

**BIRMINGHAM DEVELOPMENT PLAN EXAMINATION**

**MATTER I: TRANSPORT AND DIGITAL  
COMMUNICATIONS (BDP POLICIES TP37 – 45)**

**STATEMENT ON BEHALF OF BIRMINGHAM CITY  
COUNCIL**

***Main issue: Are the Plan's policies towards transport and digital communications justified and effective?***

**Issue 1**

**Should policy TP37 refer to the reallocation of road space to more sustainable transport modes?**

- 1.1 The Council recognises that the implementation of policy TP37 will require some roadspace to be re-allocated to other modes. This is already taking place for example in the case of the extension of Midland Metro through the city centre.
- 1.2 The Council therefore has no objection to the inclusion of wording within the policy to reflect this. The following modification is suggested:

Add a further bullet point as follows:

- **In some circumstances, the re-allocation of existing roadspace to more sustainable transport modes**

**Issue 2**

**Should the Plan include a policy requirement to consult the police over transport and connectivity proposals?**

- 2.1 It is not the role of the Development Plan to specify which organisations should be consulted on particular types of proposed development, and so the Council does not support this suggestion.
- 2.2 However. In appropriate cases the Council does consult the police on relevant development proposals.

**Issues 3 and 4**

**Should policy TP39 include a requirement for cycling facilities to be provided in new development(as policy TP38 does for walking)?**

**Does policy TP39 make adequate provision for cycle parking, including at railway stations and other important destinations?**

- 3.1 The City Council believes that there is real potential to secure an increase in cycling as a transport mode within Birmingham through the 'Birmingham Cycle Revolution' (TA10) highlighted in paragraph 9.20 of the supporting text of the policy.
- 3.2 Policy 39 is intended to reflect this commitment, and it is accepted that the policy could be strengthened through the addition of these two points. The following modifications to the policy are therefore suggested:

- a) Amend bullet 4 of the policy as follows:

- Improving cycle security with upgraded parking and trip-end facilities within the City Centre ~~and~~ local centres **and at railway stations.**

b) Add the following additional bullet point:

- **Ensuring that new development incorporates appropriately designed facilities which will promote cycling as an attractive, convenient and safe travel mode.**

## Issue 5

### **Is the support given by policy TP40 to the Camp Hill Chords and a new station at Soho Road justified?**

- 5.1 The Camp Hill chords will have major benefits in terms of enabling an expansion of suburban rail services in Birmingham, thereby providing more sustainable transport options and reducing congestion.
- 5.2 The opening of the Camp Hill, Tamworth and Sutton Park lines would be facilitated by construction of the Camp Hill Chords connecting lines for passenger services into Moor Street station, with potential for new stations at Hazelwell, Kings Heath, Moseley, Fort Parkway, Castle Bromwich, Minworth, Walmley, Sutton Coldfield and Streetly. This will not only provide improved access to the city centre for these locations, but is also a key piece of infrastructure which links the wider City together and provides opportunities to interchange into the rest of the mass transit network proposed as part of the Birmingham Mobility Action Plan. The Camp Hill Chords scheme is also part of the West Midlands Rail Vision, as part of a number of 'exemplar schemes' which aim to significantly enhance connectivity and therefore economic output.
- 5.3 More specific benefits include:
- The re-opening of the Camp Hill Line will provide the opportunity for rail to provide some relief to road congestion along the A435 through Moseley and Kings Heath;
  - The provision of more stations on the Tamworth Line will help serve a corridor which includes a large proportion of the city's Core Employment areas, with demand for rail travel at Castle Vale.
  - The reopening of the Sutton Park line will significantly enhance the sustainable transport options available to serve the proposed Langley Sustainable Urban Extension.
  - Opening these connections into Birmingham Moor Street will also allow some long distance passenger services to route away from Birmingham New Street, thus improving service reliability/punctuality for many other services.

The Council therefore considers that this proposal should be retained in the policy.

- 5.4 In relation to Soho Rd, the Unitary Development Plan for Birmingham (2005) which is the existing Development Plan for Birmingham supports the provision of a new railway station to serve the Soho Road area (Paras. 10.5A and 10.34). This aspiration has not changed and given the role of Soho Road as a District Centre and its proximity to nearby Growth Areas in Greater Icknield and Aston, Newtown and Lozells, it remains the Council's desire to improve public transport provision in this area. The Council therefore considers that this proposal should also continue to feature in the policy

#### **Issue 6**

##### **Should additional rapid transit routes, and the need for improvements to Five Ways station, be referred to in policy TP40?**

- 6.1 The Council does not support these suggestions.
- 6.2 Policy TP40 provides general support to the development and extension of Metro and Bus Rapid Transit. It goes on to identify three specific routes, which are the priorities in terms of implementation. This does not preclude the development of other routes but at this stage there is insufficient certainty regarding the identification of these for it to be appropriate to include them within the Plan.
- 6.3 The proposed improvements to Five Ways station relate to its environment and prominence and are not sufficiently significant to justify inclusion in the Plan.

#### **Issue 7**

##### **Should policy TP41 include reference to the *West Midlands Metropolitan Freight Strategy* and *Centro's Urban Road Freight Network*?**

- 7.1 The Council does not consider it necessary to include reference to these documents in the policy. However the Council would have no objection to the inclusion of a reference in the supporting text if it is thought that this would be helpful.

#### **Issue 8**

##### **Should policy TP41 include specific proposals to limit the size of goods delivery vehicles in some areas?**

- 8.1 There may be circumstances where it will be appropriate to introduce measures to address the negative impacts of freight movements and servicing for example through restrictions on the size and type of vehicles to be used and access restrictions at certain times.
- 8.2 The Council does not consider that it would be appropriate to attempt to define areas where such restrictions will apply though the BDP, but it is accepted that general wording could usefully be included in policy TP41 to address this point. A proposed modification is set out below:

Add the following at the end of the policy;

**Where freight movements result in negative environmental impacts, the Council will consider the use of restrictions on the size and type of vehicles to be used and access restrictions at certain times to address this.**

#### **Issue 9**

**Is there clear evidence to support the maintenance of the Highway Improvement Lines referred to in policy TP43?**

- 9.1 Over the years the Council had lifted many historic highway improvement lines for schemes which had little prospect of implementation. The small number of schemes which remain in policy TP43 are all of strategic importance and relate to the delivery of growth within the city. Further details are provided in the Infrastructure Delivery Plan (IMP1) but key schemes include the A4540 Ring Road Improvements which are essential to support growth in the City Centre (GA1) and Bordesley Park area (GA7), the A457 Dudley Road – Spring Hill to City Road which supports the growth at Greater Icknield (GA2) and the A5127/B4137 Lichfield Road which is currently under construction and supports the Aston Regional Investment Site (GA3).
- 9.2 The Council is actively pursuing the implementation of highway improvements schemes at the locations detailed in policy TP43, including projects at 7 locations that have either full or provisional funding from Government under current Local Pinch Points and Local Growth Fund funding rounds. Other schemes are at a feasibility stage to enable bidding for the next round of the Local Growth Fund.
- 9.3 The Council therefore considers that it is important that these Improvement Lines are retained.

#### **Issue 10**

**Is policy TP43 justified in seeking to introduce 20mph speed limits across the network?**

- 10.1 The introduction of 20 mph speed limits on Birmingham's road network is in line with guidance issued by the Department for Transport. 20 mph speed limits have been shown to have a positive effect on road safety. The benefits support efforts to encourage the use of active forms of travel such as walking and cycling and outweigh the disadvantage of longer journey times for motorised traffic.
- 10.2 The Council is already moving towards implementing a pilot 20 mph scheme in parts of the south of the city.
- 10.3 The Council therefore considers that this is justified within policy TP43

### **Issue 11**

**Should policy TP44 or its explanatory text include specific reference to Centro's accessibility standards?**

- 11.1 The Council accepts this and a Main Modification has already been proposed (MM88) as set out below:

Add the following to bullet 2 of the policy:

**In circumstances where this standard is not achievable, accessibility to bus services should be in line with Centro's accessibility standards**

### **Issue 12**

**Should the Plan explain more clearly what is meant by a Unified Street Services Network in policy TP45?**

- 12.1 The Council considers that this is adequately described in the policy and the supporting text.
- 12.2 Unified Street Service Network refers to the integration of traffic and street based systems. The City Council is already pursuing elements of this such as the smart parking solution, mobile car parking payments, lighting columns that are remotely controlled, bus stops with real time information displays etc.
- 12.3 Further steps will include the use of Birmingham's existing wifi network on its arterial routes to unify and connect lighting, column, digital displays and travel systems to create a Unified Street Services Network.

### **Issue 13**

**Are these policies effectively drafted to achieve their intended purpose and do they provide a clear indication of how a decision-maker should react to a development proposal?**

- 13.1 The Council considers that these policies are effectively drafted, relevant and justified and that they do provide clear guidance on how decision-makers should react to development proposals.