

Birmingham Road Harm Reduction Strategy

March 2025

Foreword

I am deeply concerned by the number of people who are killed or seriously injured on Birmingham's roads.

This is simply not acceptable, and we need a new approach to respond to this Road Safety Emergency, driving down harm and making our roads and streets safer for all users.

Tackling road harm is something in which we all have a part to play, and which the Council cannot address in isolation. I am committed to continuing to work with West Midlands Combined Authority, West Midlands Police, Fire and Ambulance Services to ensure action is taken on every front.

Thank you to everyone who took part in the consultation on the draft of this Road Harm Reduction Strategy and who has contacted me directly about this important issue. It is clear from this correspondence that citizens want to see more enforcement and harsher consequences for drivers behaving illegally, irresponsibly or inconsiderately. I am therefore pleased to add a chapter to the strategy which specifically addresses our approach to supporting camera enforcement in appropriate locations.

However, the widespread use of camera enforcement is not affordable or practical: formal enforcement needs to be targeted to busy classified roads and strategic locations. In all other places, reduction of vehicular traffic volume and speed will be key.

Our streets should be safe, attractive environments which are inviting for all people to use, regardless of how they choose to travel.

The aim of this strategy is powerful in its simplicity: it is not acceptable that people are seriously injured and killed on our roads and we will act decisively to stop it by:

- Removing the majority of motor vehicles from local streets in residential areas;
- Investing in our neighbourhoods, to improve the quality of local, residential streets whilst improving access for all;
- Investing in our classified road corridors to improve their safety, efficiency, and quality.

At the centre of this exciting change is the globally successful Healthy Streets approach. This ethos prioritises a constant focus on people and their needs. It champions good street design and proactive maintenance. It transforms how people use and engage with these precious public spaces. It will deliver attractive, healthy and functional streets that we can be proud to call home.

I dedicate this strategy to the memory of those who have lost their life on Birmingham's roads.

Cllr Majid Mahmood
Cabinet Member for Environment and Transport, Birmingham City Council

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Introduction

Towards healthier, safer roads for Birmingham

The Birmingham Road Harm Reduction Strategy has been developed to complement the Birmingham Transport Plan. It sets out a bold approach to transform Birmingham's roads and streets to make them safer, more inclusive, and more attractive. Critical to the delivery of the strategy is collaborative working with colleagues and services from across the Council as well as a range of external partners including Emergency Services.

A bold approach to deliver change

The ambition of this strategy is to end death and serious injury for users of Birmingham's roads in line with the Vision Zero concept, which aspires to eliminate all traffic fatalities and serious injuries.

Since 2013, there has been little change to the number of fatal and serious Road Traffic Collisions (RTCs) in Birmingham, with the notable exception of the pandemic period, when rates declined dramatically, but temporarily, linked to reduced vehicular traffic on the city's roads.

Vision Zero is a globally recognised approach to road safety management, based on the belief that no death or serious injury is acceptable on our roads.

Each year on Birmingham's roads, approximately:

- 22 people are killed
- 400 people suffer serious (often life-changing) injuries.

This is devastating, and unacceptable.

In the same period, there has also been a small but steady increase in the number of collisions in which people receive minor injuries.

The previous Birmingham Road Safety Strategy was adopted in October 2016. Whilst aligned with Vision Zero, its approach did not tackle traffic volume and its impact on road safety.

More specifically, the infrastructure investment methodology to improve road safety followed a more traditional approach, where investment in local safety schemes was prioritised towards areas which had experienced clusters of RTCs.

Typically, these local safety schemes used physical traffic calming measures in the immediate area of those previous RTCs; measures such as chicanes, speed cushions and pedestrian guard railing. The needs of other road users; particularly pedestrians and cyclists, was not sufficiently considered, and they were rarely prioritised above motor vehicles.

Regrettably, the previous strategy has not delivered significant progress towards Vision Zero. The number of people killed and seriously injured in RTCs has not been reduced and there is now also an increase in the number of people receiving slight injuries in RTCs.

Road layout is rarely cited as a contributory factor in police reporting of RTCs, with reasons related to driver behaviour much more common. Poor driver behaviour can include travelling too fast, being distracted, driving while impaired (e.g. by alcohol or drugs) and human error. In almost all cases, it simply would not be possible to redesign road layouts to mitigate these behaviours.

If Vision Zero is to be embraced, we must transform our streets, putting pedestrians, cyclists and buses first and actively removing motor vehicles.

This bold approach aligns directly with the vision, aim, objectives and principles of the Birmingham Transport Plan:

- **Prioritising active travel in local neighbourhoods** – upgrading and improving streets in our local neighbourhoods to ensure they are attractive, inclusive, and safe environments for people walking, cycling and using public transport.
- **Reallocating road space** – consolidating most motor vehicle journeys in Birmingham onto a defined and prioritised Classified Road Network, whilst removing through trips from residential streets wherever possible.
- **Transforming the city centre** – removing through motor traffic from the city centre, and redesigning public spaces to prioritise public transport, walking and cycling.
- **Managing demand** – proactive management of the kerbside (the part of the road closest to the footway) to release the space needed for safe, healthy streetscapes, whilst improving access to local services and facilities.

A new, senior level, Birmingham Road Harm Reduction Board will have oversight of delivering the strategy and coordinate the key internal partners.

The board will oversee internal collaborative working to support delivery of key actions alongside managing and mitigation operational implications. This includes oversight of a Communications Strategy which is critical to winning the hearts and minds of citizens and stakeholders, and to highlight progress on this important agenda.

Vision Zero and the Safe System Approach

Until 2012, the number of deaths and serious injuries from Road Traffic Collisions (RTCs) in Birmingham had been falling steadily. Since that time, there has been little change, with the notable exception of the period of lockdown during the Covid-19 pandemic, when RTCs dramatically and temporarily declined.

Each year in Birmingham, approximately 22 people die and 400 people suffer serious (often life-changing) injuries on our roads.

We are adopting the 'Vision Zero' approach to road harm reduction in Birmingham. Vision Zero asserts that everyone should be able to use our roads without risk of death or serious injury.

The 'acceptable' number of deaths and serious injuries on our roads is zero. Vision Zero is a commitment to work towards this target of a road network on which no one is killed or seriously injured.

A 'Safe System' Approach

Safe System is a recognised approach for working towards Vision Zero. The approach is based on four key principles:

- People make mistakes and misbehave. This can lead to collisions.
- The human body has a limited physical ability to tolerate collision forces before harm occurs.
- Responsibility for safety on our roads is shared. Those who design, build, manage and use roads and vehicles and those who provide post-crash care all have a part to play.
- All parts of the system must be strengthened, so that if one part of the system fails, all road users are still protected.

Vision Zero focuses upon deaths and serious injuries, but measures to deliver a Safe System will, over time, have a positive impact on collisions where people receive minor injuries, or where there is damage to property only.

This strategy sets out how we plan to work collaboratively across the council and with external partners, including the Emergency Services, to deliver a Safe System in Birmingham, to support our journey towards Vision Zero.

The Five Elements of the Safe System

The Safe System approach is built upon five elements. Together, these elements provide a safety net which accommodates human behaviour, including mistakes and misbehaviour. To give a real-world example, if a pedestrian falls into the road, but motor vehicle speed is 20mph or less, the chances of a collision are drastically reduced, as is the likelihood of death or serious injury.



Figure 1: summary of Safe System approach

Safer People

We will work with partners to encourage, educate, and enforce safe behaviours on our road network as set out in the Highway Code. As vehicle drivers have the potential to inflict the greatest harm, the focus will be on a shift away from car use to alternatives such as walking, cycling and public transport and on tackling dangerous and illegal driving and parking behaviours including speeding, driving under the influence of drugs and alcohol, driving while distracted (such as using a mobile phone) careless driving and not wearing a seatbelt.

Safer Speeds

We are already committed to reduce the speed limit on the majority of main roads in the city to 30mph. We will proactively redesign residential streets to create safe, attractive environments, using the physical environment to limit vehicle speeds to 20mph or slower. This will include actively removing through routes for motor vehicles.

Safer Roads

We will invest to transform local streets, prioritising the health and quality of life of residents over the need to accommodate motor vehicles. On designated classified road routes, we will seek to separate different modes of transport,

creating regulated, attractive environments which limit the potential for interaction and collisions.

Safer Vehicles

We will work with partners to encourage, educate and enforce drivers to keep vehicles safe and legal, targeting issues such as un-insured vehicles, driving without a valid MOT, unsafe tyres, heavily tinted windows and altered or filmed registration plates. We will also act alongside partners to lobby Government to promote rollout of technology and innovative design features to improve the safety of vehicles, particularly where this benefits vulnerable road users.

Post-Crash Care

Post Crash Care begins as soon as a collision has happened, where an effective response from emergency and medical services can make the difference between survival and death and can prevent injuries becoming permanent and life-changing. Subsequently, collision and casualty data is used to inform future road safety interventions. Where those involved in the collision and their families are willing, sharing their story with the wider community can help others to understand the potential for harm and lead to behaviour change.

Road Harm Reduction in Birmingham – Evidence

This chapter provides detail about where we source road safety data, and how we will use it to prioritise investment in schemes, aligned with the Healthy Streets approach, to contribute to Vision Zero in Birmingham.

Collision data

Most of the Road Traffic Collisions (RTC) data comes from a database of police records, often called STATS19 after the reporting form used by police officers. This database only includes collisions in which someone is injured or loses their life. Currently, there is no consistent, reliable record of damage-only collisions or 'near misses', although work is underway at a regional level to collect and interpret this data in the future.

For each RTC in the police database, a police officer records the following information:

- The location of the collision;
- The circumstances of the collision (including factors such as weather conditions and highway quality);
- A separate record for each casualty (person who was harmed);
- A separate record for each vehicle involved;
- Up to six 'contributory factors'.

This data is then compiled and quality-checked by the police, before being shared with Local Authorities and other partners, to inform and influence investment to reduce the risk of future harm.

It should be recognised that, because of the way this data is collected and compiled, it is likely to be variable dependent on the person recording the data. The severity and location of a collision are likely to be recorded accurately, whereas contributory factors can be highly subjective, often recorded without attendance at the scene and sometimes omitted completely. As such, whilst this data provides a valuable resource, conclusions drawn from this data should be treated cautiously. This is another reason why the Council has decided to change its approach to tackling road harm risk.

Road traffic collision data for the West Midlands is available to the public via the West Midlands Data Insights Service:

[West Midlands Data Insights Service](#)

Categorisation of Road Traffic Collisions

Casualties on the police database are classified by their severity:

- **Fatal** – the person receives an injury or injuries resulting in their death within thirty days of the collision.

- **Serious** – the person receives a serious injury or injuries, such as fractures, internal injuries, concussion, severe shock, severe cuts, or other injuries requiring them to stay in hospital.
- **Slight** – the person receives a slight injury or injuries, such as sprains, whiplash, bruises, and slight cuts.

Collisions are categorised by the most severe casualty category. For example, in a collision with three casualties; one fatal, one serious and one slight, the collision would be categorised as fatal.

When reporting on road safety data, the fatal and serious categories are often combined to highlight the collisions with the greatest human cost. These are referred to as KSI (Killed or Seriously Injured).

National Travel Survey data collected by the Department for Transport suggests that in 2023 around 70% of casualties from RTCs were not reported to the Police¹, and so cannot be included in any data analysis.

The design of vehicles has been subject to continuous improvement to enhance their safety for vehicle operators and passengers and those who are involved in a collision with them. Despite this, KSI collisions remains largely static in Birmingham, with pedestrians and cyclists disproportionately represented.

Contributory (Causal) Factors

Collision data recorded includes up to six contributory factors, chosen by the reporting police officer from a pre-set list. Table 1 lists top contributory factors for collisions recorded between 2021 and 2023 in Birmingham.

Table 1 – Top contributory factors for road traffic collisions in Birmingham (2021-23)

Contributory factor	Average collisions per year 2021-23
No contributory factors recorded	720.3
Careless, reckless or in a hurry	431.3
Exceeding speed limit	268.3
Poor turn or manoeuvre	254.3
Aggressive driving	143.0
Failed to look properly	141.0
Travelling too fast for conditions	123.0

¹ RAS4201: National Travel Survey self-reported injuries in road collisions
<https://www.gov.uk/government/statistical-data-sets/reported-road-accidents-vehicles-and-casualties-tables-for-great-britain#other-road-safety-data-ras40> accessed 25/11/24

Impaired by alcohol	89.7
Following too close	89.7
Junction overshoot	82.0

This data suggests that:

- Many collision reports do not record any contributory factors.
- Vehicle speed contributes to the two most commonly recorded factors.
- The majority of reported collisions in Birmingham are caused by bad, dangerous and/or inattentive driving, although the specific reasons for this are unknown.
- It is rare for RTCs to have been caused by poor highway design.

The impact of the Covid-19 pandemic on data records

Lockdowns imposed to control the spread of the Covid-19 virus had a significant impact on both traffic volumes and on the number of reported collisions.

Levels of walking and cycling increased, trips and kilometres travelled by motor vehicles were significantly lower and the number of KSI collisions saw a notable reduction. This provided clear evidence in support of the approach set out in the Birmingham Transport Plan, that a reduction in the use of motor vehicles and a switch to alternative modes of transport (especially active travel for shorter trips) has a significant positive effect on road user safety.

Traffic in Birmingham

Data from the Department for Transport's 'Traffic in Great Britain from 1993 to 2023'², indicates that motorised traffic volumes in Birmingham have remained consistently high in recent years (excluding years with COVID-19 lockdowns, and reached a peak of approximately 3.75 billion vehicle miles in 2019.

3.62 billion vehicle miles were travelled on roads in Birmingham 2023, of which 2.95 billion were by cars and taxis.

Traffic volumes are most concentrated on busy classified A and B roads; however, there is some evidence to suggest that there is also a significant and growing proportion of traffic which is routing through residential areas, along streets which are not suitable for high levels of motor vehicles.

Prioritising investment in road harm reduction

² Data sourced from: <https://roadtraffic.dft.gov.uk/local-authorities/141> accessed 25/11/24

In general, road harm risk for Birmingham's residents is in line with national trends. Despite continued investment in localised engineering measures as well as education, training, and publicity initiatives to reduce the number and severity of crashes, collisions continue to rise in the city, although the number of people killed and seriously injured on Birmingham's roads has plateaued.

Analysis of traffic patterns suggests that the risk of harm to road users increases as vehicular traffic volumes increase. In Birmingham, it should be no surprise to learn that some of the most dangerous roads in the city are the busy classified road routes, East Birmingham, and inner-city areas closest to the city centre. This is particularly concerning, as these areas are also amongst the most densely populated and deprived parts of the city.

Another interesting trend is that areas where demand to park (cars) exceeds available kerbside space are a focus for increased numbers of 'slight' RTCs. Further analysis is required to clarify this phenomenon, but it is very likely that illegal and inappropriate parking (such as on junctions and across pavements) may be forcing people to walk in the carriageway as pavements and crossings are blocked, significantly increasing their risk of road harm.

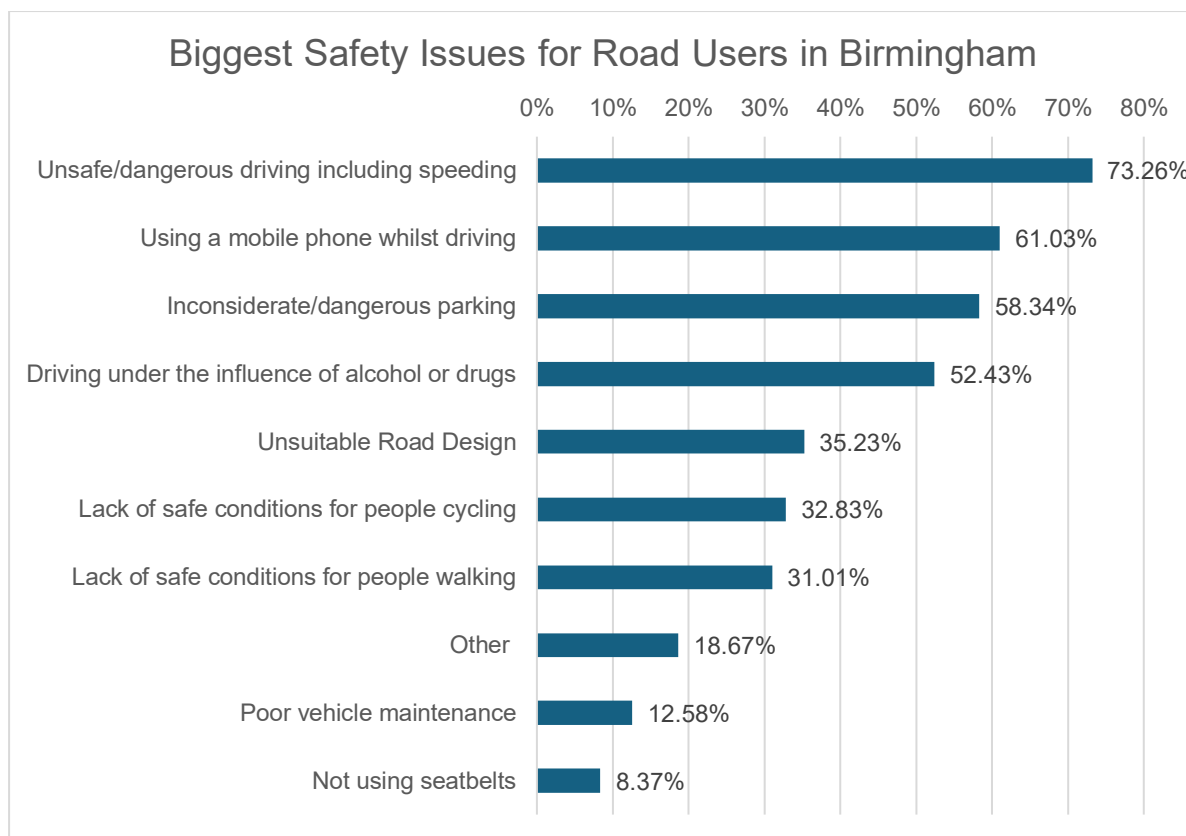
Collectively, this evidence suggests that targeted investment to control and reduce vehicular traffic and parking – especially on residential streets – will be essential if we are to deliver Vision Zero in Birmingham.

Each year, we will publish road harm data as part of ongoing monitoring of the Birmingham Transport Plan. This will summarise the latest available data and set out where we intend to focus investment to reduce the risk of road harm, based upon evidence.

Logically, areas which experience the greatest levels of road harm will be prioritised for earlier intervention. Also, we will move away from delivering small 'street by street' schemes and instead deliver area-wide major schemes covering much larger parts of the city, to increase the overall impact and value achieved from our investment. This investment programme is aligned with the Birmingham Transport Plan: Delivery Plan.

Public Consultation

The consultation on the draft Road Harm Reduction Strategy asked respondents what they thought were the biggest safety issues for road users in Birmingham. From a suggested list of options, the most common concerns were unsafe/dangerous driving including speeding, using a mobile phone while driving, inconsiderate/dangerous parking and driving under the influence of alcohol or drugs.



Other key issues mentioned in the free text response were the condition of roads (maintenance), road user behaviour (drivers, cyclists and pedestrians), road layout and insufficient enforcement.

Safer People, Safer Vehicles and Post-Crash Care – Partnership Working

Birmingham City Council cannot deliver every element of a Safe System. We must work with a wide range of strategic partners and with every single road user in Birmingham to reach Vision Zero.

This section provides an explanation of these partners and their roles, responsibilities, policies, and actions that together will deliver the Safe System in Birmingham.

Birmingham City Council

Roles and Responsibilities

Birmingham City Council has several duties in respect of road safety, which include:

- **Section 39 (Part 2) of the Road Traffic Act 1988** requires the council to 'prepare and carry out a programme of measures designed to promote road safety and may contribute towards the cost of measures for promoting road safety taken by other authorities or bodies'.
- **Section 39 (Part 3) of the Road Traffic Act 1988** (amended by New Roads and Street Works Act 1991) requires that the council must carry out crash studies on roads in their area, and take appropriate measures to prevent collisions, including:

Dissemination of information and advice;

Practical training to road users;

Construction, improvement, maintenance, or repair of roads;

Other measures for controlling, protecting, or assisting the movement of traffic on roads.

- **Section 6 of the Traffic Management Act 2004** gives the council legal powers to enforce parking, bus lanes and moving traffic contraventions.
- **Section 16 of the Traffic Management Act 2004** requires the council to manage and maintain the road network and reduce traffic congestion and to have regard to road safety when doing these.
- The **Equality Act 2010** requires the council to prevent and address discrimination when providing goods, facilities and services to the public. A right of access applies to the road environment as well as buildings, and needs to be considered as an integral component of providing a safe, inclusive, and accessible environment for all people, including those with disabilities.

Policy

The **Birmingham Transport Plan (BTP)** seeks to transform the city's transport system to meet a range of challenges, including tackling climate change, ensuring equity, tackling poor air quality and public health issues, whilst accommodating future growth sustainably.

The BTP has four key principles:

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

The urgent need to transform Birmingham's streets is central to the BTP. If we are to transition away from car dependency, walking and cycling must become the first choice for shorter trips and to access public transport. This requires the creation of safe and healthy environments, particularly in local neighbourhoods. Some key policies in support of this principle include:

- Introduction of a 20mph default speed limit for all residential streets (unclassified roads) and local centres.
- Pedestrian crossing improvements programme.
- Removal of footway parking.
- Implementation of further Schools Streets measures across the city to restrict car speed and access, manage parking around school locations, and encourage active travel for pupils.

The BTP Delivery Plan provides an overarching delivery strategy for transport investment in infrastructure and services across the city. The plan will be underpinned by this Road Harm Reduction Strategy and other complementary documents including a Network Management Plan and the Local Cycling and Walking Investment Plan.

Activities

We deliver a broad and constantly evolving range of services and infrastructure improvements to support road harm reduction, including:

- **Policy and Legislation Development** - contributing to and acting in response to local, regional, and national policy to improve road user safety, including lobbying for enhanced legislation, improved standards, and other changes to support the advancement of Vision Zero principles.
- **Data Analysis** –conducting analysis of road traffic collision data, using this to inform a prioritised approach to investment in infrastructure and services. This is particularly pertinent in the context of constrained resources in order to prioritise on the basis of greatest need and to manage and mitigate any operational implications arising from the delivery of the strategy.

- **Engagement and Travel Planning** - engaging with a wide range of partners to support travel planning activities which reduce motor vehicle use and road harm. In particular:

Schools – including through interventions such as school travel plans, Bikeability cycle training, and school crossing patrols.

Community Groups – including groups associated with characteristics protected under the Equality Act, such as disability.

Road Safety and Active Travel Groups – including activities to promote and inform road harm reduction across the city for all road users, including underrepresented groups and more vulnerable road users.

Public Transport Operators – in partnership with Transport for West Midlands, engaging with public transport operators to support initiatives to improve the safety of these vitally important transport modes.

Employers – including through workplace travel plans.

Communication Campaigns – this is critical to win the hearts and minds of citizens and stakeholders, and to highlight progress on this important agenda. Delivered with partners, this includes supporting the delivery of a variety of communication and education campaigns to inform and influence the public on road harm reduction as well as regular sharing of progress on delivery of the strategy.

Infrastructure Investment – delivering physical changes to the road network through investment in the transport delivery programme (new infrastructure) and planned maintenance (of existing infrastructure). This includes traffic signals and other technologies to manage demand and reduce harm for all road users and to deliver priority for active travel and public transport modes.

Development Management – working with a wide range of developers to support and guide the quality of our fast-growing city.

Enforcement - enforcement of parking restrictions and bus lanes by the council and police plays an essential role in road harm reduction. In addition to the deployment of Civil Enforcement Officers, CCTV vehicles are increasingly used to enforce parking restrictions, especially around schools. The council has also secured powers to use cameras to enforce moving traffic offences. Close collaboration with colleagues and services across the council will be needed to ensure that resources are appropriately targeted and prioritised and that operational implications are managed and mitigated.

Data Reporting - Annual reporting on road harm will provide a summary of actions delivered to reduce road harm each year. It will also provide analysis of road traffic collision and other data, and priorities for future investment.

West Midlands Combined Authority and the Regional Road Safety Strategic Group

The West Midlands Combined Authority (WMCA) plays a coordinating role vital to delivering road harm reduction across the region.

The **West Midlands Regional Road Safety Strategy (2023-2030)**, and **Regional Road Safety Action Plan 2024-2030** are aligned with the **West Midlands Local Transport Plan** and set out regional priorities objectives for reducing road harm.

The West Midlands Regional Road Safety Strategy provides the framework for delivery of a Safe System for the region and clarifies the roles of key partners on our shared journey to Vision Zero.

WMCA also hosts the West Midlands Regional Road Safety Strategic Group, whose aim is to co-ordinate and promote safety for all road users in the West Midlands Metropolitan Area, through education, training and publicity and the promotion of sustainable travel: public transport, cycling and walking.

The group brings together Local Authorities in the West Midlands and strategic partners including West Midlands Police and the West Midlands Office of the Police and Crime Commissioner, the West Midlands Fire and Rescue Service, the Transport Skills Academy (TSA), Public Health – Department of Health and Social Care, National Highways, the Motor Insurer's Bureau, RoSPA, Road Safety Foundation, Road Peace and representatives of road users.

The group has several strategic responsibilities:

- Develop and co-ordinate a programme of interventions to deliver the group's objectives within the framework of the Regional Road Safety Strategy.
- Promote road safety led initiatives.
- Promote sustainable travel and the active modes of cycling and walking.
- Use data evidence to understand the road safety issues facing the West Midlands Region, including an understanding of where and why collisions occur and to whom.
- Monitor road safety and sustainable travel delivery and outcomes.
- Promote/monitor speed management and enforcement activities alongside educational interventions.
- Seek funding opportunities to enable delivery of a programme of regional road safety initiatives.

We recognise the importance of strong communications in reducing road harm but also that to achieve maximum value through reach and economies of scale, road harm reduction communications, community engagement and educational campaigns are best co-ordinated at a regional level; road safety issues are not defined by invisible Local Authority boundaries.

We will continue to explore opportunities to support WMCA's work to coordinate, plan and deliver Safe System activity on behalf of Birmingham and other Local Authority partners.

West Midlands Police

West Midlands Police play a fundamental role in the delivery of a Safe System for Birmingham. We work both directly and indirectly (via WMCA) with the police on a regular basis, primarily to support enforcement of the rules of the road.

West Midlands Police are the only Safe System partner with the powers to enforce speeding and dangerous driving in Birmingham. The police also take the primary role in collision reporting, investigating the causes of collisions where victims are killed or seriously injured, and providing support to those directly affected by these tragic and often highly traumatic events.

The **West Midlands Police and Crime Plan** is directly aligned with the **National Police Chiefs' Council Prevention Strategy**. The Plan fully embraces the Vision Zero ethos and includes commitments to partnership working with the other Safe System partners in the region (including Birmingham City Council) to deliver and coordinate enforcement, communication, education, activities relating to road harm reduction.

West Midlands Police carry out a range of enforcement activities across Birmingham and the West Midlands; key areas of traffic enforcement (which directly align with principal contributory factors for RTCs in Birmingham) are:

- Speeding;
- Wearing seatbelts;
- Drinking/drug-taking and driving;
- Use of mobile phones whilst driving;
- Uninsured and unlicensed driving;
- Driving without due care and attention.

In addition, West Midlands Police operates fixed and mobile camera enforcement across the region. Together with partner Local Authorities and WMCA, we are proactively working with West Midlands Police to increase the scope and scale of camera-based enforcement across the city's classified road network, to deliver a consistently safer environment for all whilst being cognisant of the need to avoid imposing costs on external partners through delivery of the strategy.

West Midlands Fire and Rescue Service

The West Midlands Fire and Rescue Service (WMFRS) plays a leading role in the delivery of a Vision Zero Safe System approach in Birmingham and the West Midlands. As part of the West Midlands Fire and Rescue Service Plan, the organisation is committed to embracing Vision Zero.

WMFRS attend serious and fatal RTCs, managing incidents, extracting casualties from vehicles, and delivering first aid. The WMFRS deliver comprehensive road

harm reduction education and awareness campaigns in partnership with Birmingham City Council. These initiatives target schools, community groups and specific road user groups to provide advice and guidance, with the aim of reducing demand on all public services as a direct cause of road safety issues.

We have a formal partnership with WMFRS to deploy Speed Indication Devices across the city to monitor locations where speeding is causing concern. The information gathered by these devices will be used to prioritise interventions where the evidence gathered suggests this is needed, together with other Safe System partners.

Safer Roads and Safer Speeds: Introducing the Healthy Streets Approach

Healthy Streets is about designing streets for people, on a human scale and providing the kind of environment where people enjoy spending time. The balance is corrected so motor vehicles are guests on the street and humans are the primary users.

Healthy Streets is about designing streets on a human scale, where cars are guests and people are the primary users.

People's experiences of using our streets will determine:

- whether they decide to walk, cycle, and use public transport.
- whether they choose to visit their local centre, or drive to an out-of-town shopping facility.
- whether they feel they need to own a car at all.

We will work with our partners to consistently improve the experience of travelling along and spending time on Birmingham's roads and streets.

The Healthy Streets Approach uses ten evidence-based indicators to assess whether a road is safe and attractive to use.

Working towards these indicators when designing, investing, and maintaining our streets will help to create a healthier city, where all people are included and can enjoy a good quality of life.

All transport schemes will be subject to a Healthy Streets Quality Audit to ensure that high standards are maintained across all parts of the city. Rather than a box-ticking exercise, this will be considered as an integral part of the design and implementation process.

All transport schemes are subject to relevant governance processes, dependent on scale and impact, and this process includes close collaboration with key internal partners (including street cleansing and waste management, highways maintenance and parking enforcement). The new Birmingham Road Harm Reduction Board will oversee this process to ensure that a balanced view is taken, and that the delivery of the strategy is given due gravitas but without appropriate management and mitigation of operational implications arising from its delivery.

The Healthy Streets Indicators



Figure 2: Healthy Streets Approach

- **Everyone feels welcome**
Streets must be welcoming places for everyone to walk, spend time and engage with other people. This is necessary to keep us all healthy through physical activity and social interaction. It is also what makes places vibrant and keeps communities strong. The best test for whether we are getting our streets right is whether the whole community, particularly children, older people and disabled people are enjoying using this space.
- **Easy to cross**
Our streets need to be easy to cross for everyone. This is important because people prefer to be able to get where they want to go directly and quickly so if we make that difficult for them, they will get frustrated and give up. This is called 'severance' and it has real impacts on our health, on our communities and on businesses too. It is not just physical barriers and lack of safe crossing points that cause severance, it is fast-moving traffic too.

- Shade and shelter**
 Shade and shelter can come in many forms – trees, awnings, colonnades – and they are needed to ensure that everyone can use the street whatever the weather. In sunny weather we all need protection from the sun, in hot weather certain groups of people struggle to maintain a healthy body temperature, in rain and high winds we all welcome somewhere to shelter. To ensure our streets are inclusive for everyone and welcoming to walk and cycle in no matter the weather, we must pay close attention to shade and shelter.
- Places to stop and rest**
 Regular opportunities to stop and rest are essential for some people to be able to use streets on foot or bicycle because they find travelling actively for longer distances a challenge. Seating is therefore essential for creating environments that are inclusive for everyone as well as being important for making streets welcoming places to dwell.
- Not too noisy**
 Noise from traffic impacts on our health and wellbeing in many ways, it also makes streets stressful for people living and working on them as well as people walking and cycling on them. Reducing the noise from traffic creates an environment in which people are willing to spend time and interact.
- People choose to walk, cycle, and use public transport**
 We all need to build regular activity into our daily routine and the most effective way to do this is to walk or cycle for short trips or as part of longer public transport trips. People will choose to walk and cycle if these are the most attractive options for them. This means making walking and cycling and public transport use more convenient, pleasant, and appealing than private car use.
- People feel safe**
 Feeling safe is a basic requirement that can be hard to deliver. Motorised road transport can make people feel unsafe on foot or bicycle, especially if drivers are travelling too fast or not giving them enough space, time, or attention. Managing how people drive so that people can feel safe walking and cycling is vital. People also need to feel safe from antisocial behaviour, unwanted attention, violence, and intimidation. Street lighting and layout, ‘eyes on the street’ from overlooking buildings and other people using the street can all help to contribute to the sense of safety.
- Things to see and do**
 Street environments need to be visually appealing to people walking and cycling, they need to provide reasons for people to use them – local shops and services, opportunities to interact with art, nature, other people.

- **People feel relaxed**

The street environment can make us feel anxious – if it is dirty and noisy, if it feels unsafe, if we do not have enough space if we are unsure where to go or we cannot easily get to where we want to. All these factors are important for making our streets welcoming and attractive to walk, cycle and spend time in.

- **Clean Air**

Air quality has an impact on the health of every person, but it particularly impacts on some of the most vulnerable and disadvantaged people in the community – children and people who already have health problems. Reducing air pollution benefits us all and helps to reduce unfair health inequalities.

Delivering Healthy Streets in Birmingham

The Birmingham Transport Plan Delivery Plan has been developed with the Healthy Streets Approach at its heart and sets out a coordinated investment approach for transport infrastructure and services in Birmingham.

We will no longer fund and deliver schemes for single transport modes, as has been done in the past, but will take a more strategic view of the complete function of our neighbourhoods, corridors and local centres.

We will deliver Healthy Streets in Birmingham through a rolling programme of major schemes. These major schemes will focus on neighbourhoods (networks of local residential streets), local centres (areas with shops and local amenities), corridors (strategic routes with higher volumes of trips) and the city centre. Notably different approaches to each will recognise the different needs and characteristics of these road types.

A Partnership Approach

The council cannot deliver the Healthy Streets Approach alone. It will require continued work with partners across the public, private and community sectors, many of whom are already working hard to deliver against the Healthy Streets indicators.

We will continue to work with the local ward councillors, developers and landowners and businesses to provide tools, training, support and guidance. This will help these partners to embed the Healthy Streets Approach in schemes, policies and plans, new developments, and regeneration schemes. Vital to the success of Healthy Streets will be our continuing work with West Midlands Police who provide on-street law enforcement.

There is a symbiotic relationship between the public and private realm. Businesses benefit directly from the economic improvements that the Healthy Streets Approach will deliver, through enhanced footfall, and the public realm benefits from the investment and enhanced care that businesses invest into the streetscape. We will continue to work with our business communities to apply Healthy Streets in Birmingham, whilst managing the impacts of essential freight movements and servicing on our streets.

Classified Road Network

Vision

The Classified Road Network comprises of designated A and B class roads which accommodate the busiest traffic flows in Birmingham.

The strategic primary purpose of classified roads is to enable and support the mass movement of people and goods efficiently around the city. This strategic purpose is underpinned by Section 16 of the Traffic Management Act (2004).

Most classified roads in the city are currently designated as 30mph roads. Over the life of this Road Harm Reduction Strategy, remaining urban classified roads with speed limits currently set at 40mph will be reduced to 30mph, to ensure consistency across the city.

Highway Design Standards

Typically, classified roads carry significant volumes of motor vehicles. Most of these routes have been retrofitted over time to accommodate high and increased traffic volumes as safely as possible, with additional provision made to accommodate larger and heavier vehicles. As part of future scheme delivery, the separation of transport modes to minimise the risk of conflict and harm will be pursued wherever feasible.

Healthy Streets Quality Audit

All improvement schemes on classified roads will include a mandatory Healthy Streets Quality Audit, to ensure that schemes actively enhance the quality of the streetscape for the benefit of all users, in recognition of the multifunctional nature of these important routes.

Modal Prioritisation

In alignment with the strategic primary purpose of classified roads, public transport (for mass movement of people) and necessary freight movements (for mass movement of goods) will be prioritised over other modes of transport. Wherever possible and appropriate, segregated bus lanes and other bus priority measures will be provided to protect this vitally important mode from the effects of traffic congestion.

Signal-controlled crossings will continue to be provided, as these will remain necessary to ensure the safety of all users.

Fully separated active travel routes will be considered along classified roads where there is sufficient available highway space to provide facilities (taking guidance from Local Transport Note 1/20). Although people cycling are permitted to use general traffic lanes, their safety can be compromised and alternative appropriate active travel routes are preferable. Where there is insufficient space for facilities on classified roads, strategic active travel routes will be provided using parallel alternative routes.

Reallocation of Surplus Highway Capacity

Once the core functions of classified roads have been met, surplus highway capacity will be repurposed for alternative uses for example, the provision of green infrastructure such as trees and grass. This will help to mitigate the impacts of climate change, enhance safety for all users and will reduce ongoing highway maintenance costs.

Kerbside Management

The provision of parking and loading will only be tolerated on classified roads where this does not interfere with the primary strategic purpose of these routes, namely the mass movement of people and goods. Parking on footways, cycle lanes and bus lanes (during their hours of operation) will not be accommodated, as the impact on road safety and service reliability is often considerable.

Enforcement

Camera enforcement may be used on classified roads where this will address evidenced concerns relating to poor compliance with the rules of the road.

Powers to enforce endorsable offences such as speeding and red light running are exclusively held by the Police. Moving traffic offences (such as banned right turns) and parking offences can be enforced by both the Police and Birmingham City Council.

We will work in partnership with the Police to deliver strategic enforcement with the principles for our part in this to be set out in the Council's Network Management Plan.

Engagement

The Council will engage with local councillors, key stakeholders and members of the public during the development and delivery of classified road improvement schemes, including informal and statutory consultation exercises.

Neighbourhood and Centres Major Schemes

Vision

Local streets are places where people live, 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. The experiences that people have on Birmingham's local streets has a defining influence on their quality of life, and affects their health, well-being, safety, and access to opportunities.

The primary strategic purpose of local streets is to be places where people live and interact. To achieve this, our local streets must provide high-quality environments with enough space for social interaction, walking, cycling and public transport use enhanced with seating, shade, and green infrastructure.

Design Standards

Whilst many of our streets have been retrofitted over time to accommodate ever increasing traffic volumes, most are fundamentally unsuited to being used in this way. This is evidenced by growing concerns across the city about traffic levels, dangerous and inconsiderate driving, and behaviours such as speeding and pavement parking. Unsurprisingly, this has led to corresponding calls for more enforcement and traffic calming schemes.

In future, new transport schemes on local streets will be designed to put the needs of people walking, wheeling, cycling and accessing

public transport above provision for private motor vehicles.

Healthy Streets Quality Audit

All local streets within the scope of designated Neighbourhood and Centres Major Schemes will be subject to a mandatory Healthy Streets Quality Audit to ensure that improvement schemes actively enhance the quality of the streetscape for the benefit of all users in direct alignment with the Healthy Streets Approach.

Reallocation of Highway Capacity

Streets will be narrowed to the minimum required width, with surplus highway capacity reallocated towards more productive uses such as wider pavements, enhanced crossing facilities, tree planting and other green infrastructure.

Modal Prioritisation

The main function of local streets is as places where people live. In recognition of this, motor vehicles (with the key exception of public transport) will be actively de-prioritised, with measures installed to remove them wherever possible.

Kerbside Management

Whilst residential parking will continue to be permitted where possible and appropriate, highway space currently allocated for parking will be gradually reallocated to more productive uses.

In areas of high demand, parking controls will be implemented to define where parking will be accommodated to ensure equitable allocation of this valuable resource, and to actively

discourage and prevent unsafe pavement parking.

Enforcement

Neighbourhood and Local Centre Major Schemes will be designed to create environments in local streets where it is not physically possible to drive at speeds above 20mph. This will actively encourage safe driving behaviour and remove the need for active enforcement.

Streetscape design principles will be closely aligned with Healthy Streets indicators. For example, traditional physical traffic calming (such as road humps and speed cushions) will be minimised, as these measures do not contribute positively towards Healthy Streets environments.

With numbers of motor vehicles drastically reduced, traffic signals and other technology-based traffic control measures will be proactively removed from local streets, and replaced with alternative road designs which prioritise active travel and public transport.

Exceptionally, camera-enforced bus gates may be provided in Neighbourhood Major Scheme areas, to prioritise bus service access and protect streets from use by general vehicular traffic.

Engagement

The council will undertake early engagement with the local community, prior to developing Neighbourhood and Centres Major Schemes, asking people what they would like to see on their local streets, and will continue these informal conversations as the scheme plans emerge.

The council will also undertake more traditional engagement with local councillors, key stakeholders and members of the public during the development and delivery of schemes, including informal and statutory consultation exercises.

The Environment and Transport Neighbourhood Fund

Introduction

As Birmingham covers a large geographical area, full delivery of Neighbourhood Major Schemes across the city is expected to take several years.

Neighbourhood funding will be made available to bring forward smaller, projects that make streets safer, less polluted, more inclusive, and more conducive to active travel.

Schemes will be identified by Councillors working with residents and community groups (supported by council officers).

Neighbourhood funding will be allocated by ward, with eligible two-member wards receiving twice as much as single member wards.

Principles

Projects delivered or supported through the Neighbourhood Fund should be aligned with the Healthy Streets Approach and its ten indicators. Submissions to the Fund should make a positive contribution to:

- Road Harm Reduction (a specific priority for this funding)
- Use of Active Modes of Travel (i.e. walking, wheeling & cycling)
- Air Quality, carbon reduction, and climate change mitigation
- Schemes should make a positive contribution to road harm reduction and encourage active travel through one or more of the following:
 - Measures that reduce speed of traffic (e.g. traffic calming)

- Measures that reduce volume of traffic (e.g. modal filters)
- Measures that make it easier to cross streets and junctions
- Measures that prevent or restrict dangerous or inconsiderate parking
- Measures to enable walking, wheeling & cycling
- Measures to enhance the natural environment (e.g. parklets)
- Measures to create a more welcoming & relaxing environment
- Schemes will need to:
 - Reflect issues or concerns raised/highlighted by residents:
 - in response to previously identified issues (e.g. petitions)
 - from a desire for general improvements in the area
- Be set within the context of an agreed Ward Action Plan (this is a constitutional requirement for any locally devolved budget)
- Contribute towards corporate policies including the Birmingham Transport Plan, Road Harm Reduction Strategy & Clean Air Strategy.

Camera Enforcement Policy

Part 6 of the Traffic Management Act gives legal powers to Local Authorities such as Birmingham City Council to enforce parking, bus lane and moving traffic contraventions under civil law.

It is important to note that the council does not have legal powers to enforce endorsable offences such as speeding and running red lights; this power is held exclusively by West Midlands Police.

In recent years, the council has trialled the use of Average Speed Enforcement (ASE) on some of the city's busiest traffic routes, in partnership with the Police. Under this trial, the council provides and maintains the cameras, and West Midlands Police use these to undertake enforcement. A recent, detailed review of this service has identified that the costs of operating ASE far exceed the value of revenues generated from enforcement fines. However, when appropriately deployed on busy classified roads, ASE can deliver significant benefits both in reducing vehicle speeds and in preventing death and serious injury.

Similarly, evidence from the development of the council's own trial, and those of other Local Authorities using cameras to enforce moving traffic contraventions has proven that the costs of camera enforcement typically exceed the revenues generated by enforcement fines.

In this context, the widespread use of cameras to enforce speeding and moving traffic contraventions is not economically viable, as even the most 'active' cameras require ongoing revenue support to remain operational.

In recognition that on some busy classified roads (for ASE) and strategically important locations (MTE), camera enforcement can produce favourable results, the council will limit the use of camera enforcement as follows, to balance affordability with public safety improvement benefits:

- Speed enforcement cameras will only be deployed on the busiest classified roads in the city, where evidence suggests that speeding and other antisocial driving behaviours cause consistent road harm risk. At all other locations, the council will use the Healthy Streets Approach to invest in infrastructure iteratively, to reduce the risk of road harm.
- Moving Traffic Enforcement cameras (including bus lane enforcement) will only be used in locations where evidence suggests consistent contraventions impact upon the safe and efficient operation of the highway and public transport services, or where it is necessary to maintain network resilience. In all cases, all other alternative enforcement approaches should have been exhausted.
- The Council will work with the Police to explore the case for rollout of spot speed and red light enforcement cameras at locations of specific concern, where a viable financial delivery model can be identified.

Monitoring and Evaluation

Tackling road harm risk requires a multi-faceted and consistent approach to delivery. To do this, we will set up a Birmingham Road Harm Reduction Board to perform a strategic role ensuring coordination both across the Council and with external partners, whilst providing oversight of the Council's activities to reduce road harm risk.

More generally, evidence from delivering the Healthy Streets approach in other cities shows that we will need to take a pragmatic view towards monitoring and evaluation. This is to ensure that we recognise the positive changes that Healthy Streets will bring for Birmingham, which extend well beyond reducing road harm risk alone.

As more and more of our streets benefit from investment in alignment with the Healthy Streets approach, we can expect more and more people to consider walking, wheeling, cycling and using public transport to get around, instead of just using cars. As the number of people using and enjoy our streets gradually increases, this may also result in a temporary increase in RTCs in the shorter term (particularly 'slight' injuries) whilst users adjust and adapt to changing travel conditions. Despite this, we can expect to see the number of people killed and seriously injured on Birmingham's roads reduce significantly over time.

Strong and regular communication is imperative to reducing road harm. We will communicate our progress in delivering Vision Zero in Birmingham as part of Birmingham Transport Plan monitoring activity each year, which will summarise the latest available road harm data and set out areas where specific focus may be required to deliver healthier, safer and more attractive streets for everyone, based upon evidence.

Funding

The delivery of the Road Harm Reduction Strategy is dependent on funding availability. The strategy is not intended to be a detailed implementation programme, but rather a set of guiding principles to prioritise available funding and inform how it is used with the aim of reducing road harm risk over time.

Funding predominantly comes from Government via the West Midlands Combined Authority (which in future will be part of the Integrated Settlement), but can also come from other sources, such as developer contributions. The Road Harm Reduction Strategy provides a valuable framework to maximise the amount of funding that Birmingham can attract from a range of sources, which will help the Council to make the best use of available resources.

At the time of writing, the Council is operating within an extremely challenging financial environment. Rapidly rising inflation, growing infrastructure costs, and an unrelenting demand on services combine to create significant pressures on available budgets. We will continue to work within these parameters to utilise available resources as efficiently as possible to deliver the Strategy.

The Council's Transport and Highways Delivery Programme (THDP) covers a rolling six-year period and sets out how capital and revenue is invested in the city's transport networks and systems. The programme sets out new resources and funding allocations, project budgets, expenditure profiles, policy changes and a summary of forecast project activity for the forthcoming financial year.

The THDP provides allocation of funds to the Environment & Transport Neighbourhood Fund (ETNF) which enables neighbourhood projects that have been identified by elected members working with citizens and community groups to be delivered. These schemes will all be proven to make streets safer, less polluted, more inclusive and more conducive to active travel. Projects must be set within the context of a Ward Plan and demonstrate alignment with the Healthy Streets approach, providing a positive contribution to the following, noting that Road Safety is required to be prioritised given that funding is specific grant for transport.

- Road harm reduction
- Use of active modes
- Air quality
- Carbon reduction
- Climate change mitigation

The fund complements the Council's Improvement and Recovery Plan and emerging work of "Shaping Birmingham's Future Together", which will inform the Council's future vision and priorities and the way the Council works with citizens, communities, stakeholders and partners.

Examples of measures which may be delivered using this funding:

- Minor junction redesign
- Green infrastructure (planting, trees, but not floral displays)
- School streets
- Active travel improvements
- Traffic reduction on neighbourhood streets including restrictions and verge protection
- Removal of redundant street infrastructure and clutter
- Inclusive streetscapes (e.g. dropped kerb crossings, seating, facilities for those with disabilities)
- Air Quality monitors

It is recognised that new capital transport schemes can, by their nature, often attract additional ongoing maintenance costs in respect of improved or new assets. They also provide opportunities to remove existing assets during works to mitigate cost increases. The delivery of the Strategy will allow for new practices and procedures to take place on the network for reduce future maintenance costs, for example reduction of road space to resurfacing, removal of road markings to maintain and implementation of energy efficient infrastructure, such as LED street lighting.

An allocation of £10 million has been made from Clean Air Zone surplus reserves to support road harm reduction initiatives. This has been provisionally allocated towards:

- the consolidation and expansion of Average Speed Enforcement cameras on roads across Birmingham;
- expediting the rollout and delivery of the prioritised Neighbourhood Major Scheme programme;
- supporting post-collision response;

Any allocation of this funding will be subject to separate formal governance arrangements and will consider road harm reduction imperatives alongside the need to manage and mitigate any operational implications from delivering the strategy on other council services and key external partners such as emergency services.

ROAD HARM REDUCTION ACTION PLAN

THEME	ACTION	RATIONALE	SAFER PEOPLE	SAFER SPEEDS	SAFER ROADS	SAFER VEHICLES	POST-CRASH CARE	DELIVERY MECHANISM	DELIVERY TIMEFRAME	PARTNERS
Birmingham Road Harm Reduction Board	Set up a Birmingham Road Harm Reduction Board to coordinate the Council's response to reducing the risk of road harm across the city, including oversight of a Communications Strategy to highlight progress on this important agenda.	The Safe System approach recognises that an integrated, multi-faceted approach is required to tackle and reduce road harm risk. Critical to this is ensuring that actions are clearly communicated to the public and key stakeholders.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Commitment from all partners to attend the board	First meeting to be held Spring 2025	Commitment to be defined in Terms of Reference

THEME	ACTION	RATIONALE	SAFER PEOPLE	SAFER SPEEDS	SAFER ROADS	SAFER VEHICLES	POST-CRASH CARE	DELIVERY MECHANISM	DELIVERY TIMEFRAME	PARTNERS
Support and deliver actions set out in the West Midlands Regional Road Safety Action Plan	Collaborate with West Midlands Safe System Partners to respond to regionally significant issues, particularly street racing.	Street racing is a known, high risk driver behaviour. The imposition of legal injunctions and infrastructure changes by the Council can help to reduce the likelihood of this behaviour taking place.	☑	☑	☑	☑	☑	Via the WMCA Road Safety Regional Meetings	Ongoing	WMCA, WMP, WMFRS, Other WM Metropolitan Local Authorities and West Midlands Safe System Partners
	Attend and engage with the West Midlands Collision Risk Panel	The Collision Risk Panel approach has been identified as an effective way of ensuring a safe system aligned response to road harm risk.	☑	☑	☑	☑	☑	Via WMP	Ongoing	WMCA, WMP, Other WM Metropolitan Local Authorities and West Midlands Safe System Partners
	Establish a new multi-year Operational Agreement for Average Speed Enforcement	Average Speed Enforcement is an effective tool to tackle speeding on busy classified road routes.		☑	☑			Via agreement with WMP	Easter 2025	WMP, WMCA and Other WM Metropolitan Local Authorities

THEME	ACTION	RATIONALE	SAFER PEOPLE	SAFER SPEEDS	SAFER ROADS	SAFER VEHICLES	POST-CRASH CARE	DELIVERY MECHANISM	DELIVERY TIMEFRAME	PARTNERS
Infrastructure Investment	Introduce mandatory Healthy Streets Design Check for all infrastructure scheme designs	Ensure Healthy Streets best practice is embedded in BCC's infrastructure design process.	✓	✓	✓			Mandatory component of BCC infrastructure design process.	Ongoing	
	Deliver specific road harm reduction interventions to respond to Collision Risk Panel meetings and in liaison with West Midlands Safe System Partners	Delivers specific infrastructure interventions to tackle identified road harm risks.	✓	✓	✓			Funded by CAZ surplus revenues.	As issues are identified, on an ongoing basis	WMP, WMFRS, TfWM
	Develop BTP Neighbourhood Major Scheme (NMS) 1 – Strategic Outline Case and Options Appraisal Report	Delivers safer and more attractive conditions for all using the Healthy Streets Approach.		✓	✓			Funded by the Capability and Ambition Fund (CAF3) grant funding	Winter 2025	Active Travel England (Funders)
	Develop BTP Neighbourhood Major Scheme 2 - – Strategic Outline Case and Options Appraisal Report	Delivers safer and more attractive conditions for all using the Healthy Streets Approach.		✓	✓			Funded by Active Travel Fund	Winter 2025	Active Travel England (Funders)

THEME	ACTION	RATIONALE	SAFER PEOPLE	SAFER SPEEDS	SAFER ROADS	SAFER VEHICLES	POST-CRASH CARE	DELIVERY MECHANISM	DELIVERY TIMEFRAME	PARTNERS
	Develop Neighbourhood Major Scheme 3 - – Strategic Outline Case and Options Appraisal Report	Delivers safer and more attractive conditions for all using the Healthy Streets Approach.		☑	☑			Funded by Active Travel Fund	Winter 2025	Active Travel England (Funders)
	Progress delivery of Neighbourhood Major Schemes 1, 2 and 3	Delivers safer and more attractive conditions for all using the Healthy Streets Approach.		☑	☑			Funded by Integrated Settlement (CRSTS2)	To be identified	WMCA/ HM Government
	Progress further development of Neighbourhood Major Scheme Programme	Delivers safer and more attractive conditions for all using the Healthy Streets Approach.		☑	☑			Funded by Integrated Settlement (CRSTS2)	To be identified	WMCA/ HM Government
	Deliver additional Average Speed Enforcement sites across the city	Average Speed Enforcement is an effective tool to tackle speeding on busy classified road routes.		☑	☑			Funded by Clean Air Zone surplus revenues.		

THEME	ACTION	RATIONALE	SAFER PEOPLE	SAFER SPEEDS	SAFER ROADS	SAFER VEHICLES	POST-CRASH CARE	DELIVERY MECHANISM	DELIVERY TIMEFRAME	PARTNERS
	Develop BTP Corridor Package 5 Interventions (Quinton and Edgbaston areas)	Targeted interventions to redesign corridors in suburban Birmingham using the Healthy Streets Approach, to reduce road harm risk.		☑	☑			Funded by the Capability and Ambition Fund (CAF3) grant funding	Winter 2025	Active Travel England (Funders)
	Develop BTP Corridor 8 Interventions (A41 Olton to Greet)	Targeted interventions to redesign corridors in suburban Birmingham using the Healthy Streets Approach, to reduce road harm risk.		☑	☑			To be identified	To be identified	To be identified
Infrastructure Investment	Develop BTP Corridor 7 Interventions (Marsh Lane and Streetly Road, Erdington)	Targeted interventions to redesign corridors in suburban Birmingham using the Healthy Streets Approach, to reduce road harm risk.		☑	☑			To be identified	To be identified	To be identified

THEME	ACTION	RATIONALE	SAFER PEOPLE	SAFER SPEEDS	SAFER ROADS	SAFER VEHICLES	POST-CRASH CARE	DELIVERY MECHANISM	DELIVERY TIMEFRAME	PARTNERS
	Develop BTP Corridor 8 Interventions (Robin Hood Lane/Highfield Road/Stratford Road Triangle)	Targeted interventions to redesign corridors in suburban Birmingham using the Healthy Streets Approach, to reduce road harm risk.		✓	✓			To be identified	To be identified	To be identified
	Develop BTP Corridor 5 Interventions (A441, Longbridge Lane and Lickey Road)	Targeted interventions to redesign corridors in suburban Birmingham using the Healthy Streets Approach, to reduce road harm risk.		✓	✓			To be identified	To be identified	To be identified
	Develop BTP Corridor 13 Interventions (Kingstanding Road, Kings Road and Jockey Road)	Targeted interventions to redesign corridors in suburban Birmingham using the Healthy Streets Approach, to reduce road harm risk.		✓	✓			To be identified	To be identified	To be identified

THEME	ACTION	RATIONALE	SAFER PEOPLE	SAFER SPEEDS	SAFER ROADS	SAFER VEHICLES	POST-CRASH CARE	DELIVERY MECHANISM	DELIVERY TIMEFRAME	PARTNERS
	Develop BTP Corridor 2 Interventions (Erdington to Bromford, Holly Lane and Kingsbury Road)	Targeted interventions to redesign corridors in suburban Birmingham using the Healthy Streets Approach, to reduce road harm risk.		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			To be identified	To be identified	To be identified
	Develop BTP Corridor Intervention Programme	Targeted interventions to redesign corridors in suburban Birmingham using the Healthy Streets Approach, to reduce road harm risk.		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			To be identified	To be identified	To be identified

THEME	ACTION	RATIONALE	SAFER PEOPLE	SAFER SPEEDS	SAFER ROADS	SAFER VEHICLES	POST-CRASH CARE	DELIVERY MECHANISM	DELIVERY TIMEFRAME	PARTNERS
Infrastructure Investment	Work with WMCA (TfWM) to ensure all corridor improvement schemes (bus priority, active travel, KRN etc.) are designed using the Healthy Streets Approach and respect the updated road classification hierarchy (see Network Management Plan)	Coordinated approach to maximise reduction in road harm risk across the city through integration with existing planned delivery programmes		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			Integrated Settlement (CRSTS1/2)	Scheme specific (subject to separate governance)	Single Settlement (CRSTS1/2)
	Work with communities to deliver local neighbourhood projects through the Environment & Transport Neighbourhood Fund	Reduce speed and volume of traffic on local roads using the Healthy Streets Approach.		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			BCC Local Engineering Team	First round to be fully delivered by March 2026.	
	Complete delivery of the Legacy Road Safety Programme	Implement remaining road safety schemes from previous programme.		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			Funded using Local Network Improvement Plan and CAZ surplus revenues.	To be fully completed by December 2026	

THEME	ACTION	RATIONALE	SAFER PEOPLE	SAFER SPEEDS	SAFER ROADS	SAFER VEHICLES	POST-CRASH CARE	DELIVERY MECHANISM	DELIVERY TIMEFRAME	PARTNERS
Network Management	Develop a Network Management Plan, including a Road Classification Review	Statutory requirement.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			Production of plan funded by Local Network Improvement Plan grant funding.	Easter 2025	WMCA
	Standardise speed limits: reduce all urban 40mph speed limits to 30mph	Provide clarity and simplification for drivers and reduce vehicle speeds.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			Programme funded using previously allocated Clean Air Zone surplus revenues	2025	WMP
	Standardise speed limits: Continue the delivery of 20mph on unclassified roads across the city.	Reduce vehicle speeds and support Healthy Streets.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			Funded and delivered through the delivery of ETNF and Neighbourhood Major Schemes	Ongoing	
	Maintain parking enforcement and expand provision where possible, linked to funding availability.	Improved highway regulation is proven to significantly reduce road harm risk.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			Commissioned service delivery.	Ongoing	WMP

THEME	ACTION	RATIONALE	SAFER PEOPLE	SAFER SPEEDS	SAFER ROADS	SAFER VEHICLES	POST-CRASH CARE	DELIVERY MECHANISM	DELIVERY TIMEFRAME	PARTNERS
	Maintain the Speed Indication Devices (SIDs) deployment across the city	Maintain the strategic partnership with West Midlands Fire and Rescue Service to deploy Speed Indication Devices at locations across the city where excessive vehicle speed is a concern.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			Devices funded using previously allocated Clean Air Zone surplus revenues and issued to every fire station in the city. WMFRS continue to fund deployment and data retrieval.	Ongoing	WMFRS
	Deliver the Moving Traffic Enforcement (MTE) camera trial, followed by minimum 12-month evaluation period.	Improve driver behaviour.	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			Trial funded using Local Network Improvement Plan grant	Autumn 2025 for delivery, with evaluation by end of 2026.	WMP

THEME	ACTION	RATIONALE	SAFER PEOPLE	SAFER SPEEDS	SAFER ROADS	SAFER VEHICLES	POST-CRASH CARE	DELIVERY MECHANISM	DELIVERY TIMEFRAME	PARTNERS
	Expand MTE to other appropriate locations, including consideration of spot speed and red light cameras if a financially viable delivery model can be identified.	Improve driver behaviour	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			To be determined on a location-specific basis	To be confirmed, subject to post-trial evaluation	WMP
Monitoring, Evaluation, Communication and Public Engagement	Deliver a Communications Strategy to communicate and support the Council's road harm reduction activity	Increase awareness of the impacts of road harm and activity underway to address this.	<input checked="" type="checkbox"/>					To be coordinated by Corporate Communications Team	Ongoing	West Midlands Safe System Partners
	Publish annual monitoring of road traffic collisions as part of wider monitoring of Birmingham Transport Plan	Increase awareness of the impacts of road harm and measure progress towards Vision Zero	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			Delivered as part of wider Birmingham Transport Plan Monitoring and Evaluation	Ongoing	TfWM, WMP, WMFRS
	Provide Healthy Streets training to all relevant officers and elected members	Embed Healthy Streets approach, expertise and best practice across BCC.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			Funded from Clean Air Zone surplus revenues.	Ongoing	Healthy Streets, TfWM

THEME	ACTION	RATIONALE	SAFER PEOPLE	SAFER SPEEDS	SAFER ROADS	SAFER VEHICLES	POST-CRASH CARE	DELIVERY MECHANISM	DELIVERY TIMEFRAME	PARTNERS
	Require all consultants and contractors to be trained in the Healthy Streets Approach	Embed Healthy Streets Approach, expertise and best practice across BCC's delivery partners.	✓	✓	✓			Via incorporation into new Professional Services Framework	Ongoing	Commissioned service delivery partners
	Expand delivery of Bikeability cycle training across Birmingham	Improve skills of people cycling	✓					Funded through Bikeability Trust	Ongoing	Bikeability Trust, Active Travel England
Monitoring, Evaluation, Communication and Public Engagement	Support regional behaviour change campaigns including Community Speedwatch	Improved road user behaviour	✓	✓	✓			Via regional partners	Ongoing	WMCA, WMP, Other WM Metropolitan Local Authorities and West Midlands Safe System Partners
	Undertake citywide Healthy Streets Index, publish and repeat every five years	Support effective application of the Healthy Streets Approach and prioritisation of resources		✓	✓			Via BCC Planning	First Index to be published in 2025, then ongoing.	Healthy Streets

THEME	ACTION	RATIONALE	SAFER PEOPLE	SAFER SPEEDS	SAFER ROADS	SAFER VEHICLES	POST-CRASH CARE	DELIVERY MECHANISM	DELIVERY TIMEFRAME	PARTNERS
Lobbying for additional powers and funding to reduce road harm risk	Lobby to enable default 20mph speed limits	Reduce delivery costs associated with making residential areas across the city a default – and much safer - 20mph blanket speed limit.		☑	☑	☑	☑	Consultation responses, letters, engagement with MPs	Ongoing	
Lobbying for additional powers and funding to reduce road harm risk	Lobby to commit to a national ban on pavement parking	Pavement parking blights Birmingham. It is a major barrier to accessibility and active travel, and also a serious causal factor of road traffic collisions across the city.		☑	☑			Consultation responses, letters, engagement with MPs	Ongoing	WMCA, WMP

THEME	ACTION	RATIONALE	SAFER PEOPLE	SAFER SPEEDS	SAFER ROADS	SAFER VEHICLES	POST-CRASH CARE	DELIVERY MECHANISM	DELIVERY TIMEFRAME	PARTNERS
	Lobby to increase charges for Penalty Charge Notices and Fixed Penalty Notices	These charges have not been increased for many years. In that time, rampant inflation has rendered some of these fines much more affordable, and so no longer an effective deterrent.			<input checked="" type="checkbox"/>			Consultation responses, letters, engagement with MPs	Ongoing	WMCA, WMP
Lobbying for additional powers and funding to reduce road harm risk	Lobby to enable retention of speeding enforcement fines locally	Fines levied against drivers for speeding are currently hypothecated to HM Treasury's Consolidated Fund, rather than being reinvested locally to support enforcement. Local retention of revenues could support a significant uplift in enforcement, improved road safety and economically viable operation.			<input checked="" type="checkbox"/>			Consultation responses, letters, engagement with MPs	Ongoing	WMCA, WMP

THEME	ACTION	RATIONALE	SAFER PEOPLE	SAFER SPEEDS	SAFER ROADS	SAFER VEHICLES	POST-CRASH CARE	DELIVERY MECHANISM	DELIVERY TIMEFRAME	PARTNERS
	Lobby Government to enact primary legislation to clarify the status of e-scooters	This is urgently needed to support legitimacy of this and other micromobility modes of transport.	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			Consultation responses, letters, engagement with MPs	Ongoing	WMCA, WMP