

# Busting delay on the bus network South Birmingham

# Bus speeds in the region are in a state of emergency.....

West Mids key corridor AM bus speed  
2014 – 2016

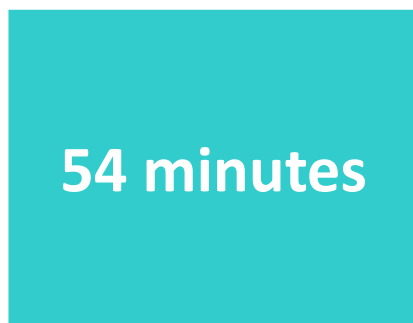


West Mids key corridor PM bus speed  
2014 - 2016

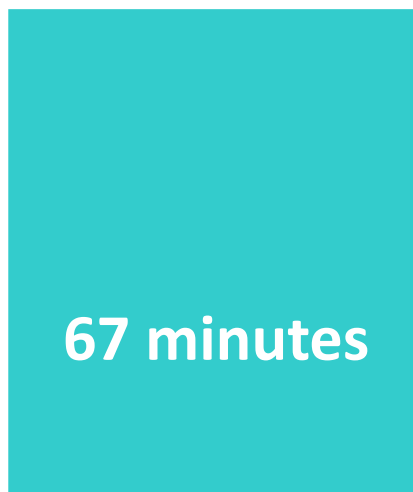


# South/West Birmingham is particularly bad....

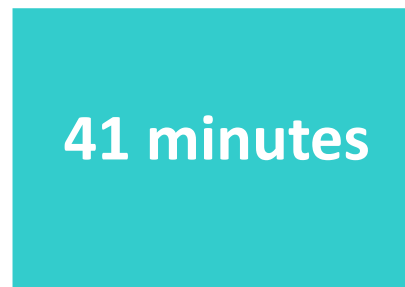
Longbridge to  
Birmingham *advertised*  
journey time



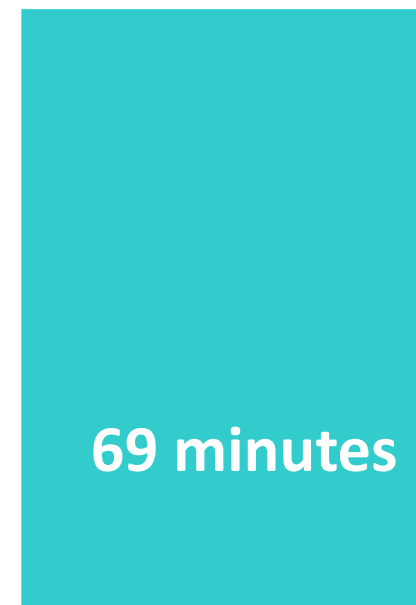
Longbridge to  
Birmingham *95<sup>th</sup> %ile*  
journey time



Bartley Green to  
Birmingham *advertised*  
journey time



Bartley Green to  
Birmingham *95<sup>th</sup> %ile*  
journey time

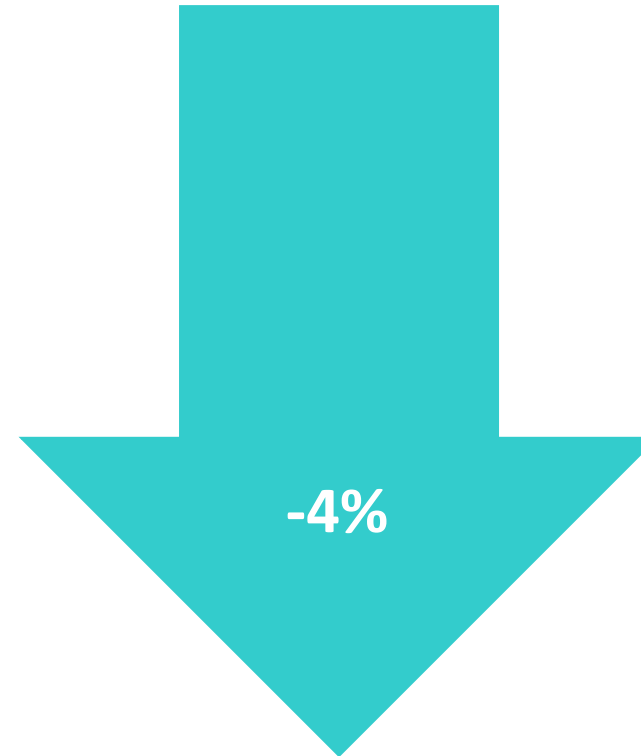


# Patronage is falling sharply as buses slow....

West Mids average all period all route bus speed  
2014 - 2016

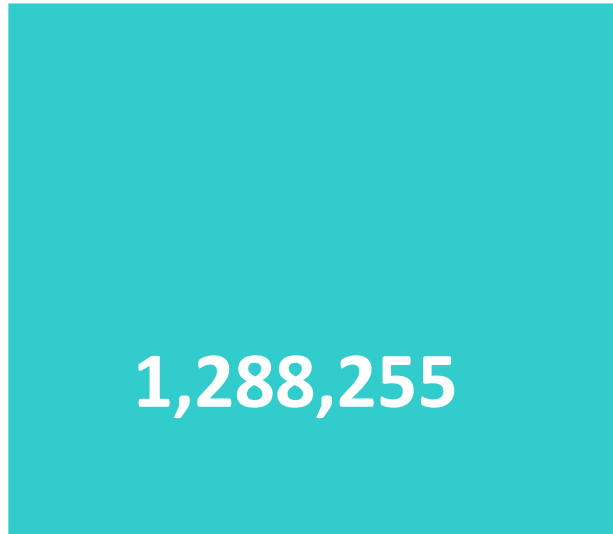


West Mids average all period all passengers  
2014 - 2016

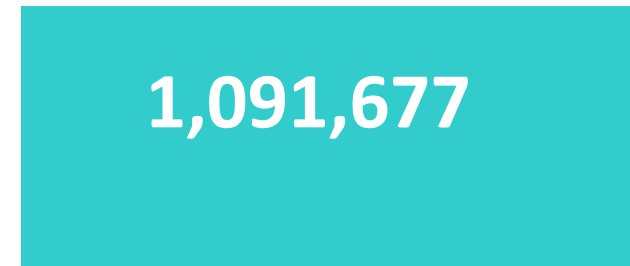


# Congestion means that fewer people are within a decent journey time of our strategic centres...

West Mids wide population located within 45 minute public transport journey of three strategic centres –  
2011



West Mids wide population located within 45 minute public transport journey of three strategic centres –  
2016

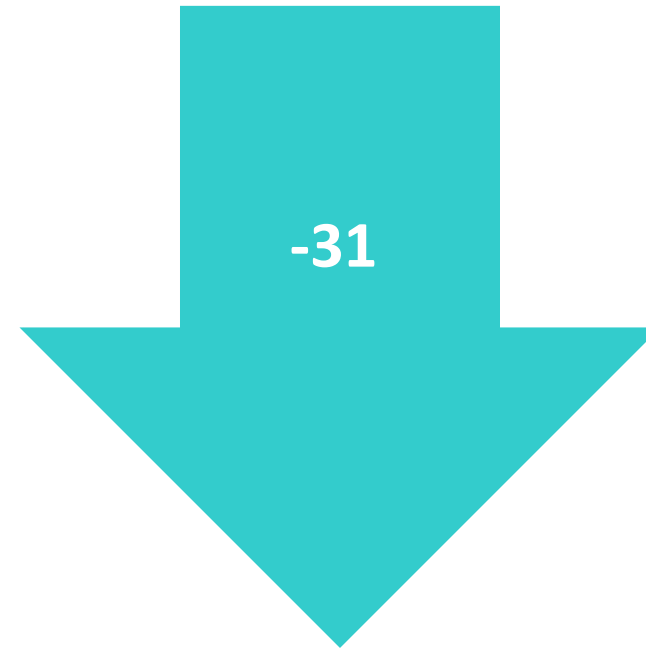


# Congestion also means more resource (buses) is needed on key corridors.....

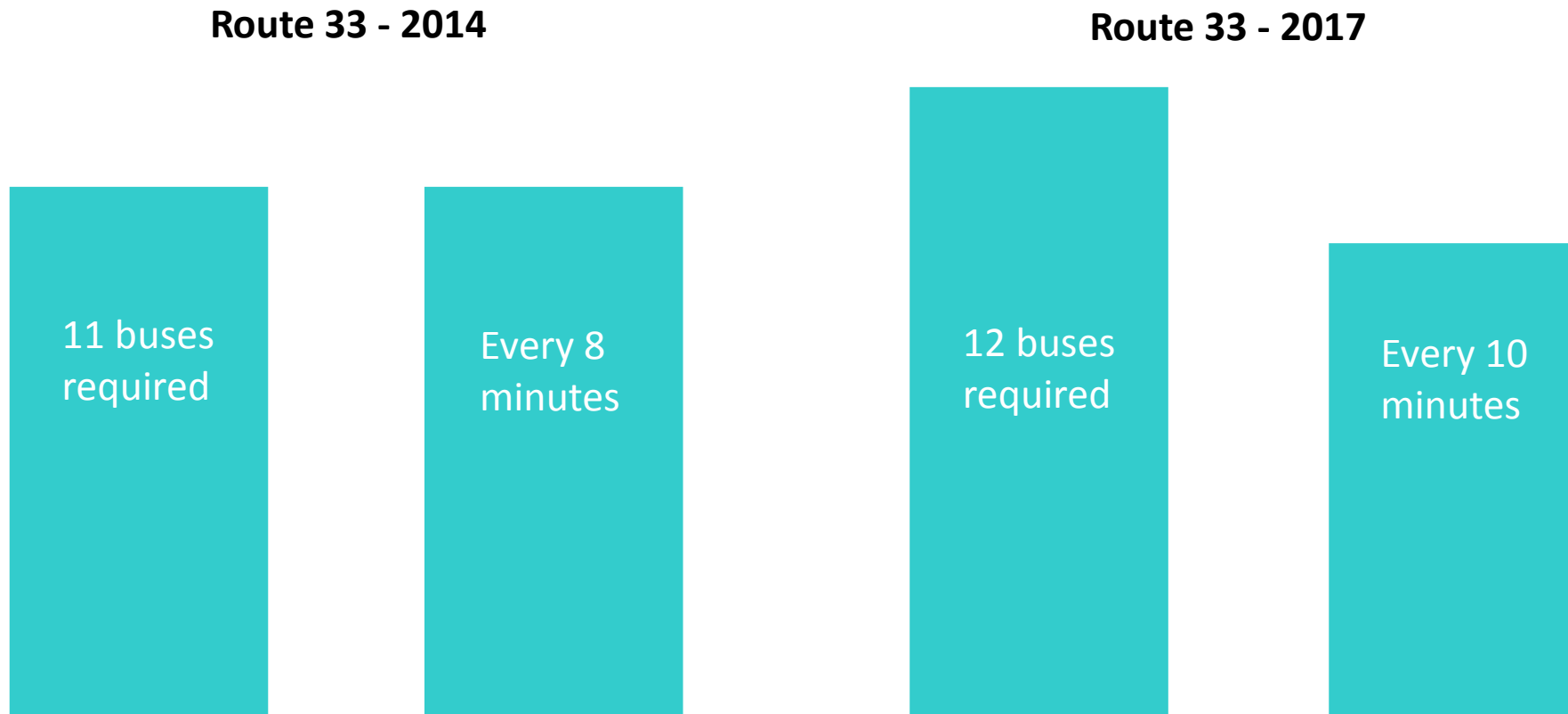
Buses entering Birmingham City Centre



Buses operating on suburban routes



# .....to provide a poorer service.



# The result.....?



- Without action, we will see an incremental and progressive concentration of bus services to the core network
- This will achieve the worst of both worlds where more resource is provided to services which take longer, are less reliable and used by fewer people at the expense of suburban 'marginal' services
- Not only will this reduce the effectiveness of the bus in supporting the City's inclusive economic growth agenda but also reduce urban mobility and social inclusion for those people whom are most reliant on public transport

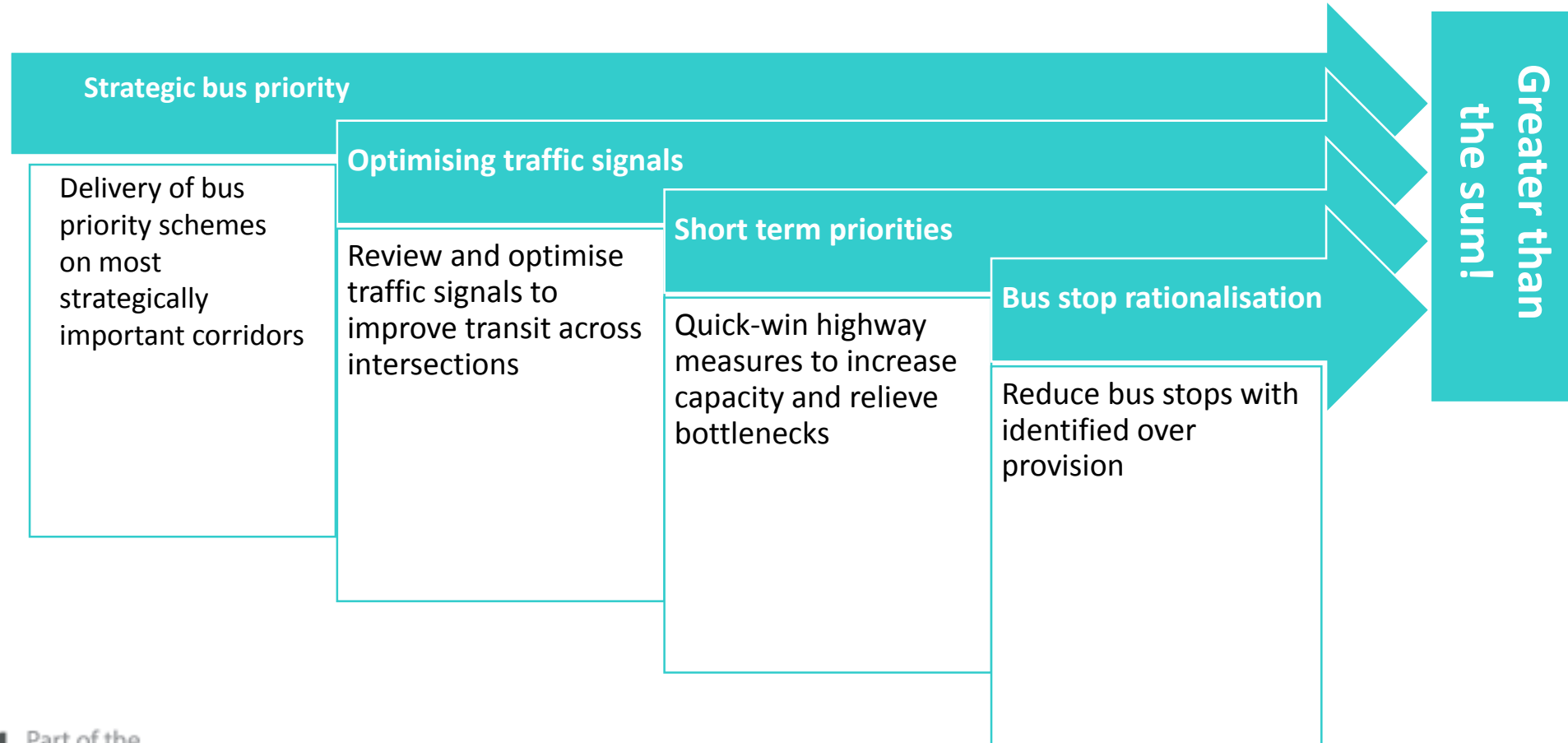


# Why do we care?

- 4 in every 5 public transport trips are made by bus;
- Some radial corridors into Birmingham City Centre carry more bus passengers in the AM peak than those in cars;
- Over 700,000 passenger journeys every day;
- Accessing employment, education, health & leisure opportunities etc..
- The region cannot properly function without a reliable bus network. Bus is part of the solution for bigger issues;
  - Urban mobility
  - Social inclusion
  - Skills and Unemployment
  - Air Quality
  - Public Realm
  - Delivering strategic and economic development



# We are taking a comprehensive approach to treat the symptoms and causes of congestion

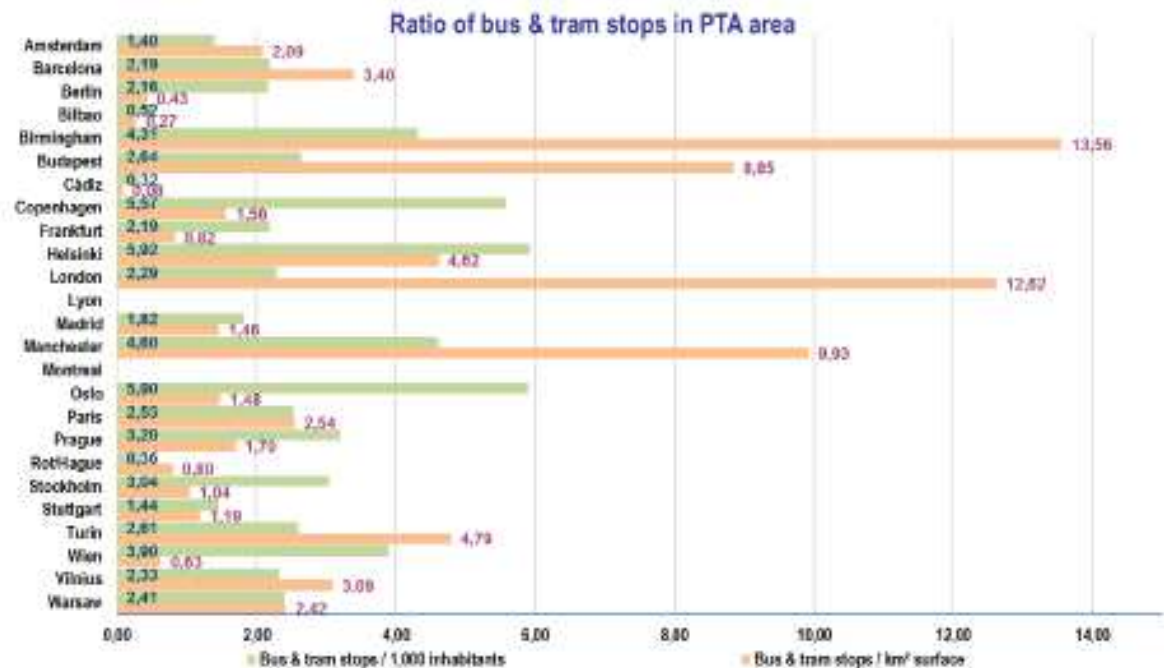


# Do-nothing is not an option. Urgent and bold action is required to increase speeds and reliability....

- Our plan will deliver a cumulative and significant impact to bus speeds and reliability;
- Bus stop rationalisation is one strand of our plan;
- When combined with other measures, this will help prevent more drastic changes to the bus network as part of National Express' review of bus services in South Birmingham;
- Without these changes more passengers could be left with poorer bus services;
- Those living along marginal bus routes could be left with no service at all

# Bus Stop Rationalisation

- Highest ratio of bus stop density in Europe
- Over provision in some areas – as little as 130m apart
- Things have changed – some stops wrongly located
- Each stop adds to journey time for buses
- Delays other traffic and modes
- Independent study



# Bus Stop Rationalisation

- 60 Stops – 4 corridors / 6 routes
- Trial commenced 1<sup>st</sup> October for 6 months
- All areas remain within access standards (400m of stop)
- Comprehensive communications and feedback strategy
- Continuously monitoring responses and any issues.
- Other metrics being monitored.
- Next steps.