Barr website page
- Journey planning page on West Midlands Network website
- Launching of Phase 2 of scheme shortly

Phase 2 (commencing Jan 2021)

- Northern End
 - Close flyover
 - Prepare flyover for demolition
 - Dismantle Flyover deck
 - Break down flyover ramps
 - Construct new junction with Harrier Way
- New Birchfield Bridge
 - Construct West Abutment
 - Lift in Main deck beams



Outline Traffic Mitigation Measures

- So far:
 - First weekend closure of underpass to demolish footbridge was successful. Good coordination with UTC, TfWM, Highways England, NX and One Stop.
 - Temporary Traffic signals installed at Birchfield Island. Bus priority lane to island installed.
 - Installation of East Abutment was carried out in a series of overnight closures, rather than a weekend closure.
 - Travel Demand Management communications with TfWM
- Going forward:
 - Reviewing initial TM proposals to improve traffic flow whilst flyover demolished and new junction constructed.
 - Wider mitigation measures with TfWM

Cross Partner Mitigation of Impacts Programme

Anne Shaw – Director Network Resilience TfWM

Context



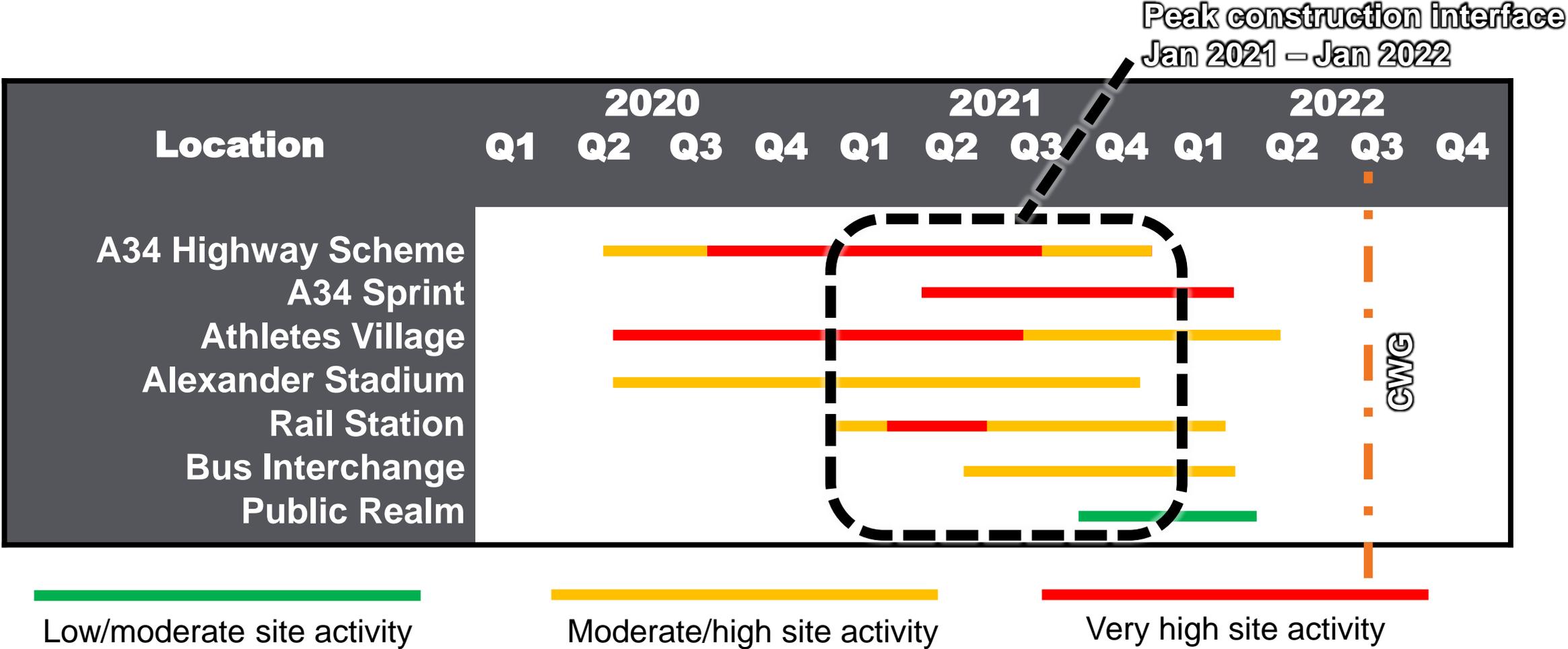
- 7 key capital projects to be delivered simultaneously, all projects have construction interactions
- Perry Barr Rail Station c. 600,000 pax annually.
- A34 one of the busiest routes into Birmingham – c. 50,000 veh & 23,000 bus pax daily
- Perry Barr Infrastructure Co-ordination Group established in Sept 2018 to coordinate & manage project scheduling
- Perry Barr Mitigation Action Plan was developed taking an evidence-based approach to create a short list of mitigations to manage the impact of most disruptive periods of works.
- This package of mitigations was approved through a full business case in August 2020.

Governance

- A major success in developing a cross partner mitigation programme has been the level of governance applied to the process.
- The flow chart below shows the level of approvals required to ensure co-ordination is achieved and mitigations are targeted to specific events/conflicts across the capital works programme.



Programme Interfaces



Headlines

- Peak disruption likely from January 2021 till early 2022
- Micro-simulation modelling suggests journey times could increase significantly on A34 and Aldridge Road in AM and PM peak as a result of some of the most disruptive TM phases and scheme interactions and without mitigations.
- Phase 2 of the Highways scheme including the flyover demolition has the potential to generate the most disruption for the first 5 months of 2021. This will include some short term diversions of A34..
- Signal related mitigation tested in Micro-simulation models are effective and could result in journey time savings of approx. 6 mins on some routes.
- Sprint interaction from March 2021 could present further operational complexities along A34
- Rail Station works could present issues with highways scheme TM from April 21

Targeted mitigation

- In response to peak construction activity in early 2021, a **targeted package of mitigations and measures** have been developed to minimise any disruption that could be associated with this.
- These have been developed through the Cross-Partner Mitigation Group and bus team partners and will support both bus and general traffic movements. These will be **in place from January 2021 and include...**

Targeted communication and travel demand management measures with local businesses, residents and key groups ahead of flyover demolition and combined disruption in 2021. This will present targeted messages warning of potential disruption and advising on alternative travel arrangements.

Optimised traffic signals along the A34 and in the area around Perry Barr to allow for reactive network management and to give priority to diverted A34 traffic (if required)

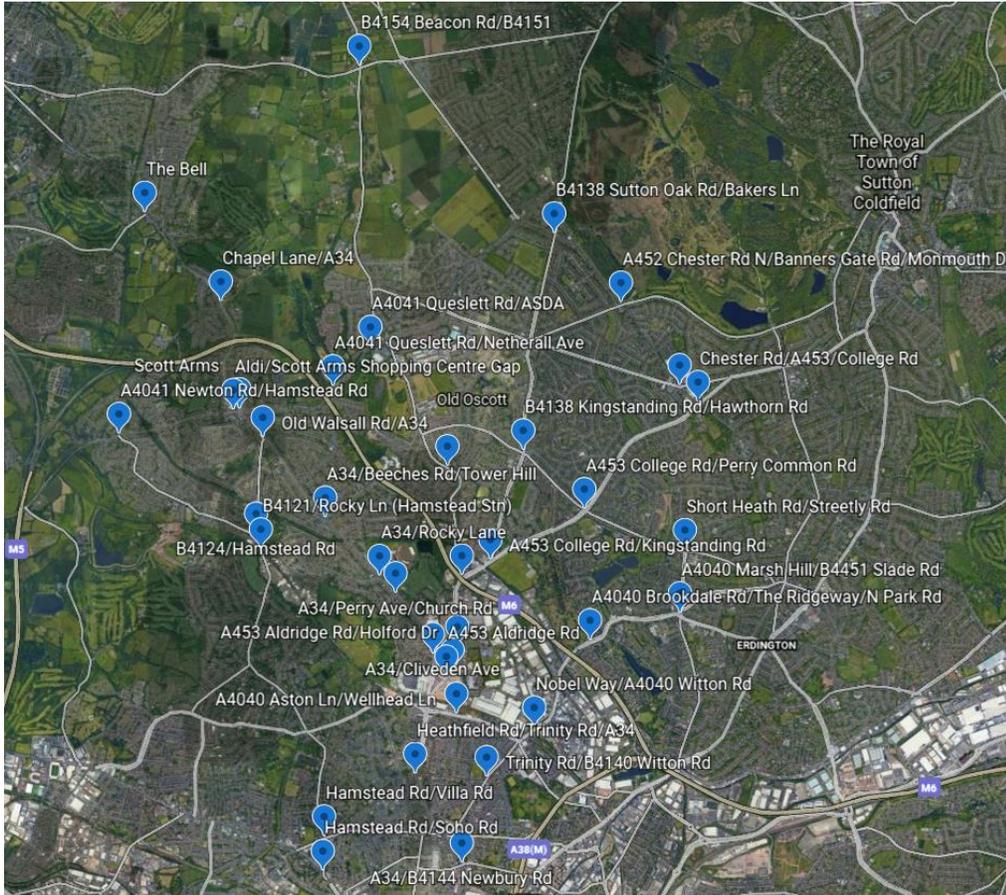
Increased lane capacity as a result of TM measures resulting in improved flow for diverted traffic

Ongoing traffic management working groups to ensure the most optimal TM solutions are in place for the flyover demolition and subsequent TM layouts/scheme interactions

24hr TM crews on standby to manage incidents in works area.

Temporary traffic signals to manage flows (if required)

Mitigation extents



Signal Upgrades (including bus priority) & CCTV Locations

New CCTV cameras to monitor flow and through Regional Traffic Co-ordination Centre (RTCC), communicate messages to the public and key stakeholders

New ANPR cameras to monitor journey time and through RTCC, communicate real time journey times to the public and key stakeholders.

New mobile VMS units at key decision points to display key messaging and diversions away from the A34 (supported by ANPR and CCTV)

Protocols in place to use Highways England VMS to divert traffic away from A34 in the event of major disruption.

Real time monitoring of network performance through dedicated Monitoring and Evaluation Plan to identify where, if appropriate, further mitigations are required.

Travel Demand Management (TDM)

- TDM support is provided by a full-time employee from TfWM and BCC which are both sponsored by investment leads.
- During October, TfWM held 14 inception meetings with key businesses and large trip generators in Perry Barr. A further 4 meetings with sites have been put on hold due to reduced site operations but ongoing contact remains place.
- Inception meetings have outlined the wider regeneration and traffic management schemes in addition to the support and comms we offer to help sites plan ahead and keep moving.
- On Nov 11th TfWM and BCC delivered a joint webinar to education sites across Birmingham, Sandwell and Walsall advising them of the upcoming disruption as a result of the flyover demolition and the TDM support on offer.
- In early Dec (date tbc) TfWM will run a webinar to businesses outlining the flyover demolition and traffic management plan for the duration of the flyover works in addition to the support on offer.
- TDM comms will also be circulated to businesses in early December informing them of the traffic management in place for the flyover demolition and travel advice.
- The Perry Barr travel survey will be launched the week commencing 16th Nov to residents, education sites and businesses which will allow for modal split comparisons to Nov 2019 and pick-up travel behaviour and current feelings towards the transport scheme.
- Both TfWM and BCC are jointly working on a updated version of the TDM Strategy that was approved by BCC Cabinet in Sep 2019. This will be ready for submission in the coming weeks.
- Our up to date campaign page provides more information on the scheme and travel advice:

<https://www.networkwestmidlands.com/plan-your-journey/major-roadworks-and-events/perry-barr-regeneration/>

Communications

In collaboration with BCC we are delivering a coordinated comms campaign for phase one of the highway programme, focused on the four pillars of the congestion management plan:

- Re-moding: getting people to use alternative modes of transport
- Re-routing: getting people to use alternative routes
- Re-timing: spreading peak journeys
- Removing/reducing: asking people to consider working from home

We will do this through our communication and engagement channels (in conjunction with BCC),

- Inform residents, businesses and visitors of what is happening to the road and how this affects the pu
- Provide a consistent and joined up message and ensuring appropriate alternative travel advice given
- Encourage people to consider how they travel and to make a change where possible.
- Promote Perry Barr Regeneration and benefits to the local area.

Using the 'West Midlands Planned Disruption Branding' we have created a consist message across all TDM surges, with a single source of travel information/advice on the West Midlands Network website.

To date we have worked with partners, including National Express, to maximise messaging around key TDM surges to ensure the travelling public are aware of any upcoming disruptions and have the information needed ahead of time to keep them moving.

We are in the process of planning for phase two of the highway programme (with the inclusion of the flyover closure/demolition) to ensure businesses, residents and commuters continue to receive timely, clear and accurate travel advice to minimise impact to their journeys.

