

## Reinventing Birmingham

Climate emergency -> carbon neutral city

Negative effects of private cars – impact on health, congestion and economy

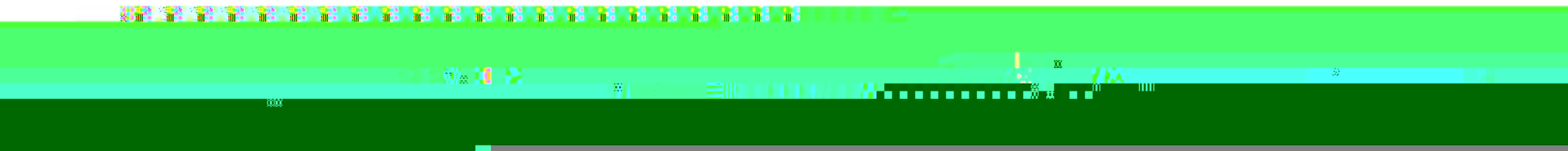
Transport as an enabler

Changing how people and goods move around the city

Grasping opportunities

Partnership and investment







The allocation of road space will change away from single occupancy private cars

Move people not vehicles – prioritising mass transit and active modes of travel

Expansion of metro network and bus rapid transit

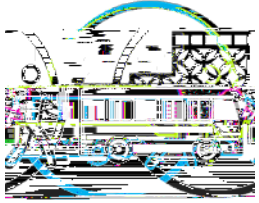
Target of 5% of all trips to be by cycling in 2023 and 10% of all trips by 2033

Re-opening of passenger services on local and regional railway lines



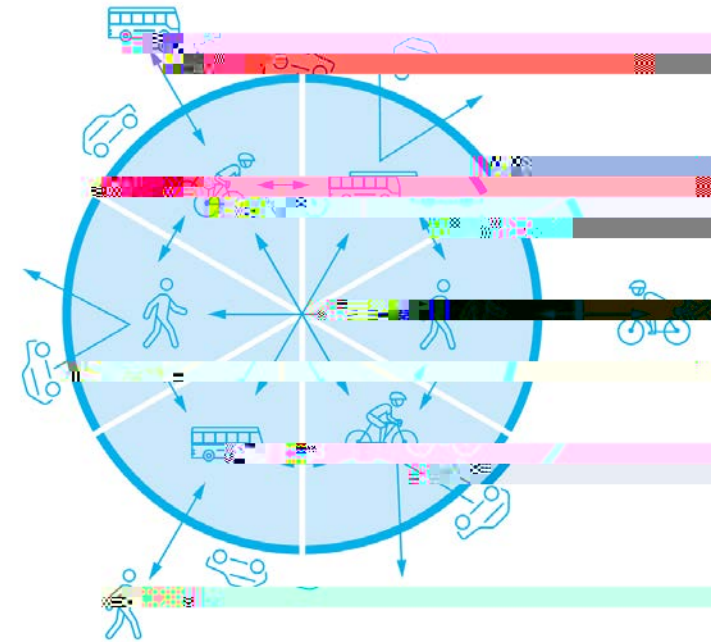
25% of all car journeys undertaken by Birmingham residents are less than a mile.





Public transport and active modes will be the preferred method of transport into and out of the city centre

Traffic cells initiative including access restrictions to discourage journeys made by private cars e.g. Ghent circulation plan  
Introduction of the Clean Air Zone in 2020  
Major redevelopment projects: Paradise, Smithfield, Snowhill and Eastside, constitute one of the most comprehensive urban transformations in Europe



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



Reduce dominance of private cars in residential neighbourhoods and around schools

Promote walking and cycling for short journeys and public transport for longer journeys to support improvements to health & well-being

Home Office (2016) Transport 232083>TjEMC /LBody a-33.2e(ce )0.o23.4 (i)coS imp





Cabinet meeting 21 January

Consultation 28 January to 27 March (subject to approval)

Respond online via

Stakeholder events:

Wednesday 26 February, 8.30am-10.30am

Tuesday 3 March, 1pm-3pm

Public drop-in sessions and other meetings



