

Draft Birmingham Transport Plan

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Context

- Climate emergency - carbon neutral Birmingham by 2030
- Air quality – going beyond the legal minimum requirements
- Accommodating future growth – population and economy
- Grasping opportunities – Birmingham welcomes investment
- New technologies and better data
- Travel Demand Management approach to encourage change

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 vision will be delivered through four 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.



25% of all car journeys undertaken by Birmingham residents are less than a mile.



Reallocating road space

Key delivery components:

- Bus priority measures (including bus lanes)
- Sprint rapid transit network
- Extended Metro network
- Remodelling urban centres
- Segregated cycle routes
- Regional Transport Co-ordination Centre



Around 259 million journeys were made on local buses in the West Midlands in 2017/18.



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.



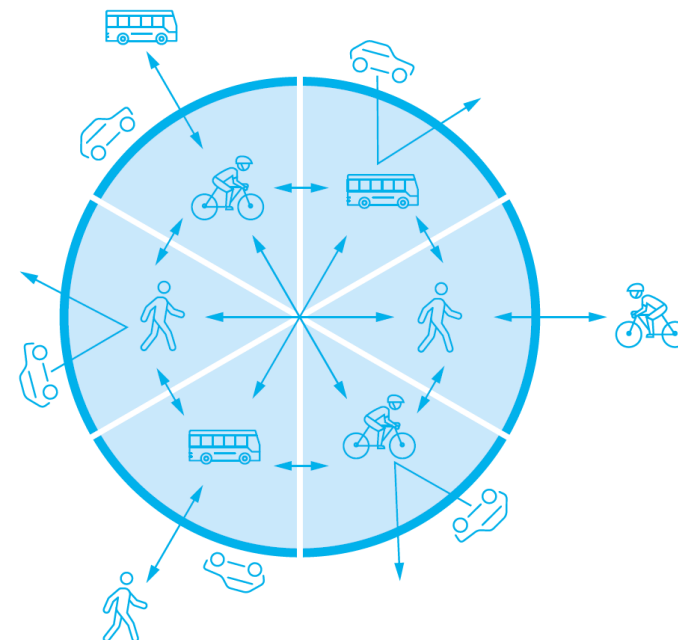
Birmingham welcomed
41.8 million visitors in 2017
bringing a visitor spend of
£7.1 billion.



Transforming the city centre

Key delivery components:

- Traffic cells initiative
- Considering different options for the A38
- Introducing cross city buses
- New public open spaces
- Improvements to Snow Hill and Moor Street stations
- Improving cycling and walking infrastructure
- Management of servicing and deliveries
- Release car parking space for redevelopment



The average Birmingham driver lost 134 hours to congestion in 2018.



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.



More than one in four of Birmingham's residents is obese – the highest instance in the UK.



Prioritising active travel in local neighbourhoods

Key delivery components:

- 20mph limit for residential streets and local centres
- School Streets measures to support safe active travel
- School travel plans
- Updated residential planning guidelines
- Management of servicing and deliveries
- Pedestrian crossing improvements
- Green Travel Districts in key areas



Around a third of adults in Birmingham spend less than 30 minutes each week on physical activity.



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.



In Birmingham, up to 30% of available land is used for parking.



Managing demand through parking measures

Key delivery components:

- Workplace Parking Levy
- Controlled Parking Zones
- Changes to parking prices/tariffs
- Parking enforcement
- Parking Supplementary Planning Document
- Park and ride at suitable locations
- Release car parking space for redevelopment



The average car sits unused for 96% of the time.

Have your say

- Do you agree with the vision and big moves?
- Are the delivery components the right ones?
- Which are the most important delivery components?
- What else should be in the plan?

Consultation

- Consultation open 28 January to 27 March
- Respond online via **birminghambeheard.org.uk/economy/transportplan**
- Public drop in sessions:
 - Tue 11 Feb, 4pm-7pm, Trinity Centre, Sutton Coldfield, B72 1TF
 - Sat 22 Feb, 10am-1pm, Council House, city centre, B1 1BB
 - Tue 25 Feb, 4pm-7pm, Sense Touchbase Pears, Selly Oak, B29 6NA
 - Wed 4 Mar, 4pm-7pm, Saltley Methodist Church, Saltley, B8 1HU
- Stakeholder events (book via birmingham.gov.uk/transportplan):
 - Wed 26 Feb, 8.30am-10.30am, Council House
 - Tue 3 Mar, 1pm-3pm, Council House
- Targeted meetings for specific groups of people



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