

Birmingham
City Council

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Foreword

Councillor Waseem Zaffar MBE

Cabinet Member for Transport and the Environment
Birmingham City Council

Birmingham is a vibrant, diverse city in the midst of significant growth and transformation. The

Introduction and context

Birmingham City Council recently published a draft Birmingham Transport Plan (January 2020), setting out what the city needs to do differently to meet the demands of the future. Towards the end of our public consultation (10/11/20) TJ 0./rT283



Photo credit: Southside BID @EnjoySouthside

Principles

In prioritising, designing and

Challenges and opportunities

Draft Birmingham Transport Plan

Many of the challenges and opportunities set out in the Draft Birmingham Transport Plan remain highly relevant to this Emergency Birmingham Transport Plan:

Climate change – as a city, we must respond to the climate emergency and work towards a low carbon transport network and a carbon neutral Birmingham by 2030.

Air quality – tackling air pollution remains crucial to public health; in addition to previously documented health risks, a World Health Organisation study now suggests a potential link between high levels of air pollution and the death rate from COVID-19.

Accommodating sustainable and inclusive growth – although much economic activity is temporarily paused, this will not be the case in the medium and longer term, and we still expect our population to grow significantly in the next decade. Changes made through the Emergency Birmingham Transport Plan should not preclude future growth and schemes.

Reducing congestion – with reduced capacity on public transport in the short term, the risk of returning to previous levels of congestion, or even higher, must be avoided.

Future technologies and data – new technology means that we have an increasing quantity and quality of data about the transport network and its impacts, which helps with strategic planning and network management. We must also continue to explore new possibilities for transport, including the newly announced E-scooter trial

Vision

This Emergency Birmingham Transport Plan retains the vision of the draft Birmingham Transport Plan, with some additions, highlighted below:

The vision for Birmingham's transport is for a sustainable, green, inclusive, go-anywhere network **and for a low carbon, clean air recovery from COVID-19 lockdown.**

Safe and healthy environments **support stronger communities and** will make active travel – walking and cycling – the first choice for people making short journeys.

A fully integrated, high quality public transport system will be the go-to choice for longer trips. **In the short term, limited capacity on public transport will be offset by increased space for walking and cycling and by reduced travel overall.**

A smart, innovative, carbon neutral and low emission network will support sustainable and inclusive economic **recovery** and growth, tackle climate change and promote the health and well-being of Birmingham's citizens.

Objectives

Programmes and individual di-103es

City centre to City Hospital;
A34 and A38 spurs, including from Bristol Street to Five Ways/Edgbaston and Pershore
Road/ Priory Road connection to A38 from NCN5;
City centre to Nechells, Saltley and A47 Parkway;
Ward End Park, Washwood Heath, Cole Valley.

City-wide measures:

Contraflow cycle lanes;
Repurposing dual carriageway lanes;
Footway conversions to cycle track;
Review of signage

Implement the city centre traffic cells initiative to provide priority to walking, cycling and public transport.

Review on-street parking and seek opportunities for footway widening.

Review bus stop locations and increase space to aid social distancing.

Simplify opportunities for businesses to introduce parklets and/or make use of widened footways for spill-out activity.

Accelerate and enhance the scope of the City Centre Public Realm and pedestrianisation project.

Establish new cycle links including contra-flow cycle lanes on one-way streets.

Provide additional cycle and motorcycle parking facilities and identify locations for e-scooter hire.

Ensure new hostile vehicle mitigation (HVM) measures are cycle and e-scooter friendly.

Review and adjust pedestrian crossing types and settings to provide greater priority and

Prioritising active travel in local neighbourhoods

During lockdown, active travel in local neighbourhoods has been widely adopted for permitted exercise and trips to local shops. The opportunity to convert this to long term behaviour change cannot be missed.

Already, we have created more space for people in Kings Heath and Erdington through the removal of some on street parking, and this has been well received by the local community.

Subject to resource and feasibility we will:

Roll out more 20mph speed limits in residential streets – ideally introducing a default
default 20mph (or 10mph) in residential streets, and 10mph in residential streets, and 10mph

Supporting measures

In addition to the identified infrastructure schemes, a range of other measures can be utilised to support the vision of the Emergency Birmingham Transport Plan.

Where possible, these will be delivered within existing resources, but some aspects would require additional funding to implement.

Returning to workplaces

Birmingham

We will support businesses and organisations with

Management of street works

During lockdown we are taking the opportunity to carry out street works in ways that

Funding

We welcome the recent Government announcement of a £2 billion funding package to support walking and cycling over the next few years and that the first stage of this, a £250 million Emergency Active Travel Fund, will be created. While we await further details of how this will be made available, we are preparing and developing ideas for pop-up bike lanes, wider pavements, safer junctions, cycle and bus-only corridors and other protected space for walking and cycling.

Any contribution that Birmingham receives will only form a part of the overall investment that will be required to deliver the step-change in infrastructure envisaged in this Emergency Transport Plan. Other financial contributions could come from:

- Reviewing and enhancing all existing projects or scheme proposals to strengthen and maximise their walking, cycling and public transport elements.

- Developing any forthcoming local engineering schemes to refocus priorities onto walking and cycling, as well as delivery as part of the planned maintenance programmes.

- Aligning with early works and supporting measures to be introduced ahead of the implementation of a Clean Air Zone for Birmingham in early 2021.

- Repurposing the Council's Transportation & Highways Capital Programme so that funding available within this can be fully utilised.

- Allocating any remaining contingency funding from the Birmingham Cycle Revolution programme to support further cycling measures.

- Considering Section 106 obligations – both existing and forthcoming – for opportunities to contribute towards proposals in the relevant local areas.

- Working with the West Midlands Combined Authority to explore what resources they can allocate in support of this work, for example the Transforming Cities Fund.

- Collaborating with delivery partners such as The Active Wellbeing Society (TAWs), Sustrans and Canal & River Trust (CRT) to explore potential opportunities through their funded programmes and projects.

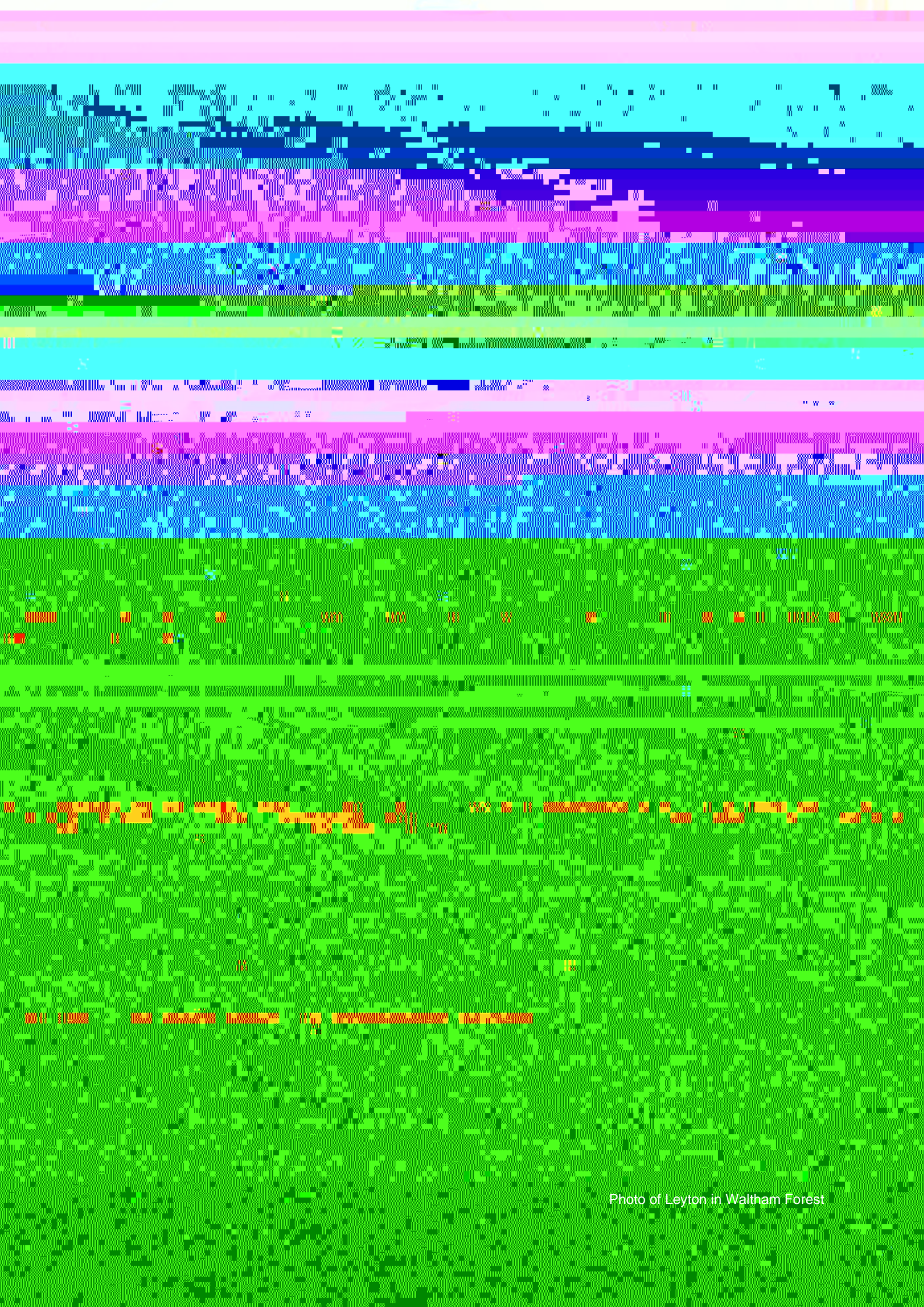


Photo of Leyton in Waltham Forest



Programme/Scheme ⁵	Approx. Timescale		
	by June/July 2020	by Sept 2020	Later 2020/21
Sutton Coldfield	Develop/Quick wins	Deliver	
Further schemes	Identify	Develop/Quick wins	Deliver
20mph Limits			
*Subject to agreement from DfT to pilot default 20mph			
**Alternative approach if Default 20mph pilot does not proceed			
City-wide default 20mph pilot*	Develop	Deliver	
Further roll-out of area based 20mph limits**	Identify/Develop	Deliver	

Programme/Scheme ⁵	Approx. Timescale		
	by June/July 2020	by Sept 2020	Later 2020/21
Castle Vale	Develop/Quick Wins	Deliver	
Weoley Castle	Develop/Quick Wins	Deliver	
A34 North (Lozells and Birchfield)	Develop/Quick Wins	Deliver	
A34 North (Aston and Witton)	Develop/Quick Wins	Deliver	
Sparkbrook	Develop/Quick Wins	Deliver	
Mere Green	Develop/Quick Wins	Deliver	
Soho Rd to Metro	Develop/Quick Wins	Deliver	
Kingstanding	Develop/Quick Wins	Deliver	
Falcon Lodge	Develop/Quick Wins	Deliver	
Kings Norton 3 Estates	Develop/Quick Wins	Deliver	
Frankley	Develop/Quick Wins	Deliver	
Future schemes	Identify	Develop	Deliver
Park and Cycle/Stride			

City

