

Local Pinch Point Fund



Department
for Transport

Expression of Interest Form: 2021/22 and 2022/23 proposals

This form is for proposals to be funded by DfT in 2021/22 and 2022/23. Proposals should demonstrate the benefit to local businesses, and improvements to productivity on completing the project. The proposal should indicate the range of funding sought from the Department for Transport, e.g. £5 million to £10 million, £10 million to £15 million, or over £15 million.

The closing date for Expressions of Interest is **31 January 2020**.

For proposals submitted by components of a Combined Authority a separate EOI form should be completed for each one, then the CA should rank them in order of preference.

Applicant Information

Local authority name: Birmingham City Council (BCC) (in partnership with Transport for West Midlands (TfWM))

Manager Name and position:

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Combined Authorities

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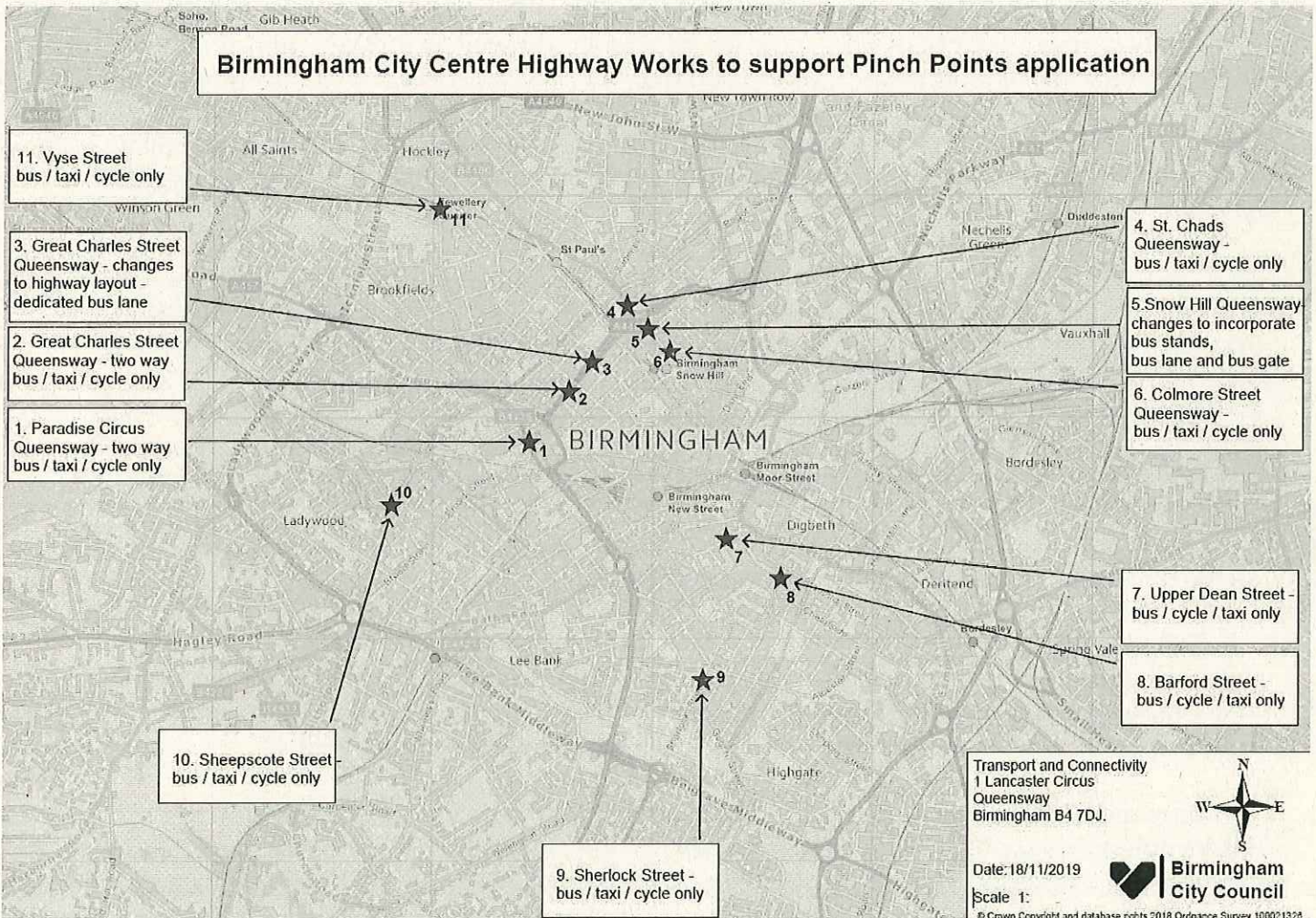
SECTION A – Description of works

A1. Name of proposal: City Centre Highway and Bus Priority Works to support the new proposed Birmingham Cross City Bus Corridors

A2. Geographic area:

Please provide information about the location of the proposal (in no more than 50 words):

This proposal includes 11 interventions located within Birmingham city centre as shown on the map below:



Postcode and grid reference information:

The outward code and grid reference (presented as: outward code; grid reference) for each of the 11 interventions shown above is given below:

- 1: B3; SP065870
- 2: B3; SP066871
- 3: B3; SP067872
- 4: B4; SP068874
- 5: B4; SP070873
- 6: B3; SP070872
- 7: B5; SP073864
- 8: B5; SP075861

9: B5; SP073860
10: B16; SP057866
11: B18; SP060879

A3. Description of existing problems and how the proposal would address them. Please set out which other options have been considered:

Introduction

This Expression of Interest outlines a set of highway and bus priority measures in Birmingham city centre that are aimed at supporting the delivery of the emerging Birmingham Transport Plan (BTP). The BTP prioritises active modes of travel and public transport and particularly in the city centre, aims to reduce private car mode share and improve pedestrian, cyclist and public transport permeability, journey times, and reliability. A key element of the BTP is the city centre 'traffic cells' initiative, which restricts the movement of private cars in the city centre preventing through movements which currently make up 40% of private car trips on the A38. This will be achieved by creating boundaries impermeable by private cars and areas that they can only access from the Birmingham Ring Road (A4540 Middleway). The BTP will complement the Clean Air Zone measures that are planned to be implemented in Birmingham city centre from July 2020 and will further improve the liveability of the city centre.

BCC anticipates that by restricting the access of private cars to the city centre, congestion will reduce and demand will shift to an improved public transport network. Therefore, the measures included in this EoI are aimed at improving bus access to the city centre by prioritising their movement. The proposals included in this EoI, fully complement the delivery of a programme of cross city bus priority measures across Birmingham that will unlock bus connections and expand the city's economic potential by dramatically improving access opportunities across different neighbourhoods. These proposals will ensure that buses carrying out cross city trips will be able to move reliably through the city centre.

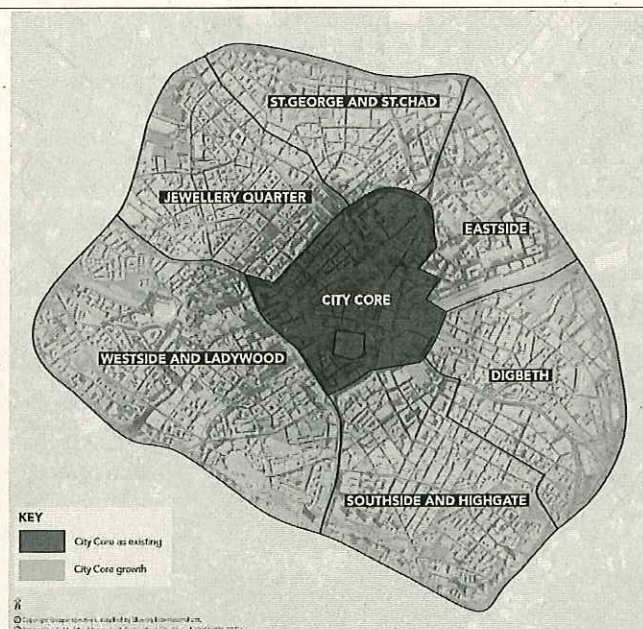
All the interventions proposed are focused on delivering:

- journey time improvements
- alleviating congestion
- increasing journey time reliability **for all users**
- releasing capacity on the road network by making bus travel more attractive.

The proposed interventions are part of a holistic programme that aims to deliver whole route corridor improvements through bus priority to maintain journey time reliability. At particular pinch points, junction improvements will be brought forward which have the potential to benefit all traffic. As part of these interventions we anticipate journey time reductions in both peak periods by an average of 30%.

Delivering on city centre growth aspirations

The city centre currently accounts for a third of Birmingham's total economic output. It supports 150,000 jobs and attracts £2 billion of shopping expenditure every year with a residential population of 30,000 people. By 2031, the city core will grow by 25% with 50,000 new jobs and 10,000 homes adding £2.1 billion to the city's economy each year.



HS2 will be a key catalyst for the city's growth. The new HS2 Curzon Station will unlock significant regeneration around Eastside and Digbeth and it is key that this area is integrated into the wider city centre. Reducing traffic at the same time as providing strong, attractive walkable routes will foster easy movement between HS2 and the rest of the city centre.

Birmingham city centre is one of the best connected areas in the UK with a large bus and rail network, but persistent unreliability and capacity constraints on the transport network continues. Over 450,000 car trips are made through and into/from the city centre each day and this is predicted to increase by 30% when taking into account growth to 2031 if the current situation continues.

Therefore, in light of this and the delivery of a CAZ within the city centre as detailed below, growth will be underpinned by a new approach to movement into and around the city centre focused on reducing the dominance of the car and transforming public transport infrastructure.

The emerging Birmingham Transport Plan and the city centre cells initiative

The emerging BTP 2031 describes what the city needs to do differently to meet the demands of the future. The plan contains a set of principles that will guide investment in transport so that it is able to serve a future Birmingham that is home to more people and that is a better environment in which to live and work. The BTP brings together the wide range of transport interventions planned for the city in order to dramatically reduce car dependency and transform the way Birmingham's citizens move in order to:

Tackle climate change
 Support inclusive growth
 Support equal opportunities in health, employment and education
 Create safe, healthy, sustainable environments where people want to live and work.

The BTP's actions are based on four 'big moves':

- Reallocating space away from private cars and towards public transport and active modes;
- Transforming the city centre through a well-connected network of pedestrian streets and public spaces integrated with public transport services, restricting through-movements for private cars, and repurposing the section of the A38 going through the city centre;
- Prioritising active travel in local neighbourhoods by putting people first and implementing a 20mph speed limit across all local roads;

-Managing demand through limiting, restricting and pricing parking, as well as repurposing land that is currently used for parking.

The BTP will be put to public consultation in early 2020.

Delivering the CAZ

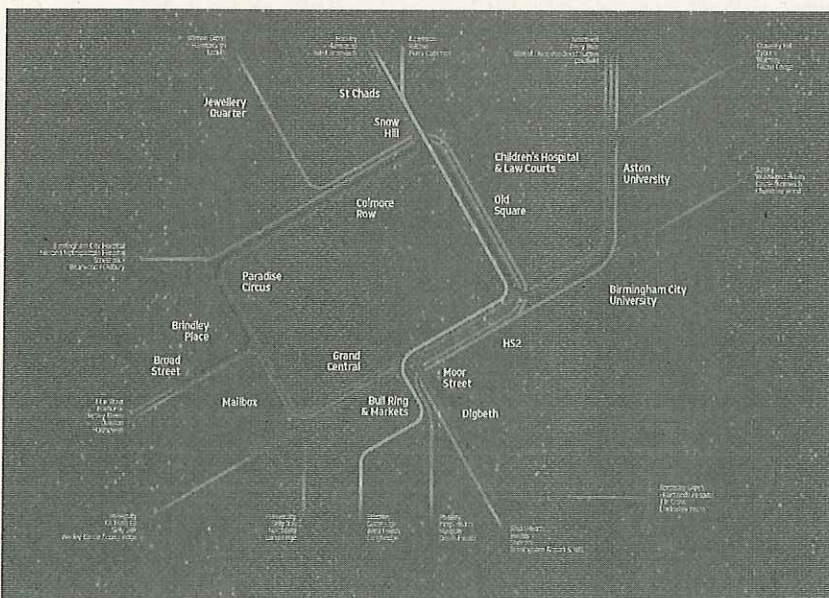
Poor air quality in Birmingham is acknowledged as a major public health burden; it is estimated that poor air quality is responsible for around 900 premature deaths a year in the city. To combat the health emergency caused by air quality, the Government issued the UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations in July 2017 which identified Birmingham as one of the areas experiencing the greatest problem with nitrogen dioxide exceedances. The Government's Plan requires the City Council to deliver the best Clean Air Zone option to achieve statutory nitrogen dioxide limit values within the shortest possible time.

A full business case for delivering a CAZ in Birmingham¹ has been approved and is due to be implemented by July 2020, with the city focussed on transferring at least 30% of existing car trips on to public transport. The scale of the bus network in the city means it will play a vital role in supporting this objective but in doing so, the bus network must be reliable and offer a realistic and attractive alternative to the car. Therefore, the emerging BTP measures and a cross city bus route strategy have been developed by TfWM, as detailed below.

Cross city bus routes

Bus travel is the transport lifeblood of the city, with an all too often undervalued role in powering the city's economy. Buses reach every corner of Birmingham, providing an essential mobility service to access employment, education, leisure and other key facilities as well as providing integration with other modes of transport. The scale and importance of bus use in the city centre is huge. In Birmingham city centre alone, 73 million bus trips are made each year, carrying over 10 million more passengers than generated by the four city centre rail stations (New Street, Moor Street, Snow Hill and Five Ways) and the entire Midland Metro network combined. With some radial corridors leading to/from the city centre, there are more trips made by people on buses during the peak periods than by car.

As the city grows, buses are flexible and able to deliver extra capacity quickly as well as carrying more people per sqm than the cars on our roads.



¹ https://birmingham.cmis.uk.com/birmingham/Decisions/tabid/67/ctl/ViewCMIS_DdecisionDetails/mid/391/Id/dbb0a2ee-0e5c-4c26-bb25-5e8ffac8066/Default.aspx

Map 2: Schematic representation of cross city bus routes

In addition, it is in the most deprived areas of the city where dependence on the bus is the highest; unemployment is high, skill levels low and car ownership well below the average. Bus is vital to unlocking job and skill catchments, opening economic participation, increasing productivity and enhancing social capital. These areas are reliant on the bus network but people are being held back from reaching their potential by reduced catchments caused, in part, by delay and unreliability.

Building on the strong foundations of partnership already in place through the West Midlands Bus Alliance, Transport for West Midlands (TfWM), National Express West Midlands (NX) and Birmingham City Council (BCC) are working together to deliver a renaissance for buses in Birmingham, underpinned by a new network of XC bus routes. XC will increase capacity and accessibility on the transport network through making bus travel more attractive and providing new connections to trips attractors, freeing up road space for other modes of transport to support the city's continued growth agenda. XC routes will complement the wider BTP strategy alongside committed Sprint (Bus Rapid Transit - BRT), Metro (Light Rail Transit) and rail schemes to deliver a truly integrated multi-modal city, creating a genuine step change in intra-city connectivity, increasing the city's effective size and providing links to new productive socio-economic markets.

What is proposed?

The measures proposed to be delivered through the Local Pinch Point Fund are envisaged to be a mixture of highway improvements to accommodate additional bus stops or dedicated bus lanes, new bus gates and changes in highway layout to restrict the through movement of private cars in Birmingham city centre. All these measures are aimed at reducing congestion within the city centre and ensuring a better customer experience including improved journey times and reliability on the existing and future transport network.

The schemes that are being considered will restrict private vehicle traffic from accessing specific sections of roads in the city centre, thus dedicating these sections to taxi, bus, and cycles only. These restrictions will significantly improve the movement of buses and will support the implementation of the city centre cells initiative. So far, the restrictions being considered, along with complementary interventions, are as listed below and shown on Map 1:

1. Paradise Circus Queensway – two-way bus, taxi and cycle only (Broad Street to Cambridge Street)
2. Great Charles Queensway – two-way bus, taxi and cycle only (Paradise Circus Queensway to Margaret Street). This includes provision for further bus stops along Great Charles Queensway and Margaret Street and a bus gate at the junction between Margaret Street and Cornwall Street.
3. Great Charles Queensway – changes to highway layout along Great Charles Queensway on the approach to the A38 on slip between New Market Street and St Chads Circus to accommodate a dedicated bus lane along Great Charles Queensway.
4. St Chads Queensway – bus, taxi and cycle only (between Old Snow Hill and A4040 u-turn).
5. Snow Hill Queensway – reconfiguration of Snow Hill Queensway between St Chads Queensway and Colmore Circus Queensway to incorporate bus stands, a dedicated bus lane and a bus gate.
6. Colmore Circus Queensway – bus, taxi and cycle only (between Snow Hill Queensway and Weaman Street).
7. Upper Dean Street – two-way bus, taxi and cycle only (Dean Street to Moat Lane).
8. Barford Street – two-way bus, taxi and cycle only (Cheapside to Bradford Street).

9. Sherlock Street – two-way bus, taxi and cycle only (MacDonald Street to Gooch Street).
10. Sheepcote Street – two-way bus, taxi and cycle only (Symphony Court to Grosvenor Street West).
11. Vyse Street – two-way bus, taxi and cycle only (Pitsford Street to Hockley Street).

These schemes are currently being developed and can be delivered in the timeframe for this proposal. Further bus priority measures are currently being investigated within the city centre and this proposal also includes for the further development of these.

In addition, a number of 'quick wins' have been identified that can be delivered in a short timescale and can provide early improvements in preparation for the implementation of the traffic cells initiative. These include:

- 1) Bromsgrove signage – Current signs direct drivers travelling from the north of Birmingham towards Bromsgrove to take the A38 through Birmingham city centre. The cells initiative will sever access to the A38. Therefore, an early intervention that will facilitate the delivery of the cells initiative will be to amend existing signage to direct traffic to travel around the city centre, along the A4540 Middleway.
- 2) Mailbox signage – Current signs direct drivers approaching the Mailbox from the north or the south to follow the A38. The cells initiative will restrict private cars to accessing the Mailbox only from the south. Therefore, an early intervention to support the delivery of the cells initiative would be to replace existing signs at Dartmouth Circus, which are directing vehicles travelling from the north to access the Mailbox through the A38, with new signs that direct drivers to use the A4540 Middleway and approach the Mailbox from the south.

SECTION B – The Business Case

B1. The Financial Case – Project Costs and Profile

Please indicate the anticipated cost of the proposal in the table below. **Figures should be entered in £000s** (i.e. £10,000 = 10).

Funding profile (Nominal terms)

£000s	2021-22	2022-23
<i>DfT Funding Sought</i>	£3,500	£3,500
<i>LA Contribution</i>	£500	£500
<i>Other Third Party Funding</i>		

Notes:

- 1) Department for Transport funding will be granted in the 2021-22 and 2022-23 financial years but local highway authorities may carry that funding over to following financial years if necessary.*
- 2) There is no specific amount for a local contribution by the local authority and/or a third party but if additional funding is proposed please state what this is expected to be.*

B2. Timetable

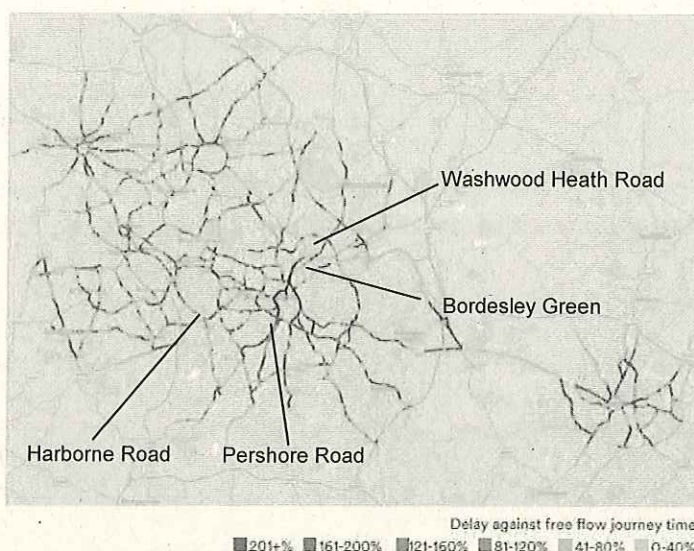
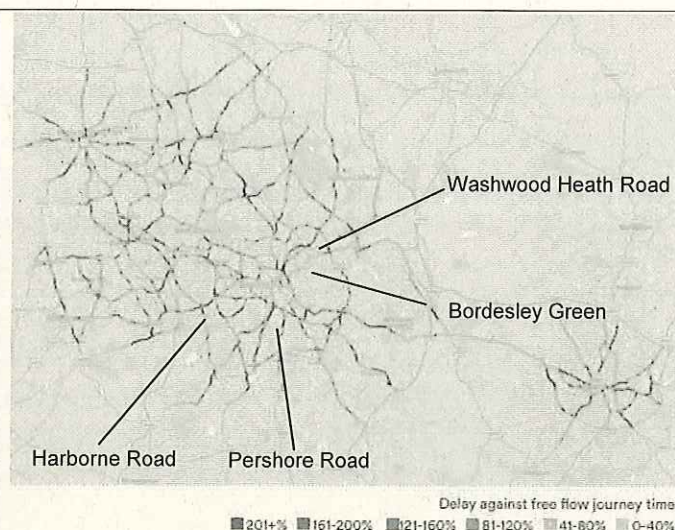
Proposed start date: Q2 2021

Estimated completion date: Q4 2023

B3. Further information in support of the proposal

This section provides additional information on the traffic and delay conditions across Birmingham, demonstrating the need for measures to alleviate congestion and improve journey times across the city. The delays at the locations presented below are expected to be addressed through the implementation of the cross-city bus corridor programme that is presented in Section A.3. The proposition involves the delivery of bus priority and highway improvement on five key radial routes into Birmingham city centre, which together will deliver lines 2 & 3 of the cross-city programme: Birmingham North-South and Birmingham East-West. The corridors have been selected based on an initial feasibility study completed which has identified significant scope for journey time savings and potential to unlock major trips generators, particularly across the city centre. This will have the effect of increasing the city's effective size and helping to close the productivity gap while they fully align with the proposals included in this EoI, and combined can deliver a step change in public transport travel across Birmingham.

The figure below shows the extent of delay on Birmingham:

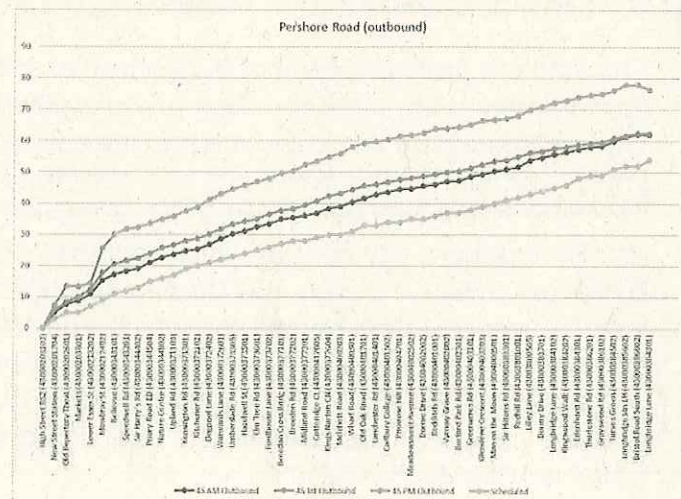
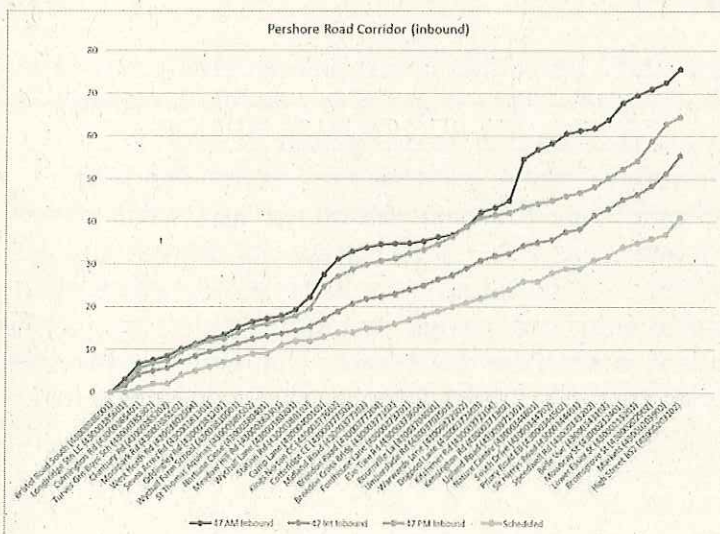


A441 Pershore Road

The A441 Pershore Road corridor carries c.30,000 vehicles daily forming part of the wider regional Key Route Network (KRN) which comprises the principal routes within the region, serving the main strategic demand flows of people, goods and services and providing connections to the strategic road network.

The A441 forms part of the Birmingham cross city KRN, linking M42 J2 within Birmingham city centre. In a local context, the A441 provides important links into the city centre from the urban areas of Longbridge, Cotteridge and Stirchley. The corridor provides eleven buses per hour, generating five million bus trips annually.

The corridor experiences severe congestion at peak times along the majority of the route between Stirchley and Birmingham. This has a detrimental effect on bus reliability and journey times with a number of junctions along the route forming some of the most congested in the region². The graph below shows bus journey times relative to timetable journey time, demonstrating the significant congestion challenges faced by bus services along the corridor. Delay created in the AM peak is particularly pronounced.

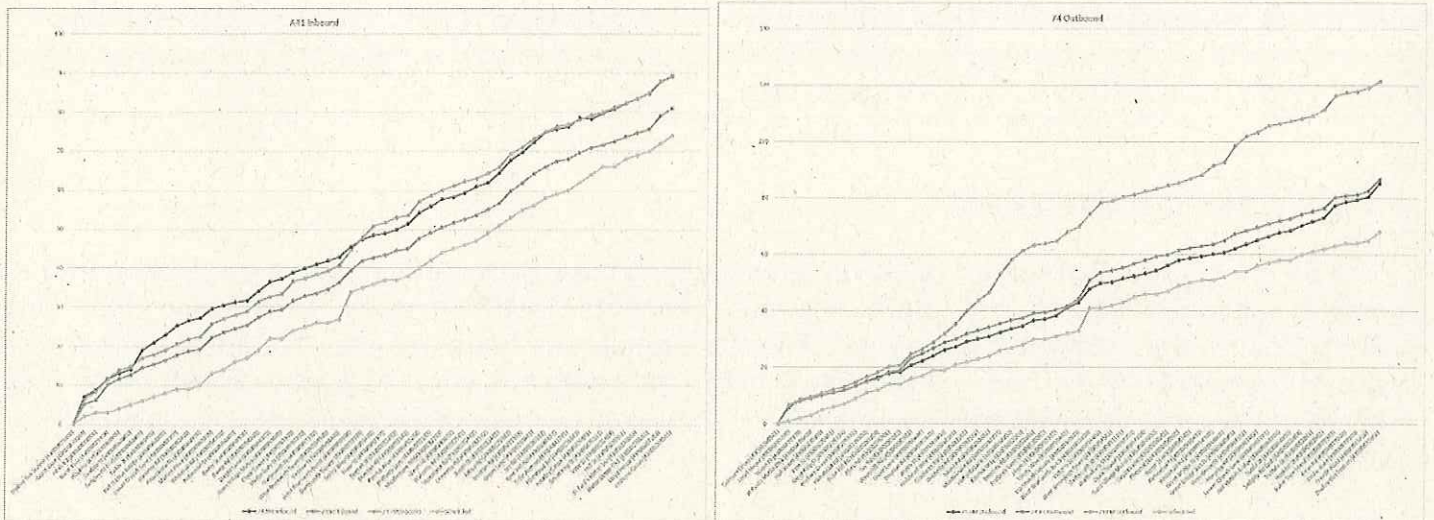


A41 Soho Road

² <https://www.tfwm.org.uk/media/3030/1-birmingham-cross-city.pdf>

The A41 Soho Road corridor carries c.25,000 vehicles daily forming part of the Birmingham to Black Country Key Road Network (KRN), linking Birmingham city centre with Wednesbury, West Bromwich and Wolverhampton. The corridor provides fifteen buses per hour, generating seven million bus trips annually.

The graph below shows bus journey times relative to timetable journey time. The graphs demonstrate that delay to services mean end to end journey times are up to 20 mins longer than scheduled journey times with particular pinch points along the route which create spikes in journey times.

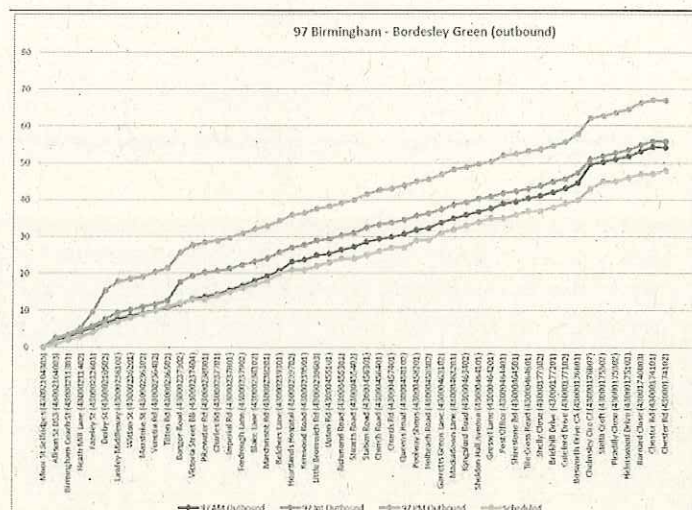
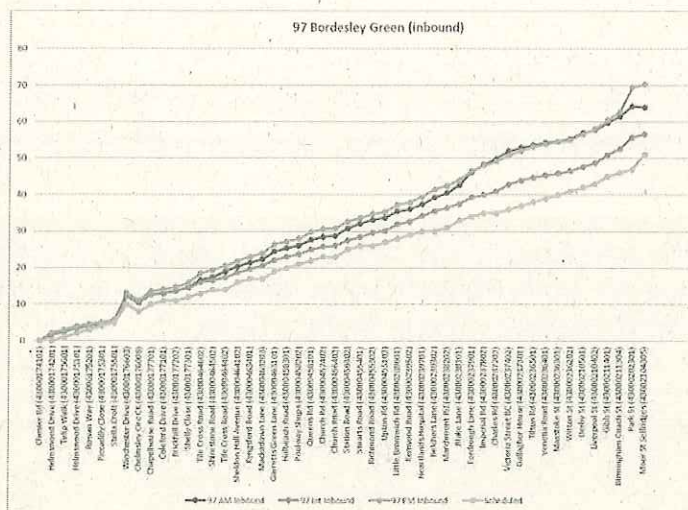


B4128 Bordesley Green

The B4128 corridor is an important radial route connecting the East Birmingham North Solihull (EBNS) regeneration area to economic activity within Birmingham city centre. The route connects Chelmsley Wood, Stechford and Bordesley Green. The EBNS area contains some of the most deprived wards in the UK, where relatively high unemployment is coupled with a residual workforce that is relatively unskilled. Combined with low levels of car ownership, where only half of all residents have access to a car, the area has long been a focus of policy to drive growth and enhance social capital with connectivity at its heart.

The corridor provides connectivity to fifteen buses per hour, generating nearly 5 million passengers a year. The route does however experience persistent congestion at peak times, which has a detrimental effect on bus reliability and journey times³. The graph below shows bus journey time relative to timetable journey time, demonstrating that AM and PM peak end to end journey times are 20 mins longer than the scheduled journey times.

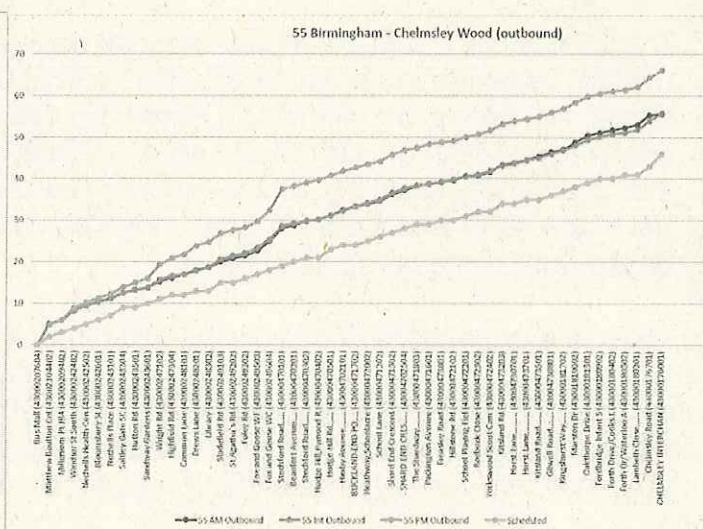
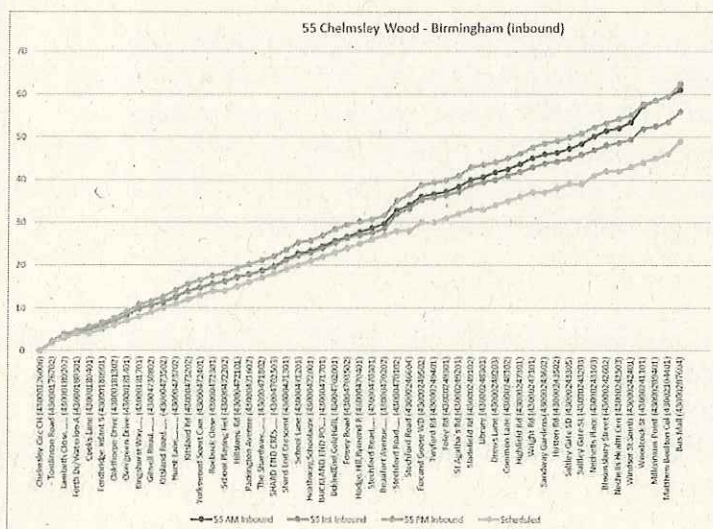
³ <https://www.tfwm.org.uk/media/3030/1-birmingham-cross-city.pdf>



B4114 Washwood Heath Road

The B4114 corridor is a further radial route connecting the EBNS regeneration area to economic activity within Birmingham city centre. The route connects Castle Bromwich, Washwood Heath and Alum Road with Birmingham city centre. The route generates traffic volumes of 20,000 vehicles a day and 10 bus services per hour, generating 4 million passengers a year. As above, EBNS area contains some of the most deprived wards in the UK, where relatively high unemployment is coupled with a residual workforce that is relatively unskilled.

The graph below shows bus journey time relative to timetable journey time, demonstrating that bus services experience significant delay. The PM peak is most pronounced where end to end journey are over 20 mins longer than the scheduled journey times.

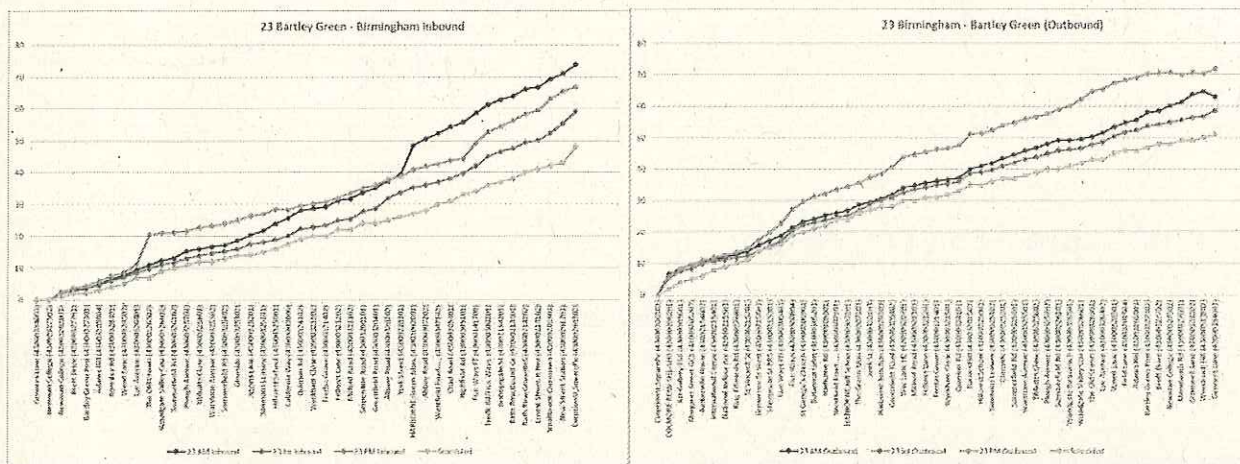


Harborne Road

The B4284 Harborne Road corridor forms part of the West Birmingham KRN, linking South Birmingham, Halesowen and Stourbridge with Birmingham city centre. The corridor generates fourteen buses per hour and 5 million bus passengers each year. In a local context, the corridor serves the areas of Selly Oak, Edgbaston, Bartley Green and Harborne.

Residents of Bartley Green and Harborne moreover do not benefit from rail connectivity nor is any further rail/mass transit proposed in these areas within the region's or city's transport delivery plan. The bus therefore plays a vital role in supporting accessibility for the people living and working in these areas; it is, therefore, unsurprising that more people travel on buses between Harborne and the city centre than any other road user, including those in cars.

Bus journey times are significant with the AM peak experiencing particular levels of delay with end to end journey times over 20 mins longer than scheduled journey times. Delays become most pronounced as buses route through Harborne.



SECTION C: Declarations

C. Senior Responsible Owner Declaration

As Senior Responsible Owner for Transport and Connectivity I hereby submit this request for approval to DfT on behalf of Birmingham City Council and confirm that I have the necessary authority to do so.

I confirm that Birmingham City Council will have all the necessary powers in place to ensure the planned timescales in the application can be realised.

Name: Phil Edwards

Signed:

Position: Assistant Director



Submission of Expression of Interest:

The deadline for the Expression of Interest submission is 5pm on **31 January 2020**
Successful proposals for EOIs in the Local Pinch Point Fund are to be funded by DfT in 2021/22 and 2022/23.

There are two phases to the application process:

- this Expression of Interest stage where we will assess the proposal based on the eligibility criteria as set out in Section 3 of the published Guidance.
- for authorities successful in passing to Phase 2, we will expect a further and detailed submission. Further guidance will be issued to the successful authorities when they are notified

An electronic copy only of the EOI should be submitted to:

LT.Plans@dft.gov.uk copying in Paul.O'Hara@dft.gov.uk