

TOWN CENTRE REGENERATION PARTNERSHIP

Friday 1st October 2021

Online

DECISIONS & ACTIONS

Present

CLlr Simon Ward (Chair) (SW)
Olive O'Sullivan (OOS)
Jan Rowley (JR)
Andrew Tucker (AT)
John Myatt (JM)
Chris Brewerton (CB)
David Hemming (DH)
Patricia Willoughby (PW)
Rebecca Farr (RF)
Sandeep Shingadia (SS)
Shanaaz Carroll (SC)
Tina Swani (TS)
Zoe Toft (ZT)

Leader, Royal Sutton Coldfield Town Council
Chief Executive Officer (RSCTC)
Regeneration Programme Director (RSCTC)
Consultant for Town Council (RSCTC)
Consultant for Town Council (RSCTC)
Birmingham Chamber of Commerce (BCoC)
Sutton Coldfield Town Centre BID
West Midlands Combined Authority (WMCA)
Birmingham City Council (BCC)
Transport for West Midlands (TfWM)
Greater Birmingham & Solihull LEP (GBSLEP)
Sutton Coldfield Charitable Trust (SCCT)
FOLIO Sutton Coldfield Trustee

In attendance:

Kelly Perkins, Transport for West Midlands (TfWM)

Minutes

Natalia Gorman

Senior Administrator & Projects Officer (RSCTC)

		Decision / Action	Owner
1	Welcome and Apologies	Apologies received from Amanda Holland (WMCA), Charis Blythe (BCC), Henrietta Brealey (BCoC) & Simon Delahunty – Forrest (BCC) The Chairman welcomed Jan Rowley, the Town Council's newly appointed Regeneration Programme Director and John Myatt, Town Council Transport Consultant to the p'ship.	
2	Decisions and Actions from last meeting	Minutes agreed as correct and accurate.	
3	Matters Arising	None.	
4	Transport Impact Study Executive Summary	SS introduced the item by noting that this is a key piece of work that recognises the significant role that transport plays in unlocking the ambition that the p'ship has established through the masterplan.	

		This study gives an insight into highway and public transport impact as well as the engagement with bus operators that use Sutton Coldfield town centre. JM was invited to deliver a presentation on the Transport Impact Study, detailing the results of the transport modelling exercise to determine if the Masterplan can be delivered within the constraints of the current Sutton Coldfield transport network. (attached). The model used (VISSIM) tests in detail whether the Masterplan can be delivered by only making improvements and changes within the current Sutton Coldfield highway transport network or whether greater changes are needed. The study objectives are to provide a technical review of transport elements of the Masterplan and consider the impacts of the Masterplan on all transport users. This initial stage investigates what needs to change and starts to build a business case for funding for the required transport changes. This is a technical piece of work that is coding the changes of the masterplan into a more detailed transport Model, than the strategic Saturn model that was previously used. A scenario was developed to replicate current traffic patterns and issues observed within the Town Centre, which was then compared to scenarios with the masterplan and then further changes in an iterative process. Types of changes looked at include adjusting the layout of junctions, adding new traffic signals and changing signal timings that sit within the current highways boundaries and could be delivered quite quickly. JM advised that following the VISSIM Model, Iterative modelling and testing, a series of highway changes have been identified which can unlock regeneration and capture growth opportunities whilst reducing the negative impacts of the current highway layout. <i>Highways changes identified include:</i> - Conversion of the existing Brassington Avenue – Queen Street – Victoria Road gyratory system to two-way with single lane in each direction - Upgrading each junction along the converted ring road to traffic signal control, allowing all turning movements	
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		- Making Park Road and Lower Queen Street inaccessible to motorised vehicles from the converted ring road - Making the Northern end of Brassington Avenue accessible to buses only - Amendment to traffic light sequencing at Victoria Road / Coleshill Street - Revised layout for proposed bus interchange is able to utilise part of the car park north of Brassington Avenue. <i>Bus & Vehicles changes identified include:</i> - The provision of a single bus interchange with enhanced passenger facilities and enough capacity to serve current bus demand - Rerouting of some services to serve the interchange <i>Active Travel changes identified include:</i> - Reallocation of road space away from vehicles to sustainable active travel The results show that with the changes proposed there would be an average increase of 54 and 47 seconds in the AM and PM peak periods respectively in Bus routes through Sutton Coldfield. JM confirmed that this was expected given the the proposed highway arrangements identified in the Masterplan will reduce overall carriageway capacity, and this study is not solutions which require widening outside of current highway land. The study has shown that the Masterplan cannot be delivered without changes to the wider transport infrastructure and travel behaviour. To implement the changes proposed in the Masterplan would cost in the region of £14.6m excluding any costs associated with the wider Masterplan itself. JM advised the p'ship that sensitivity testing of the Masterplan has begun by consultants to determine the indicative mode share changes required to deliver the Masterplan. JM proposed next steps include developing an Outline Business Case (OBC) and submitting proposals to funding sources to allow the delivery of the 'Big Moves'.	
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		SS reiterated that this study provides a robust, evidence led piece of work that will form the basis of the OBC going forward. TS asked if climate change and carbon reduction could feature more centrally within the OBC as it does not appear within the Executive Summary. SS advised that from a technical point of view, an economic appraisal will feature within the OBC that includes the reduction of emissions. Alongside this, SS advised that the improvements to health in terms of better air quality and physical health as a result of the interventions will feature within the OBC. JM added that the aim of this study is to deliver the Masterplan and key elements of the Masterplan are around changing mode share to the town centre and there will be a strong focus on clean air and reduced emissions. AT was pleased to note that the proposals for the Interchange will be developed alongside the plans for the wider Highways network. AT also noted that in order for the new Interchange on Brassington Ave to work efficiently, it requires efficient stops, layover and turnaround facilities which currently could not be provided and therefore are we looking at a hybrid option of both Station Street (previously identified) and Brassington Ave? Also, in terms of next steps, should the p'ship, subject to agreement to the next steps proposed by JM, formally write to the relevant authorities asking them to consider these elements of work. In response to AT second question, SS suggested that JR will be co-ordinating this alongside BCC and TfWM and will be reported back to the p'ship and other officer groups. KP spoke in response to the location of the bus interchange. Previously, Station Street car park had been identified and this piece of work has indicated, that in an ideal situation, the bus drivers would like to be in one location with a formal interchange environment. Given the challenges around the highway elements, it will be a process where the space between Station Street and Brassington Avenue is explored and if there is an opportunity to secure that space for the Interchange. SW asked for clarification around the funding bid put forward by WMCA for £1.7b which includes funding for associated	
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		works around the transport hub therefore if approved would this reduce the cost of the proposed £14.6m that JM identified in earlier discussions. SS responded advising that they are currently unsure how much funding they will be awarded. Based on the work done to date and using high level costings show an ambitious change in terms of highway interventions and the Interchange development itself. SS is keen to ensure that the correct governance around the overall co-ordinated programme to ensure that both plans work together. SW is extremely keen to see progress with the Interchange following several years of discussions. SS recognises there has been a pause on developments however now there is a clear direction of the Masterplan and its status alongside the transport study, resources are in place to proceed with the next stage of development with this process. ZT was keen to hear more that supports active travel for pedestrians and cyclists and asked if there is there enough evidence to show that changes will improve life for this demographic. SS responded that the nature of the work and changes to the highways will also facilitate a better urban environment for pedestrians and cyclists. Whilst there is a disbenefit for cars and motorised transport from a direct result of removing highway capacity, this reallocates space for pedestrians and cyclists and improves their access across the town centre. JM thanked ZT for her point and reiterated to the p'ship that the main objective of this study is to develop the Town Centre into a vibrant and sustainable place for all as per the Big Moves identified in the Masterplan which include improving pedestrian and cycling infrastructure connectivity across the town centre. JM confirmed that Active Travel will feature prominently within the OBC. TS commented that she was pleased to hear that there will be a piece of work that will look at the detail of the experience for pedestrians and cyclists and people who will be using hybrid forms of transport. TS would like see visibility where possible that consideration has been given to the safety of those that walk, cycle or use public transport. Also, accessibility for disabled users needs to be more prominent on plans.	
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		SS confirmed that all plans will go through an intensive safety audit and no new risks will be introduced. SS is aware that there is a perception that people may not feel safe on public transport and data suggests it is more perception rather than reality. Throughout the design process there will be an Inequalities Impact Assessment and during this process focus groups and disabled community groups will be engaged. JM added that the reason why some of these aspects have not featured so far is that this study is to show that the masterplan can be delivered from a technical transport and modelling perspective. The designs at the moments are high level, and the final design will change as the plan progresses including more information as to how the space reallocated to pedestrians and cyclists will be used. JR is now keen to focus on a Programme Delivery Plan which will require commitment from both TfWM and BCC to provide relevant information in order to populate a plan. The plan would come forward to a future p'ship meeting. The Board agreed the next steps as outlined in the report.	
5	AOB	None.	
6	Date of next meeting	Next meeting will be held remotely. Proposed date Fri 5 th Nov 21. Remote. TBC	

Meeting closed 10.00