

# BIRMINGHAM TRANSPORT PLAN



OCTOBER 2021



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# FOREWORD



## **Councillor Waseem Zaffar MBE**

Cabinet Member for Transport and the Environment  
Birmingham City Council

### **As a council we have set 6 key priorities for our city:**

- Birmingham, an entrepreneurial city to learn, work and invest in
- Birmingham, an aspirational city to grow up in
- Birmingham, a fulfilling city to age well in
- Birmingham, a great city to live in
- Birmingham residents gaining the maximum benefit from hosting the Commonwealth Games; and
- Birmingham, a city that takes a leading role in tackling climate change.

### **Each of these priorities is linked to transport. We must:**

- ensure all our residents have equal access to training and jobs;
- ensure our transport network supports businesses and investment;
- provide our young people with safe routes to education and leisure opportunities;
- give all our citizens the opportunity to breathe clean air, and live healthy, active lives;
- design streets which connect communities and create happy, healthy neighbourhoods; and
- ensure our transport network can support major events like the Commonwealth Games, and that a legacy of improved accessibility is passed on to our residents.

We cannot tackle the climate emergency without fundamental changes to the way people and goods move around our city. Transport is so much more than a means of getting from A to B. Transport can be an enabler of transformational changes. This Transport Plan sets out clear principles for unlocking the potential of transport, and achieving the vital priorities we have set for Birmingham and, most importantly, for our residents.

The climate emergency is setting the pace of change for our transport network. The latest evidence shows that a rapid shift is needed away from single occupancy private car use. Companies in the West Midlands are helping to lead the way in global development of new types of vehicles, including self-driving and electric vehicles, offering significant improvements in efficiency and emission levels.

But regardless of advancements in technology, private cars will never be able to match the capacity of mass public transport for getting people to where they want to go. We need to work with our partners to secure investment and make Birmingham a place where walking, cycling and using public transport are the best and preferred modes of travel for most people. Even then, we must all fundamentally change our travel habits, and reduce the overall amount we travel by car.

Irrespective of the need to decarbonise, the vision for transport set out in this document would still be an important one. Continued national and international confidence in the future of Birmingham means that the level of inward investment is greater than ever before. It is being put to good use through delivering tens of thousands of new jobs and new homes, creating new urban environments fit for modern life. However, recent years have thrown a stark light on the inequalities that still exist in our city. Creating safe, active streets and neighbourhoods is fundamentally important for all citizens. Overdependence on private cars is bad for our health, the health of our families, bad for our communities and bad for business, as measured by the millions of pounds of lost productivity caused by congestion every year. This plan sets out how we will reduce air pollution, open up job and training opportunities, and provide access for all to essential services, including health and education, to ensure all our residents have the opportunity to lead happy, healthy, and fulfilling lives.

When we asked you for your views on our transport plan proposals in early 2020, we received over 650 responses. I would like to conclude by thanking you all for helping us to shape this plan. I now call on you again to help us achieve our vision for a sustainable, green, inclusive, go-anywhere transport network.





# INTRODUCTION

## The Plan's purpose

The Birmingham Transport Plan 2031 outlines how the city's transport system needs to be transformed to meet the challenges of the next decade.

## The Plan's objectives are to:

- Sustain economic success and support the creation of new jobs, development of new skills, and inward investment.
- Support, empower and connect communities to create a healthier and just society, and a better quality of life for all citizens.
- Reduce the negative impacts of transport on the environment to make Birmingham a great place to live, grow up, and age in.
- Urgently and drastically reduce carbon emissions from transport to contribute to the City Council's and the region's decarbonisation commitments.

The climate emergency underpins the economic, social and environmental objectives for the city and therefore is the driver for this Plan. The urgent delivery of a zero carbon, resilient transport system will only be achieved through coordinated efforts to 'level up' the city and remove the barriers that sustain inequality in Birmingham.

Meeting the Plan's objectives requires the delivery of safe and attractive environments for active travel, and a high quality, sustainable public transport system fit for all users. Active travel and public transport need to be complemented by road space reallocation that supports a fundamental change in the way that people and goods move around the city and leads to the reduction of car kilometres travelled. In addition, meeting the objectives of this Plan requires the introduction of policies that tackle the environmental and social cost of the use of private cars.

In this context, this Plan sets out the vision for Birmingham's transport system and contains a set of four principles that will guide the delivery of the vision. The four principles are the following:

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

### **The following sections will:**

- Outline the challenges and opportunities that the city is facing over the next 10 years.
- Set out a vision for Birmingham's transport network.
- Outline the four key principles that will guide the delivery the transport vision and the Plan's objectives.

This Plan takes into account the feedback received during the consultation on the Draft Birmingham Transport Plan that ran from 28 January to 9 April 2020, the impacts of the COVID-19 pandemic, and new analysis on the scale of change required to meet the Council's decarbonisation target.

### **The Plan in context**

This Plan complements existing transport policies, such as the Clean Air Strategy (2019) and the Walking and Cycling Strategy and Infrastructure Plan (2020), and will be accompanied by supporting policy documents that will set out in detail the specific actions required to deliver the vision for Birmingham's transport system.

Transport is inextricably linked to other policy areas such as development planning, education, and healthcare. Therefore, a coordinated approach across all policy areas and levels of government is needed to meet the Plan's economic, social and environmental objectives, and address the climate emergency that underpins them. Delivering this Plan will require transformative transport policies and transport investment as well as strong collaboration within the City Council, with the regional and national governments, and with the private sector.

Delivering this Plan will require coordinated efforts to communicate, engage, and build trust with the citizens of Birmingham. This Plan focuses on improving the lives of all citizens and creating a more equitable and healthier Birmingham. Its success requires challenging changes at an unprecedented scale and pace. However, we acknowledge that transformative modal shift away from private cars and reduction in the need to travel cannot be achieved without the participation and consent of the public.





  
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# CHALLENGES AND OPPORTUNITIES

This section discusses the challenges that Birmingham is facing over the next decade and the opportunities to address them.

## CHALLENGES

### **Climate emergency and transport**

The scientific evidence is clear that the human-induced climate emergency is already affecting many weather and climate extremes in every region across the globe. Urgent action is needed to reduce carbon emissions rapidly in order to limit the increase in temperatures and the associated catastrophic impacts including extreme weather events, such as intense rainfall and devastating floods.

In this context, in June 2019, the City Council declared a climate emergency and set a target to achieve net zero carbon emissions by 2030, or as soon as possible thereafter as a 'just transition' allows. This means that decarbonisation will be achieved while reducing inequalities in the city and ensuring buy-in from the communities. In addition, a new priority was added to the Council Plan which states that Birmingham will be "a city that takes a leading role in tackling climate change". This commitment has embedded climate action in the City Council's decision-making process.

According to the Climate Change Committee (CCC), total emissions from surface transport in 2019 made up 22% of total greenhouse gas emissions. These are primarily tailpipe emissions from fossil-fuelled road vehicles. Cars make up approximately 60% of surface transport emissions, vans account for approximately 18%, and heavy goods vehicles (HGVs) account for approximately 17% (CCC, 2020a). Public transport (buses, coaches, rail) and other modes together make up the remaining 5%.

Despite the progress made in other sectors of the economy, emissions from surface transport have remained flat since 1990. The total distance travelled increased by 17% since 1990, roughly in line with population growth. Average emissions of new cars had been steadily decreasing since 1990 but this trend was reversed between 2017-19, driven by the rapid increase in purchases of higher-emitting vehicles, particularly sports utility vehicles (SUVs). The market share of

SUVs has risen from 7% in 2007 to 25% in 2019. The rapid increase in sales of SUVs has more than eclipsed any reduction in emissions achieved through the moderate increase in the sales of electric vehicles in the recent years, as in 2019 electric vehicles made up only 3% of new car sales (CCC, 2020a).

In the West Midlands the motor industry created many thousands of jobs and contributed to Birmingham's global reputation for engineering excellence and innovation in the latter half of the last century. However, the evidence is clear that a rapid shift is needed away from existing patterns of car use and models of ownership<sup>1</sup>. To achieve these changes the next ten years will be a period of 'managed transformation', during which sustainable transport modes are prioritised over cars in terms of investment and space allocation.

The changes needed will transform citizens' lives and choices. Active travel will become the mode of choice for short trips, as more destinations and activities become accessible by walking or cycling. Connectivity via public transport will be improved, through new bus priority and investment in tram and rail. Multimodal trips will also need to become better and more attractive to more people, through reliable public transport and integrated travel information. People will also start to rethink the trips they take. Some trips will be substituted by digital options, such as home working. Other trips can be replaced by 'staying local', where people can choose to use local services rather than travel outside their area for activities such as shopping.

These changes will happen while we also work to improve the resilience of the transport system in response to the global warming that has already occurred, and mitigate the impact of extreme weather phenomena.

## Equity

Mobility and accessibility inequalities are highly correlated with social disadvantage. This means that some social groups are more at risk from mobility and accessibility inequalities. Currently households with access to a car face fewer mobility constraints as they can reach more opportunities over longer distances. Lowest income households have lower car ownership levels, primarily due to affordability issues. In 2018, over 40% of lower income households in England had no access to a car, with women, children, young and older people, black and minority ethnic, and disabled people being most severely affected (Lucas et al, 2019). Similarly, those who are socially excluded are less likely to have access and skills to use the internet and benefit from the internet applications that may help them tackle their exclusion (Martin et al, 2016). Transport-related and digital exclusion remain key issues for Birmingham, as there are significant areas of deprivation in the city.

<sup>1</sup> Includes long-term car leasing.

Research by the Centre for Research into Energy Demand Solutions (CREDS), shows that emissions in the city's most affluent areas are disproportionately higher than emissions in the more deprived areas (CREDS, 2021). Nevertheless, there is evidence that those who are less well-off are most seriously affected by the impacts of air pollution and the climate emergency. The scale of change required to achieve the objectives of this Plan is unprecedented, but it is not the same for all citizens. There is already a large share of the population in Birmingham that uses predominantly active travel and public transport in their daily lives. Our efforts to 'level-up' the city will focus on improving accessibility for those who are not well-connected but rely on public transport and active travel. This Plan will also focus on ensuring we see a shift to more sustainable modes of travel by those who currently contribute disproportionately to transport related emissions. We will also take actions to limit car trips coming from outside Birmingham and we will continue to work with neighbouring local authorities to achieve this. Improving accessibility by sustainable modes for all citizens will also have broader economic benefits for the city and its businesses, as it will extend the labour and skills that are available to them.

### **Air quality and health**

Road transport is by far the largest source of air pollutants that are most harmful to health, mainly nitrogen dioxide (NO<sub>2</sub>) and Particulate Matter (PM). According to the West Midlands Air Quality Improvement Programme at the University of Birmingham, WM-Air, air pollution in the West Midlands affects some 2.8 million people, reducing average life expectancy by up to 6 months, and is responsible for direct and indirect economic costs of several hundred million pounds per year (WM-Air, 2021).

The introduction of Birmingham's Clean Air Zone in 2021 is a first step towards addressing air quality challenges in the city. Revenue generated by the Clean Air Zone will be reinvested in transport schemes to improve the transport network and further reduce emissions. Further measures targeting other areas of the city are also necessary to improve local air quality.

Overreliance on car travel, particularly for short journeys, is also a main contributor to physical inactivity which has been linked to heart disease and cancer, the biggest causes of premature death. In addition, cars are responsible for most injuries and deaths from road traffic collisions, and for creating unsafe conditions for other road users, such as pedestrians and cyclists. It is noted that people living in disadvantaged areas tend to live in more hazardous environments, with greater proximity to high volumes of fast-moving traffic and high levels of on-street parking. This means they have higher levels of exposure to road traffic risk.

Whilst cleaner vehicles can help improve air quality in the short term, a modal shift to public transport and active travel can deliver many long-term benefits for society, including improved road safety, higher levels of physical activity, cleaner air, and reduced congestion.

## Accommodating future growth

Birmingham is a key contributor to the UK's prosperity and is the regional centre for the West Midlands through being a premium business, tourism and commercial destination. A growing 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. In addition, internal migration to Birmingham has been rising steadily over the last decade, as more people are attracted to the city's success and diversity (ONS, 2021). Further growth will add to Birmingham's standing regionally, nationally and internationally.

According to the Birmingham Connected White Paper (2014) and the adopted Birmingham Development Plan (2017), by 2031, Birmingham's population is forecast to grow by 150,000. The city has an ambitious strategy for growth which will deliver 100,000 new jobs, 51,000 new homes, 350,000 square metres of new retail space and 745,000 square metres of new office space by 2031. Much of this work is already under way, for example at the Paradise and Snow Hill development sites. Estimates translate this growth to 80,000 more cars in the city and 200,000 more daily car trips on the city's roads. This Plan makes clear that such growth in traffic levels cannot be accommodated, and a seismic shift is needed in the way we plan to accommodate our current and future travel needs.

Over the past decade, Birmingham has witnessed a surge in development and investment, providing jobs, homes, improved public transport and public spaces that we need as a growing city. According to the City Council's Our Future City Plan (2021), challenges such as the climate emergency, inequality, and economic and social uncertainty following the COVID-19 pandemic, mean that future investment in the city needs to stimulate green, inclusive growth that meets the city's diverse needs, and maximises the potential of all of the city's communities. Future developments, most of which will be on previously developed land, will support this Plan's objectives by integrating active travel and public transport in residents' lives from the beginning. Reducing reliance on cars will also reduce the demand for car parking, releasing land for more productive use, such as new homes and new employment sites.

As the city's population grows, and more people choose to live in well-connected urban areas, there is greater potential to reduce their carbon emissions. Birmingham, like most cities, already has lower carbon emissions than the national average (CREDS, 2021). Living in Birmingham can meet the needs of groups of

people who are at different stages of their lives, and this Plan aims to make the city an even more attractive option for new residents, as well as improve the lives of current citizens.

### **COVID-19 recovery**

The COVID-19 pandemic and local and national lockdowns had a significant effect on people's travel, paving the way for more flexible working patterns for large parts of society, increasing levels of walking and cycling, and decreasing public transport use.

The City Council responded to the challenge of the pandemic through the Emergency Birmingham Transport Plan (published in May 2020), creating temporary infrastructure to support social distancing, as well as outdoor hospitality and safer walking and cycling. Government funding also afforded the opportunity to accelerate some of the interventions proposed in the Draft Birmingham Transport Plan (published in January 2020) in support of the four key principles of this Plan.

In addition, this Plan is clearly aligned with the City Council's COVID-19 Economic Recovery Strategy, which outlines the overall priorities for the recovery from COVID-19. These include creating a more inclusive economy and tackling the inequalities and injustices highlighted by the COVID-19 crisis; taking more radical action to achieve zero carbon emissions and a green and sustainable city; strengthening our public services and creating new services to address needs; and building the strength and resilience of our communities, based on the positive response to the COVID-19 crisis.

The longer-term impacts of COVID-19 on travel and transport are not yet fully known, but important lessons have been learnt, and the substantial decrease in vehicle use highlighted benefits of decreased emissions, improved air quality and safer streets. Nevertheless, despite the drastic drop in travel demand observed during the national lockdowns, car use has returned to pre-pandemic demand levels, with the exception of peak hours. This suggests that the pandemic may result in changed commuting behaviour, which will require adaptation of the transport systems and cities more broadly, but also that further work is required to sustain the positive impacts seen with increased levels of walking and cycling.

# OPPORTUNITIES

## **Travel demand management**

As explained, in order to meet the objectives of this Plan, there is a need to shape travel demand to deliver a rapid modal shift away from private cars, a reduction in car kilometres travelled, and a faster adoption of electric vehicles. This Plan includes a number of travel demand measures, which are designed to steer how people choose to travel. Freight movements also need to 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.

Demand management is not about reducing people's choices or punishing those who still travel by car. Instead, demand management means that we will make alternatives to the car a better option, improve accessibility to different destinations, while introducing measures that encourage all citizens to use these improvements. This makes sense from an economic, social and environmental perspective.

For example, road space reallocation makes active travel and public transport more attractive than private car use but does not restrict those who still need to use a car or a taxi, such as people with a Blue Badge. Similarly, parking policies such as introducing a Workplace Parking Levy, reflect the environmental and social cost of the use of private cars, but will be accompanied by improvements in public transport, walking and cycling to provide better alternatives to the private car.

## **Network management**

While our efforts will focus on shifting journeys to sustainable modes and, where possible, removing journeys from the network altogether (for example, by replacing them with shorter, local trips or digital alternatives), it is also necessary to manage the existing network efficiently.

Network management is key to address instances of congestion, manage the impacts of highway and other works on the transport network, and managing disruptive events. Actions such as proactive rerouting and retiming journeys are vital to make the best use of the existing network.

The sheer scale of infrastructure investment currently being delivered in Birmingham and due to continue over the coming years highlights the need for

effective network management. There is a constant requirement to coordinate the delivery of infrastructure and associated street works to keep the city on the move and open for business.

New technology is making data collection and analysis quicker, helping us develop a more detailed understanding of our road network. This also allows us to respond to incidents on the road network more quickly, keeping roads safe and clear and keeping Birmingham moving. The Regional Transport Coordination Centre (RTCC) coordinates the monitoring of the Key Route Network (KRN) and local road network and provides insight into network performance, congestion, disruption and roadworks to improve the management of the KRN. Proactive action taken by the RTCC also includes feeding information about disruption during major events, incidents and construction activities directly to transport operators, the public, and to navigation apps like Google Maps, in order to reduce congestion and keep the traffic flowing as best as possible.

### **Public transport investment**

Several 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, the introduction of Sprint rapid transit buses, and the development of cross-city bus routes.

The Midland Metro network is planned to triple in size over the coming years, 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. The first phase of Sprint is planned to be delivered on the A34 Walsall Road and A45 Coventry Road corridors, in time for the 2022 Commonwealth Games.

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

In addition, Transport for West Midlands (TfWM) in collaboration with the City Council is developing six packages of interventions to improve cross-city bus routes going through Birmingham. These will reduce the need to change buses in Birmingham city centre, increasing connectivity across the different neighbourhoods of the city and connectivity with areas beyond the city's administrative boundaries. This work is also complemented by prioritising buses at junctions across the region and the introduction of zero and low emissions buses.

Birmingham's connectivity with other parts of the country is also improving. HS2 will release capacity on the train network to increase the number of local passenger services and freight services. 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.

Released capacity on the rail will be used by new local services and stations, which 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.

We acknowledge the challenges that public transport is facing as a result of the COVID-19 pandemic. Investment in local public transport, which is supported by the Bus Back Better national strategy and the West Midlands Strategic Vision for Bus and Enhanced Partnership Plan, will help address some of these challenges by making public transport a more attractive option. This is especially true for the bus network, which will play a key role in the rapid decarbonisation of the transport network in the coming years, as it can facilitate a rapid shift from private cars to public transport, without the need for large infrastructure changes.

### **Sustainable freight**

Efficient freight movement is essential to everyday lives and the operation of the city, ensuring business and individuals receive the goods they need at the time and location they need them. However, current freight practices cannot meet the objectives of this Plan. Changes are needed both in the type of vehicles used and the number of journeys made, especially as the COVID-19 pandemic has resulted in an increase in the movement of HGVs and Light Good Vehicles (LGVs). Improvements for freight could include the introduction of consolidation and micro-consolidation centres that will serve specific areas of the city, and replacement of delivery journeys with electric vehicles, including electric cargo bikes that can serve the last part of delivery journeys. We will continue to work with businesses and the logistics industry to explore sustainable freight solutions for Birmingham.

The introduction of the city centre segments, which 'divides' the city centre into seven segments (the city core and six peripheral segments bound by the A4540 Ring Road), is a first step towards encouraging sustainable freight movements. Each segment can only be accessed from the A4540 Ring Road, while movement between segments is only possible for public transport, pedestrians, and cyclists. All other vehicles cannot cross the segment boundaries due to physical measures such as bus gates and road closures, and so would need to go back to the A4540 Ring Road to move between segments. However, while we restrict access to private cars, it is important to maintain servicing and loading for local businesses.

This can be achieved through measures such as reallocating current parking spaces to managed loading, or timed deliveries during off-peak hours.

Strong collaboration is required between the Council and the private sector in order to maximise efforts to improve freight movements in the city.

### **New technologies and services**

New technologies and services can support the decarbonisation of transport in Birmingham, provided they offer place-based solutions that address local challenges. Shared mobility services have the potential to complement Birmingham's core transport system by providing coverage in areas and during times of the day/ week that are not serviced by tram or bus. Mobile applications, and smart integrated ticketing have the potential to make it simpler and easier, particularly for people with disabilities, to book and pay for transport with a single transaction, ensure best value for money and support journeys that combine several modes. However, innovative mobility options and their operations need to be safe and secure for all citizens. In addition, innovative mobility services need to allow all citizens to access benefit from them, and not perpetuate existing access barriers to mobility and opportunities. Especially when it comes to digital access, innovative mobility services need to be inclusive in order to avoid the further exclusion of segments of the society with limited or no access to digital services.

TfWM have secured funding as part of the government's Future Transport Zones fund, and they are trialling different types of interventions, including testing Connected and Autonomous Vehicles, mobility credits schemes, and mobility hubs. In addition, there are three shared mobility schemes operating in the city: the West Midlands e-scooter trial, the West Midlands Cycle Hire scheme, and the Brompton Bike Hire. These interventions are providing lessons for Birmingham on how new technologies and services can be used to support the delivery of this Plan.

Furthermore, the City Council is working with carshare companies in the city. Over the next decade, carsharing will become a key alternative to car ownership and will facilitate new patterns of car use, where people can live car-free lives and still have access to a car for essential journeys. In addition, car clubs can be a more affordable way to access a car compared to car ownership. The Council will continue to work with shared mobility providers to ensure that they are supporting the Plan's objectives.

Electric vehicles will play a key role in the city's transport system over the next decade. Electric cars will replace vehicles powered by fossil fuels, drastically reducing local emissions. However, electric cars are not a panacea and the climate emergency will not be addressed by replacing the existing fleet of private cars

more affordable way to access a car compared to car ownership. The Council will continue to work with shared mobility providers to ensure that they are supporting the Plan's objectives.

Electric vehicles will play a key role in the city's transport system over the next decade. Electric cars will replace vehicles powered by fossil fuels, drastically reducing local emissions. However, electric cars are not a panacea and the climate emergency will not be addressed by replacing the existing fleet of private cars with new, electric models. Modal shift toward public transport and active travel, and reducing the overall need to travel using private cars are the main focus of this Plan. Other electromobility options, such as shared electric cars, electric bikes, and electric cargo bikes will also play an important role in delivering this Plan's objectives.

### **Public engagement and trust**

This Plan calls for a radical change in the way people move, underpinned by the climate emergency. While the scientific evidence about the need for rapid decarbonisation is beyond question, we still need to ensure that proposals have consent and buy-in from our citizens. Without appropriate engagement we risk a breakdown of civic engagement and trust while trying to implement changes that deeply affect society. Inequality is strongly associated with the climate emergency, with already marginalised groups contributing the least to carbon emissions but being the most at risk from the impacts of the climate emergency. Strong engagement will give more agency and power to people. This will help the City Council's wider attempts to build trust and give voice to all citizens, while addressing long-standing issues that sustain inequity in the city. In this process, we recognise that not all citizens can adopt sustainable travel practices for all their trips, and we aim to support those who rely on the use of cars to move about the city, such as Blue Badge holders, maintaining their right to mobility.







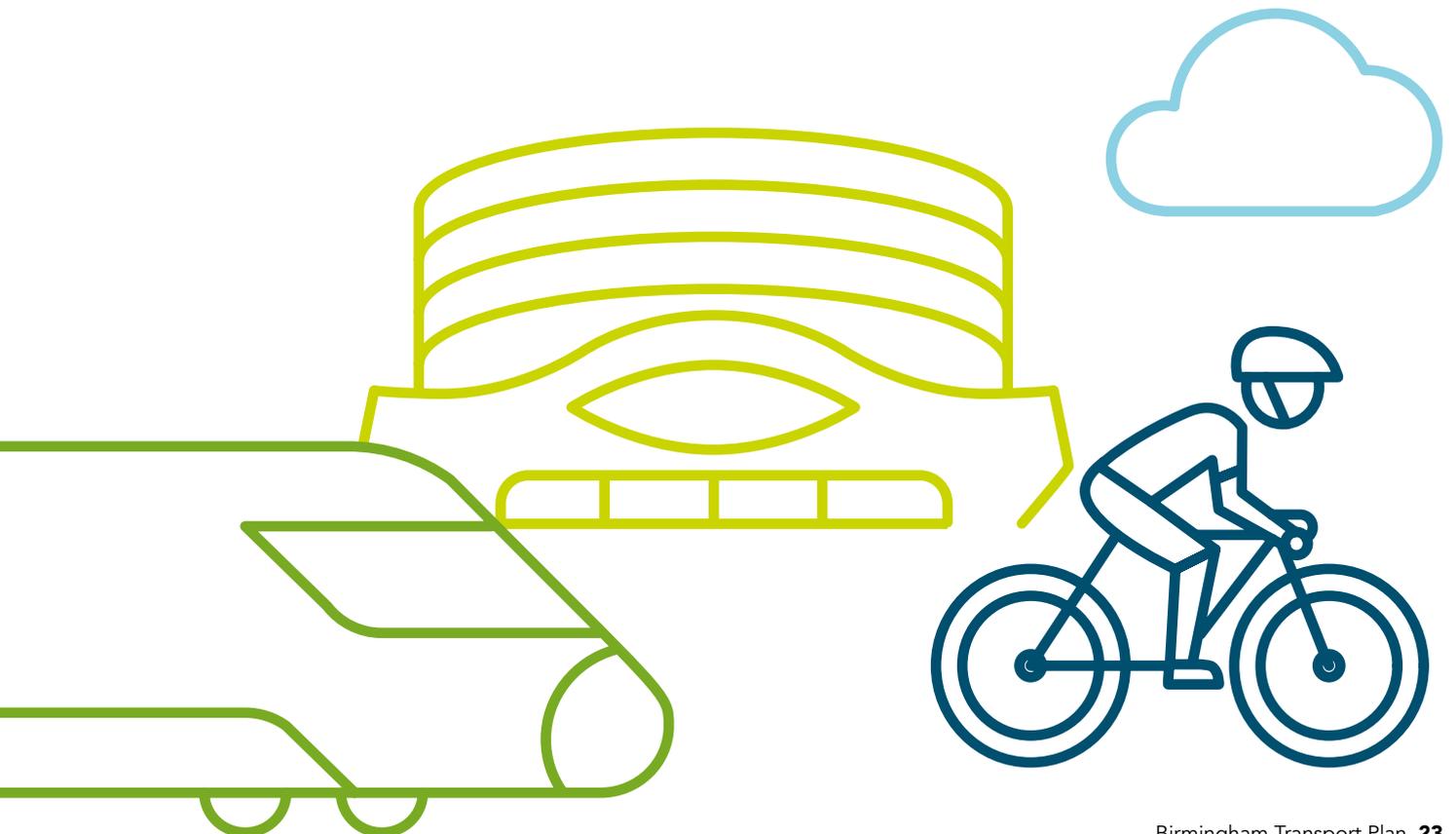
# VISION

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

Safe and healthy environments will make walking, cycling and active travel 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 success, tackle the climate emergency, and promote the health and well-being of Birmingham's citizens.



# The delivery of this vision will be guided by the following four principles.

## PRINCIPLES



### Reallocating road space

The allocation of road space will change away from prioritising private cars, to support the delivery of public transport and active travel networks 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 pedestrianised 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 allowed. This includes looking at different options for the central section of the A38 Queensway, including re-routing traffic to an upgraded A4540 Ring Road.



### Prioritising active travel in local neighbourhoods

Walking, cycling and active travel will become the first choice for most people making short journeys in their local neighbourhoods. 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 prioritising private cars, to support the delivery of public transport and active travel networks fit for a global city, fundamentally changing the way that people and goods move around the city.

## Fact file:

- Emissions from transport, including from passenger vehicles, will need to be cut by over 70% by the mid-2030s in order to meet the national decarbonisation targets (CCC, 2020b).
- Around 261.2 million journeys were made on local bus services in the West Midlands in 2018/19, approximately 0.1 million fewer than in the previous year (TfWM, 2021).
- In 2018/19, 8 million passenger journeys were made using the West Midlands Metro, about 0.9 million more than in the previous year (TfWM, 2021).
- In 2018/19, 43% of all journeys undertaken in the West Midlands were under 2 miles (Department for Transport, 2021).

## Rationale

The growth in the number of vehicles on the road needs to be contained and managed. The increasing number of trips on the road network contributes to increased congestion, poor air quality and carbon emissions. Reallocating road space to prioritise public transport and active travel, increases their efficiency and attractiveness compared to the private car, and helps restrain demand for private car use.

## MEETING OUR OBJECTIVES

### Healthy and just society

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.

### **Economic success**

It is estimated that the average Birmingham driver spent 80 hours sat in traffic in 2019, which is translated to a cost of £624 per driver, and £325 million for the city as whole (INRIX, 2020). In addition to the cost to drivers, congestion caused by cars results in delayed public transport journeys and reduces the flow of freight and commercial vehicles, which is vital to the day-to-day business life of Birmingham.

Reallocating road space to prioritise public transport and active travel will mean that the road network is used more efficiently. Buses are Birmingham's most 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. Furthermore, bus services can adapt quickly to changing demands, facilitating immediate shift from private cars to public transport and delivering rapid decarbonisation without major infrastructure changes.

As well as reallocating road space, we will manage road space better. The City Council is working to achieve better coordination and planning of events likely to impact on the movement of people and freight on our network. For example, streetworks permits will 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 KRN.

### **Better environment and reduced carbon emissions**

Annual average nitrogen dioxide (NO<sub>2</sub>) concentrations exceed air quality objectives on several road links in and around Birmingham city centre, and this remains a challenge for the City Council. In addition, transport accounts for approximately a third of carbon emissions in the city (CREDS, 2021). 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. More road space will therefore continue to be allocated to ensure public transport, walking and cycling become the preferred way to travel for most people.

Road space reallocation will be complemented by broader efforts to reduce the impacts of transport on the environment and transport decarbonisation. While private cars will become a less attractive option compared to public transport and active travel, we will support the introduction of a range of alternative options that

need to be provided to citizens in order to achieve a rapid and large-scale shift away from private cars. The City Council has already started to trial micromobility options such as shared e-scooters, and electric cargo bikes, while the West Midlands Cycle Hire scheme will incorporate electric bikes.

Finally, the cars that remain on our network will also need to change. Alternative cleaner fuels will play a key role in improving air quality and addressing the climate emergency. Programmes such as the rollout of 100% renewable energy electric vehicle charge points across the city will support the shift towards cleaner vehicles. The City Council's efforts will be complemented by private sector initiatives, such as the Tyseley Energy Park, a state-of-the-art hub providing refuelling facilities for hydrogen, compressed natural gas (CNG), and electric vehicles.

The below sections describe the progress that has been achieved since the publication of the Draft Birmingham Transport Plan in January 2020, and some of the key delivery components of this principle. The list of key delivery components is non-exhaustive and further detail will be provided in the Birmingham Transport Plan Delivery Plan.

## Progress

- Westside Metro extension to Edgbaston set for completion by the end of 2021.
- Eastside Metro extension work underway.
- Construction of A34 and A45 Sprint routes underway, on course for completion for the 2022 Commonwealth Games.
- (Emergency) Active Travel Fund schemes delivering extensive reallocation of road space for cycling and walking schemes.
- Development of cross city bus principles and early work to deliver schemes.

## Key Delivery Components

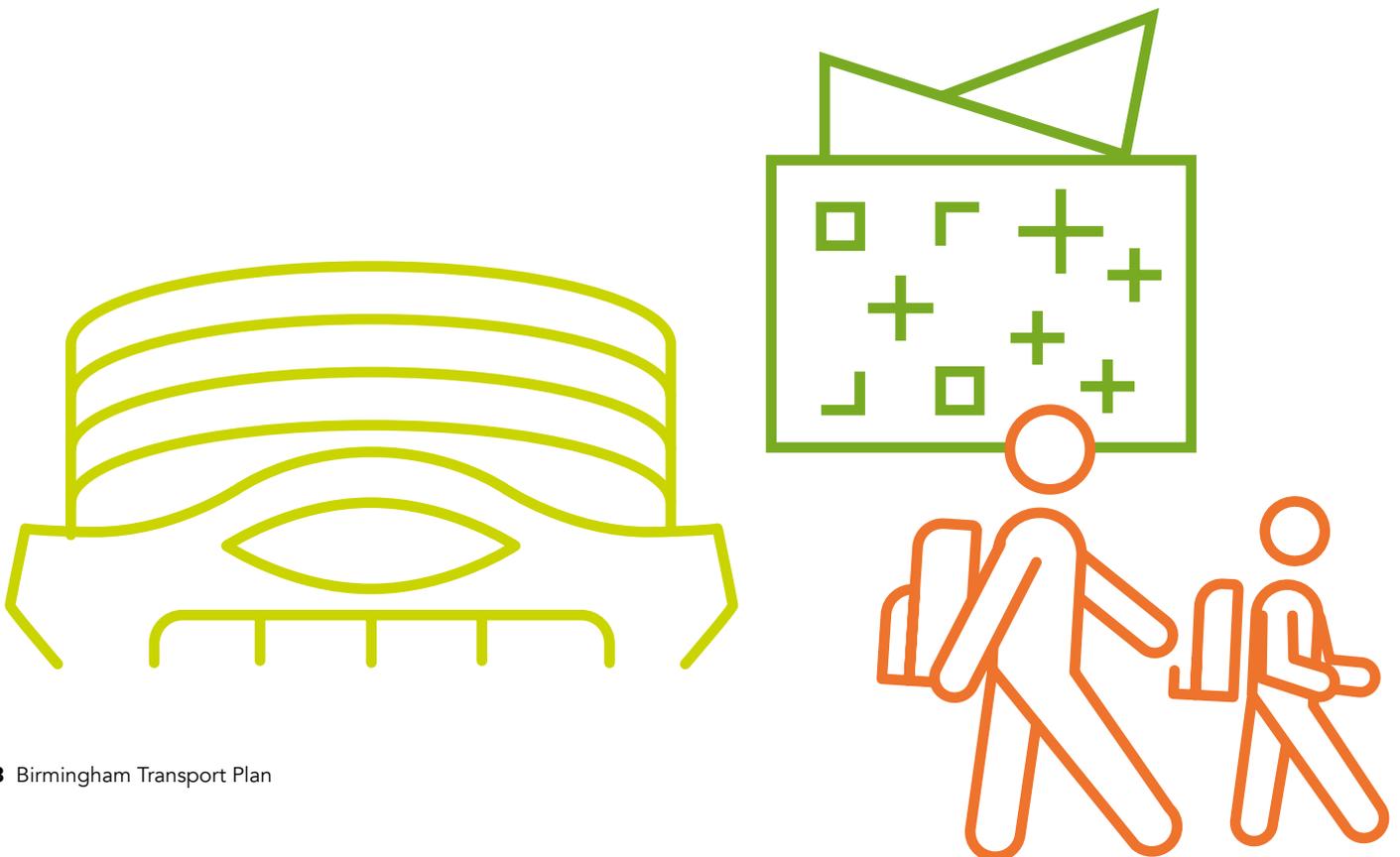
- Delivery of Sprint bus rapid transit network
- Extended Metro network connecting the city centre, local and mainline train services, including HS2.
- Introduction of cross city buses.
- Enhanced public spaces and remodelled urban centres.
- New segregated cycle routes along main commuter corridors.
- Kerbside Management Strategy to ensure a balanced approach to the allocation of kerbside space within the city.
- Continue to work collaboratively with TfWM, through the RTCC, on coordinated network operation and response to incidents.

# TRANSFORMING THE CITY CENTRE

The city centre of Birmingham will be transformed through the creation of a network of pedestrianised 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 allowed. This includes looking at different options for the central section of the A38 Queensway, including re-routing traffic to an upgraded A4540 Ring Road.

## Fact file:

- In 2019, the A38 in Birmingham was ranked the most congested UK road outside London (INRIX, 2020).
- Birmingham welcomed 41.8 million visitors in 2017, bringing a visitor spend of £7.1 billion (West Midlands Growth Company, 2021).
- Air pollution in the West Midlands affects approximately 2.8 million people, reducing average life expectancy by up to 6 months (WM-Air, 2021).



## Rationale

Integrated land-use planning and transport planning can successfully deliver inclusive growth connecting people to employment opportunities, releasing land for homes where car parking is no longer needed, and helping people to lead healthy and sustainable lives in a growing city centre.

Several large-scale redevelopment projects in Birmingham city centre will together deliver 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 realm. Residential developments are attracting more people to live at the centre of the city.

The City Council's Our Future City Plan (OFCP) - Central Birmingham 2040 (2021) recognises this and the document's theme of 'Connected City' puts transport policy at the heart of planning policy. OFCP and this Plan's objectives and delivery components are aligned to deliver a transformed city centre.

It remains to be seen whether COVID-19 will have a long-term impact on how we use the city centre, with people using their local areas for day to day living and former commuters continuing to work from home more regularly. What is certain is that the city centre will remain the beating heart of the city, Birmingham's 'shop window' to the outside world, attracting millions of visitors each year and providing world class leisure and retail experiences. We need to ensure that the city is flexible and adaptable to future developments. Sustainable transport to and within the city centre needs to remain attractive, relevant, flexible and resilient.



# MEETING OUR OBJECTIVES

## Economic success

Birmingham city centre is 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. To support economic success, the city centre needs to be easily accessible. It is vital that people can reach jobs and business opportunities; residents and visitors can get to retail and leisure activities; and servicing and deliveries can reach businesses in an efficient and sustainable way.

Before the COVID-19 pandemic, heavy road traffic congestion during peak weekday periods coupled with limited capacity on public transport networks meant disruption and variable journey times, causing substantial costs to economic activity. The COVID-19 pandemic has had a significant economic impact on businesses and residents, with the retail, arts, culture, leisure and hospitality sectors amongst the hardest hit. The quick shift towards home working and online shopping has significantly impacted the city centre's economy. Initial monitoring data indicates that car use is now returning to pre-pandemic levels, particularly for retail and leisure activities, but a car-based recovery does not align with the objectives of this Plan.

Transforming the city centre ensures that public transport and active travel are the preferred choice for most people travelling to and from the city centre. Improvements and extensions to bus, Sprint bus rapid transit, train and tram networks aim to make them more attractive options than the private car and reduce the negative impacts of congestion and travel disruption on productivity. Extending the coverage of our public transport networks will also deliver equitable access to opportunities and benefits to job seekers, workers and employers.

The transformation of the city centre will also benefit its businesses. Investing in better streets and spaces can provide a competitive return compared to other transport projects, while walking and cycling projects can increase retail sales by 30% or more (Living Streets, 2018). At the same time, we will focus on minimising freight vehicle kilometres and concentrating freight journeys during off-peak times. Tools to achieve this include effective traffic management, delivery consolidation hubs, and a revised approach to last mile and short distance deliveries, for example with the wider use of electric cargo bikes.

## Healthy and just society

The city centre must remain accessible to all people, regardless of their age, gender, or economic status, as well as to those with disabilities and health conditions. Accessible public transport and active travel will be the best choice for most people, but we will not restrict access to those whose needs mean that private car is the only viable transport option. In addition, public spaces and active travel provision will take account of the most vulnerable road users, incorporating rest areas, reducing unnecessary clutter, and providing accessible wayfinding information.

## Better environment and reduced carbon emissions

People will be prioritised in the city centre to support walking and cycling as the main means of getting around. This will be achieved by redirecting traffic flows to discourage through trips by private vehicles, developing new public squares, parks, and wide, level, traffic-free boulevards, and improving road crossings. The result will be a vibrant city centre environment, which will allow people to meet, relax and take time to enjoy the sights.

The introduction of cross-city buses will mean that fewer bus services will terminate in the city centre, which will reduce bus concentration in the city centre and will provide improved accessibility across the city. In addition, further measures will be taken to improve air quality and reduce carbon emissions. Legally binding agreements with bus operators, changes to taxi and private hire licensing, and the Clean Air Zone are already beginning to deliver improvements and support the shift to low and zero emission vehicles.

The remaining essential car trips and necessary deliveries and servicing will need to be carried out in zero emission vehicles. This will be supported by providing appropriate levels of refuelling infrastructure.

## Progress

- Birmingham's Clean Air Zone launched in June 2021, covering all roads within the A4540 Ring Road.
- Introduction of Licensing and Public Protection Committee policies to regulate number and nature of taxi and private hire vehicles licences to comply with the Clean Air Zone.
- Early changes to city centre traffic management delivered, in support of traffic segments initiative.
- On-street parking replaced with outdoor hospitality space to support economic activity in line with restrictions related to the COVID-19 pandemic.
- Pop-up cycle routes created to support and encourage increased levels of cycling during national lockdowns in response to the COVID-19 pandemic.

## Future steps

- Full delivery of traffic segments initiative to restrict private vehicle trips through the city centre. This will include access restrictions and signage within the area bound by the A4540 Ring Road, and improved public transport, walking and cycling connections within the city centre and across the A4540 Ring Road.
- Different options for the central section of the A38 Queensway will be considered. This might include rerouting traffic to an upgraded A4540 Ring Road, meaning that vehicles on journeys currently passing through the centre of Birmingham will be diverted. This, in turn, would deliver:
  - Improved connectivity because the A38 Queensway no longer acts as a restrictive barrier segregating areas of the city centre and restricting growth.
  - Reductions in emission levels and air quality improvements in the city centre.
  - A more balanced approach to managing traffic flows.
  - The freeing up of the central section of the A38 transport corridor enabling a range of future opportunities including the creation of green spaces, new active travel and public transport infrastructure, and releasing land for development.
- Introduction of cross-city buses.
- Development of new public open spaces at Smithfield, Snow Hill and Eastside/Digbeth.
- Re-modelling and expansion of capacity of Snow Hill and Moor Street stations, taking passengers directly to HS2 at Curzon Street.
- Development of improved cycling and walking infrastructure and street pedestrianisations, as well as improved wayfinding to ensure connectivity with public transport hubs across the city centre.
- 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.
- City centre access and dedicated on-street parking maintained for people with disabilities who cannot use public transport or active travel.
- Increasing numbers of residential units in the city centre through the promotion of development opportunities from repurposing car parks owned by Birmingham City Council.

# PRIORITISING ACTIVE TRAVEL IN LOCAL NEIGHBOURHOODS

Walking, cycling and active travel will become the first choice for most people making short journeys in their local neighbourhoods. 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:

- Around a third of adults in the West Midlands spend fewer than 30 minutes each week on physical activity (WMCA, 2018).
- Walking and cycling improve metabolic health and reduce the risk of premature mortality; reduce the risk factors for a number of diseases, including cardiovascular disease, respiratory disease, some cancers, and Type II diabetes; and have positive effects on mental health and wellbeing (Public Health England, 2018).
- At least 38% of people visit their local high street several times a week. Many car journeys are short and as the volume of goods purchased is small, these trips could be made on foot (Living Streets, 2018).
- Traffic modelling carried out by Birmingham City Council estimates that only 17% of all trips that take place on Birmingham's road network during the AM peak end in the city centre <sup>2</sup>.

## Rationale

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

During the national lockdowns in response to the COVID-19 pandemic, people have been more active in their local areas, walking and cycling to local shops and for daily exercise, while most people carried out only occasional longer journeys. The vast reduction in traffic during this time showed what local neighbourhoods could look like when different transport choices are made and trips by private car are minimised.

<sup>2</sup> Refers to trips carried out by cars, LGVs, and HGVs. Modelled year is 2016.

# MEETING OUR OBJECTIVES

## **Economic success**

Enabling people to walk to their local shops and amenities can increase local economic activity, with those on foot or bike better able to see what shops have on offer and enjoy the atmosphere of a local centre. If more space is given for walking and cycling and less to cars, the absence of customers arriving by car is more than compensated by people arriving on foot or by bike (Living Streets, 2018).

Changes made in response to COVID-19 have also demonstrated how the removal of on-street parking can free up space for economic activity to take place outdoors, on the street, including creating pavement café spaces.

## **Healthy and just society**

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. Promoting active travel will support improvements in individuals' health and help bridge health inequalities between advantaged and disadvantaged communities.

Neighbourhoods designed for walking and cycling are more inclusive for those on lower income who are unable to afford a private car, and for those who cannot drive due to age or disability. By keeping speeds low, and redesigning streets, access can be maintained for those trips or people for whom a car is essential, without cars dominating local streets.

To prioritise active travel in local neighbourhoods, it is important to engage with communities in order to understand local needs and short-term challenges that this shift may cause for residents. In the long term, neighbourhoods will play a key role in reducing motor vehicle movements by becoming focal points for local communities and meeting a range of local needs without the need to travel by car.

## **Better environment**

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 their quality of life, and affects their health, well-being, safety, and access to opportunities.

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 health conditions, and to those living on lower incomes.

Reducing the trips made by car, slowing traffic, improving active travel conditions, and creating good links to public transport will reduce air pollution on local streets and improve quality of life.

## **Reduced carbon emissions**

By creating local environments where walking and cycling is prioritised, we can limit car use and decrease carbon emissions. This is especially true for new developments, where sustainable travel options can be 'built-in' from the beginning, shaping residents' long-term travel behaviour.

Birmingham's continuing growth is stimulating increased demand for new, affordable housing across the city. The Birmingham Development Plan has identified the need to deliver 51,000 homes in the city by 2031, including bringing vacant properties back into use, and utilising former industrial sites. Future developments will need to support the principles of this Plan.

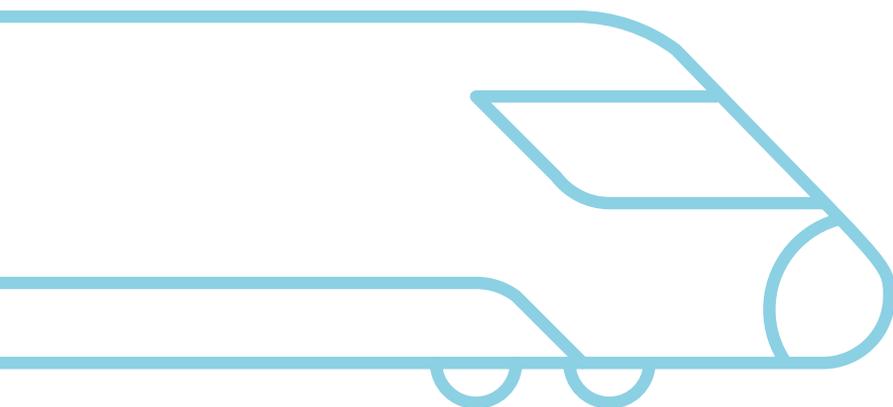
Improving access to public transport will help us to create higher-density, mixed use, sustainable neighbourhoods that make the most of the land that we have available. People living in densely developed, mixed-use places are less likely to use a car particularly where they can access high quality public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

## Progress

- Initial Places for People projects implemented in several local areas.
- Areas of on-street parking suspended in local centres to allow wider footways and increased space for social distancing and outdoor hospitality space while restrictions in response to the COVID-19 pandemic were in place.
- School Streets projects implemented at 12 primary schools.
- Implementation of a 20mph speed limit on some local roads, while retaining a 30mph speed limit on strategic and distributor roads. More areas to introduce a 20mph speed limit under development.

## Future steps

- Introduce 20mph as the default speed limit for all residential streets and local centres in Birmingham, while retaining a 30mph speed limit on strategic and distributor roads.
- Implement further Schools Streets measures across the city to restrict car speed and access, manage parking around school locations, and encourage active travel for pupils.
- Every school in Birmingham will be registered and active with Modeshift STARS (the Centre of Excellence for the delivery of Effective Travel Plans in Education, Business and Community settings).
- Integrate active travel and road space reallocation 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 so that deliveries take place during off-peak hours.
- Pedestrian crossings improvements programme.
- Removal of footway parking.
- Actively support and complement the City Council's strategic principles for residential development around transport hubs.



# 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:

- As of 2018–19, personal cars and LGVs in England spend, on average, 96% of the time parked and therefore are driven only 4% of the time (RAC Foundation, 2021).
- Home-based parking trends as of 2018–19 show that 73% of cars and LGVs in England are parked off-street, with 25% parked on-street, and the remaining 2% being parked in other locations (RAC Foundation, 2021).
- In 2019 in England, 55% of households in the bottom 20% of household income owned at least one car, compared to 86% of households in the top 20% of household income (Department of Transport, 2020).

## Rationale

All car journeys begin and end with parking. Therefore, managing demand for parking is a central means of managing demand for travel by car.

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 aim is to introduce a more precise and consistent method of parking demand management, which supports the delivery of this Plan. Managing demand through parking measures is strongly connected to reallocating road space.

# MEETING OUR OBJECTIVES

## Economic success

In Birmingham and across the country, large parts of land are taken up by car parking. This is land that could be used for building new homes or commercial developments, or can be transformed into new, green public spaces.

An important consequence of reducing overreliance on travel by private car is to reduce the need for parking spaces. This means that in strategically important locations such as the Birmingham City Centre Enterprise Zone, valuable land that is in short supply can be made available to be used in more productive ways.

## Healthy and just society

The framework for future decision making needs to take into account the needs of different social groups, including people with disabilities or health issues who rely on using their cars. In addition, decisions on how parking is restricted will vary across different areas, depending on local connectivity and accessibility. Broadly, our decisions will be guided by the following guidelines:

- Commuter car parking will be limited in areas that are well served by public transport, such as the city centre.
- On-street parking space will be prioritised for users with disabilities, servicing and loading, 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.

## Better environment

Parking on the footway currently inhibits people's movement. It is particularly problematic for people with disabilities, especially those who use a wheelchair or mobility scooter, and for parents/ guardians pushing child buggies or accompanying young children. Further to the national consultation on potential changes to the existing pavement parking legislation that took place in late 2020, the City Council will seek opportunities to address footway parking and reclaim the space for people. The Council also commits to pursue the power to enforce moving traffic offences, which the DfT have confirmed will become possible in February 2022.

Our kerbside space is home not just to car parking, but a wide variety of infrastructure and amenities including walking and cycling space, trees and

greenery, servicing and delivery provision, bus stops and bus lanes, electric vehicle charging points, taxi ranks, freight parking, car club bays, cycle and motorcycle parking, micromobility parking, and resting and socialising space. It is an extremely precious resource that is too often monopolised by car parking provision. Incidents of inconsiderate and unsafe pavement parking exacerbate the car's monopoly on kerbside space. To support all the objectives and principles of this Plan, a Kerbside Management Strategy will be compiled to ensure that kerbside space in our city is managed for the benefit of all residents and our environment.

### **Reduced carbon emissions**

The City Council will work with partners and public transport operators to establish and manage the link between parking costs 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 of addressing the climate emergency.

To ensure the success of this Plan, parking restrictions will be supported by focused and proactive enforcement and 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 this Plan's objectives.

### **Progress**

- Review of Parking Supplementary Planning Document complete, which is expected to be adopted in late 2021.
- Reduction in council owned car park spaces (at least by 2,500 spaces since 2012) and redevelopment of a number of large car park sites.

### **Key delivery components**

- Progress the feasibility study for a Workplace Parking Levy (WPL) under which employers are charged an annual fee for each workplace parking space they provide.
- Conduct a review of all city centre parking provision, including edge of city areas beyond the A4540 Ring Road.
- Produce and deliver a Kerbside Management Strategy to ensure that kerb space is allocated in a fair, efficient and sustainable way.

- Use of new technologies to manage kerbside space, especially for loading and servicing.
- Reinvest any funding raised through a WPL to contribute towards the delivery of:
  - East Birmingham Metro Extension
  - Pedestrianisation of the city centre
  - Snow Hill Growth Strategy including transformation of the A38 Queensway and investment in public transport
  - Cycle routes and canal towpath improvements
- Birmingham already has some Controlled Parking Zones in place and plans to extend these to remove free car parking from within the A4540 Ring Road, from neighbourhoods on the outskirts of the city centre, and from local centres.
- 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 housing developments.



every 10 mins

10 Birmingham city centre

4827

101

Handsworth | Winson Green  
Jewellery Quarter | city centre

every 10 mins

national express West Midlands

BX09PHJ

# NEXT STEPS

## Partnership working

There is a history of partnership working in Birmingham and this Birmingham Transport Plan will also be delivered through joint working between the City Council, national government, the West Midlands Combined Authority (WMCA), Transport for West Midlands, the Greater Birmingham and Solihull Local Enterprise Partnership (LEP), neighbouring local authorities, local businesses, and other key stakeholders in Birmingham.

In addition, a prerequisite for delivering this Plan is to secure the consent and support of local residents, and empower them to shape the decarbonisation of local transport in their areas.

## Delivery Plan

The Birmingham Transport Plan Delivery Plan is currently under development. While the Birmingham Transport Plan provides the vision and guiding principles, the Delivery Plan will include the detailed interventions required to deliver the vision, including infrastructure, policy and travel behaviour measures required. In addition, the Delivery Plan will include a monitoring framework. The scale of interventions included in the Delivery Plan, and the pace of their delivery will be set by the climate emergency.

We are working closely with Transport for West Midlands to ensure that both this Plan and the Delivery Plan are fully aligned with regional priorities and with the emerging West Midlands Local Transport Plan and Area Strategies. The West Midlands Local Transport Plan and the Area Strategies will set out the policies to promote safe, integrated, efficient and economic transport to, from and within the West Midlands, and will identify the types of interventions required in different parts of the region. The Birmingham Transport Plan Delivery Plan will identify the specific interventions required in Birmingham, and will set out a plan for their delivery.

Interventions identified within the Delivery Plan will be developed to a “shovel ready” stage, enabling the City Council to be in an enhanced position to explore new funding opportunities as they arise in the future. These include government funding programmes such as the Levelling Up Fund, the City Region Sustainable Transport Settlement, the Bus Back Better Fund, and the Active Travel Fund.

## Lobbying Central Government

According to the Climate Change Committee, local authorities themselves are responsible for 2–5% of local emissions but can potentially influence around a third of their area’s emissions through place-shaping and leadership (CCC, 2020a). This Plan sets out the principles for the transformation of the local transport system and clearly demonstrates the City Council’s determination to lead on the decarbonisation of transport in Birmingham. As part of the City Council’s Route to Zero Action Plan, we will also ensure that the City Council’s own emissions reach net zero. However, national action is imperative and needs to be delivered at the same time as local efforts. The City Council will continue to liaise and lobby the government to take decisive action at a national level to support our efforts to decarbonise transport.

## 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 disruption to local residents as much as possible.





## List of abbreviations

CCC:	Climate Change Committee
CNG:	Compressed Natural Gas
CO <sub>2</sub> :	Carbon Dioxide
CREDS:	Centre for Research into Energy Demand Solutions
HGVs:	Heavy Goods Vehicles
HS2:	High Speed 2
KRN:	Key Route Network
LEP:	Local Enterprise Partnership
LGVs:	Light Goods Vehicles
NO <sub>2</sub> :	Nitrogen Dioxide
PM:	Particulate Matter
RTCC:	Regional Transport Coordination Centre
SPD:	Supplementary Planning Document
SUVs:	Sports Utility Vehicles
TfWM:	Transport for West Midlands
WMCA:	West Midlands Combined Authority
WPL:	Workplace Parking Levy

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**Contact:**

Transport & Connectivity  
Inclusive Growth Directorate  
Birmingham City Council

**Email:**

[connected@birmingham.gov.uk](mailto:connected@birmingham.gov.uk)

**Web:**

[birmingham.gov.uk/connected](http://birmingham.gov.uk/connected)

**Post:**

PO Box 14439  
Birmingham  
B2 2JE