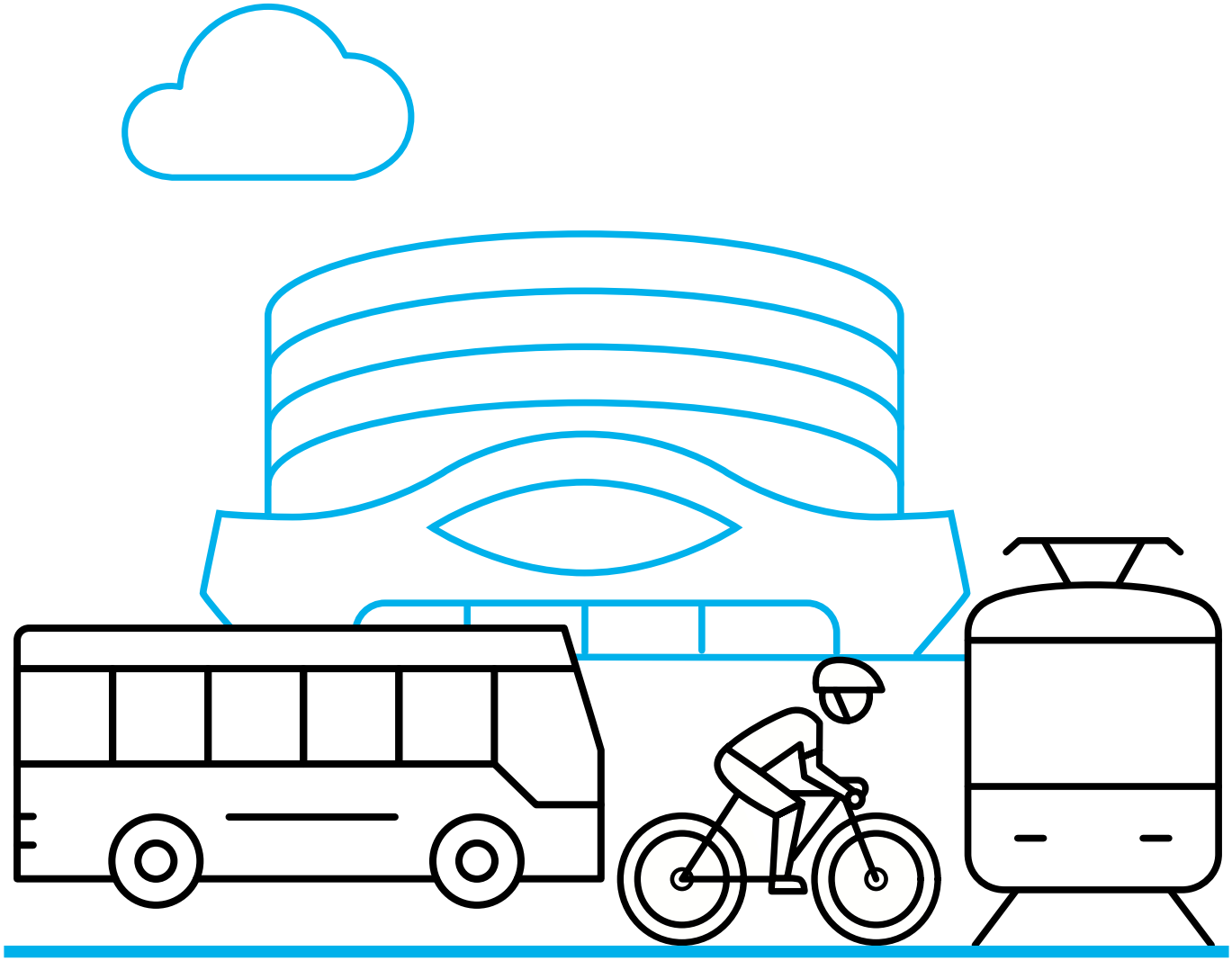
January 2020

BIRMINGHAM TRANSPORT PLAN



Making a positive difference every day to people's lives

Birmingham City Council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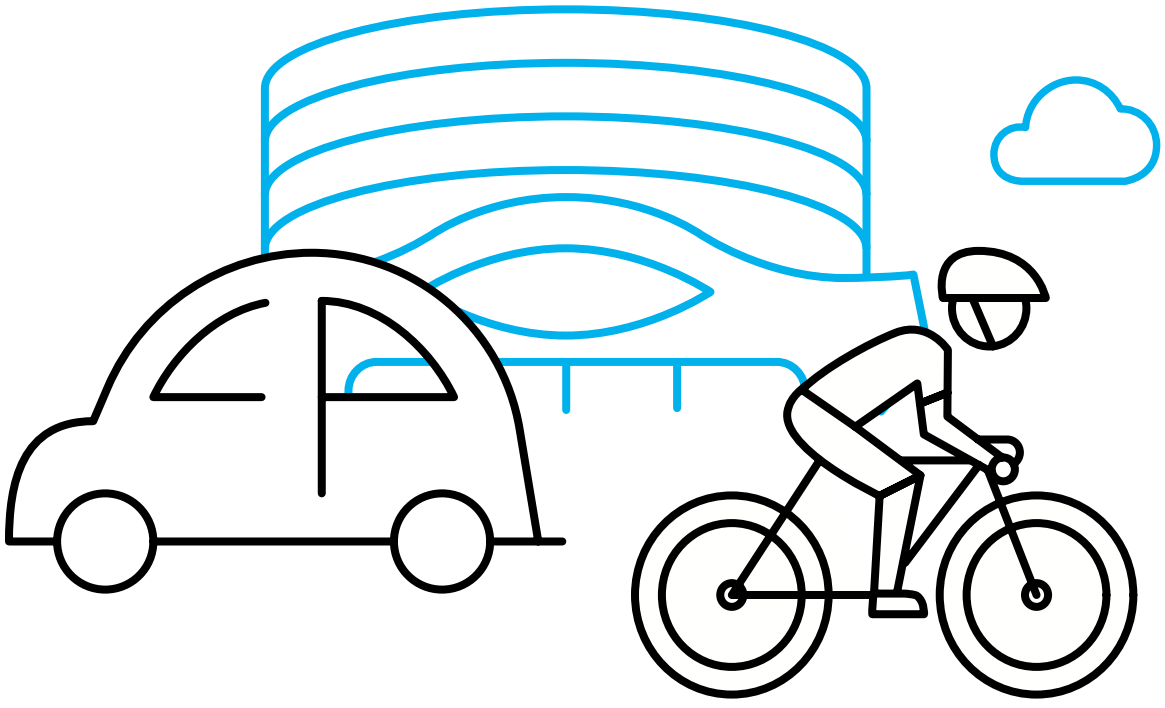

Foreword

Councillor Waseem Zaffar MBE
Cabinet Member for Transport and the Environment
Birmingham City Council

The latest reinvention of Birmingham is progressing at a remarkable rate.

Continued national and international confidence in the future of the city means that the level of inward investment is greater than ever before. It is being put to good use - delivering tens of thousands of new jobs and new homes, creating new urban environments fit for modern life.

Our new Birmingham will not just be home to more people, it will also be cleaner, greener, healthier and more environmentally sustainable. Last summer (2019) the city council unanimously voted to declare a climate emergency with a commitment to achieve carbon neutrality by 2030.

Over-dependence on private cars is bad for the health of ourselves and our families, bad for our communities and bad for business as measured by the millions of pounds of lost productivity caused by congestion. Ultimately, it is bad for the future because of the very significant damage caused by vehicle emissions and their impact on climate change. The more journeys we take by walking and cycling, the more we will improve air quality and our health and the more we will reduce congestion. For longer journeys, buses, trams and trains will be the backbone of a new, go-anywhere transport system.

Good transport is the most important ingredient in ensuring that the benefits of Birmingham's growth are felt in every part of the city. Transport is key to opening up job and training opportunities, to providing access for all to essential services including health and education and to supporting individual self-development and fulfilment. In this way, transport is much more than a means of getting us to where we want to go each day, it can be an enabler transformational changes. To unlock the potential of transport, we need to fundamentally change the way people and goods move around the city.

Birmingham has already started to shift the balance and build a future in which the car will no longer be king. The introduction of Birmingham's Clean Air Zone will reinforce our commitment to becoming a zero emissions city. On the ground, we have started to put things right through investments in projects including the city's first fully segregated cycle ways, extensions to the Metro network and introduction of 20mph speed limits on residential streets. HS2 and its supporting package of connectivity measures together with Birmingham's hosting of the 2022 Commonwealth Games present further opportunities to advance investment in transport infrastructure.

Companies throughout the West Midlands are amongst those leading the way in the global development of new types of vehicle including self-drive and electric vehicles offering significant improvements in efficiency and emission levels.

Irrespective of advancements in technology, single occupancy private cars will never be able to match the capacity of mass public transport for getting people to where they want to go. Putting this into practice and delivering a Birmingham transport network that is fit for purpose will not be a quick or easy fix.

To begin to resolve these problems we need to work with our partners to secure the investment and help the city become a place where walking, cycling and using public transport are the best and most preferred modes of travel. We are eager to explore how the different models of regulation of bus services could be used to reform the bus market to the lasting benefit of the travelling public.

The transport plan details how we will reduce car dependency and deliver the public transport improvements that will deliver a better environment and inclusive growth for the residents of Birmingham.

Introduction

The Birmingham Transport Plan 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 for everyone irrespective of age, disability or income.

These measures are designed to:

- Reduce transport's damaging impact on the environment, supporting Birmingham's commitment to becoming a carbon neutral city by 2030
- Eliminate road danger particularly in residential areas
- Connect people with new job and training opportunities
- Reconnect communities by prioritising people over cars
- Revitalise the city centre and local centres.

Purpose

This is one of a series of policy documents that, together, will set out the transformation of Birmingham.

Improving transport is essential to ensuring that the growth of the city is inclusive.

The "Big Moves" set out in this document will work in harmony with each other to support the delivery of a high quality, sustainable public transport system fit for all users.

The Transport Plan will:

- Introduce the past, present and future transport of Birmingham
- Outline the challenges and opportunities that face the city
- Describe the four "Big Moves" which will achieve the transport vision for Birmingham.

This is a draft document which will be the subject of widespread consultation with partners and stakeholders before a final version is formally adopted by Birmingham City Council.


West Midlands Railway

Context

For more than 200 years, Birmingham has been a hot-bed of innovation, a city that has led the development and application of new technologies, where change has been welcomed with enthusiasm and energy. Birmingham's transport timeline shows a sequence of periods during which one mode of travel has been dominant only to be replaced by the next new best thing.

So, the golden age of canals was superseded by the golden age of steam trains, the golden age of trams, the golden age of buses and the golden age of cars.

In the latter half of the last century, the motor industry created many thousands of jobs and contributed to Birmingham's global reputation for engineering excellence and innovation. Family cars delivered previously unknown levels of personal freedom broadening travel horizons, opening up new opportunities.

But, as Birmingham's love affair with the motor car continued, evidence of more negative consequences started to emerge. Large swathes of the city were redesigned to handle more and more road traffic creating urban environments that were hostile, intimidating and unhealthy.

Birmingham is now entering a new cycle of change which will be different because no single mode of transport will be dominant. Instead, members of the travelling public will have a choice between a range of modes of transport – each of them accessible, viable and sustainable – which together will form a go-anywhere, anytime integrated transport system.

Achieving that position will require a period of managed transformation during which decreasing dependence on private motor car travel is matched by increasing accessibility to attractive alternatives – for example through wholesale improvements to walking and cycling infrastructure, through investment in new, mass transit services and through emerging technologies.

People will make their travel decisions based on the nature and purpose of their journey. Getting to where you want to go may not be possible using only one form of transport.

Pre 1800:
Canal Revolution

1854: Curzon Street Railway Station opened

1872: First horse-powered tram line

1913:
First motor bus

2015:
New Street station refurbished

1999:
Midland Metro line 1 opened

1992:
New Street largely pedestrianised

1971:
A38 Queensway Tunnel opened

2019:
A34/A38 Cycle Routes opened

#brumbreathes

2020:
Clean Air Zone implemented

2021: Edgbaston Metro Extension

2021: Camp Hill railway line

2026:
HS2

2026: Birmingham Eastside Metro Extension

2022:
Commonwealth Games

2022:
Two Sprint routes

Providing reliable, real time, multi-modal travel information is a key ingredient in helping people to make choices that are right for them.

A further travel option is available – it is to decide not to travel at all - for example by working remotely or by shopping online. There is some early evidence to suggest that, as individuals, we are travelling less.

Statistics released by the Department of Transport show that, between 1995 and 2014, while England's population grew by 11% and employment grew by 18%, commuting journeys fell by 16%.

Shopping trips have decreased by 30% over the past decade coinciding with a rise in online shopping which now represents 17% of total UK retail sales.

The pattern of constant invention and re-invention has been driven not only by an ever growing population but also by technological advancement – much of it home grown - and consumer expectation. Underpinning all of this is the need to tackle climate change and become carbon neutral by the turn of the next decade.

Overall, carbon emissions have decreased by 33.7% against a 1990 baseline. This reduction has been achieved despite a negative impact from transport, the only sector that has increased emissions since 1990. Current data shows that transport is currently responsible for a third of all CO_2 emissions making it the single most damaging source. There is now an urgent need for transport to take significant remedial action to clean up its act permanently. Efficient, economical and sustainable freight movement is essential to our everyday lives and that of our city, ensuring we receive the goods we need at the time and location we need them. One way of reducing the number of delivery vehicles in our city centre is by introducing freight consolidation and micro-consolidation centres with final-mile journeys being undertaken by less carbon-intensive transport modes for example electric cargo bikes.


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West Midlands
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Challenges and Opportunities

Climate change

Climate change mainly caused by CO_2 emissions, is having a harmful effect on our planet. The importance of tackling climate change is now at the forefront of our transport system. The city council recognises the significant effects that climate change is having on livelihoods and the environment as well as the economy and has declared a climate emergency. This supports a strategic commitment to create a carbon neutral Birmingham by 2030.

The launch of the Birmingham Route to Zero (R20) Taskforce follows a cross-party declaration of a climate emergency by Birmingham City Council in June 2019, with the council's Cabinet then agreeing in July to make tackling climate change one of the authority's six main priorities. This new climate change taskforce for Birmingham will draw up a plan of action to tackle climate change and make our city and our world a better place for future generations to come. This will be a multi-agency, cross-party taskforce that works in partnership across the city, engaging with our many different communities, covering all ages and backgrounds, to find out what they need and to educate and empower them as we all work together towards a common goal.

Air quality

Road transport is by far the largest source of air pollutants that are most harmful to health – nitrogen dioxide (NO_2) and particulate matter. Over reliance on car travel – particularly for short journeys – is a main contributor to physical inactivity which is linked to heart disease and cancer, the biggest causes of premature death.

Revenue generated by the introduction of a Clean Air Zone in 2020 will be reinvested in transport schemes to improve the network and further reduce emissions.

Accommodating future growth

By 2031, Birmingham's population is forecast to grow by 150,000 to 1.25 million. The city has an ambitious strategy for growth which will deliver 100,000 new jobs, 51,000 new homes, 350,000 sq. m new retail space and 745,000 sq. m new office space. Much of this work is already under way – for example at the key Paradise and Snow Hill development sites. Growth by 2031 is also expected to generate an estimated 1.2 million additional journeys on Birmingham's transport network every day.

Birmingham is central to the UK's future prosperity. It is the capital of the West Midlands and one of the country's premium business, tourist and retail destinations. An increasing number of companies including Deutsche Bank, HSBC and KPMG have chosen to locate their regional and national headquarters in the city which is emerging as a major European financial hub. Further growth will add to Birmingham's standing regionally, nationally and internationally.

Birmingham's continuing economic success, together with its diversity and youthful population, mean that more people want to live and work in the city in greater numbers than ever before. This is supported by recent statistics showing that, in 2018, 7,771 people moved from London to Birmingham - more than anywhere else in the UK.

Available land is in short supply and in order to meet the future housing demand, more effective use of land is needed to sustain the growing population. Based on an assessment of future land supply, the City Council expects that a minimum of 80% of new homes will be built on previously developed land.

Reducing reliance on cars will also serve to reduce the demand for car parking, releasing land for more productive use, for example new homes and new employment sites.

The extensive planned growth will be inclusive for all and will ensure alternative modes of travel are accommodating for all user groups.

Road and rail capacity

Birmingham's road and rail networks are already at or near capacity during peak week day periods and increasingly at weekends.

Not only is this a source of personal frustration to commuters, it also comes as a serious dent to commercial efficiency and productivity. The annual cost of congestion to Birmingham's economy currently stands at £632 million. This figure is expected to rise as demand increases.

Further challenges to network resilience are posed by the sheer scale of infrastructure investment currently being delivered in Birmingham and due to continue over the coming years. There is a constant requirement to balance the potential impact of programmes such as HS2 construction against keeping the city on the move and open for business.

The combination of these elements means that there is a limit to the amount of remedial and improvement activities that can be delivered on Birmingham's transport networks at any one time. Responding to the need to meet increased capacity therefore starts with making more of what we already have by re-balancing the way we allocate transport capacity.

In future, this process will be driven by the prioritisation of modes of transport that deliver most benefit in terms of efficiency, reliability, space and accessibility that support healthier, safer, more sustainable environments.

Public transport investment

A number of important transport investment programmes are already taking shape including the increase of rail capacity by re-opening routes and stations to local passenger services; the expansion of the Midland Metro network and the introduction of Sprint rapid transit buses.

The extension to the Midland Metro network will triple in size over the coming years with £1.3 billion investment connecting more people to employment, leisure and education opportunities.

Sprint services will deliver high frequency services on main commuter routes with predictable journey times and dependable timetables. Seven routes have been identified as Sprint corridors with the first phase planned to be delivered in time for the 2022 Commonwealth Games.

HS2 will release capacity on existing main line services and reduce journey times from Birmingham to London to 49 minutes. A complementary package of connectivity improvements will ensure that the benefits of HS2 are spread wide driving further economic growth and generating more employment opportunities.

Significant rail investment is also being undertaken locally and regionally including re-introducing passenger services on the Camp Hill, Birmingham East-Tamworth-Nuneaton and Sutton Park lines.

These new local services and stations will be enabled by delivery of the Midlands Rail Hub which will also improve regional connectivity between Birmingham, Worcestershire and Herefordshire and between Birmingham, Leicester, Nottingham and the East Midlands.

Commonwealth Games

Birmingham 2022 offers a unique opportunity to boost the profile and economy of the West Midlands region.

This accelerated investment in development, housing and transport will deliver a range of benefits both during the games and over the longer term.

Future technologies

As one of the world's great car industry centres, Birmingham led the way in the rise of popular, private motoring. It is now entirely appropriate that manufacturers and research centres across the region are leading the way out of the age of the car through the development of advances in transport technology that will have global consequences.

Current initiatives include the development of autonomous vehicles and advanced electrical battery technology. The West Midlands is seeking to be an international test-bed for Connected Autonomous Vehicles (CAV) with early pilots already taking place.

Network management

New technology is making data collection and analysis quicker and easier to understand, helping us develop a more detailed understanding of our road network. It will allow us to respond to incidents on the road network more quickly, keeping roads safe and clear and keeping Birmingham moving.

Alongside the development of a Regional Transport Coordination Centre (RTCC), multi-partner coordination and monitoring will support the review of current data on the Key Route Network (KRN). This will provide insight into performance, congestion, preventable disruption and roadworks, to improve the management of the KRN.

Travel demand management

A co-ordinated demand management approach between Birmingham City Council and partners including Transport for West Midlands and neighbouring local authorities is essential in managing journeys and supporting highway project delivery. Individuals' journeys as well as freight movements can be managed to make the most of the road network, and where possible make a decision to utilise another way of travelling. Encouragement to public transport, walking and cycling should be the first approach, followed by re-routing, re-timing and removing journeys particularly in areas of highway works and disruption.

Freight movements can also be managed by creating a well-integrated freight distribution system to support the sustainable and efficient movement of goods – this will reduce the number of trips on the network – helping with congestion and air quality.


Edgbaston
Wolverhampton

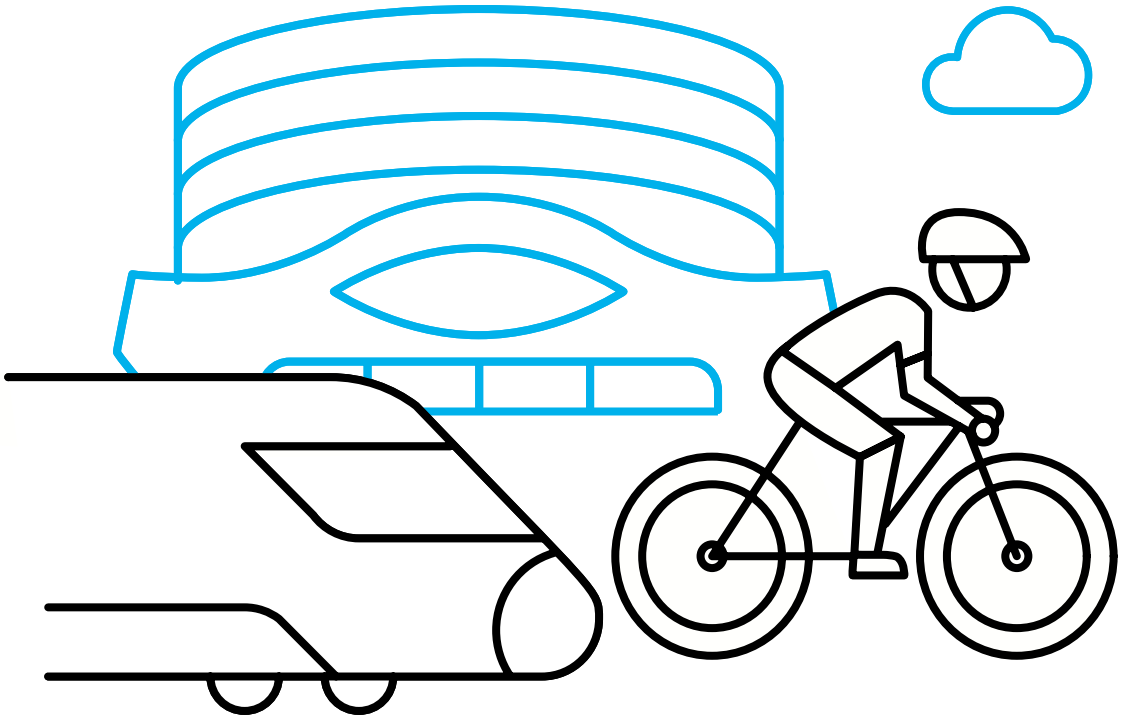
Vision

The vision for Birmingham's transport is for a sustainable, green, inclusive, go-anywhere network.

Safe and healthy environments will make active travel – walking and cycling – the first choice for people making short journeys.

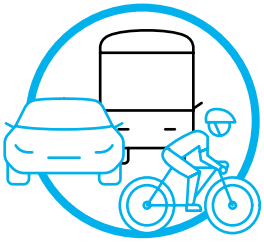
A fully integrated, high quality public transport system will be the go-to choice for longer trips.

A smart, innovative, carbon neutral and low emission network will support sustainable and inclusive economic growth, tackle climate change and promote the health and well-being of Birmingham's citizens.



This future vision will be secured through the delivery of a series of big moves.

BIG MOVES



Reallocating road space

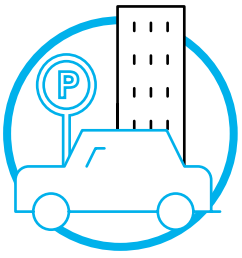
The allocation of road space will change away from single occupancy private cars to support the delivery of a public transport system fit for a global city, fundamentally changing the way that people and goods move around the city.

Transforming the city centre

The city centre of Birmingham will be transformed through the creation of a network of pedestrian streets and public spaces integrated with public transport services and cycling infrastructure. Access to the city centre for private cars will be limited with no through trips. This includes looking at different options for the central section of the A38 including re-routing it to an upgraded ring road.

Prioritising active travel in local neighbourhoods

Active travel – walking and cycling – will become how most people get around their locality most of the time. Cars will no longer dominate street life around homes and schools. A limit of 20mph will be standard on all local roads. Residential neighbourhoods and local centres will be places where people are put first.



Managing demand through parking measures

Parking will be used as a means to manage demand for travel by car through availability, pricing and restrictions. Where development potential exists, land currently occupied by car parking will be put to more productive use.

Reallocating road space

The allocation of road space will change away from single occupancy private cars to support the delivery of a public transport system fit for a global city, fundamentally changing the way that people and goods move about the city.

Rationale

The growth in the number of vehicles on the road needs to be contained and managed. The increasing number of trips on the network contributes to increased congestion and poor air quality. The way we move around the city needs to change in order to deliver sustainable economic growth and move people around the city in a sustainable manner including walking and cycling.

Fact file:

- Around 259 million journeys were made on local bus services in the West Midlands in 2017/18: around seven million less bus journeys than the previous year.
- A quarter of all car journeys undertaken by Birmingham residents are for less than a mile. (2011 Household Transport Survey).
- Air pollution is a contributory factor to 900 early adult deaths in Birmingham each year (Public Health England 2014).
- In 2018, 7.3 million passenger journeys were made using the Metro – one million more than in the previous year.

Increasing road efficiency

All road space is a precious commodity. When compared to other modes of transport, cars are inefficient in terms of the amount of space they take up – both on our roads and in car parks – and the number of people they move around. This is especially true when the driver is the sole occupant.

The impact of over-reliance on private cars has huge and damaging impacts on the lives of people who live and work in Birmingham as well as those who visit the city.

Too often in the city's recent past, places have been designed for cars and not people. Redressing the balance holds the potential to create environments where people come first and where travelling around is enjoyable not intimidating.

Congestion caused by cars results in delayed public transport journeys and reduces the flow of freight and commercial vehicles vital to the day-to-day business life of Birmingham. Buses are Birmingham's most heavily used form of public transport but journey times can be unpredictable and passenger levels have been falling.

Improved bus services are needed to ensure that access to opportunities for employment, education and training is equitable across the whole of the city, particularly in areas where no other form of public transport is available.

Birmingham City Council is also actively involved in further initiatives to bring better coordination and planning of events likely to impact on the movement of people and freight on our highways – for example through the use of streetworks permits to minimise how journeys are disrupted by carriageway occupation, temporary closures and restrictions, and by construction traffic. This is vital at a time of intense activity affecting Birmingham city centre and the West Midlands Key Route Network.

Reducing levels of air pollution

Road transport currently accounts for 80% of NO_2 emissions and a third of CO_2 emissions in Birmingham. The new process of allocating road space will concentrate on prioritising modes of travel that deliver the most benefit in terms of supporting growth, expanding accessibility and creating healthy, safe environments. Alternative cleaner fuels will become the norm to support air quality and climate change.

Future programmes will support the introduction and supply of cleaner fuels contributing to air quality improvement. These developments include Tyseley Energy Park - a state of the art refuelling hub providing facilities for hydrogen, compressed natural gas (CNG) and electric vehicles.

BCC will support potential trials involving a new generation of electrically powered scooters designed to carry one or two people for short distances within built-up areas. These types of micro-mobility vehicles are becoming common in cities across Europe and the USA but are yet to make a UK impact.

Digital

Mobile applications can make it simpler and easier, particularly for people with disabilities, to book and pay for transport with a single transaction supporting journeys that combine several modes. Emerging transport models such as shared ownership and use of cars or freight consolidation together with up to date mapping of electric vehicle charging infrastructure are also supported by digital communications platforms.

The development of a Regional Transport Coordination Centre (RTCC) will improve the management of the road network across local authority boundaries within the West Midlands. This will create a coordinated, multi-agency operation during major events, incidents and construction activities and improve people's journeys by reducing congestion and keeping the network flowing as best as possible.

Key Delivery Components

- A phased delivery of a bus and Sprint rapid transit network with the first phase to be delivered in time for the 2022 Commonwealth Games including:
  - A34 Walsall to Birmingham
  - A45 Birmingham to Airport and Solihull

- An extended Metro network connecting the city centre, local and mainline train services including HS2. Extensions include:
  - Edgbaston extension late 2021
  - Birmingham Eastside extension
  - East Birmingham to Solihull extension

- Enhanced public spaces by remodelling urban centres including:
  - Sutton Coldfield
  - Northfield
  - Stechford

- Delivery of new segregated routes along main commuter corridors to meet Birmingham Cycle Revolution (BCR) target of 5% of all trips by 2023 and 10% of all trips by 2033.

- Support TfWM with the delivery of the RTCC.

Transforming the city centre

The city centre of Birmingham will be transformed through the creation of a network of pedestrian streets and public spaces integrated with public transport services and cycling infrastructure. Access to the city centre for private cars will be limited with no through trips. This includes looking at different options for the central section of the A38 including re-routing it to an upgraded ring road.

Fact file:

- Birmingham welcomed 41.8 million visitors in 2017 bringing a visitor spend of £7.1 billion (Global Tourist Solutions research 2018).
- One in ten West Midlands jobs are in tourism.
- The UK Committee of Climate Change has suggested a 44% reduction in emissions from the transport sector by 2030. This includes 60% of all new cars and vans being Ultra Low Emission Vehicles.

Rationale

The transport network has a crucial role to play in delivering inclusive growth. Better public transport can help connect more people to employment opportunities, improve the viability of living in the city centre through releasing more land for homes from the loss of car parks and also crucially by helping people to lead healthy lives and function even as the city centre continues to grow.

Birmingham city centre is currently the subject of a number of large scale redevelopment projects that, together, constitute one of the most exciting and comprehensive urban transformations in Europe. Paradise, Smithfield, Snow Hill and Eastside will all be delivered by 2031 bringing many thousands of new jobs, new retail and leisure space and new public domain. Residential developments are attracting more people to live at the heart of the city. The city centre is also Birmingham's shop window to the outside world attracting millions of visitors each year.

Supporting inclusive growth

A radical overhaul of transport within the city centre and between the city centre and outlying areas is required to connect more people to employment opportunities. The city centre is already a major employment location for workers from across the city and beyond - particularly from south Staffordshire, north Worcestershire, the Black Country, Solihull, Coventry and Warwickshire.

Heavy road traffic congestion during peak weekday periods coupled with limited capacity on public transport networks is the current cause of disruption and variable journey times.

This particular Big Move will help ensure that public transport will be the preferred choice for most people travelling into and out of the city centre. Improvements and extensions to bus, bus rapid transit, train and tram networks including prioritisation over private car travel will reduce the negative impact that congestion and travel disruption has on productivity. Introducing new routes for trams, rapid transit buses and passenger trains will deliver equitable access to opportunities for the benefit of both job seekers and employers.

Improving air quality

The introduction of the Clean Air Zone and resulting improvements to air quality is of benefit to everyone – workers, visitors and residents. Through legally-binding agreements with bus operators, we will move steadily towards a zero emissions fleet.

Taxis and private hire cars that meet emissions standards will also make a valuable contribution to the integrated transport system. Birmingham's Licensing and Public Protection Committee has approved a series of new policies to regulate the number and nature of taxi and private hire vehicles it will licence from January 2020, in preparation for the introduction of the Clean Air Zone.

Major improvements will be carried out to rail stations, including Snow Hill and Moor Street, and to rail layouts to provide increased passenger capacity and better connectivity.

Within the city centre, the development of new public squares, linear parks and wide, level, traffic free boulevards will support walking and cycling as the main means of getting around. The reintroduction of cross city buses will reduce bus mileage in the city core, reduce pressure on kerb space and provide improved penetration and accessibility by public transport in the city centre.

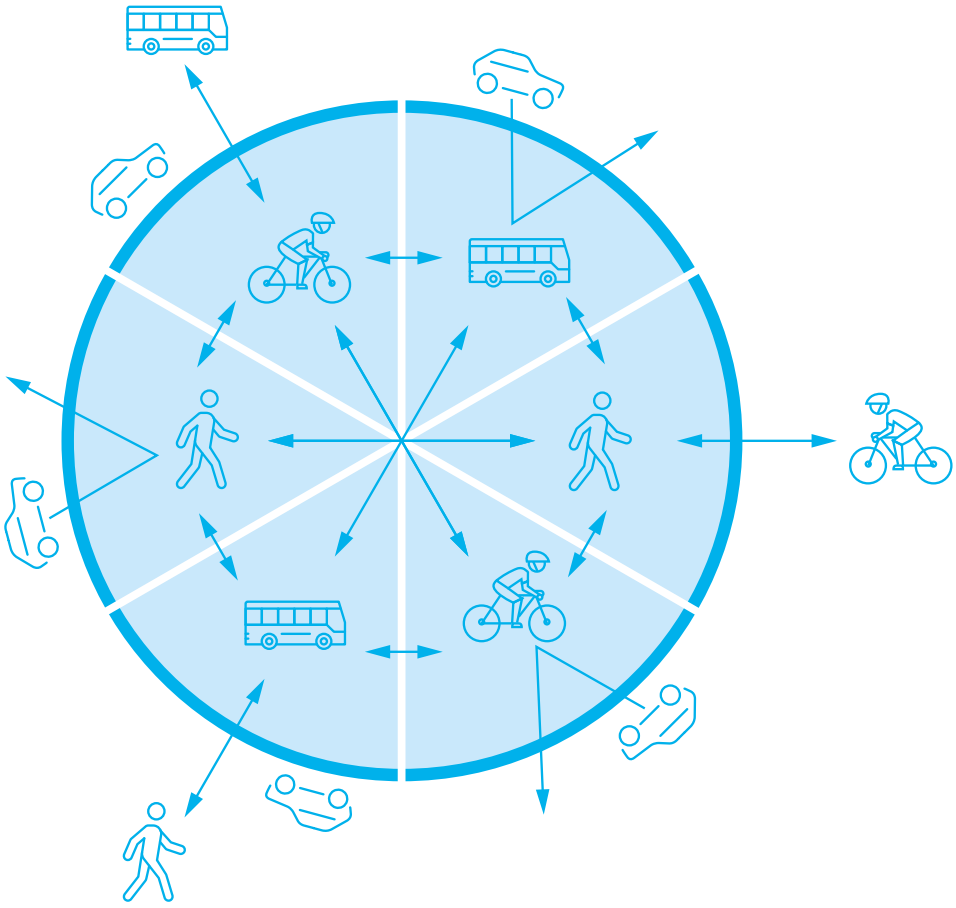
Supporting the growth of the city centre as a place to live

The way that traffic flows are managed within the city centre will be remodelled to discourage through trips by private vehicles without impacting on service vehicles. Access will be maintained for logistics and service vehicles but freight journeys will be concentrated on out-of-hours periods.

The end result will be a new city centre environment which will allow people to meet, relax and take time to enjoy the sights as well as navigate their way on foot without difficult road crossings.

Key delivery components

- Traffic cells initiative including access restrictions and signage within the A4540 Middleway to restrict through trips by private vehicles. Links within the city centre and across the Middleway are improved for public transport, walking and cycling.



- Different options for the central section of the A38 will be considered. This might include re-routing it to an upgraded ring road, meaning that vehicles on journeys passing through the centre of Birmingham would be kept clear of the city centre. This, in turn, would deliver:
    - Improved connectivity because the A38 no longer acts as a restrictive barrier splitting the city centre and hampering growth
    - Reductions in emission levels and consequential air quality improvements in the city centre
    - A more balanced approach to maintaining traffic flows
    - The freeing up of the central section of the A38 transport corridor enabling a range of long term, future uses including green spaces, active travel and public transport infrastructure.

- Reintroduction of cross city buses.

- Development of new public open spaces at Smithfield, Snow Hill and Eastside.

- Re-modelling and expansion of capacity of Snow Hill and Moor Street stations, taking passengers directly to HS2 at Curzon Street by 2031.

- Development of improved cycling and walking infrastructure and pedestrianisation supporting cross city centre navigation and connectivity with public transport hubs.

- City centre access for service and logistics transport to be maintained but subjected to management measures including restrictions on daytime deliveries and support for consolidation initiatives

- Increasing numbers of residential units (estimated 12,800 new homes) in the city centre through the promotion of development opportunities from the release of Council owned car parks.

Prioritising active travel in local neighbourhoods

Active travel – walking and cycling – will become how most people get around their locality most of the time. Cars will no longer dominate street life around homes and schools. A limit of 20mph will be standard on all local roads. Residential neighbourhoods and local centres will be places where people are put first.

Fact file:

- More than one in four of Birmingham's residents is obese – the highest instance in the UK. (University of Birmingham)
- Around a third of adults in Birmingham spend less than 30 minutes each week on physical activity. (2017 West Midlands on The Move)
- Regular cycling to work is associated with a 45% lower risk of developing cancer and a 46% lower risk of developing heart disease compared to commuting by car or public transport. (2017 BMJ: Association between active commuting and incident cardiovascular disease, cancer, and mortality: prospective cohort study)
- The average Birmingham driver lost 134 hours in congestion in 2018 (INRIX).

Rationale

Ending the dominance of cars on streets in residential neighbourhoods and around schools will increase active travel levels, improve air quality and reconnect communities. It will also provide important support for the wider regeneration of local centres stimulating economic growth and employment opportunity. Transport plays an important role in connecting new residential neighbourhoods and local centres, providing sustainable and active forms of travel.

Quality of life

Birmingham's road network occupies a large proportion of the city's public space. The experience that people have on Birmingham's streets has a defining influence on quality of life affecting health, well-being, safety, income and opportunity.

Streets are places where people and communities connect and interact. They are particularly important to children as places to exercise and play, to older people at risk of isolation and loneliness, to people with disabilities and long term illnesses and to those living on lower incomes with no access to private car ownership.

Supporting housing growth

Improving access to public transport will help us to create higher-density, mixed use, sustainable places that make the most of the land that we have available. People living in more densely developed places are less likely to use a car particularly where they can access high quality public transport.

Birmingham's continuing growth is stimulating increased demand for new, affordable housing across the city. The Birmingham Development Plan has identified capacity for around 45,000 homes in existing urban areas in the period to 2031 including bringing vacant properties back into use and utilising former industrial sites. The development of a further 6,000 homes over the same period is proposed in more outlying locations.

New residential neighbourhoods are being developed in a number of strategically important locations including Langley, Bordesley, Selly Oak/South Edgbaston, Longbridge and Greater Icknield. Transport is a vital factor in unlocking the potential of these new neighbourhoods as well as supporting connectivity between the 70 local centres that already exist in Birmingham.

Our Green Travel District approach has been piloted in a number of areas over the last few years. Lessons learned from this will inform new developments in local centres.

Improving health and wellbeing

Walking and cycling are the healthiest ways to travel – either for entire local journeys or as part of longer trips involving other modes such as public transport. A key element of improving cycling and pedestrian infrastructure is to ensure connectivity to local access points for mass transit services including bus, Sprint rapid transit, tram and train. Improving walking environments make streets inclusive for all and help older people and people with disabilities travel around the city. Promoting active travel will support improvements in individuals' health, help to bridge health inequalities between advantaged and disadvantaged communities and contribute to Birmingham's commitment to tackle climate change and prosper environmentally as well as economically.

Key delivery components

- Introduce 20mph as the default speed limit for all residential streets and local centres in Birmingham.

- Implement "Schools Streets" measures across the city to restrict car speed and access, manage parking around school locations and to encourage active travel for pupils.

- Every school in Birmingham will be registered and active with Modeshift STARS, the nationally accredited travel planning tool.

- Integrate active travel and road space allocation guidelines into the process of master planning for all future residential developments and infrastructure schemes in Birmingham.

- Management of logistics and service journeys to local centres to concentrate on "out of hours" periods.

- Pedestrian crossings improvements programme.

- Actively support and complement the city council's strategic principles for residential development around transport hubs.

- Develop Green Travel Districts in key growth areas and local centres including:
  - Perry Barr
  - Sutton Coldfield
  - East Birmingham

Managing demand through parking measures

Parking will be used as a means to manage demand for travel by car through availability, pricing and restrictions. Where development potential exists, land currently occupied by car parking will be put to more productive use.

Fact file:

- Across the UK, there are six cars for every ten people but the average car sits unused for 96% of the time. (Space Out: Perspective on Parking Policy, RAC Foundation, July 2012)
- Sections of the A34 Stratford Road in Birmingham were among the UK's ten most congested roads in 2018. (INRIX)

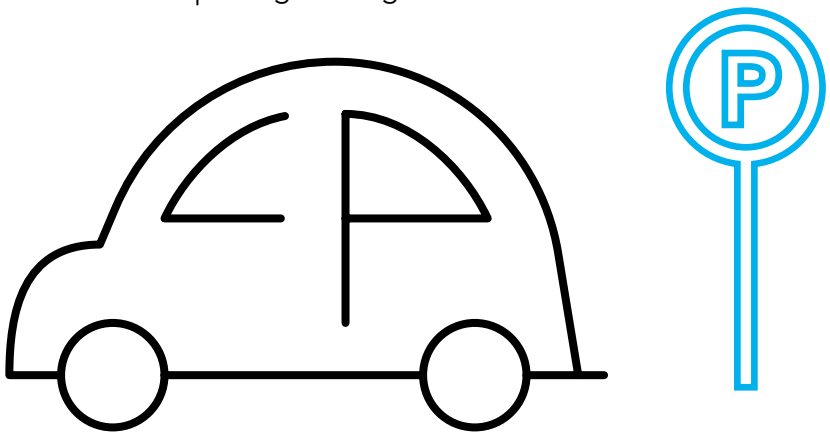
Rationale

All car journeys begin and end with parking. Therefore, managing demand for parking is a central means of managing demand for travel by private vehicle. Managing the demand for parking rests on four tests:

- How many parking spaces are available?
- For how long is parking available?
- Who is parking available to?
- How much does it cost?

Getting the balance right between the four parameters will help to manage demand for parking and, ultimately, management of the demand for travel by car.

The objective is to introduce a more precise and consistent method of parking demand management which supports the delivery of a transport system reducing emissions and congestion while underpinning Birmingham's sustainable growth agenda.



User groups

The framework for future decision making needs to take into account the differing needs of user groups – for example motorists with disabilities – as well as characteristics that vary by location. However, guiding principles will include:

- Commuter car parking will be limited in areas which are well served by public transport – for example the city centre.
- On-street parking space will be prioritised for users with disabilities, cyclists, car clubs and other sustainable modes.
- Public transport and cycling provision will be prioritised over car parking provision.
- Parking will be restricted outside schools for air quality and road safety reasons.

Land use

Across England's largest cities, including Birmingham and the West Midlands, between 15% and 30% of available land is taken up by car parking.

This is land that could be used for building new homes or commercial developments or opened up as new, green public spaces.

An important consequence of reducing over-reliance on travel by private car is to reduce the need for parking spaces. This means that in strategically important locations such as the Enterprise Zone covering central Birmingham, valuable land in short supply can be used in the most productive way possible.

Enforcement

Restrictions will be supported by focused and pro-active enforcement with the targeted use of fixed penalties. The city council is committed to working with its partners - including West Midlands Police - to ensure that enforcement is reasonable and supportive of the sustainable growth of the city.

Parking costs

The city council will work with partners and public transport operators to establish and manage the explicit linkage between level of parking cost and public transport fares. This is to ensure that using public transport is a more competitive and attractive mode of transport in comparison to lower occupancy private cars. We will aim to engage and work with private and commercial providers of non-residential parking with the potential for them to support and fund sustainable transport provision as part of their contributions towards the wider agenda addressing climate change.

Key delivery components

- Progress the feasiblity study into a Workplace Parking Levy (WPL) under which employers are charged an annual fee for each workplace parking space they provide.

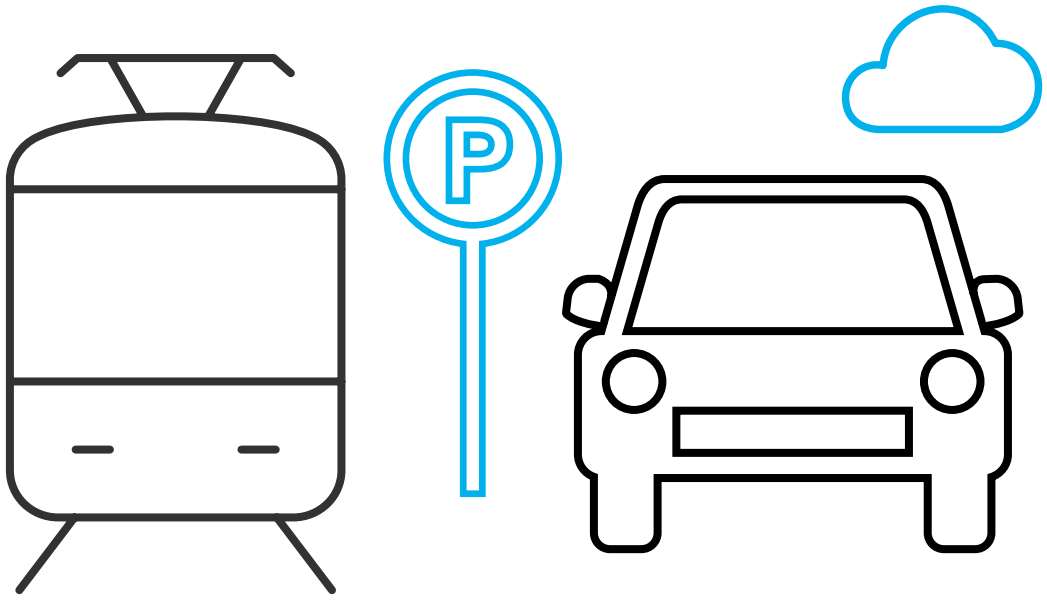
- Re-invest any funding raised through a WPL to contribute towards the delivery of:
  - East Birmingham Metro Extension
  - Pedestrianisation of the city centre and Moor Street
  - Snow Hill Growth Strategy including transformation of the A38 and investment in public transport
  - Cycle routes and canal improvements

- Controlled Parking Zones (CPZ). Birmingham already has some CPZs in place and plans to extend these to remove free car parking from within the A4540 Middleway, from neighbourhoods on its outskirts and from local centres.

- Parking Supplementary Planning Document (SPD). This aims to set out a strategy to manage parking provision across Birmingham as well as revising parking standards for planning applications. Wherever possible, the Council will seek to protect the overall levels of disabled parking provision in easily accessible locations.

- Park and Ride provision at suitable locations outside the city centre to support public transport connectivity.

- Release of car parks for more efficient uses such as development.



Delivery Plan

The process of converting Birmingham Transport Plan thought into Birmingham Transport Plan deed will require strong partnerships and the active participation of stakeholders including the travelling public.

Birmingham City Council is committed to leading the transformation of transport in support of the sustainable growth of the city and the health, wealth and happiness of its residents, workers and visitors.

Partnership working

There is a history of partnership working in Birmingham and the implementation process is anticipated to continue to be driven forward and co-ordinated through joint working between Birmingham City Council, West Midlands Combined Authority, neighbouring local highway authorities, local residents, business communities and other key organisations who have a stake in the future of transport in Birmingham.

Integrated delivery

With numerous large scale projects being delivered across Birmingham over the next decade, it is important that an integrated approach between public and private sector delivery bodies is taken to minimise the impacts as much as possible.

Next steps

Following public consultation on this draft transport plan, comments will be considered and any necessary changes will be made prior to its adoption as a policy document.

Key

- Reallocating road space
- Prioritising active travel in local neighbourhoods
- Transforming the city centre
- Managing demand through parking measures

Big Move	Location	Scheme description	Lead organisation	Timeline											
				2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031+
Reallocating road space, Transforming the city centre, Managing demand through parking measures	City centre	Clean Air Zone and Additional Measures	BCC	■											
Reallocating road space, Transforming the city centre	City centre	Traffic cells iniative	BCC	■	■	■									
Reallocating road space, Prioritising active travel in local neighbourhoods, Transforming the city centre	Citywide	LCWIP cycle improvements	BCC	■	■	■	■	■	■	■	■	■	■	■	■
Reallocating road space, Prioritising active travel in local neighbourhoods, Transforming the city centre	Citywide	LCWIP pedestrian improvements	BCC	■	■	■	■	■	■	■	■	■	■	■	■
Prioritising active travel in local neighbourhoods	Citywide	20mph limit across the city	BCC	■	■	■	■	■	■	■	■	■	■	■	■
Reallocating road space, Transforming the city centre	City centre	Snow Hill Growth Strategy, including Birmingham Ring Road Project	BCC	■	■	■	■	■	■	■	■	■	■	■	■
Reallocating road space, Transforming the city centre	Eastside	Birmingham Eastside Metro Extension	TfWM	■	■	■	■	■							
Reallocating road space, Transforming the city centre	City centre	Birmingham Westside Metro Extension	TfWM	■	■										
Reallocating road space	East Birmingham	East Birmingham to Solihull Metro Extension	TfWM	■	■	■	■	■	■	■					
Reallocating road space	City Wide/Regionally	Future expansion of the Metro Network	BCC/TfWM	■	■	■	■	■	■	■	■	■	■	■	■
Reallocating road space	Nationally	HS2- Phase 1	HS2	■	■	■	■	■	■	■					
Reallocating road space	Citywide	Future New Railway Stations	TfWM/WMR									■	■	■	■
Reallocating road space	Kings Heath/ Moseley/ Hazelwell	Camp Hill railway reopening	TfWM/WMR	■	■	■									
Reallocating road space	Selly Oak/Edgbaston	University Station Upgraded	TfWM/WMR	■	■	■									
Transforming the city centre	City centre	One Station	BCC						■	■					
Transforming the city centre, Managing demand through parking measures	City centre	Workplace Parking Levy	BCC	■	■	■	■								
Managing demand through parking measures	Citywide	Controlled Parking Zones (CPZ)	BCC	■	■	■	■	■	■	■	■	■	■	■	■
Managing demand through parking measures	Citywide	Birmingham Parking Supplementary Planning Document	BCC	■											
Reallocating road space, Transforming the city centre	Citywide	Sprint - Phase 1	TfWM	■	■	■									
Reallocating road space, Transforming the city centre	Citywide	Sprint - Subsequent Phases, including Birmingham to Sutton Coldfield via Langley	TfWM				■	■	■	■					
Reallocating road space, Prioritising active travel in local neighbourhoods	Citywide	Cross city bus routes	TfWM	■	■	■	■								
Reallocating road space	Citywide	Public Transport Priority Schemes	TfWM/BCC	■	■	■	■	■	■	■	■	■	■	■	■
Reallocating road space, Prioritising active travel in local neighbourhoods, Managing demand through parking measures	Citywide	Remodelling urban centres	BCC	■	■	■	■	■	■	■	■	■	■	■	■
Reallocating road space, Transforming the city centre	City centre	Public Realm Enhancements	BCC	■	■	■	■	■	■	■					
Reallocating road space, Prioritising active travel in local neighbourhoods	Perry Barr	Perry Barr Regeneration Scheme	TfWM/BCC	■	■	■									
Reallocating road space	Regionally	Regional Transport Coordination Centre	TfWM	■	■										
Prioritising active travel in local neighbourhoods	Langley and Peddimore	Enabling Inclusive Growth	BCC	■	■	■	■	■	■	■	■	■	■	■	■
Prioritising active travel in local neighbourhoods	Citywide	Local Measures - Safety, Performance, Integration schemes	BCC	■	■	■	■	■	■	■	■	■	■	■	■
Reallocating road space	Regionally	Alternative Fuels and Innovation	BCC/Partners	■	■	■	■	■	■	■	■	■	■	■	■

For full list of schemes please refer to annual capital programme

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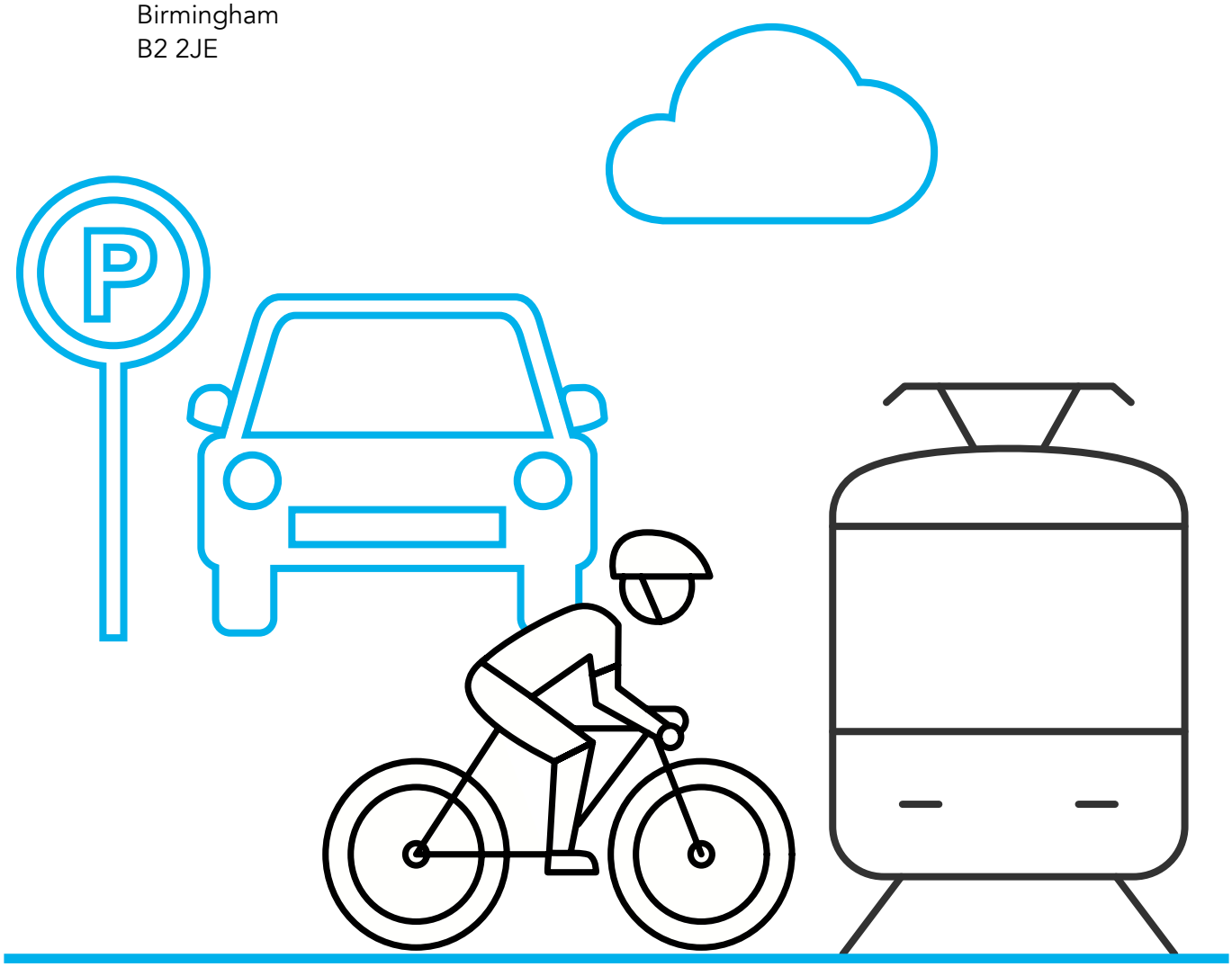

Making a positive difference every day to people's lives

Birmingham City Council