

# Birmingham Transport Plan



# Introduction

- Reinventing Birmingham
- Climate emergency -> carbon neutral city
- Negative effects of private cars – impact on health, congestion and economy
- Transport as an enabler
- Changing how people and goods move around the city
- Grasping opportunities
- Partnership and investment

# 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.



## Reallocating road space

- The allocation of road space will change away from single occupancy private cars
- Move people not vehicles – prioritising mass transit and active modes of travel
- Expansion of metro network and bus rapid transit
- Target of 5% of all trips to be by cycling in 2023 and 10% of all trips by 2033
- Re-opening of passenger services on local and regional railway lines



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



# Transforming the city centre

- Public transport and active modes will be the preferred method of transport into and out of the city centre
- Traffic cells initiative including access restrictions to discourage journeys made by private cars e.g. Ghent circulation plan
- Introduction of the Clean Air Zone in 2020
- Major redevelopment projects: Paradise, Smithfield, Snowhill and Eastside, constitute one of the most comprehensive urban transformations in Europe



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



## Prioritising active travel in local neighbourhoods

- Reduce dominance of private cars in residential neighbourhoods and around schools
- Promote walking and cycling for short journeys and public transport for longer journeys to support improvements to health & well-being
- Introduce 20mph as the default speed limit for all residential streets in the city
- Car Free School Streets – restrict and manage access and parking outside schools to encourage active travel



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



# Managing demand through parking measures

- Free up land for more efficient uses e.g. housing and employment
- Manage the link between parking cost and public transport fares – ensuring public transport is more competitive and attractive
- Workplace parking levy (WPL) – employers are charged an annual fee for each workplace parking space they provide. All revenue will be reinvested back into public transport
- Birmingham Parking Supplementary Planning Document (SPD) – strategy to manage parking provision



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

# Consultation

- Cabinet meeting 21 January
- Consultation 28 January to 27 March (subject to approval)
- Respond online via  
**[birminghambeheard.org.uk/economy/transportplan](http://birminghambeheard.org.uk/economy/transportplan)**
- Stakeholder events:
  - Wednesday 26 February, 8.30am-10.30am
  - Tuesday 3 March, 1pm-3pm
- Public drop-in sessions and other meetings





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