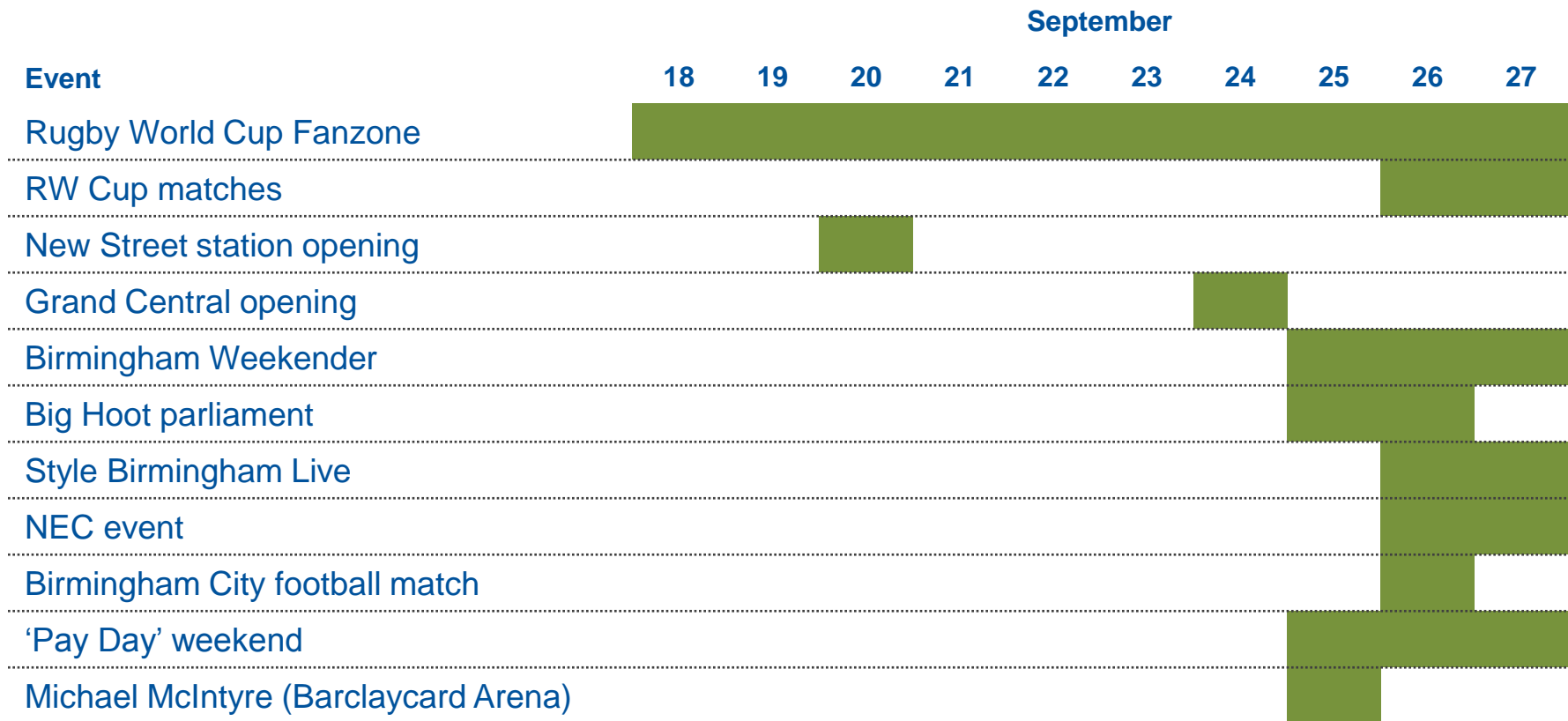


September Events 2015

Outline of transport plan

List of key events in late September



Other key events in September include: Moseley Folk Festival, (4 – 6 September), Heritage Week (10 – 17 Sept) and BikeFest (13 Sept)

Within the council we have a multi service team in place



We are working closely with all of our partners across the city



John Lewis

GRAND CENTRAL
BIRMINGHAM

Summary of transport plans to date

- M6 Restrictions lifted
- Some restrictions lifted at Paradise Circus and emergency route through site to be provided
- Temporary Closure of Hurst Street/Smallbrook Queensway (to reduce traffic on Hill Street and around Holloway Circus)
- Utility works on Holloway Circus completed and restrictions lifted
- All S278 works around the station due to be completed
- Metro works – pavement works completed and all barriers/hoardings removed from around the station
- Pedestrian movements modelled and mitigations prepared within New Street Station and Grand Central
- Taxi Management Plan under consultation
- Strategic Locations for emergency services to be stationed for quick response
- Dynamic intervention with traffic signals
- Park and ride sites confirmed for Rugby World Cup
- Buses being procured to service park and ride sites, bus routes planned
- As a resilience plan buses being procured for passengers to alight at Birmingham International if problems arise at New Street
- Walking route agreed from Fan Zone to Villa Park

Broad transport issues to be considered

	Theme	Key Issues	Considerations
1	<i>Safe movement of pedestrians</i>	<ul style="list-style-type: none"> ▪ Movement between event sites and To / From transport interchanges (e.g. Rail Stations, car parks, park and walk sites, etc) ▪ Pinchpoints due to physical constraints on footway widths from major roadworks and development sites. 	<ul style="list-style-type: none"> ▪ Identification of promoted walking routes, and establish extent of Roadworks permitted on key routes ▪ Interaction with other events' promoted pedestrian routes ▪ Ensure adequate resources are in place to react to incidents on the Network ▪ Pedestrian management at identified pinchpoints
2	<i>Physical constraints on road network due to ongoing highway works</i>	<ul style="list-style-type: none"> ▪ Additional congestion on primary network ▪ Reduced capacity on key arterial routes and junctions ▪ Impact on incident management 	<ul style="list-style-type: none"> ▪ Timing of roadworks / closures to be minimise disruption to the network. ▪ Consideration to additional Parking Restrictions to aid traffic movement. ▪ Identify and avert potential Streetworks clashes ▪ Identify routes of potential increased traffic flow, and consider mitigations measures where possible.
3	<i>Adequate access to, provision and promotion of public transport</i>	<ul style="list-style-type: none"> ▪ Limited Car Parking within City Centre ▪ Public Transport being delayed by congestion on network ▪ Pedestrian access and capacity at Public Transport Interchanges ▪ Communication and publicity of alternative modes of transport 	<ul style="list-style-type: none"> ▪ Promotion of public transport facilities and encouragement of walking routes ▪ Establish potential coach parking and Park & Ride sites and safe routes to and from the sites for pedestrians ▪ Determining routing for public transport vehicles and minimising, where possible, delays to journey times. ▪ Clear communication strategy to inform and promote alternative modes of travel.
4	<i>Adequate access to, provision and promotion <u>event-specific</u> public transport</i>	<ul style="list-style-type: none"> ▪ Road Closures/ Restrictions ▪ Establishing signed routes to venues ▪ Identifying Crowd Gathering areas 	<ul style="list-style-type: none"> ▪ Establish potential coach parking and Park & Ride sites and safe routes to and from the sites for pedestrians ▪ Determining routing for event specific public transport vehicles and minimising, where possible, delays to journey times. ▪ Clear communication strategy to inform and promote alternative modes of travel.

Broad transport issues to be considered (cont.)

5	<i>Provision, promotion and management of City Centre parking</i>	<ul style="list-style-type: none"> • Capacity of car parks may not accommodate demand at peak time • Access routes to / from car parks affected by major roadworks • Pedestrian routes to and from events • Managing car park egress at peak periods 	<ul style="list-style-type: none"> • Clear communication strategy to inform of car parking strategy along with promoting alternative modes of travel. • Ensuring walking routes from main car parks are picked up as part of pedestrian routing strategy
6	<i>Adequate Management and control of event parking (I.e. RWC, Barclaycard Arena)</i>	<ul style="list-style-type: none"> • Determining access and egress routes to event car parks, and walking routes to and from the venues. • Car park capacities may be exceeded leading to addition demand on City Centre car parks, surrounding roads. • Managing car park egress at peak periods 	<ul style="list-style-type: none"> • Clear communication strategy to inform of car parking strategy along with promoting alternative modes of travel. • Ensuring walking routes from event car parks are picked up as part of pedestrian routing strategy • Event specific car park temporary traffic management plans to be implemented where appropriate.
7	<i>Address potential incident for management</i>	<ul style="list-style-type: none"> • requirements for likely incident scenarios • Identification of areas of concern on Network for incident management • Prioritisation of incident management in the event of multiple incidents occurring on the Network at same time. 	<ul style="list-style-type: none"> • Implement measures to minimise the delays resulting from an incident occurring on the network • Review of resources during the weekend to identify, manage and mitigate any incidents that may arise • Undertaking multi-agency desktop exercises on Incident management plans prior to event/s.
8	<i>Taxi and Private Hire Provision</i>	<ul style="list-style-type: none"> • Capacity of available Taxi ranks within City Centre • Indiscriminate over-ranking on key routes and around event venues impeding traffic flows 	<ul style="list-style-type: none"> • Review of Taxi ranking provision and consideration to additional ranking facilities where appropriate. • Communication strategy with representatives of Taxi and Private Hire Trade to positively engage with drivers.

Issues analysis and mitigation measures

Issue	Mitigation Measure	Residual Issues
1 <i>Risk of an incident occurring on part of primary network during the weekend.</i>	<ul style="list-style-type: none"> An Event Specific Incident Traffic Management Plan (Appendix One) will be in place, which may include actions such as the deployment of additional Incident Response Vehicles (IRV) and / or Vehicle Removal Vehicles (VRV) at strategic positions across the wider Network. 	<ul style="list-style-type: none"> Potential for IRV / VRV deployment position routes to be obstructed by vehicles and / or pedestrians accessing the events.
2 <i>High pedestrian flows conflicting with traffic flows.</i>	<ul style="list-style-type: none"> Where possible and practicable, segregation of pedestrians and vehicles will be provided, with road closures in place to facilitate this at key event locations. Marshalled crossing points where appropriate and promoted safe walking routes provided 	<ul style="list-style-type: none"> Issue of pedestrians walking and crossing road junctions on mass between event locations
3 <i>High pedestrian flows to being constrained by the physical highway layout / features, such as underpasses etc.</i>	<ul style="list-style-type: none"> For known pedestrian movements alternative pedestrian routes will be provided at identified locations of concern. Liaison with developers, contractors and key stakeholders to, where possible, remove temporary traffic management / site hoarding restrictions to maximise footway widths. 	<ul style="list-style-type: none"> Issue of pedestrians walking on mass entering into the carriageway or bunching up along pedestrian routes on the wider Network.
4 <i>Indiscriminate car parking obstructing traffic flows and emergency vehicle access.</i>	<ul style="list-style-type: none"> Additional Civil Enforcement Officer (CEO) resources to be deployed around Event Locations with prioritisation of action to vehicles parked presenting a road safety hazard. In addition Vehicle Recovery Vehicles will be positioned at key locations around the Event locations to remove vehicles obstructing emergency vehicle access. Public will be encouraged to utilise identified car park facilities where appropriate, or alternative forms of travel. 	<ul style="list-style-type: none"> Indiscriminate car parking occurring on wider Network outside the areas covered by increased enforcement activity. Civil Enforcement Officer routes to event areas obstructed by road closures, high pedestrian volumes and parked vehicles.

Issues analysis and mitigation measures (cont.)

- | | | | |
|----------|---|---|--|
| 5 | <i>Risk of Official Event vehicles conflicting with crowds / roadworks</i> | <ul style="list-style-type: none"> ▪ Official Event Vehicle routes to be identified and measures put in place to safeguard these routes from planned road works and/or pedestrians. | <ul style="list-style-type: none"> ▪ Potential for emergency roadworks to occur on key event traffic routes. |
| <hr/> | | | |
| 6 | <i>Significant traffic congestion build up on surrounding Network resulting from widespread road works / closures.</i> | <ul style="list-style-type: none"> ▪ Positive warning messages provided on M5 / M6 / M42 Motorway MS4 Matrix signs. Ability to close Motorway exit slip roads, positively re-direct motorists via MS4 if required as detailed within the Highways England Operational Order Plan (Appendix Two) ▪ Mobile variable message signs to be deployed on strategic routes ahead of, and during the events to provide advanced warning of significant delays expected as detailed within the Highways England Operational Order Plan (Appendix Two). Comprehensive Media and Communications campaign to inform public of events and expected disruption to the Network. | <ul style="list-style-type: none"> ▪ Number of alternative strategic diversion routes available restricted due to scale and spread of Events. |
| <hr/> | | | |
| 7 | <i>Risk of organised coaches to be delayed by traffic build up from road restrictions / closures implemented on strategic routes into the City</i> | <ul style="list-style-type: none"> ▪ Identified coach routes to be maintained clear where possible, and signed diversion routes should not conflict with designated coach routes, where possible. | <ul style="list-style-type: none"> ▪ Any significant delay to coach journey times may present an issue to Drivers Working Hours being exceeded. |
| <hr/> | | | |
| 8 | <i>Disruption to Public Transport Service provision.</i> | <ul style="list-style-type: none"> ▪ Early involvement with Centro on proposed road closures, and proposed diversion routes. To enable alternative service provision to be planned. | <ul style="list-style-type: none"> ▪ Bus journey times may be disrupted by displaced traffic from road closures. |

Issues analysis and mitigation measures (cont.)

9 <i>Incident occurring on Motorway / Trunk Road network simultaneous to City Centre restrictions / road closures.</i>	<ul style="list-style-type: none"> Highways England Operational Order Plan (Appendix Two) will be in place, with strategic diversion routes identified with due consideration to the planned road closures / restrictions as part of the respective events Limited residual capacity on Network may not be able to cope with multiple incidents occurring simultaneously.
10 <i>Risk of adverse weather conditions resulting in disruption to the Network and loss of greenfield car parking provision.</i>	<ul style="list-style-type: none"> Weather forecasts to be carefully monitored on the build up to the events by Birmingham Resilience Team and on the day by Silver Command Centre. Contingency measures such as alternative car parking provision should be built into the Event specific Management Plan Documents. Loss of greenfield car parks at key event locations will present an additional burden on City Centre car parks and / or local side roads.
11 <i>Overrunning Planned Road works may restrict capacity on Network during busy event period</i>	<ul style="list-style-type: none"> Deployment of dedicated restrictive working period covering event locations and key routes into City, with suitable contingency timeframe to ensure roadworks are completed / made safe well in advance. Close liaison with contractors to ensure roadworks are completed on time or made safe and pulled off site. Key routes outside the City boundary may not have similar temporary restrictions in force to restrict roadworks
12 <i>City Centre Car Parks may be oversubscribed</i>	<ul style="list-style-type: none"> Car parking strategy to identify and promote even use of all car parks within City Centre to spread the demand. Communication and promotion of Park & Ride facilities and other modes of transport to visitors to ease pressure on car parks within City Centre City Centre car parks may reach full capacity potentially leading to discriminate parking on Network from visitors unable to find suitable parking provision.

Issues analysis and mitigation measures (cont.)

13

Ongoing major redevelopment works restricting Taxi ranking provision within the City Centre

- Suitable temporary Taxi ranking areas to be provided, and review of additional provision if required.
- Effective communication with Taxi Licensing Association to positively engage with drivers and inform of Taxi provision during the event period.
- Inadequate ranking provision may lead to indiscriminate unauthorised Taxi ranking obstructing the network.

14

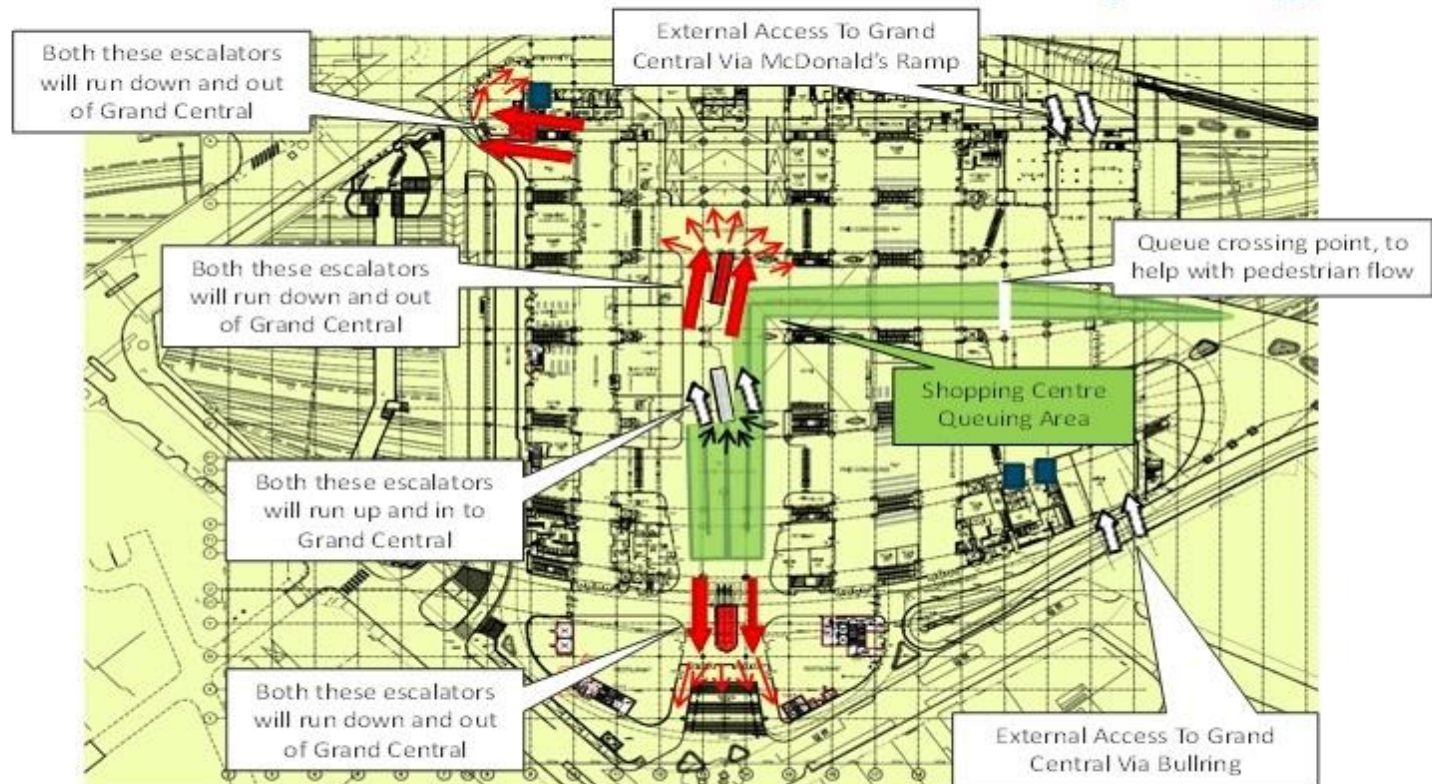
Reliance on Urban Traffic Management Control

- Ensure adequate resources are provided within the UTMC Control Centre to identify and react to issues on the Network.
- Adequate resources on site to respond to issues such as power outages, loss of communications links with UTMC equipment should they arise.
- Ongoing utility diversion works associated with the major re-developments are presenting an additional risk to service supplies.

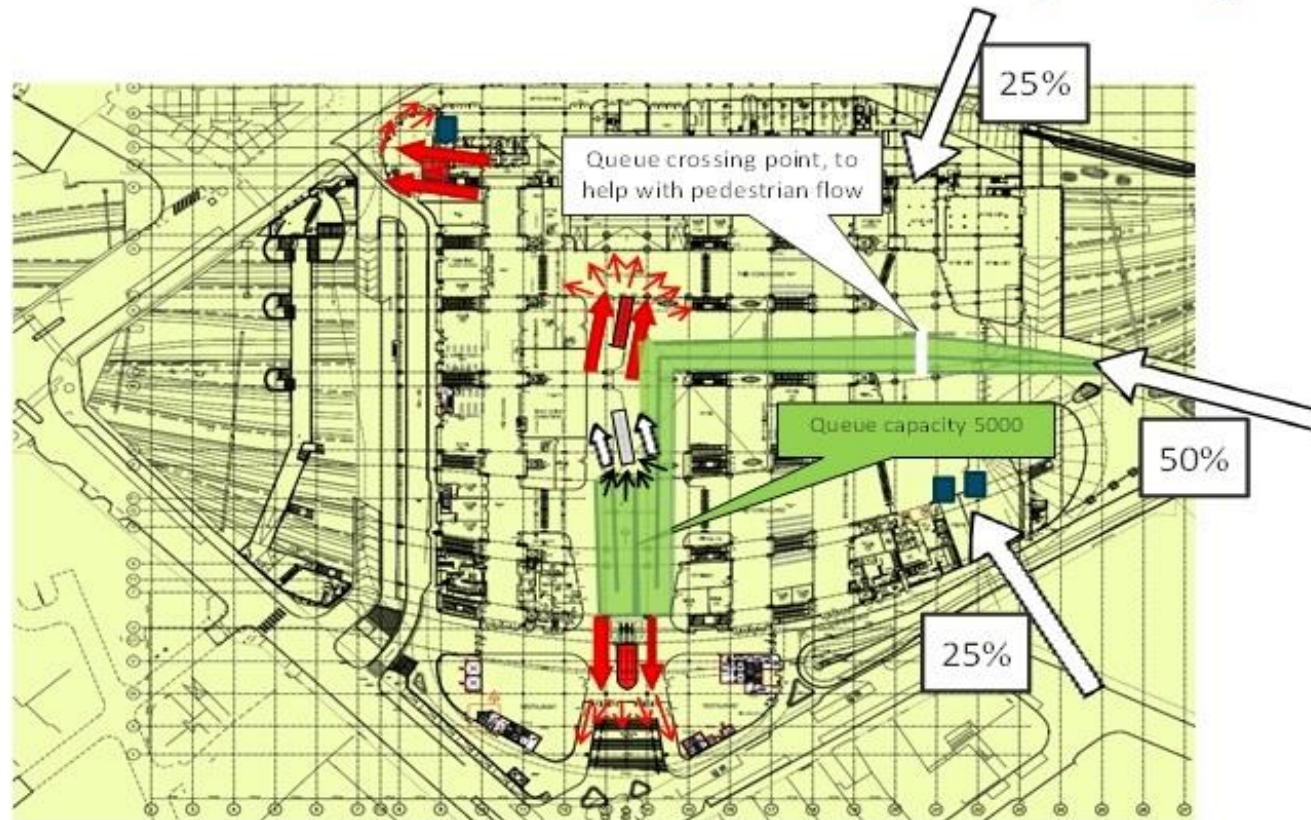
New Street station / Grand Central

- New Street Station opens 20th September
- Grand Central opens 24th September
- Pedestrian modelling undertaken and emergency plans devised
- Active management of pedestrians and queueing system within the station
- monitoring through station control room
- Coordination of people outside the station with other agencies
- Clear signage for exit points to key destinations
- Volunteers to guide visitors to events and appropriate exists
- Through train tickets for travel to Aston/Witton stations for rugby games
- Resilience plans in place

The Plan: Grand Central/John Lewis Opening

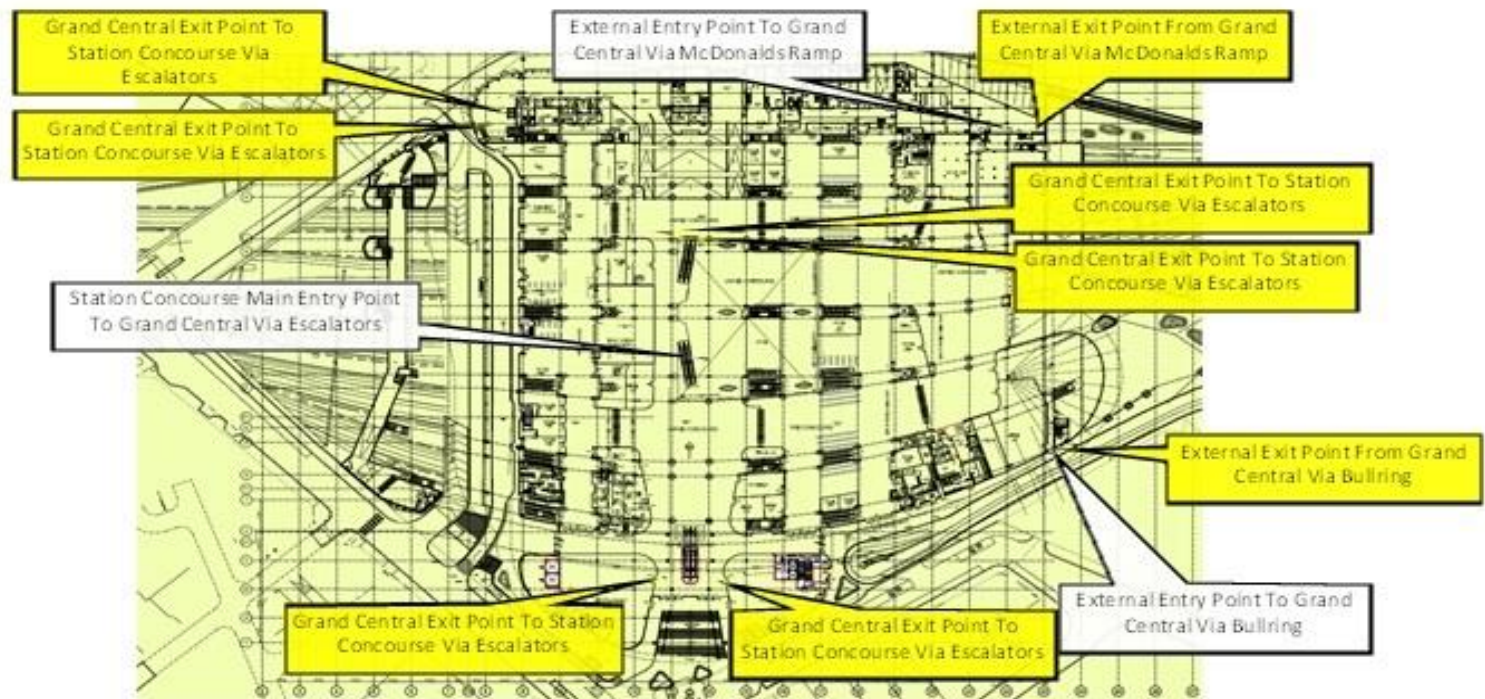


The Plan: Grand Central/John Lewis Opening

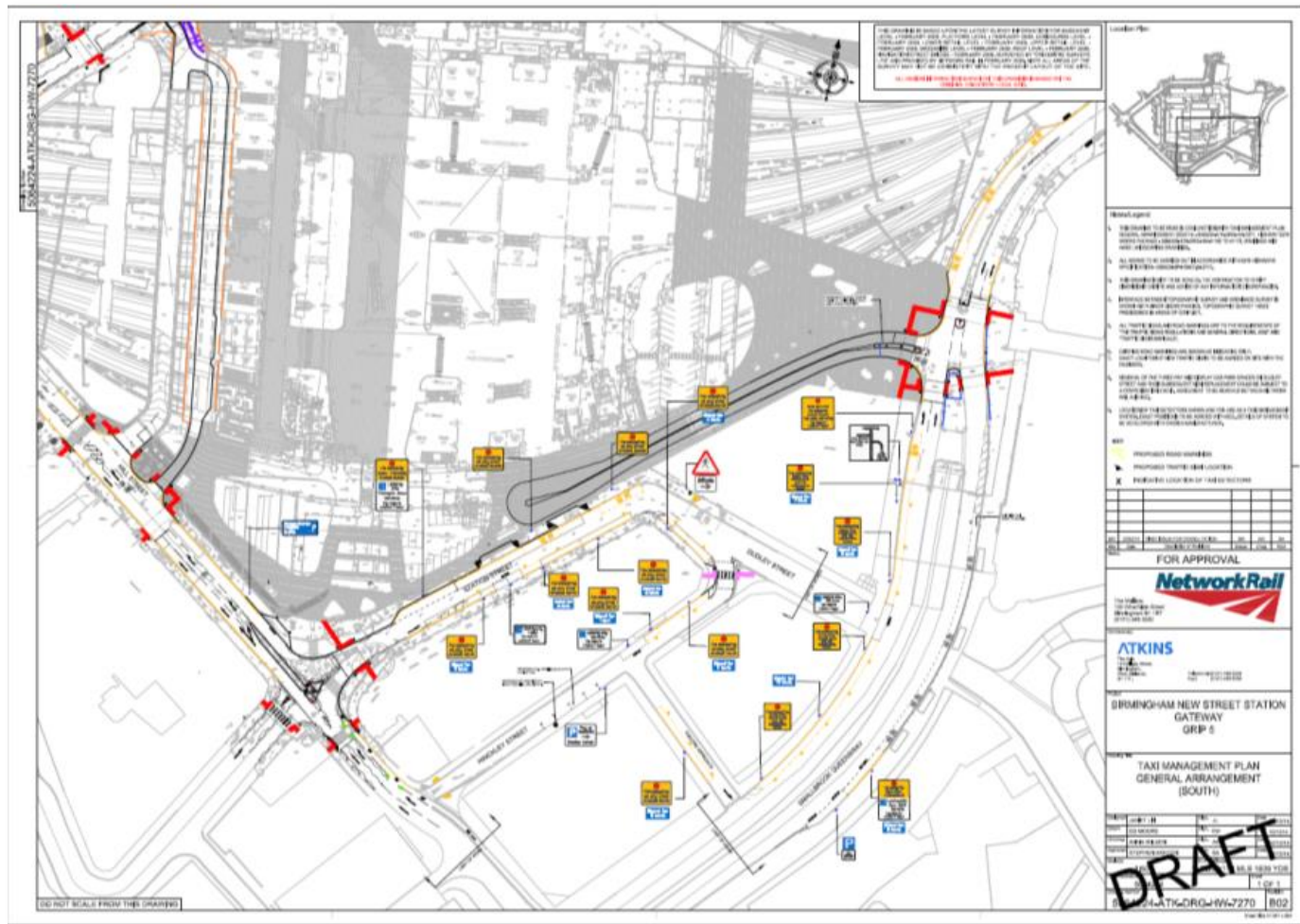


The Plan: Grand Central/John Lewis Opening

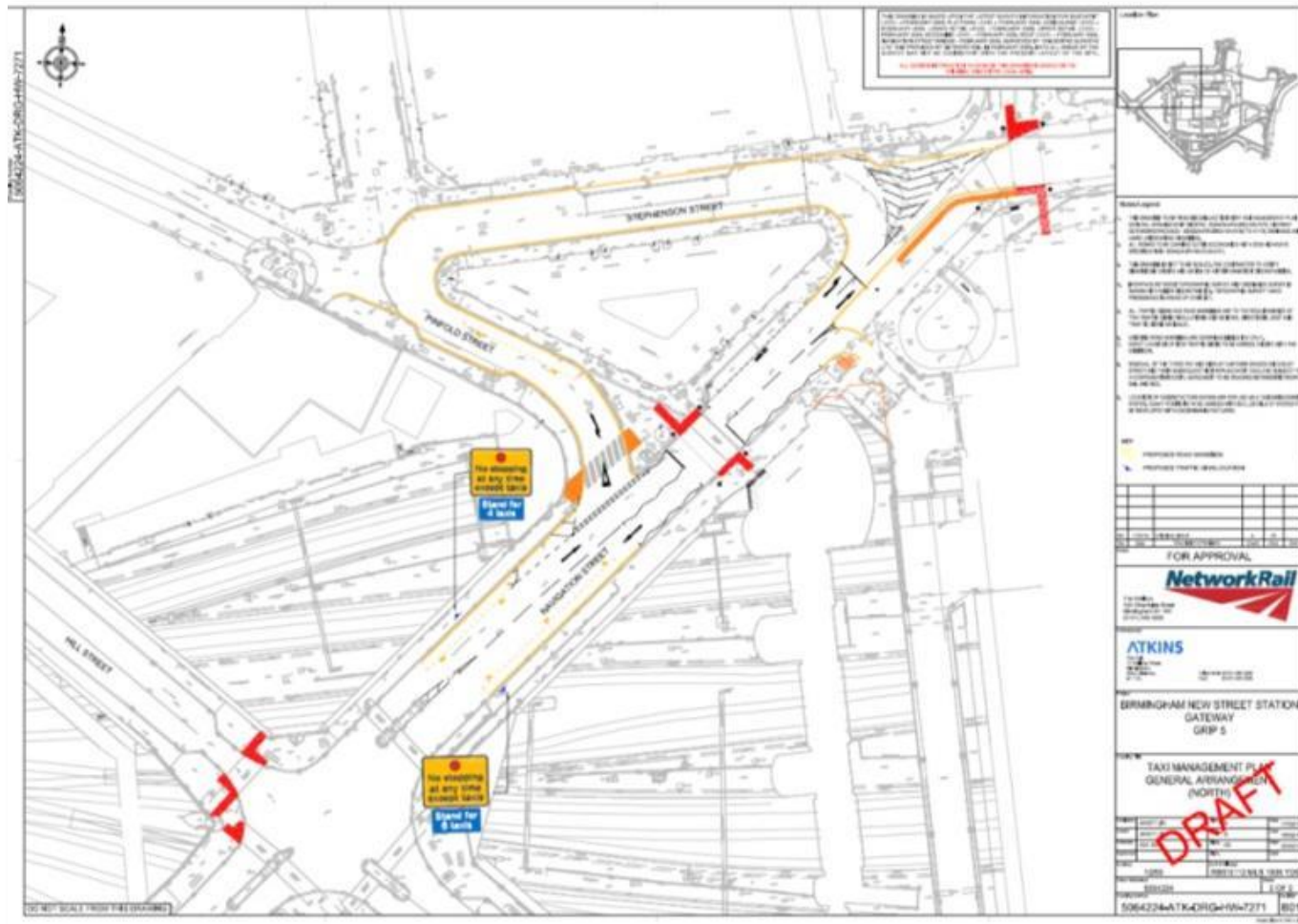
- Maximum number in John Lewis and Grand Central is 11,000, this will be accurately monitored and managed to prevent the limit being exceeded



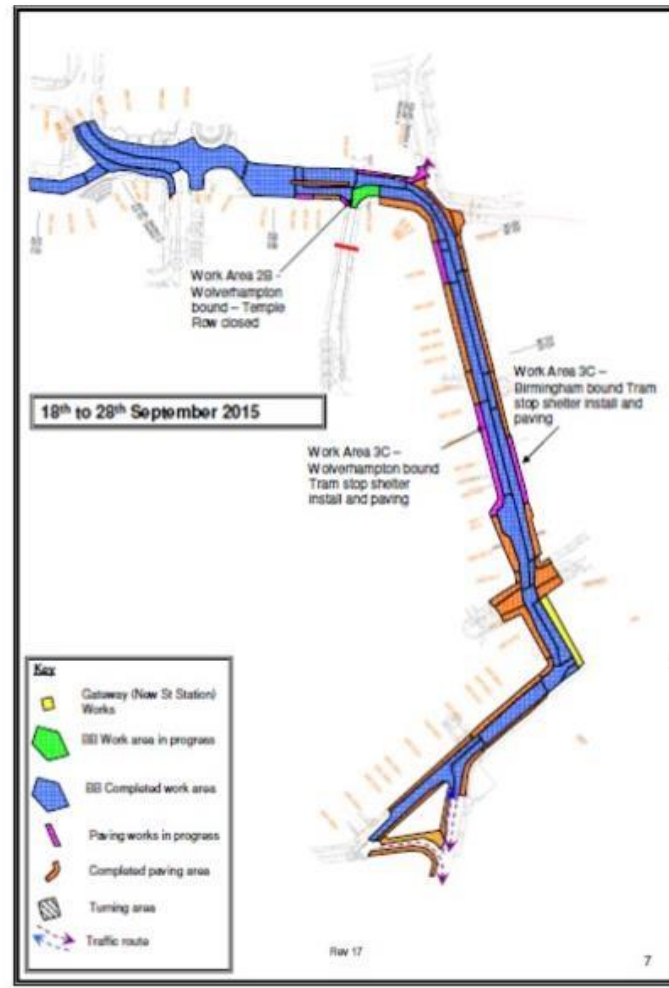
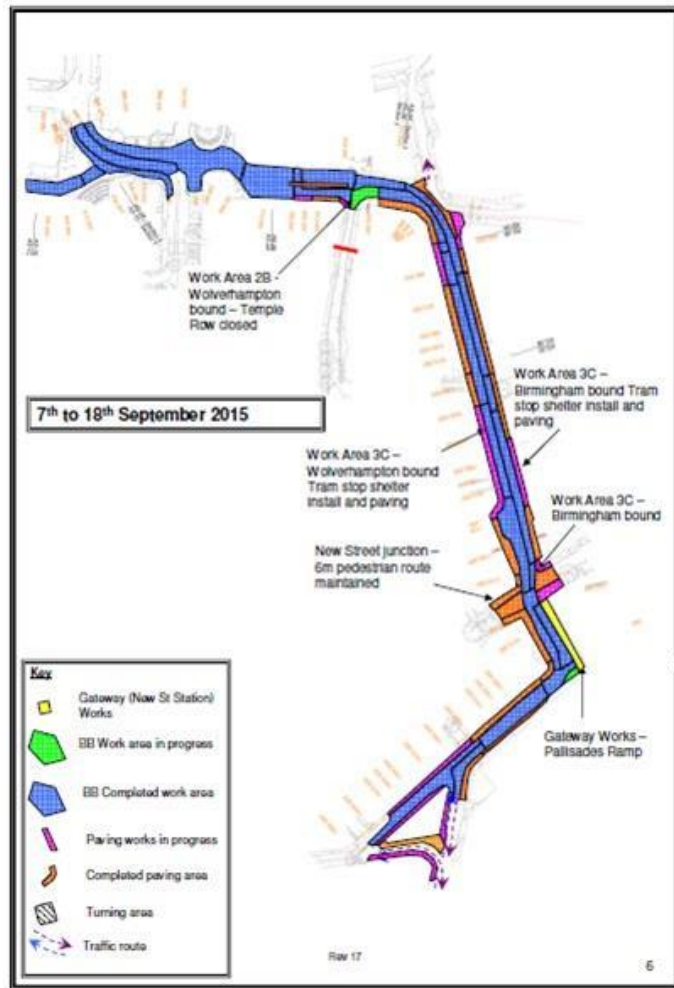
New Street station – draft taxi management plan



New Street station – draft taxi management plan

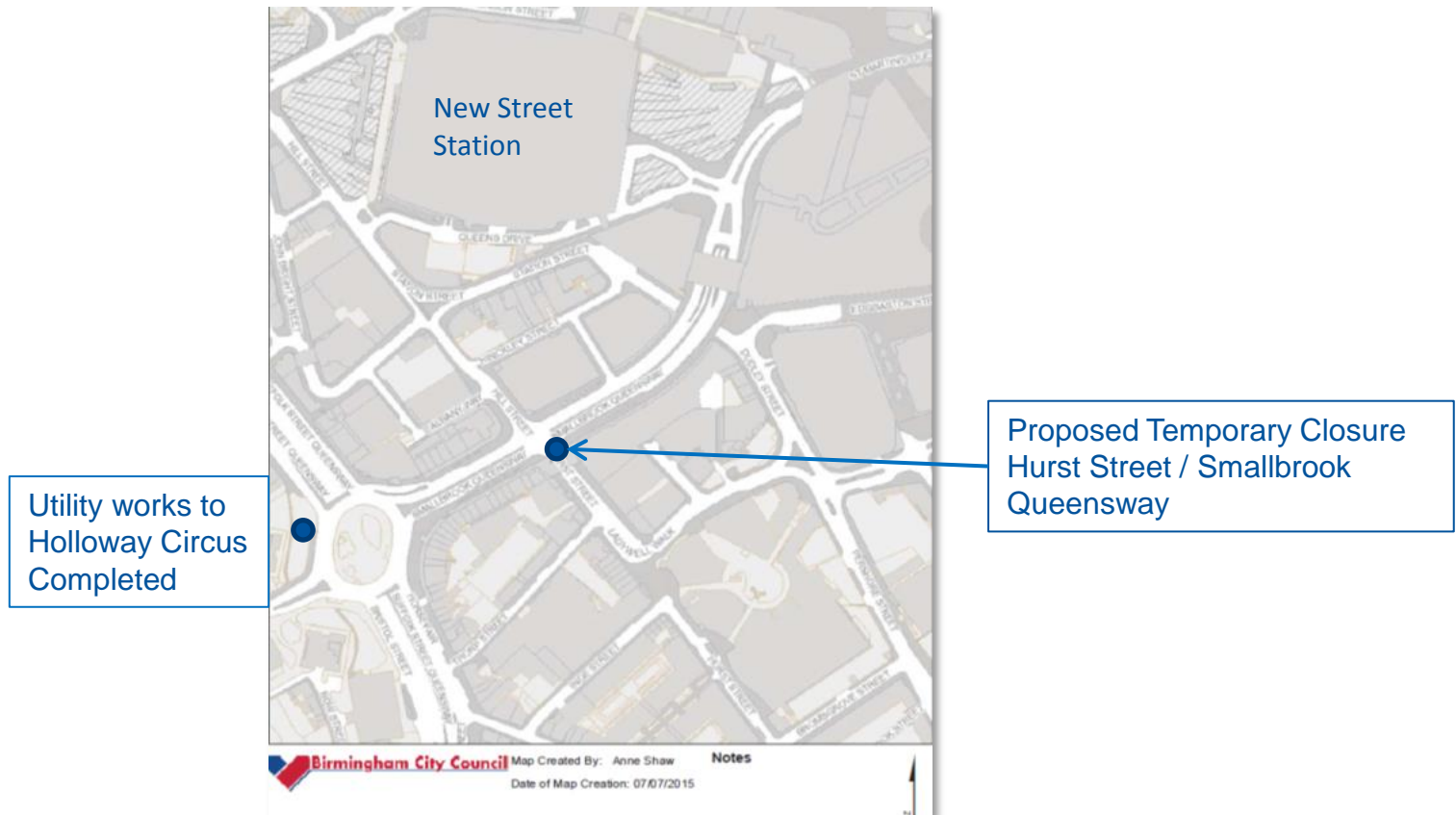


Metro works – phasing plans



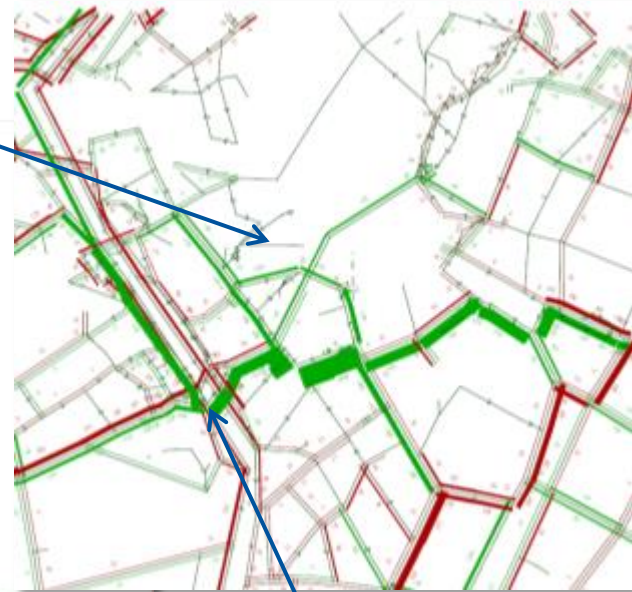
Temporary traffic management

Hurst Street / Smallbrook Queensway



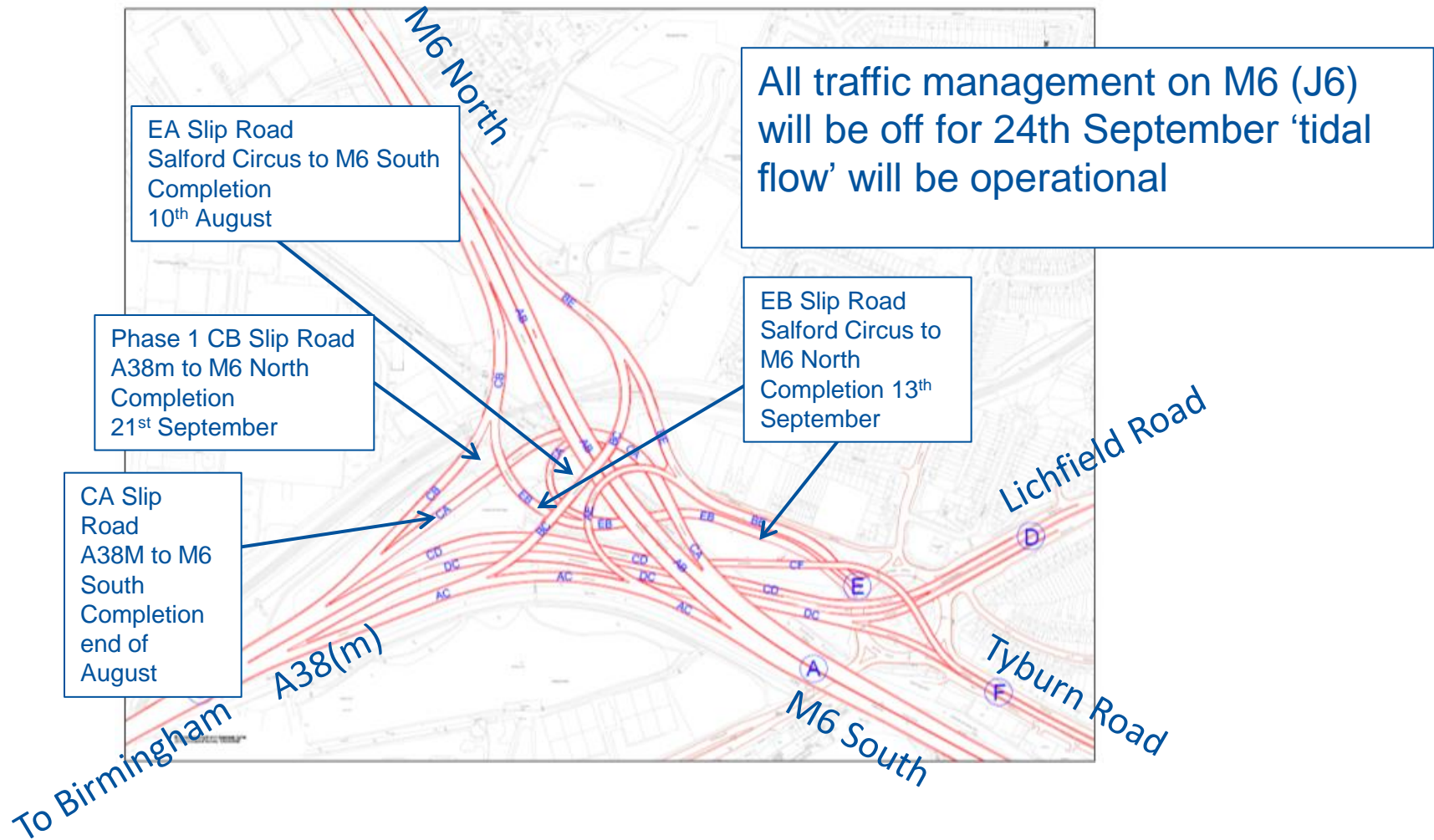
Hurst Street / Smallbrook Queensway temporary closure

New Street Station



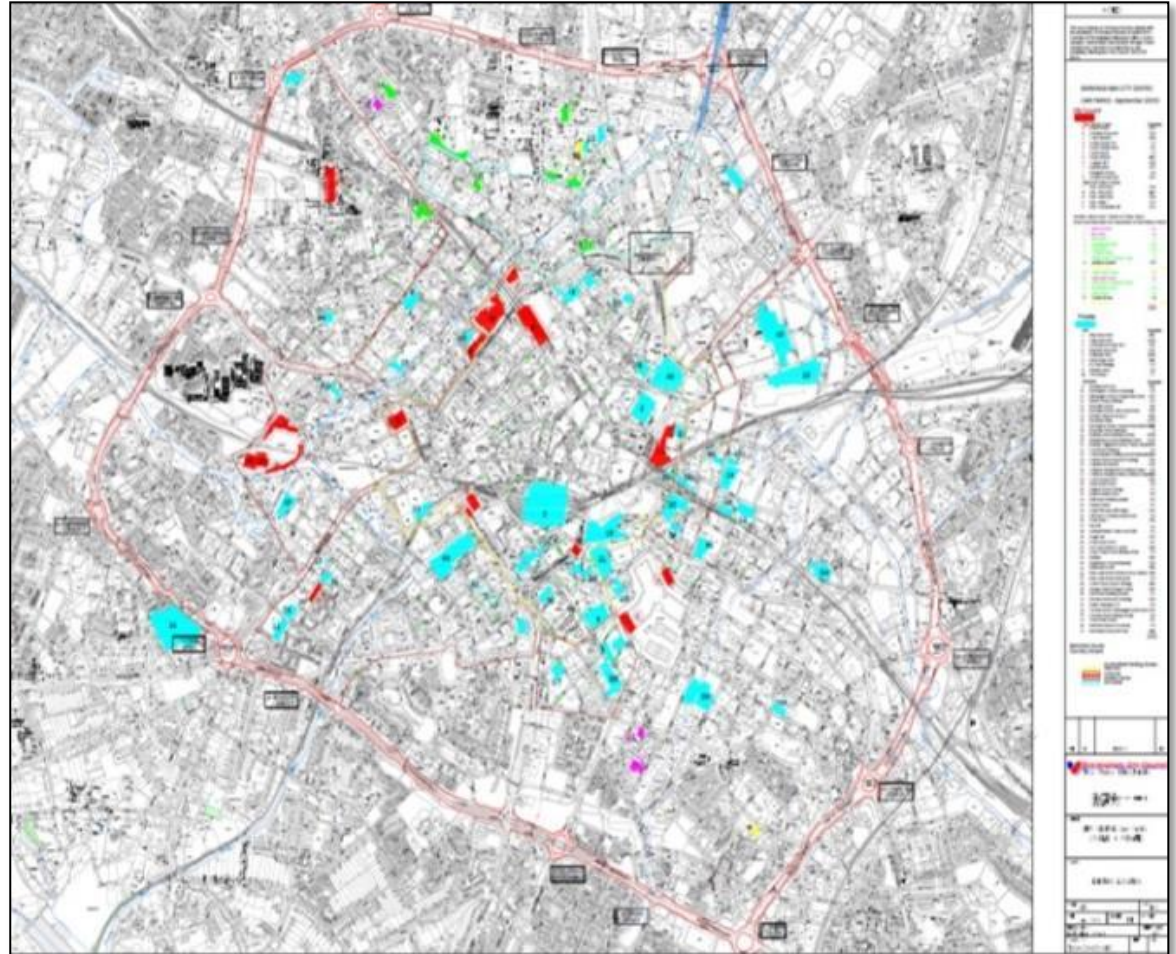
Holloway Circus

Gravelly Hill (Spaghetti Junction) waterproofing works



Car parking – city centre

- Car Park spaces communicated to drivers through VMS
- On street Marshalls near New Street Station to direct people to alternatives if John Lewis car park



Rugby World Cup

Travel advice and planner

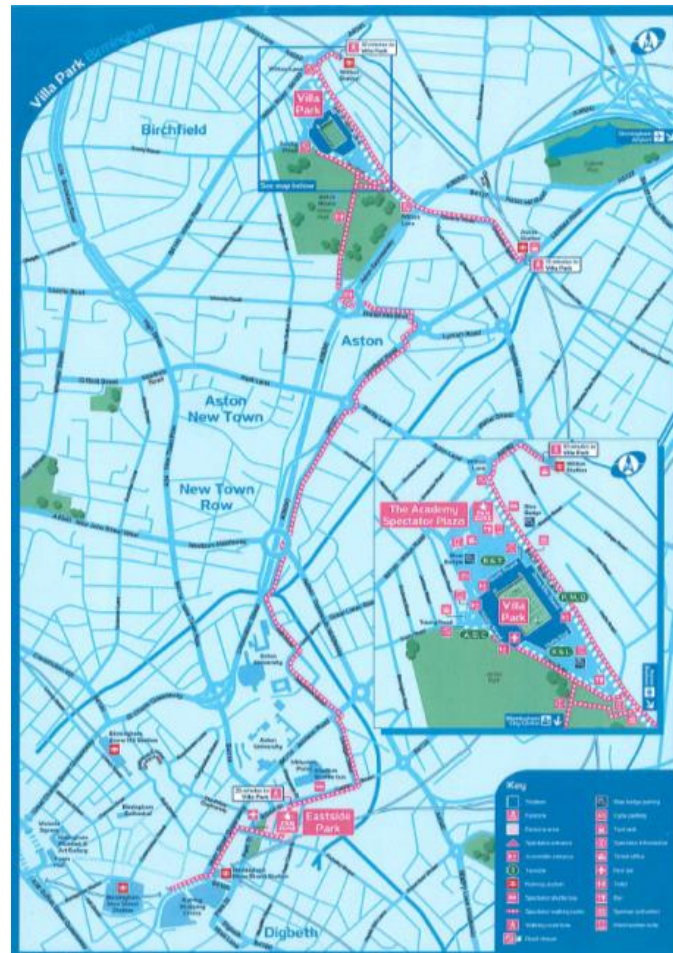
- Dedicated travel planner offering advice to venue

<http://www.rugbyworldcup.com/travel/birmingham>

- Additional Services on Virgin planned with link from travel planner to pre-book tickets
- Data collected from ticket sales enables analysis of mode and origin destination to inform provision
- Park and ride
- Walking route

Walking Route

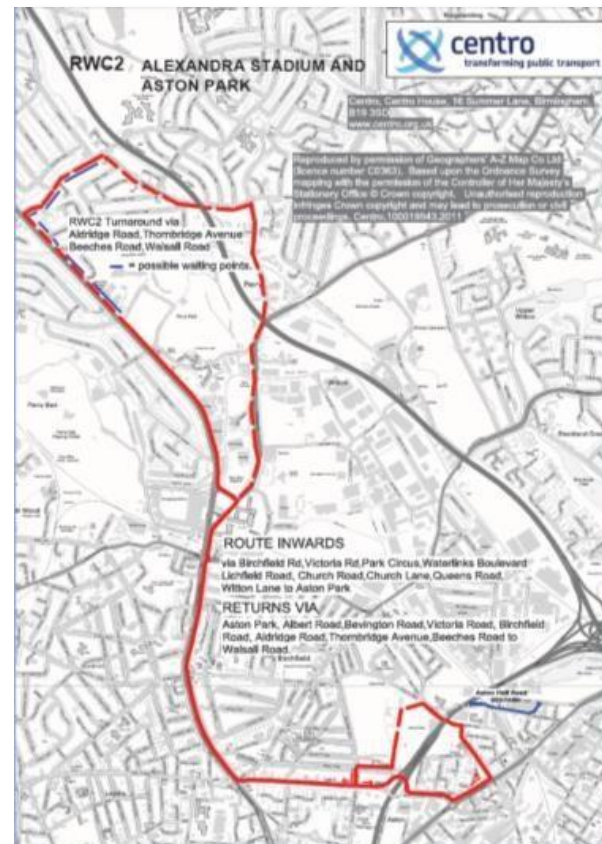
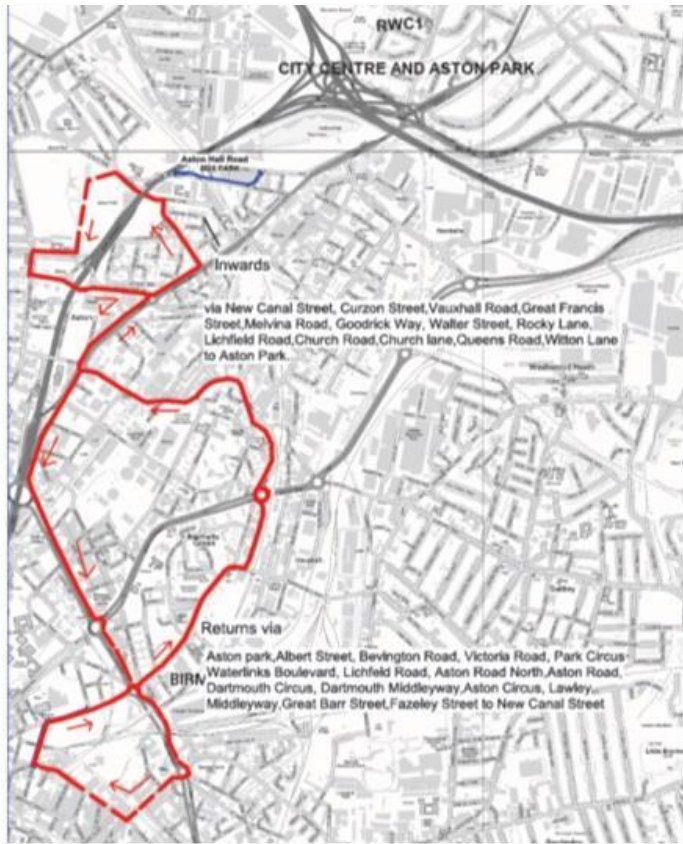
Fan Zone to Villa Park



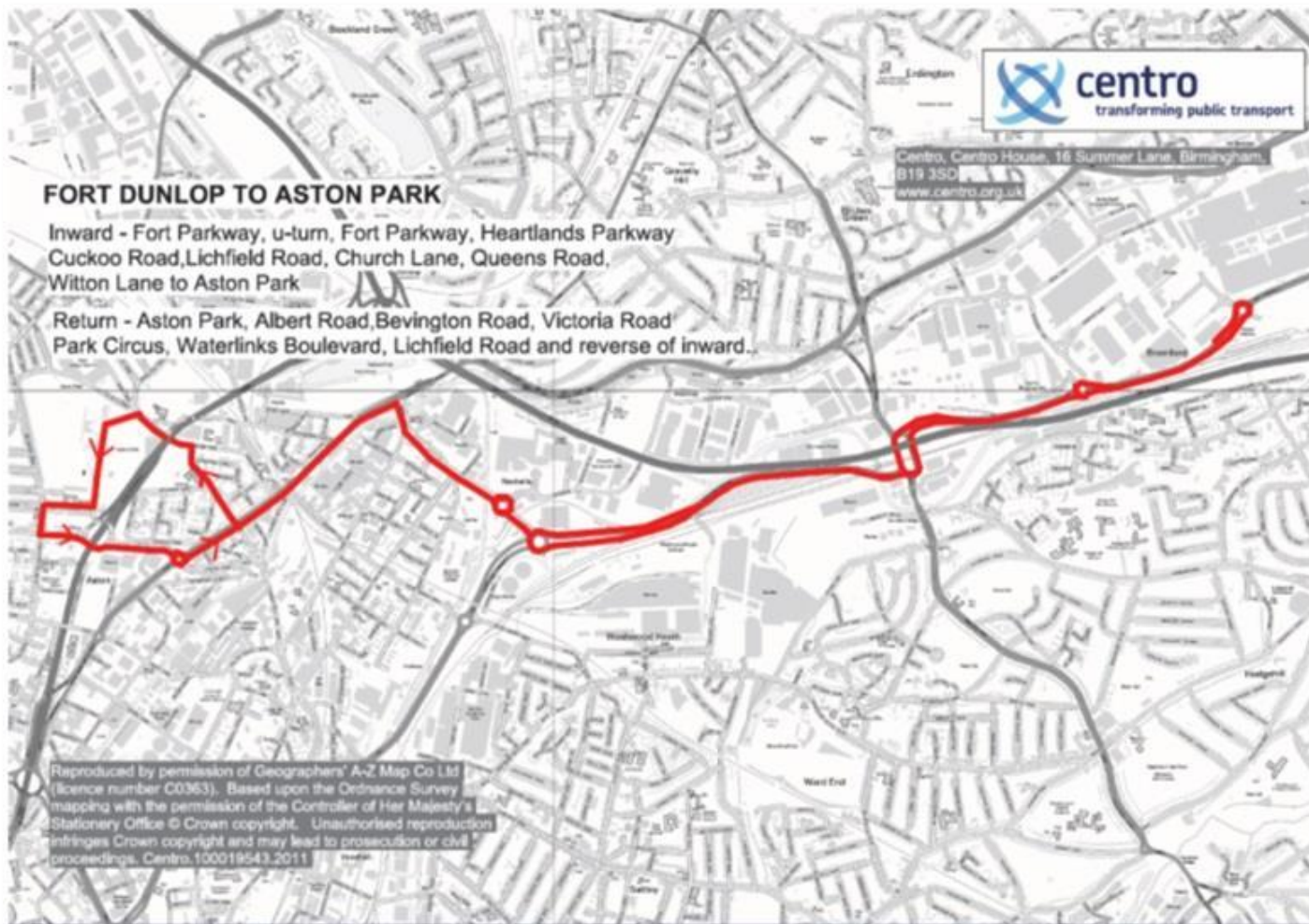
Rugby World Cup – park and ride

- Park and ride sites have been confirmed as
 - Perry Hall Park – 750
 - Perry Park – 1750
 - Moor Lane – 3000
 - BCU Perry Barr Campus – 1000
- Further sites are being considered at Fort Dunlop
- These are pre bookable and fans are being encouraged to purchase ahead of travelling
- Centro are procuring buses to carry fans from the park and ride sites as well as the fan zone at Millennium Point – this includes stacking and turn back facilities. Also to include a resilience plan for fans to alight at Birmingham International pick up buses to the stadium
- Discussions are taking place with Bus operators regarding additional services on existing bus routes within the expected busy area to enable the general public to get around.
- Bus routes between park and ride are being identified and embargo on road works

Park and Ride bus routes – Alexander Stadium & Aston Park



Fort Dunlop to Aston Park



Volunteers and ambassadors

There will be over 500 volunteers and ambassadors in place to welcome the visitors to the city and help everyone get to where they want to go.

The following support is currently being recruited:

New Street/Grand Central – 100+

Initial meeting has taken place between BCC and New St to establish scope. Further meeting scheduled Fri 10th to establish roles.

RWC Support – 50+

Four zones across the city core have been mapped for wayfinding/customer service staff in collaboration with Birmingham Weekender

RWC Support – 30

To assist transport hub adjacent to the FanZone

The following volunteers/workforce is already in place:

RWC2015 Venue - 250

Official workforce roles (The Pack) recruited by ER2015

RWC2015 Walking Route – 50

RWC2015 workforce (The Pack)

RWC 2015 Fanzone – 21

Provided through ER2015 from a pool of people who were unsuccessful in being selected for The Pack

Birmingham Weekender Festival Makers – 100

Ongoing recruitment by Hippodrome

Areas under development

- Safe walking routes – city centre (including through Paradise)
- Event security / road crossing marshalls
- Co-ordination of volunteers and ambassadors from event organisers
- Parking management enforcement
- Rapid response breakdown recovery
- Coach parking (Charter) – Wholesale markets providing layover space
- Cycling options - fan zone to stadium
- Visitor map including all venues, routes, train stations, transport hubs
- Liaison with hotels – providing information to guests (briefing arranged 19 August)
- Strategic signage

Communication

- Coordination of communication activity underway
 - Coordination meetings with the council and partners started in May
 - Council role is to:
 - Provide overall coordination of the ‘welcome’ message for visitors
 - Coordinate information about transport options – ensure there is a consistent message through our event partners and other key stakeholders e.g. use of a shared wayfinder map amongst all of the event partners
- We have started to promote the wider programme of activity to our citizens
 - This programme will build as we head into September
 - We want everyone to be excited about ‘super September’ and we want them to plan ahead
- We are also briefing key stakeholders around the city
 - This will include hotels, taxi operators and the media

