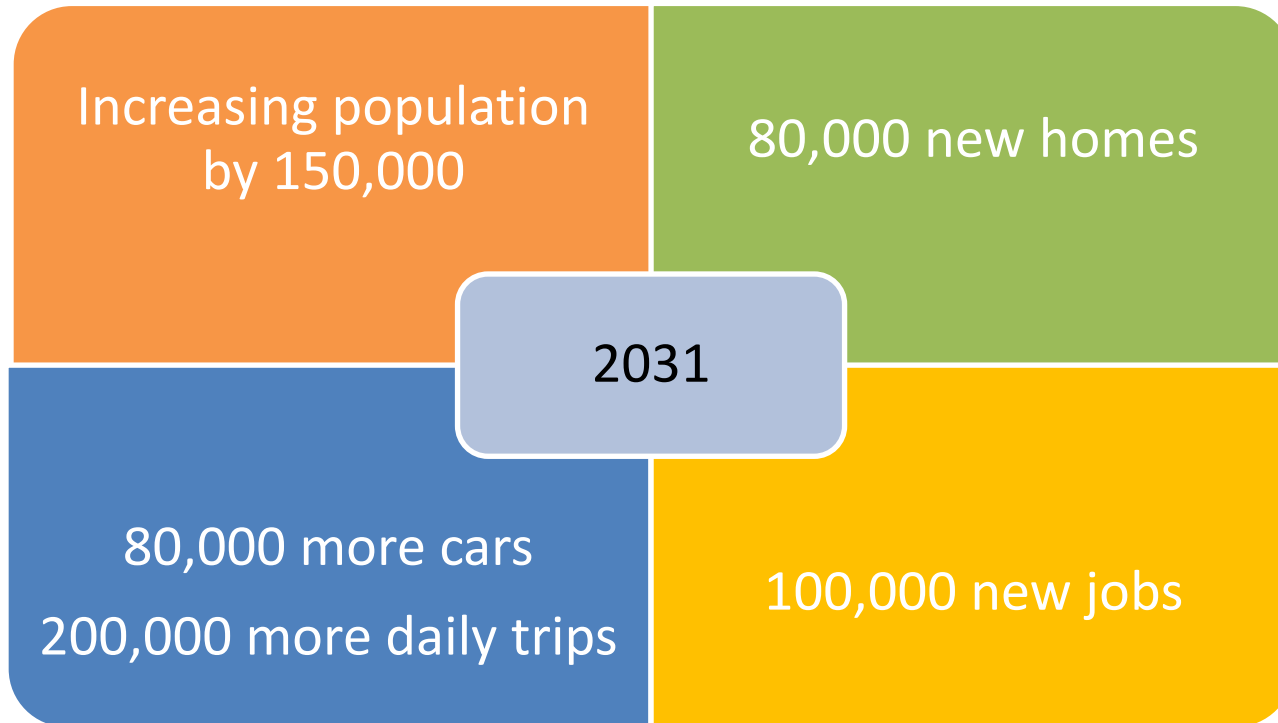


BIRMINGHAM CONNECTED

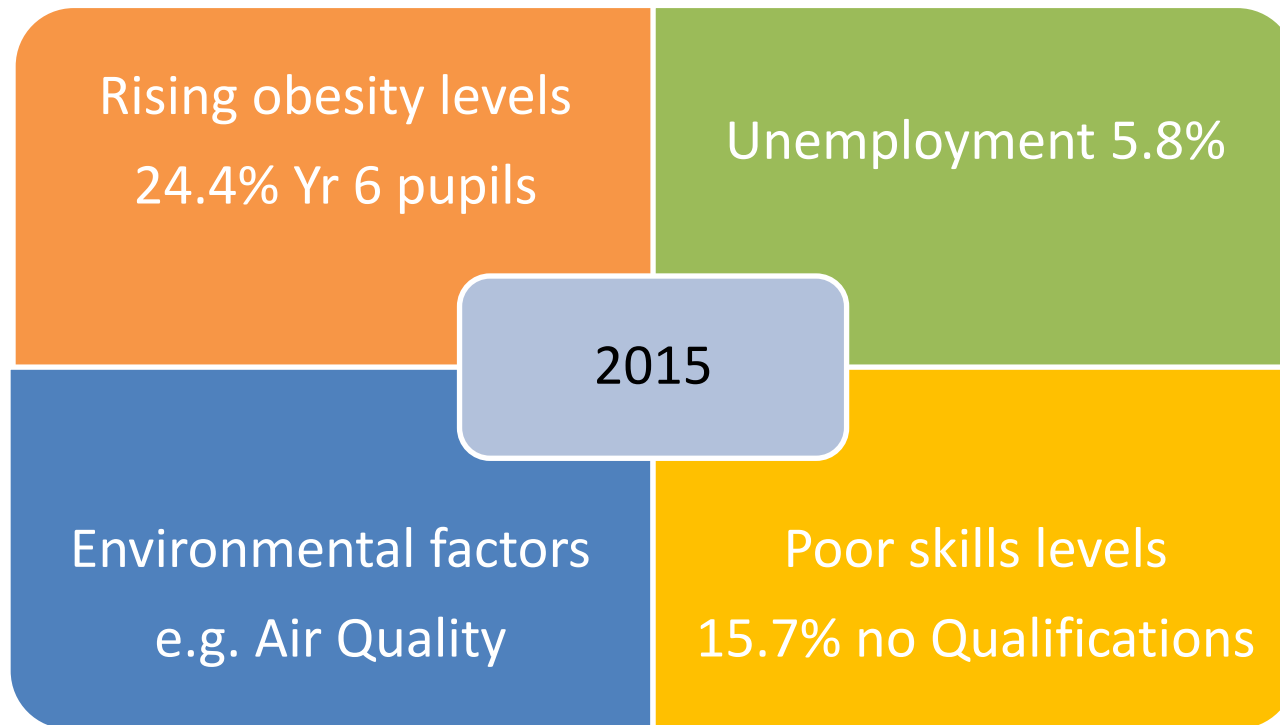
Anne Shaw
Assistant Director Transportation
and Connectivity
Birmingham City Council

Wednesday 4th November 2015

The challenge

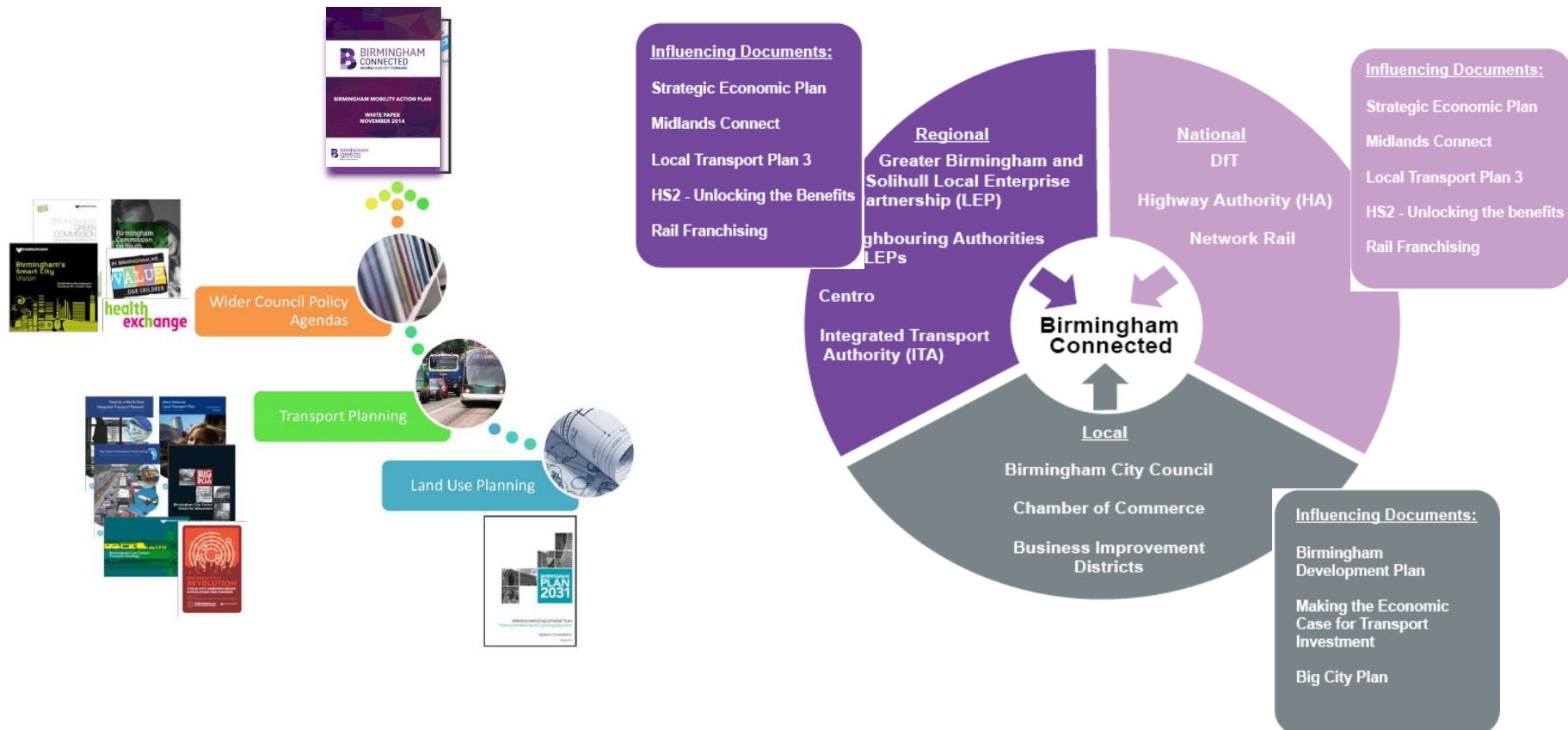


Other challenges

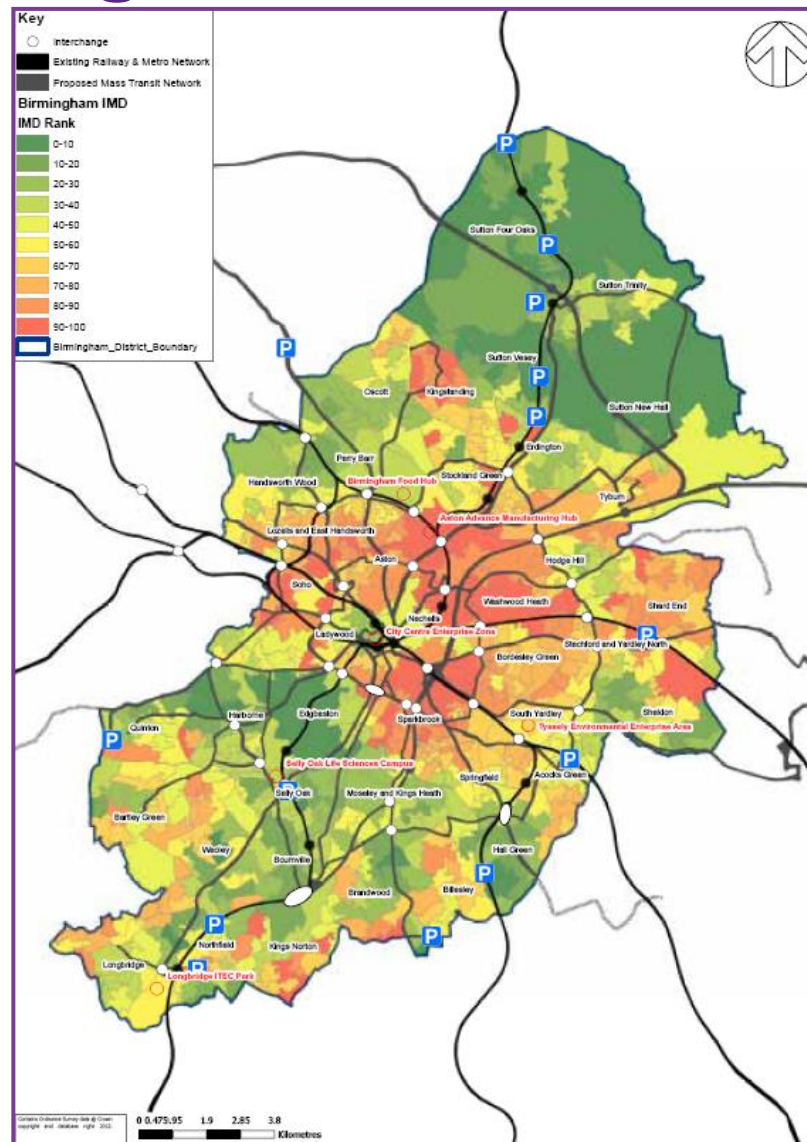


The need for action

- Cannot continue with a 'do nothing' scenario.
- Need a strategy to enable travel behaviour change which sits in the context of local, regional and national influences:

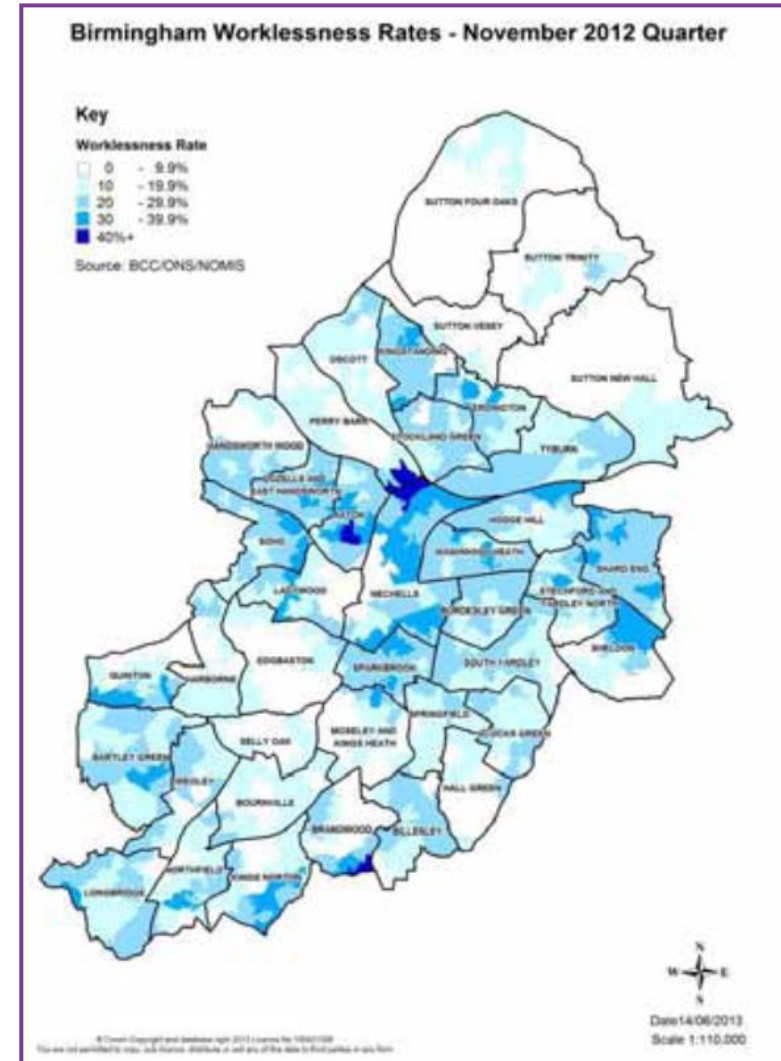


Birmingham's Economics

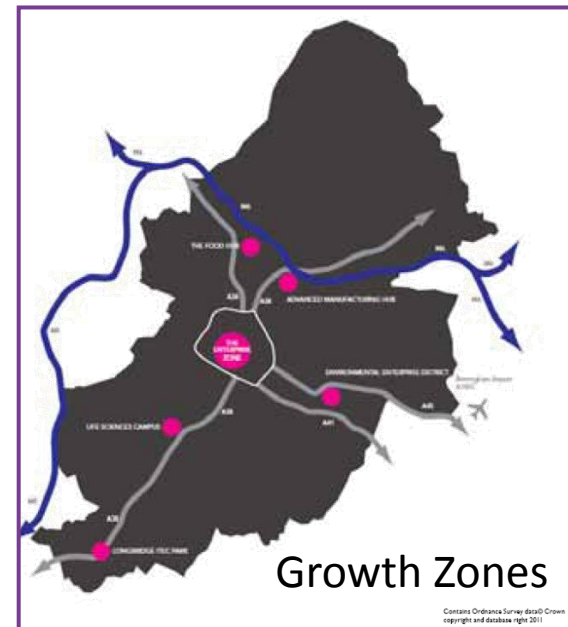
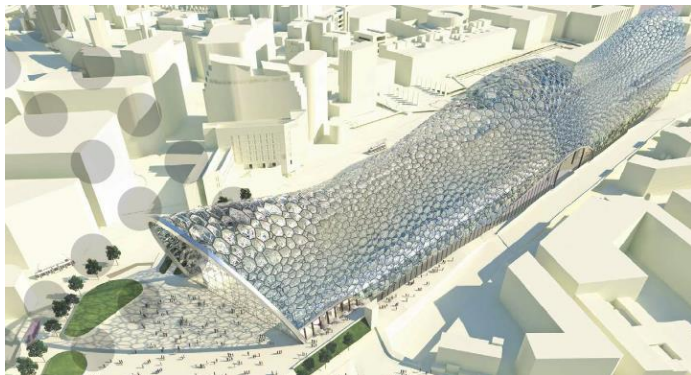


Birmingham's Economics

- £20.9bn economic output in 2011: 22% of West Midlands total;
- Output per capita is below national average and mid ranking amongst core cities; relative position has declined over the past decade;
- 120,000 Birmingham residents receive workless benefit: 17.2% of working age population;
- 10.7% of 18 to 24 year olds claim allowances, compared to 7.5% nationally.



Opportunities and catalysts



The SUMP process



The SUMP process

Traditional Transport Planning		Sustainable Urban Mobility Planning
Focus on traffic	→	Focus on people
Primary objectives: Traffic flow capacity and speed	→	Primary objectives: Accessibility and quality of life, as well as sustainability, economic viability, social equity, health and environmental quality
Modal-focussed	→	Balanced development of all relevant transport modes and shift towards cleaner and more sustainable transport modes
Infrastructure focus	→	Integrated set of actions to achieve cost-effective solutions
Sectorial planning document	→	Sectorial planning document that is consistent and complementary to related policy areas (such as land use and spatial planning; social services; health; enforcement and policing; etc.)
Short- and medium-term delivery plan	→	Short- and medium-term delivery plan embedded in a long-term vision and strategy
Related to an administrative area	→	Related to a functioning area based on travel-to-work patterns
Domain of traffic engineers	→	Interdisciplinary planning teams
Planning by experts	→	Planning with the involvement of stakeholders using a transparent and participatory approach
Limited impact assessment	→	Regular monitoring and evaluation of impacts to inform a structured learning and improvement process

Core objectives



Efficient Birmingham – facilitate the city's growth agenda in the most efficient and sustainable way possible, strengthening its economy and boosting jobs.



Equitable Birmingham – facilitate a more equitable transport system; linking communities together and improving access to jobs and services.



Sustainable Birmingham – reduce the impacts of air and noise pollution, greenhouse gas emissions and energy consumption.

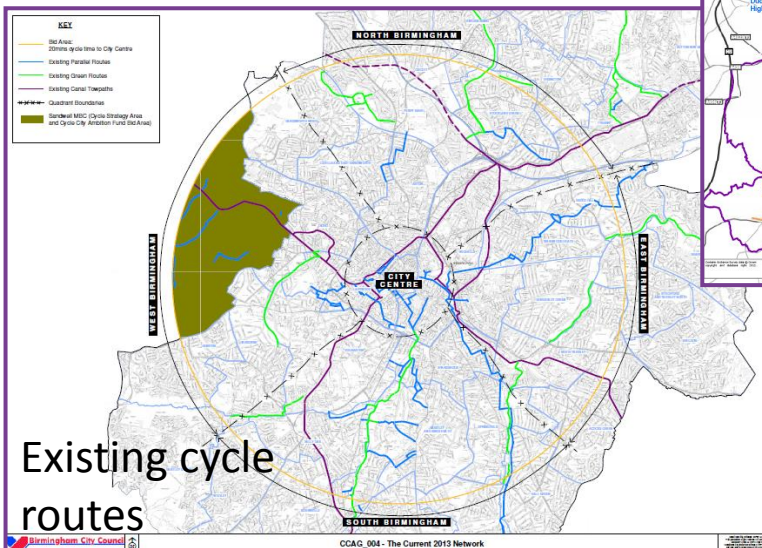
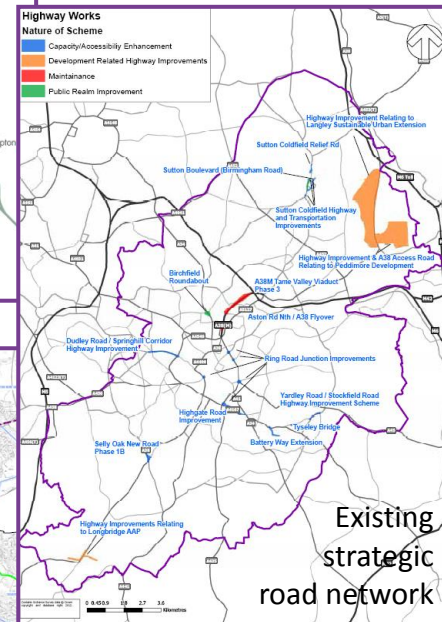
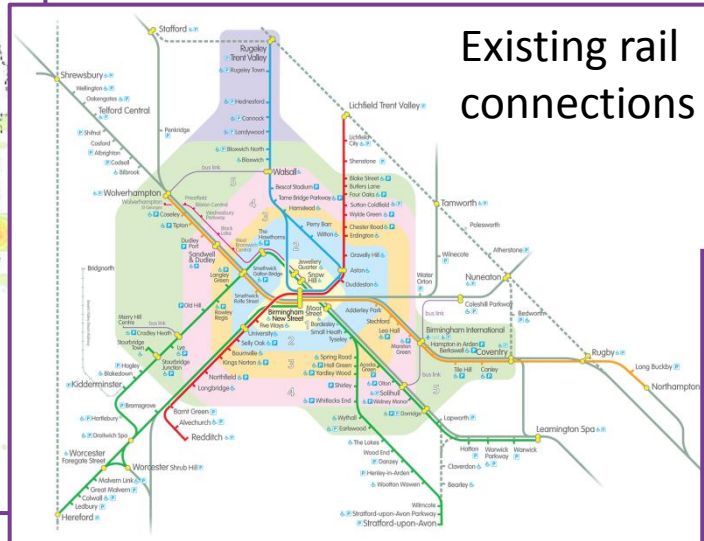
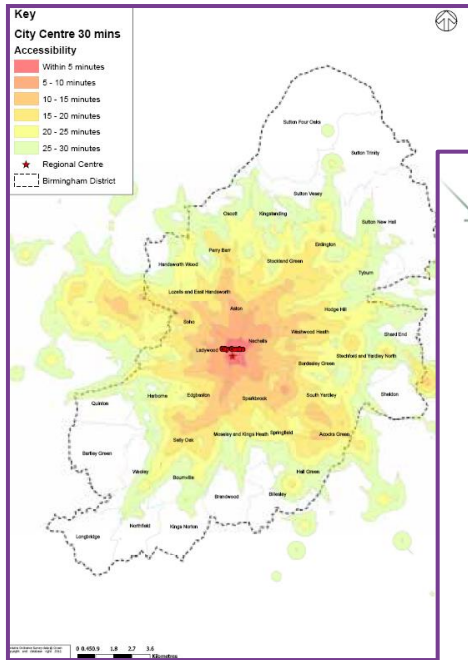


Healthy Birmingham – contribute to a general raising of health standards across the city through the promotion of walking and cycling and the reduction of air pollution.



Attractive Birmingham – contribute to enhancing the attractiveness and quality of the urban environment in local centres, key transport corridors and the city centre.

Existing Transport System



The Birmingham Connected vision

To set a new direction for transport. To usher in a new era in creating choice for how we move people and goods, delivering projects and infrastructure, and the ways in which we fund them.

Birmingham must have a 'go anywhere' transport system accessible to all.

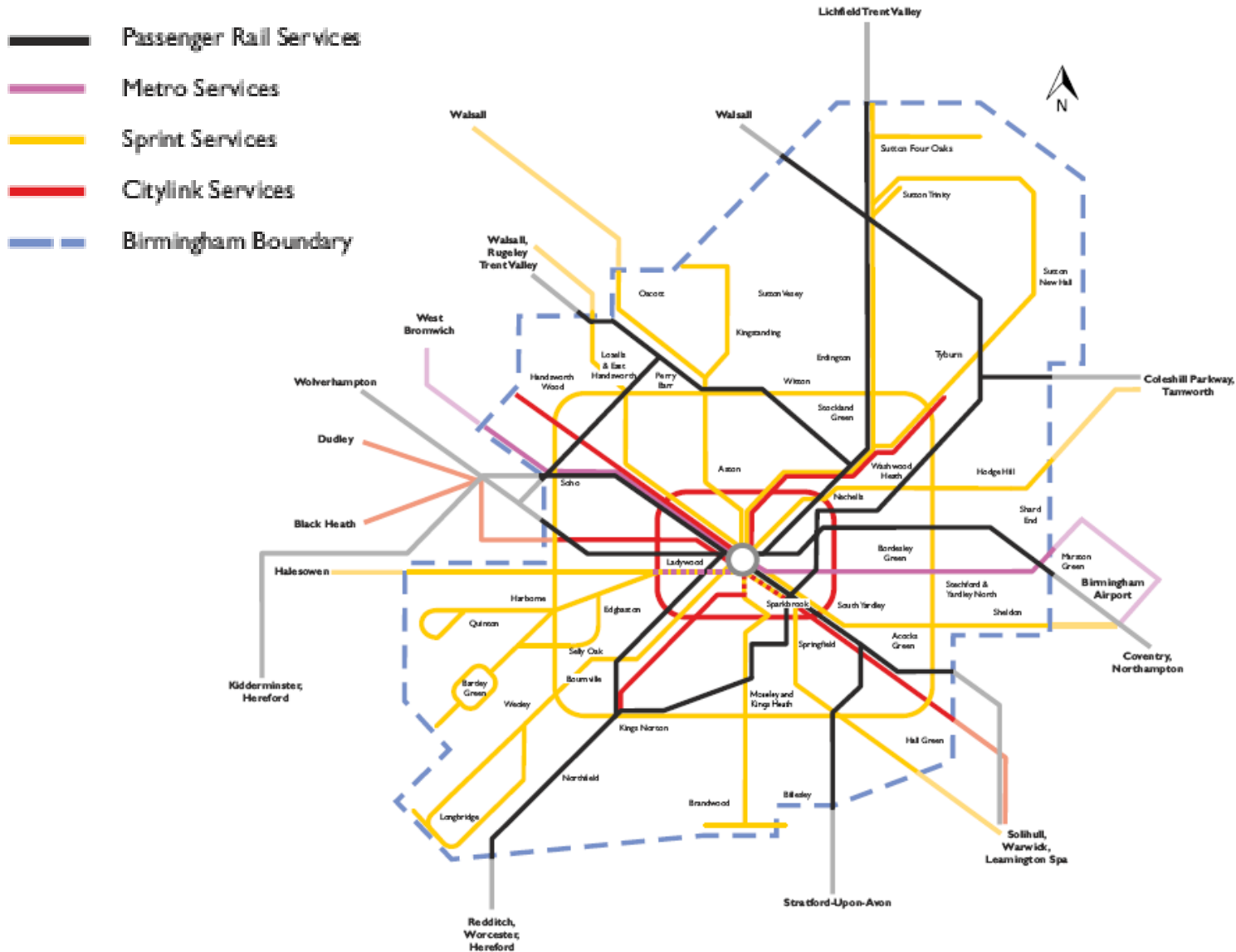
We want to

- Complete a £1.2bn integrated public transport network;
- Investigate options to allow us to generate funding locally;
- Develop a strategy for the long-term future and role of the A38 through the city centre;
- Reopen and upgrade rail routes;
- Invest up to £400 million to upgrade Snow Hill Station;
- Deliver our local connectivity strategy for HS2;
- Promote a Low Emissions Zone in the city centre; and
- Establish Green Travel Districts.

Enabling travel choices

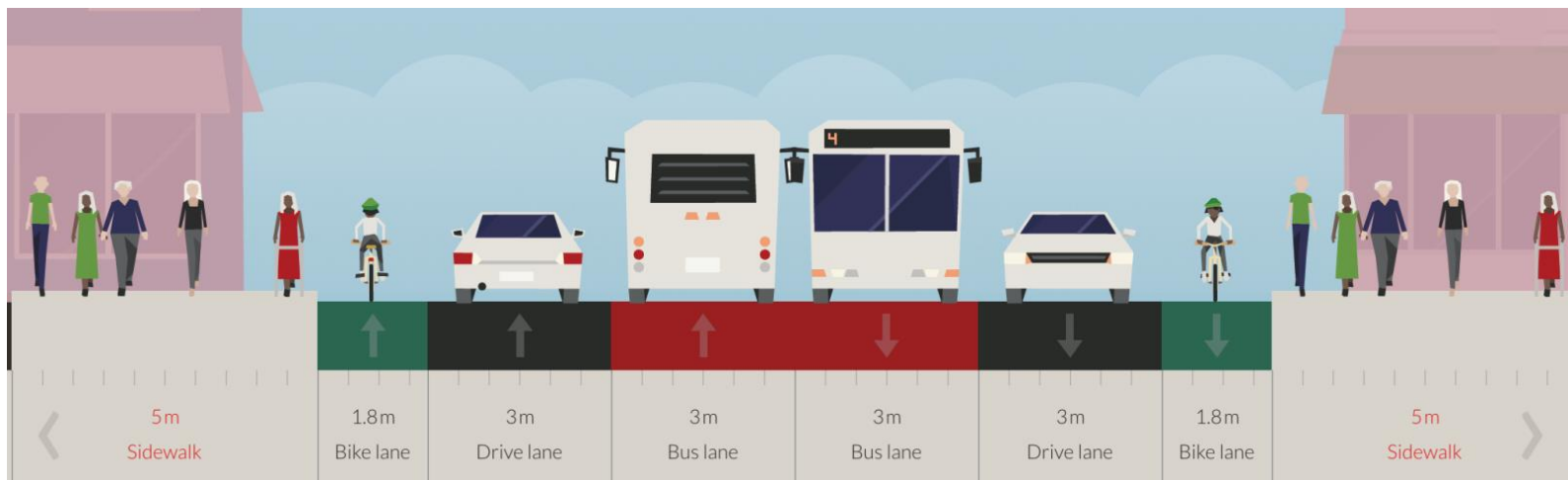
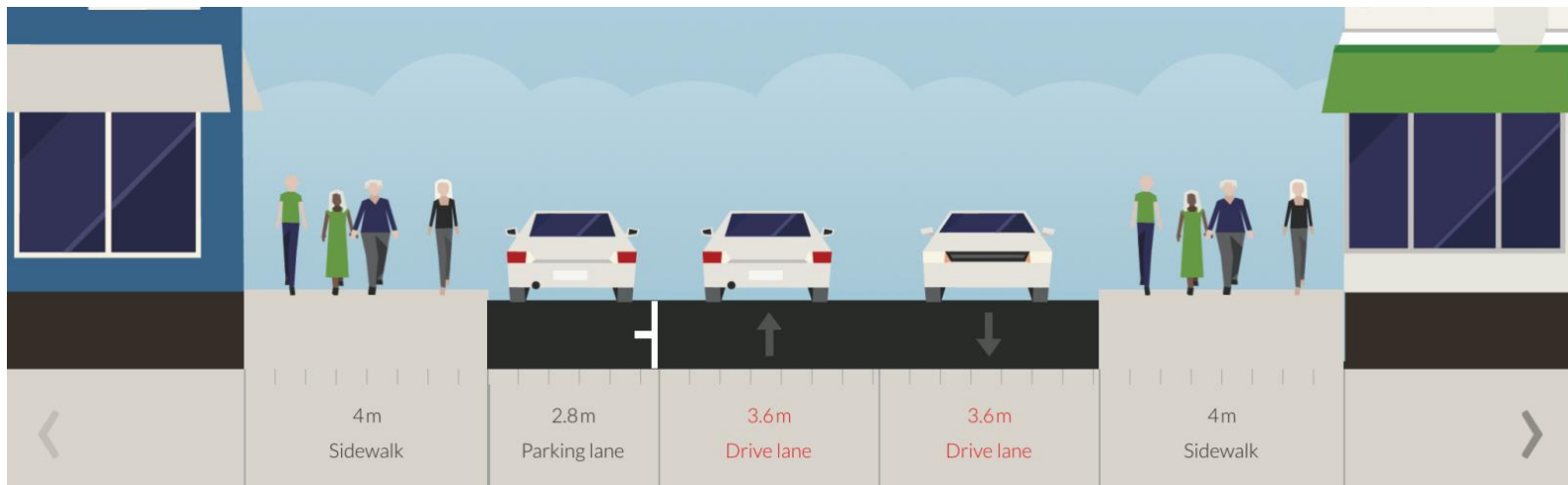
- We will enable different travel choices;
- We will provide the opportunity for everyone to have access to the transport options and information they require;
- Wherever they live or travel from, people need travel choices; and
- Many people feel that they have no alternative to driving their car, resulting in over one million car trips each day by Birmingham residents – a quarter of which are less than a mile.

Mass transit network

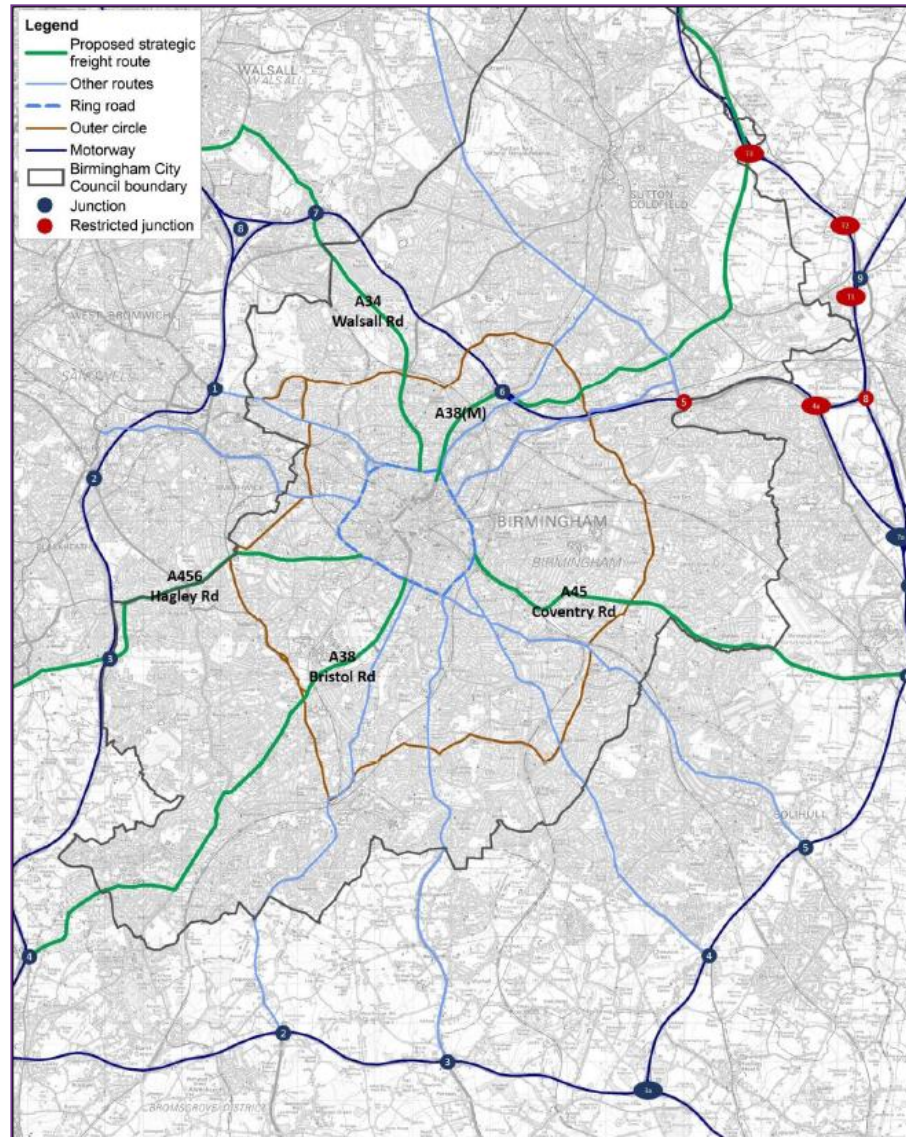


Road space allocation

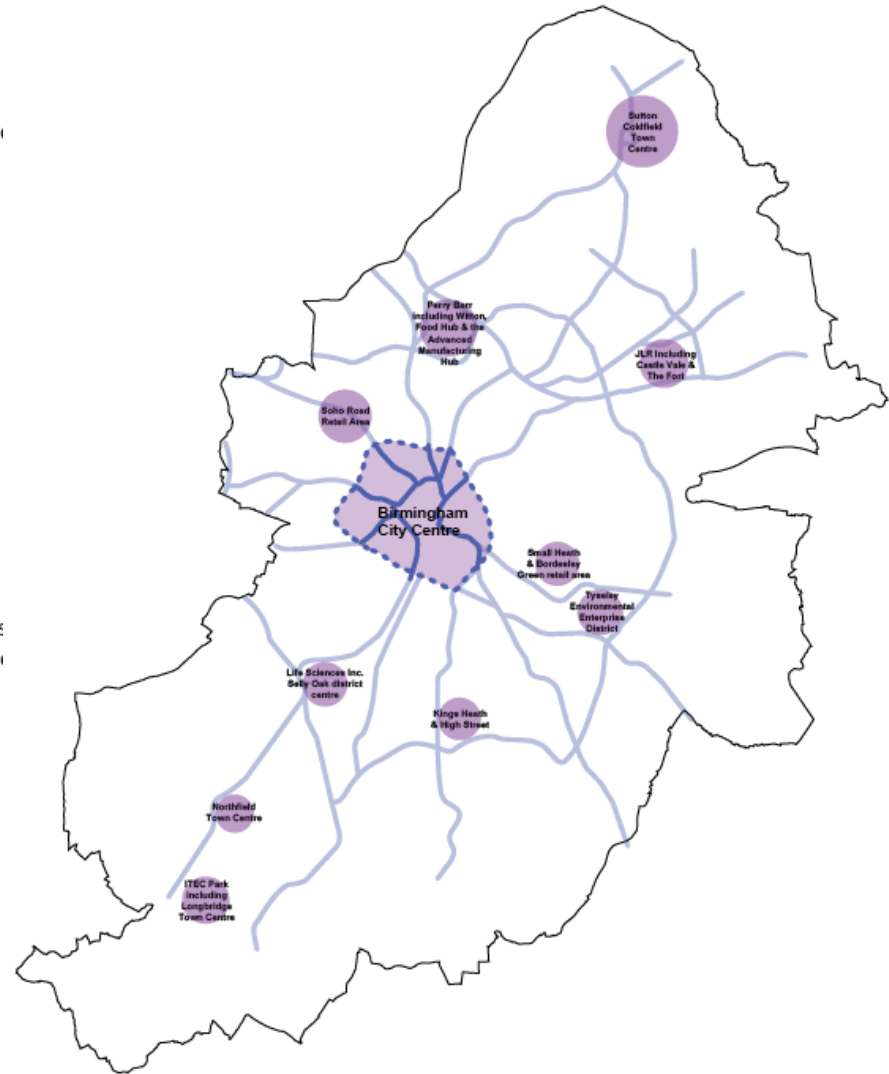
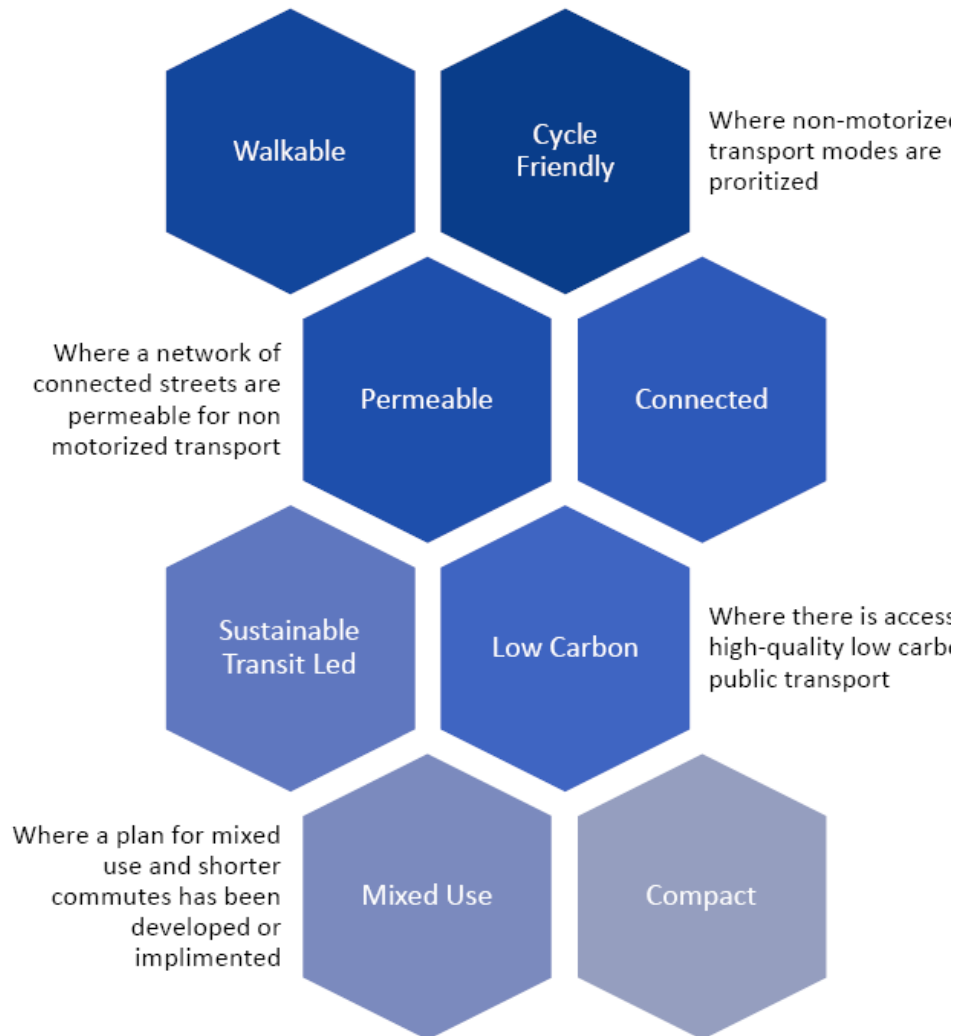
A corridor approach



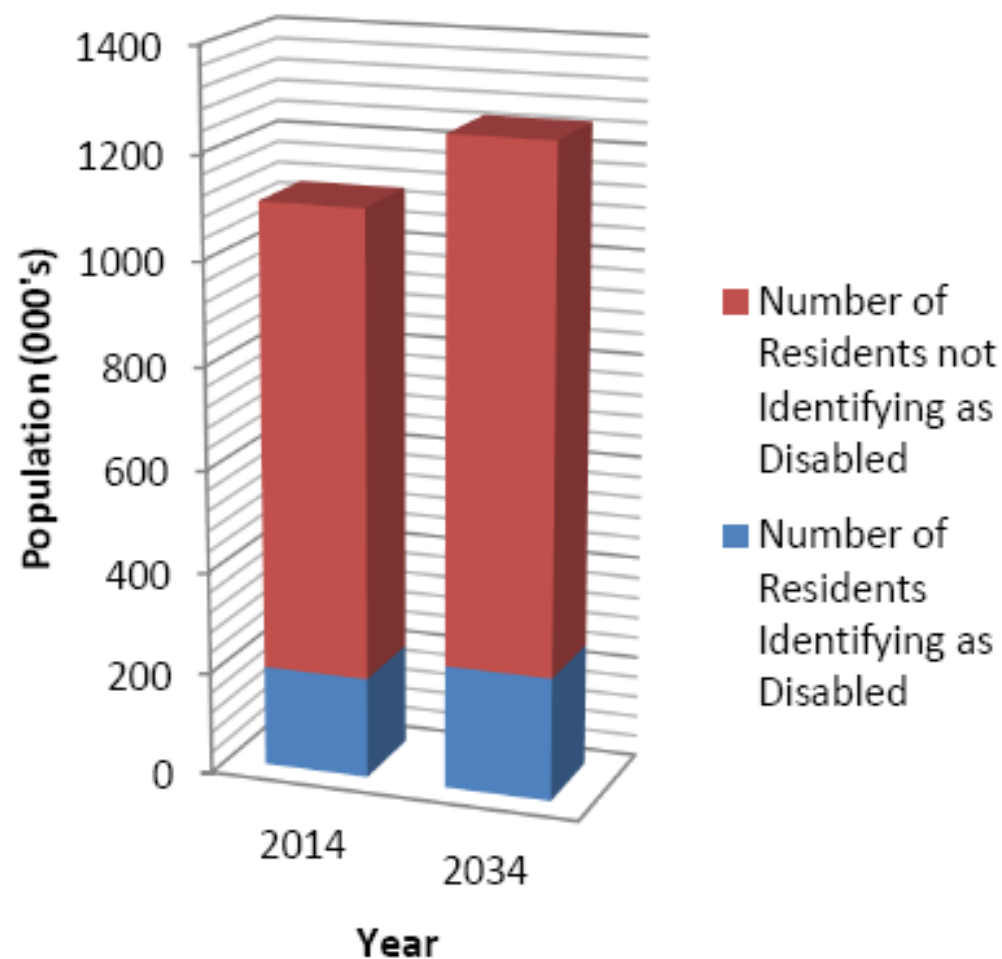
Servicing and logistics



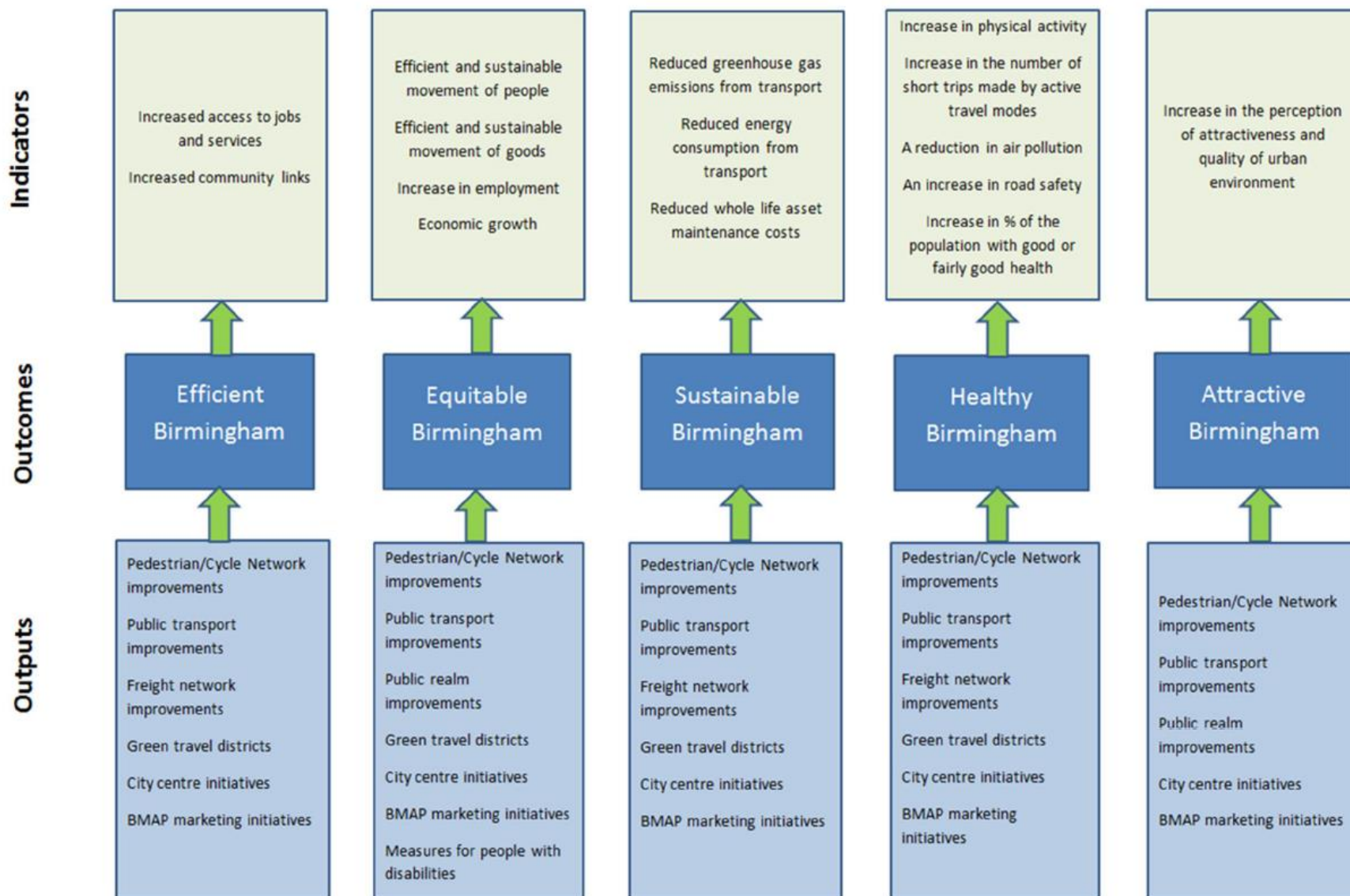
Green travel districts



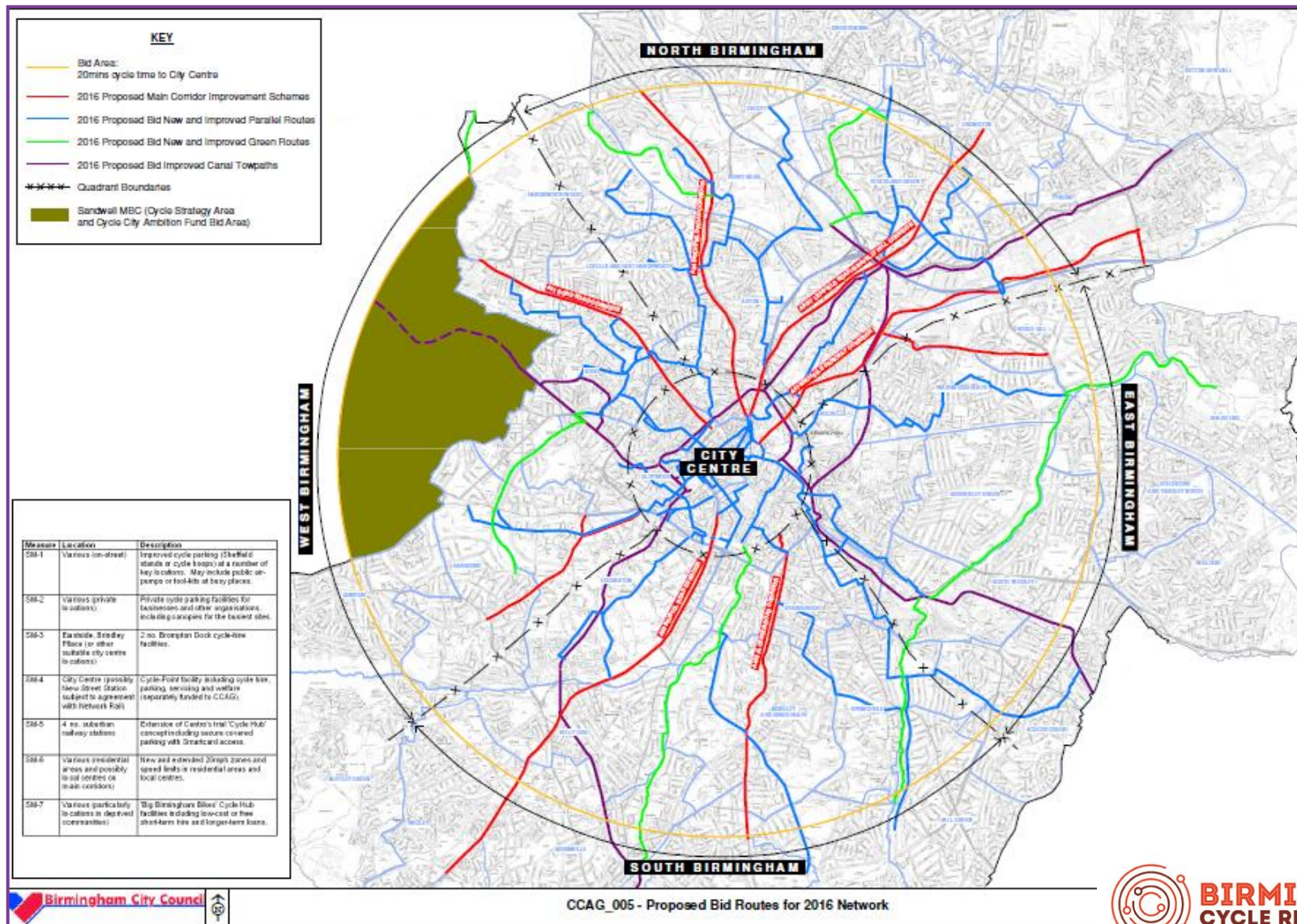
Access for disabilities



Monitoring

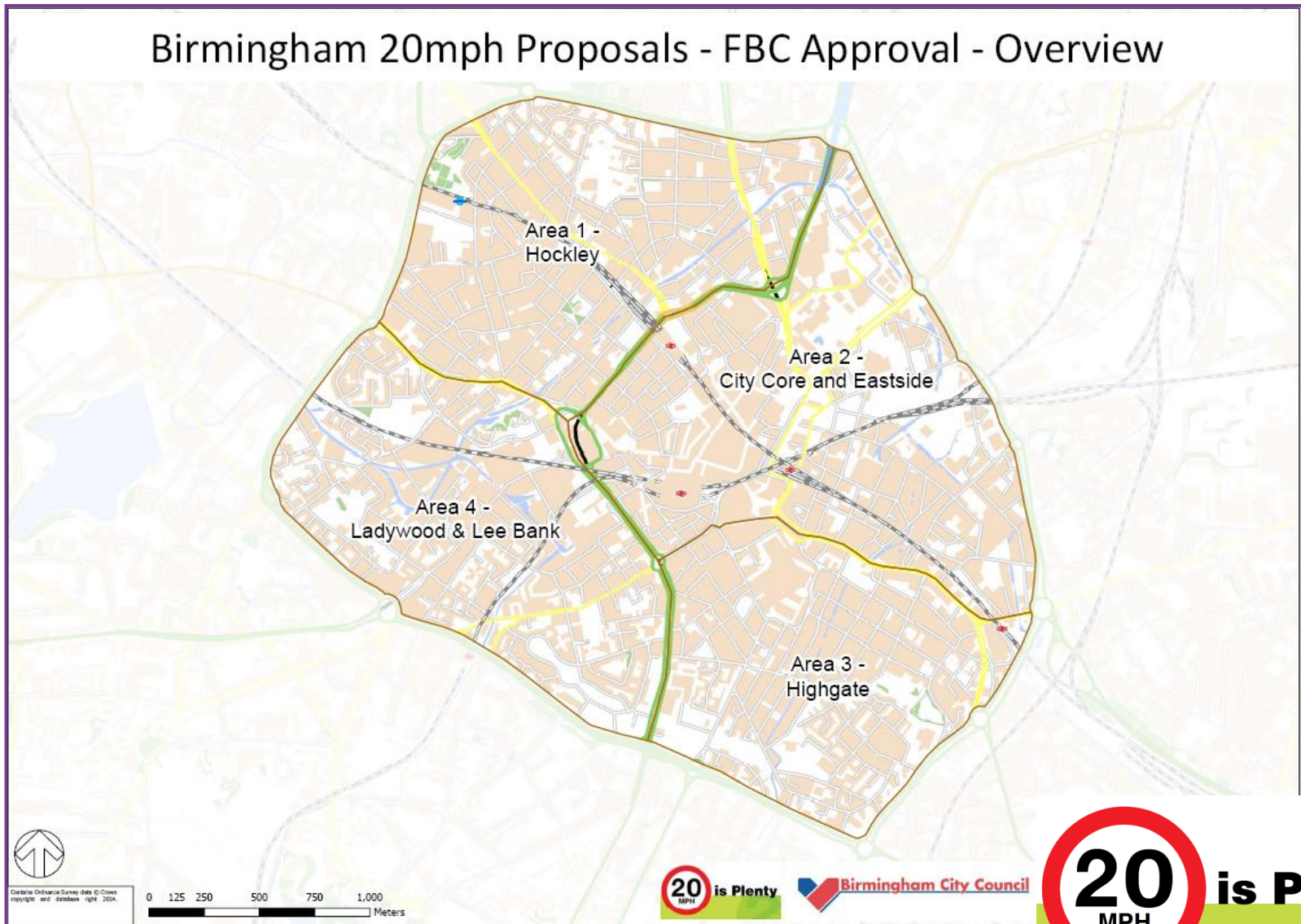


Birmingham Cycle Revolution



20mph limits

Birmingham 20mph Proposals - FBC Approval - Overview



We are already...

- Developing our walking and cycling networks;
- Providing better bus journeys;
- Extending our light rail network;
- Improving local rail services; and
- Investing in our highway network.

Committed investment and programme of works

- New Street Gateway
- LGF
- Pinch Point Funding
- LSTF
- Cycle City Ambition Grant
- Metro (Tram) extensions
- SPRINT routes
- Major Developments
- Longbridge connectivity package

Questions