

Delivering the Birmingham Transport Plan

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The Birmingham Transport Plan

- Transforming the city's transport to meet the challenges of the next decade.
- Delivery mechanism for transport infrastructure, transport policy, and behaviour change.
- Comprehensive transport response to multiple agendas including:
 - BCC - Local Plan, Our Future City Plan, Route to Net Zero Carbon, Air Quality, East Birmingham, Everyone's Battle Everyone's Business
 - Regional – Local Area Strategy for LTP5
 - National - Levelling Up Strategy, Gear Change, Bus Back Better



Sustain economic success.



Support, empower and connect communities.



Reduce the negative impacts of transport on the environment.



Urgently and drastically reduce carbon emissions from transport.

BTP Principles



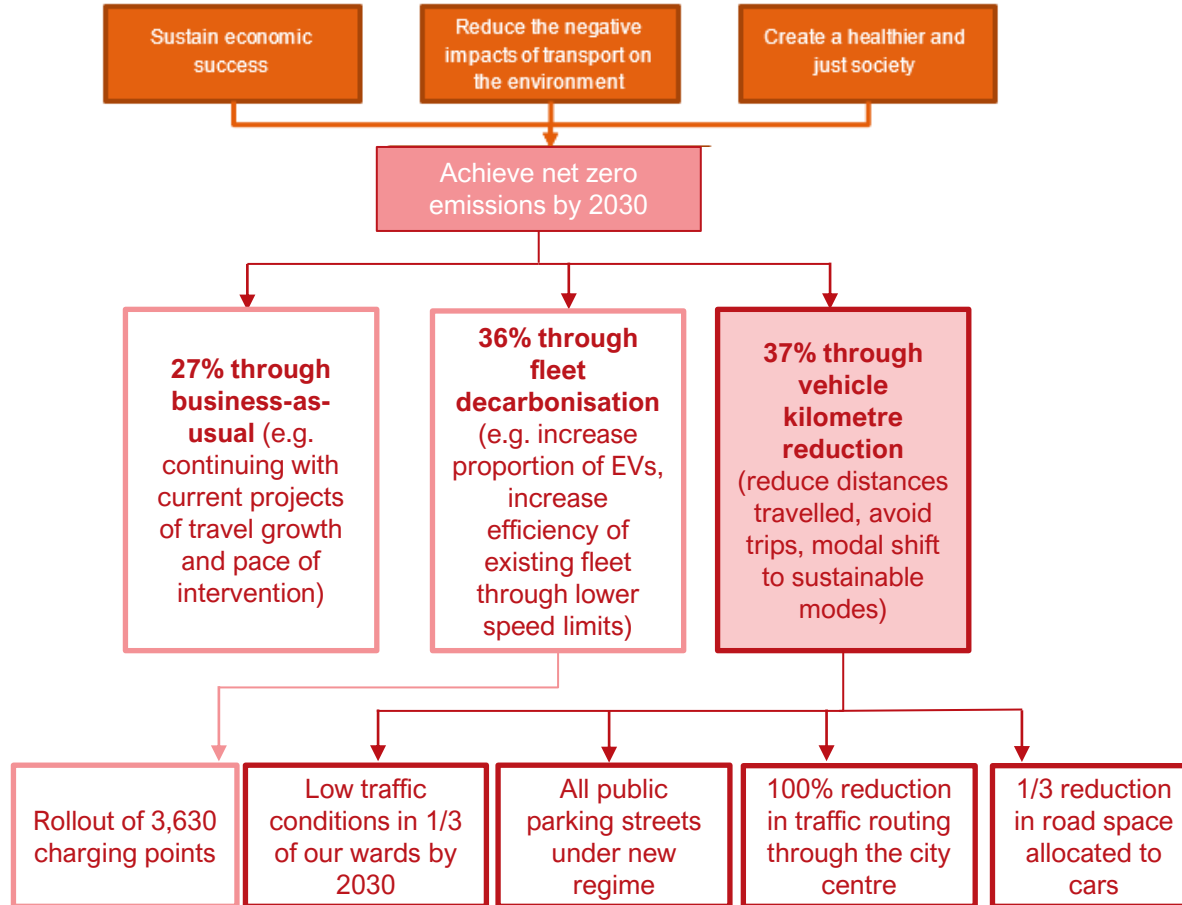
- **Reallocating road space** – key to improving sustainable modes, while simultaneously making private car travel less attractive.
- **Transforming the city centre** – supporting Our Future City Plan, “de-trafficking” the city centre, providing free movement for public transport, pedestrians and cyclists, but increasingly restricting movements by car.
- **Prioritising active travel in local neighbourhoods** – creating calmer, cleaner, safer “places for people” where local needs can be met without a car.
- **Managing demand through parking measures** – recognising the role of parking availability and cost in mode choice decisions.

BTP Delivery Plan – purpose and why it is different?

The delivery plan aims to answer **how** the Birmingham Transport Plan will be implemented.

1. **Clear methodology and targets** for the delivery of the plan, marking a radical shift in business as usual.
2. It is no longer a list of schemes and projects, but rather identifies **packages of demand management policies and transport interventions to transform different areas of the city** and redefine our relationship with the car.
3. Parallel focus on the **contextual changes** that need to take place for the BTP Delivery Plan to succeed.

Achieving net zero emissions by 2030



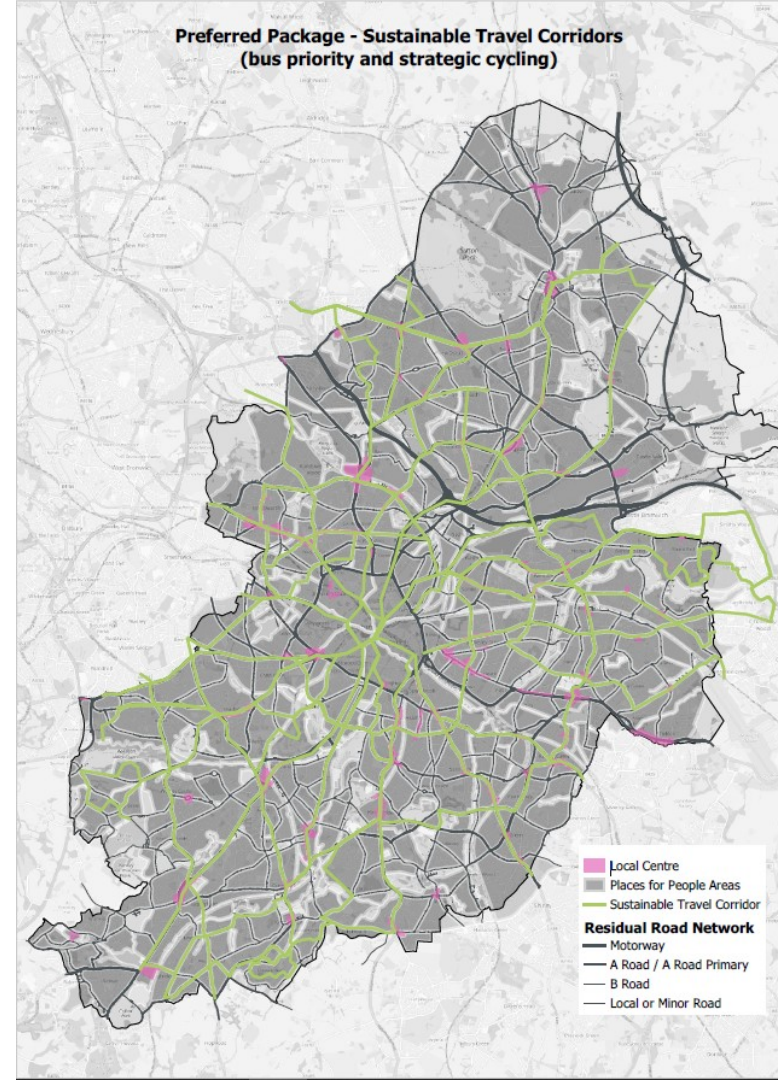
A new approach to planning interventions

Spatial framework

- **Neighbourhoods** where people live.
- **Centres** where people meet their daily needs.
- **Corridors** that connect key areas of the city and beyond.

Interventions planned in 3-year packages that maximise benefits.

Robust monitoring arrangements, including a BTP Delivery Board and annual progress report.



BTP Delivery Plan interventions in neighbourhoods

We will reduce the speed, volume and dominance of vehicular traffic to create “Places for People”, where residents can use active travel to access local services or to connect with the transit network for longer onward journeys.

We will adopt a new Neighbourhood Major Schemes approach to area-based planning that coordinates active travel, road safety (including 20mph speed limits), school travel, and parking measures (including further rollout of Controlled Parking Zones). We will seek your views on this approach through the Road Safety Strategy consultation later this year.

Our goal is to deliver low traffic conditions across 1/3 of the city’s wards by 2030.

BTP Delivery Plan interventions in the city centre

We will deliver a largely traffic-free city centre, with calm and safe streets for pedestrians and cyclists. This fully supports Our Future City Plan that will be launched on 16 May.

We will achieve this transformation through changing how vehicular traffic moves in and around the city centre, and where parking is available.

- **Deliver the city centre traffic cells by 2025. Review and rationalise movements and public space allocation within each cell, including parking, after 2025.**
- **Develop a kerbside strategy coordinating taxis, freight, coaches, and blue badge.**
- **Investigate strategic demand management options including WPL and expanding the CAZ.**
- **Determine the future of the A38.**
- **Remove all traffic routing through the city centre by 2030.**

BTP Delivery Plan interventions in local centres

We will enhance sustainable transport connections to and from local centres.

This includes:

- **Introducing multi-purpose mobility hubs, secure parking for active travel, and shared mobility options.**
- **Reshaping suburban rail stations as central interchanges between public transport and active modes.**
- **Rationalising the availability and pricing of parking in line with the new parking regime that will apply across the city.**

BTP Delivery Plan interventions on corridors

We will do this by taking a corridor-based approach, which reimagines whole routes, moving away from piecemeal mode-based interventions. We will support the development of a mass transit network (rail, Metro, Sprint and bus), with cross-city routes that maximise connectivity and efficiency.

- **Develop a new Network Management Plan by the end of 2023.**
- **We aim to reallocate 1/3 of the city's road space towards sustainable transport modes by 2030.**
- **We will launch the next phase of the Birmingham Cycle Revolution by 2024.**
- **We will work with TfWM to investigate options for better control of local public transport provision.**

What else needs to be done for the delivery plan to succeed?

- **Internal issues and challenges:** addressing broader inefficiencies within the Council.
- **Council policy alignment:** recognising that transport is a “derived demand” and contributes to achieving a range of objectives across the Council Business Plan and Cabinet Portfolios.
- **Leading by example:** addressing the Council’s own transport emissions (BCC Travel Plan).
- **Working in partnership:** alignment with regional and local partners, and the private sector.
- **Lobbying the government:** clear message that local authorities cannot achieve change alone.
- **Securing funding:** identifying funding sources and securing self-sufficiency.

An equitable and widely supported plan

- **Communicating the scale of the challenge** and how the Delivery Plan can help achieve it.
- **Setting transport in context** and securing public and political support for broader change.
- Ensure a **fair approach** and genuine participation, deliberation and co-creation amongst all citizen groups.



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