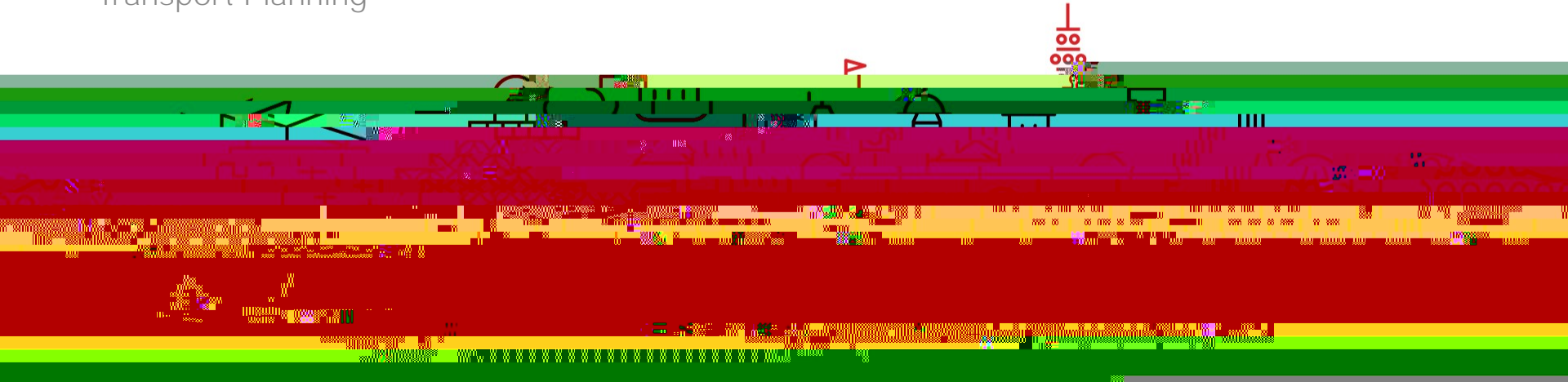


# A New Road Safety Strategy for Birmingham

Transport Planning

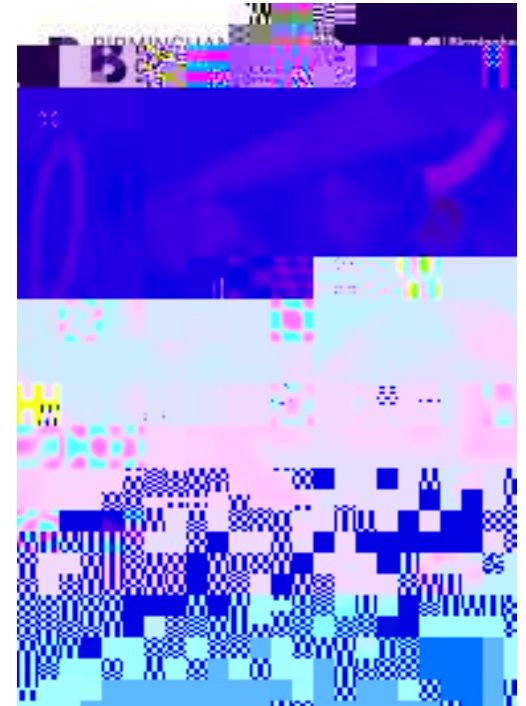


# Background

The current Road Safety Strategy for Birmingham was adopted in October 2016.

At the time of writing, this aligned with all relevant policies, guidance and best practice.

This established a formal prioritisation approach for the delivery of focussed Local Safety Schemes, to ensure that areas of greatest need were prioritised first for intervention.





# Progress in reducing Road Traffic Collisions has plateaued

The gradual decline reported in RTCs (KSI) in Birmingham relies on rapid reductions achieved between 1999 and 2012;

From 2013 onwards, progress has been largely static (with the notable exception of the pandemic period, when RTCs dramatically declined);

If we do not radically change our approach, every year we can expect approximately:

- 25 people to die, and;

- 400 people to suffer serious (probably life changing) injuries on our roads.

This is unacceptable and in most cases, avoidable.



# Pace of road safety scheme delivery is slow and complex

The current Local Safety Scheme prioritisation criteria encourage focusing interventions on

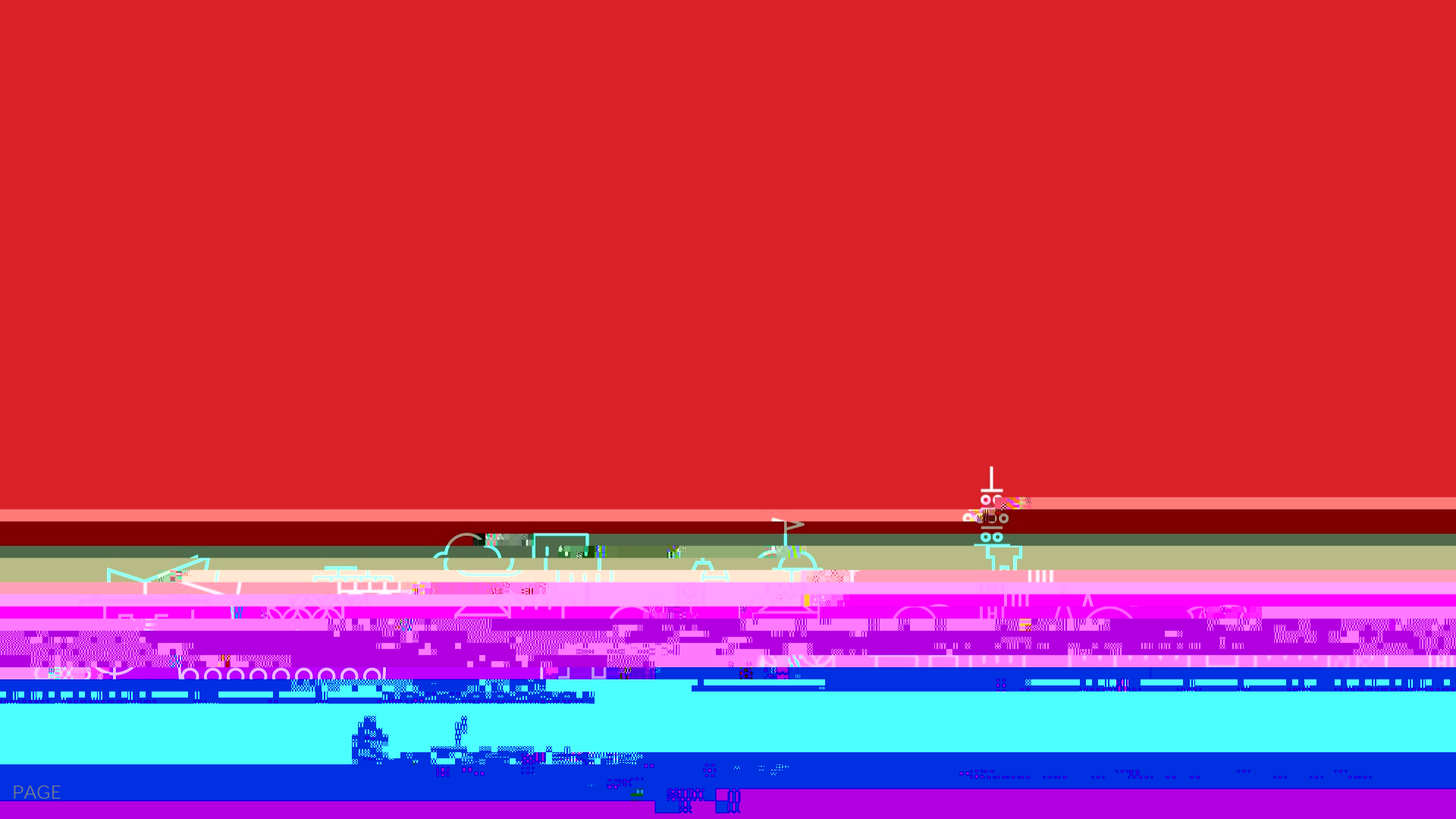
vehicles first (i.e. manage vehicle speeds, then cater for other modes as an

by-street, junction-by-junction approach is not achieving results, because it does not deal with the problem (high and ever-growing volumes of vehicular traffic);

It is also no longer affordable, and could take well over a century to treat all suitable roads in the city, assuming current resource availability is maintained.



The Local Safety Scheme budget is approximately £500k per annum, and has







# Birmingham Transport Plan

The Birmingham Transport Plan was adopted in 2021;

It sets out a clear, evidenced approach to transform

**BIRMINGHAM  
TRANSPORT PLAN**



# Birmingham Transport Plan (Continued)

## PRINCIPLES

Reallocating road space

Transforming the city centre

Prioritising active travel in local neighbourhoods

Managing demand through parking measures

The BTP commits BCC to significantly reduce vehicular traffic citywide.

This is necessary and unavoidable if we are to respond tThis is necessary and un

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# Best Practice: Healthy Streets Quality Auditing (Vitruvian Principles)

In the 1<sup>st</sup> century BC, the Roman architect and engineer Vitruvius, in his multi-volume work *De Architectura* originated the idea that all buildings/schemes should have three attributes: *firmitas* (durable), *utilitas* (useful/functional) and *venustas* (attractive/beautiful).

Quality Audit is a systematic review of proposed transport projects, based on Vitruvian Principles. It aims to ensure the delivery of high-quality places which are functional, durable, attractive and safe.

Transport for London has championed this concept and



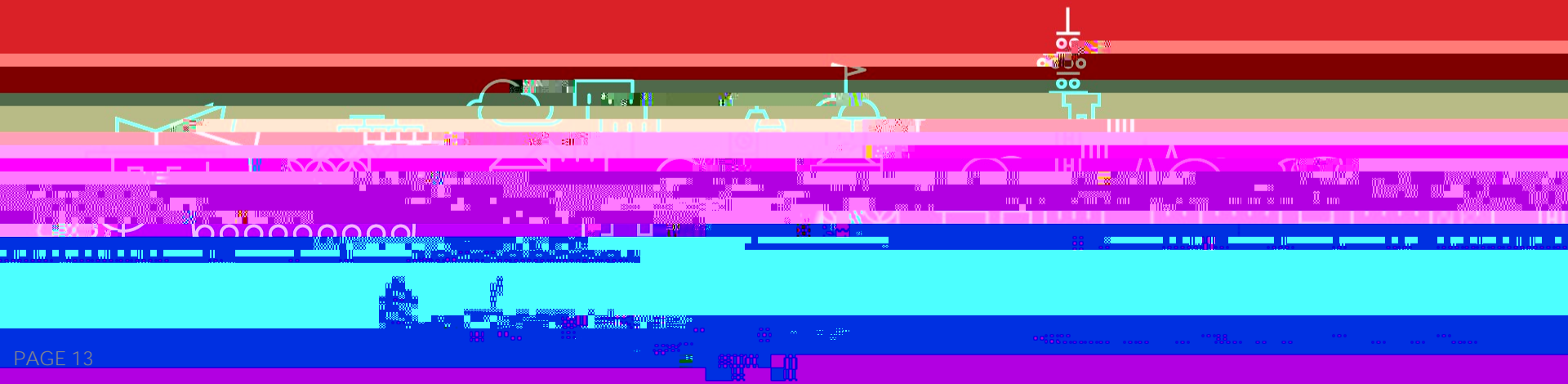
# Best Practice: Low Traffic Neighbourhoods (LTNs)

LTNs can be emotive, but they have consistently been proven to deliver results.

They now form a central delivery component UK and globally. LTNs:

- local road networks;
- Do not increase traffic volumes on boundary roads;
- Dramatically reduce the incidence and severity of recorded Road Traffic Collisions;
- Offer an affordable, high value, effective road safety delivery approach for local areas, particularly in

# DATA CONTEXT



# Where are our most dangerous roads and neighbourhoods?

Ward	collisions per year (weighted)

This data shows average number of road traffic collisions per year, during 2019-2021;

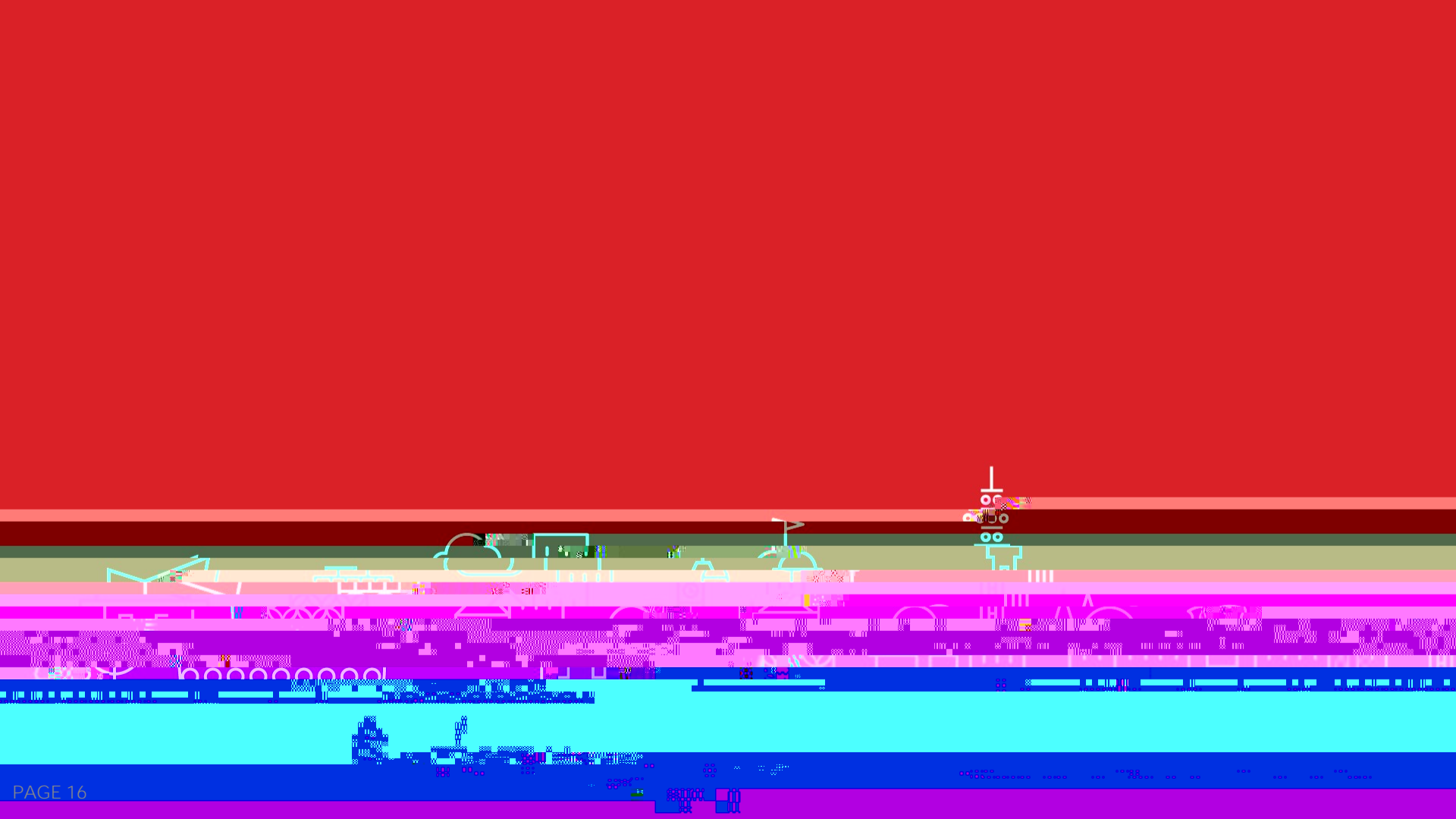
Unclassified roads only (weighted according to size of ward)

Densely populated, deprived areas in East Birmingham a particular focus for poor road safety.

There is a clear correlation between density of busy A and B Class roads, and recorded RTCs.

The majority of road traffic collisions are caused by bad and/or inattentive driving;

It is now very rare for collisions to be caused by poor road design;







# Arterial Routes

6]fa ]b[ \Ua fjbYtk cf\_ 'cZ5-class roads performs a vital strategic function by:

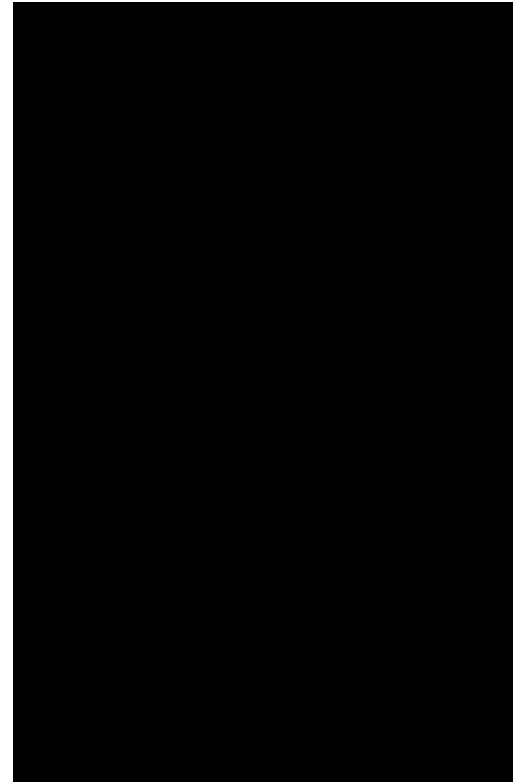
- Enabling the movement of goods and services

- Enabling the mass transit of people (priority bus routes)

Traffic movement along these corridors must be maintained to preserve the socio-economic health of the city;

7 `cg]b[ 'cZZ,fUhfj bgfUbX `ZcW gg]b[ 'hfUZZ]Wcb `ghfUHY [ ]Wf5 - Class) roads can provide opportunities to improve control and network reliability;

Arterial route infrastructure is expensive, because it needs to be designed to higher standards to ensure it is sufficiently durable to withstand heavy traffic flows.



# Arterial Routes (Continued)

Funding for corridor improvements secured via major schemes channels such as CRSTS. Arterial route funding secured opportunistically, taking advantage of opportunities as they arise.

Arterial Route investment packages should include:

- Corridor-length Healthy Streets auditing to identify quality improvements;

- Full modal separation wherever there is space to do so;

- If space is constrained, interventions should specifically focus on protecting safety of more vulnerable users;

- On-street parking should not be provided unless there is sufficient space to accommodate it once all other user needs have been catered for. The socio-economic health of the city is far more important!

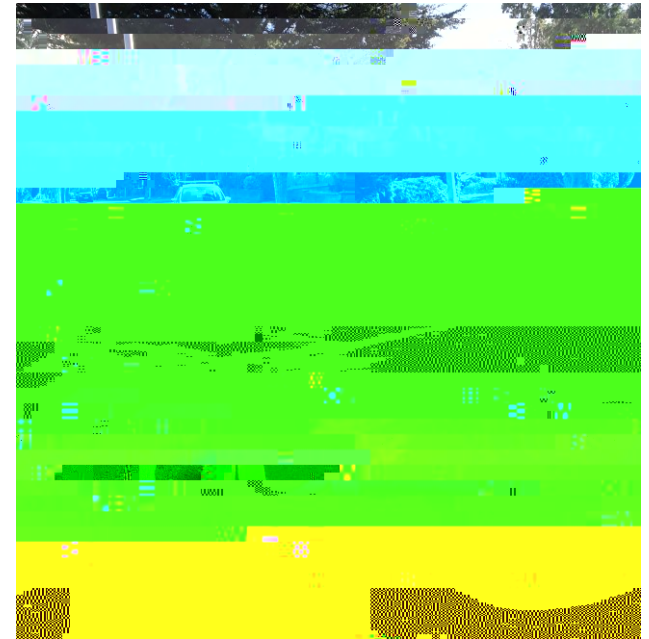
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# Neighbourhood Major Schemes

Birmingham City Council currently delivers a wide variety of different initiatives in local areas, including:

- Local Safety Schemes;
- 20mph Areas;
- Local Engineering Interventions;
- Active travel access improvement schemes;
- School Streets;
- Maintenance activities;
- Tree planting schemes.

To achieve best value, it is proposed approach to consolidate these initiatives to create a single coordinated





PROUD

CONTACT

DOMINICIAN

PROUD

names

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