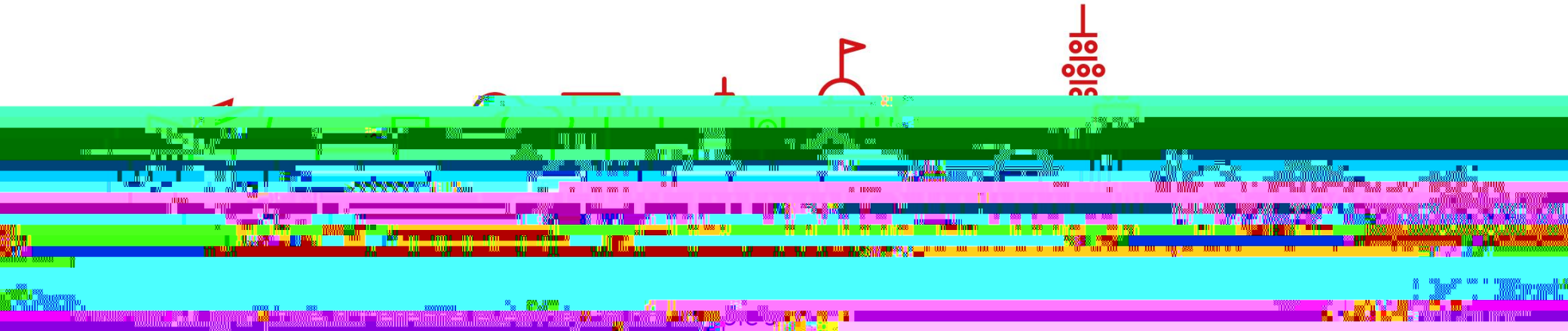


The Birmingham Transport Plan



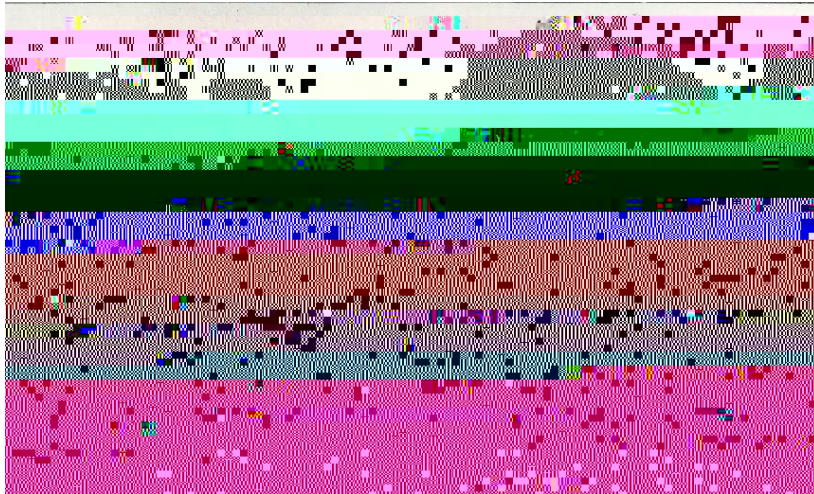
Birmingham's Transport Journey from 1800 – present day

1800

Population: 74,000

Warwick and Birmingham Canal

Now completed joining the Worcester and Birmingham Canal and the Birmingham Canal Navigations network



1851

Population: 232,638 (trebled since 1800)

Enhanced rail infrastructure

Trains services - Birmingham to London, Liverpool and Manchester

First horse powered tramline (Hockley Brook and Dudley Port)

(freight carried 8.5 million tonnes)

Increased number of suburban stations - Stechford, Perry Barr and Kings Norton

Snow Hill and New Street stations opened

1901

Population: 522,204 (doubled since 1851)

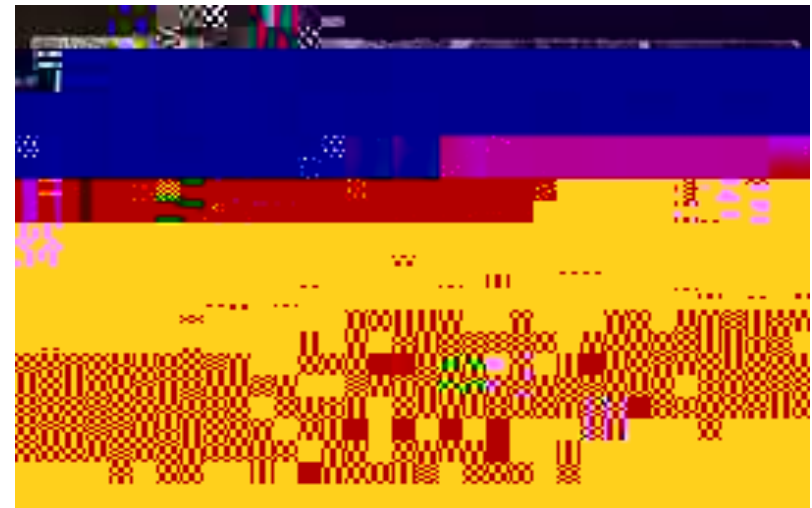
Car, Tram and Motorbus

Start of automotive industry

First electric tram comes into service

First motorbus route on the Hagley Road

Elmdon Airport returned to civilian use



1951

Population: 1,113,000 (doubled since 1901)

Investment in transport infrastructure

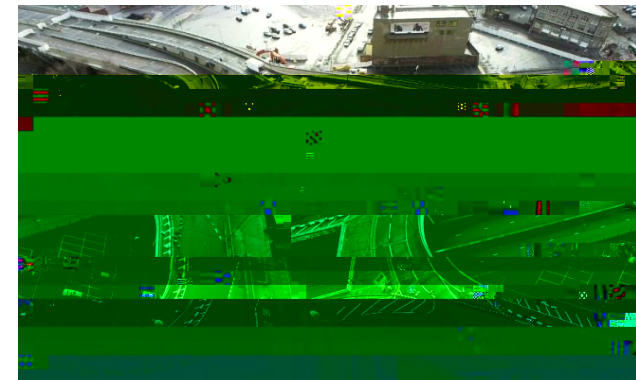
Buses replace trams and trolleybuses

Influence of 1963 Traffic in Towns report -
beginning of new road network ring road
completed in 1971

Investment in major roads Midlands Motorway
Box, A38(M)

Car manufacturing at its peak at the end of the
1950s/early 1960s then goes into decline

Impact of Beeching report (1963) on local rail
services



2001

Population: 977,087 (fallen since 1951)

Transforming Birmingham

New Street pedestrianised

Metro line opens between Birmingham and Wolverhampton

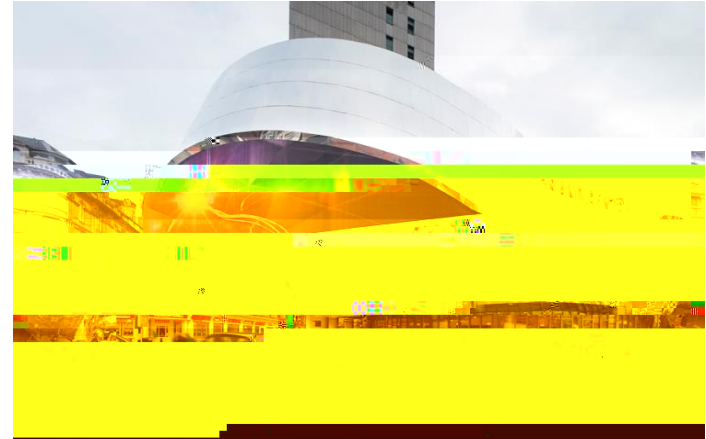
New Bullring shopping centre opens

Development of Mailbox, Millennium Point and ThinkTank

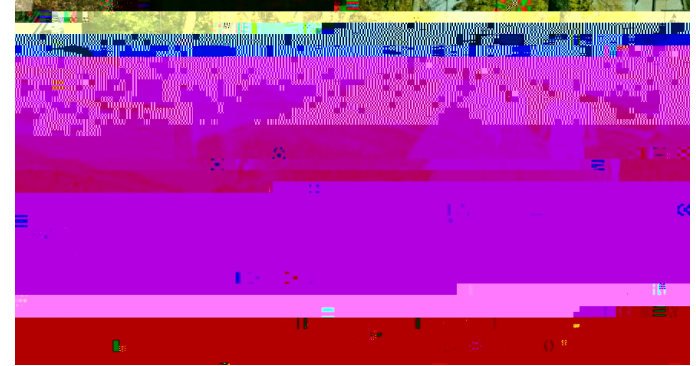
Birmingham Coach Station redeveloped

Redevelopment of New Street, Snow Hill and Moor Street

New Street to Bull Street Metro link opened in 2016



Population: estimated to reach 1.15m



The Journey Ahead

2031

Population: estimated to reach 1.25m

Where will we be...

HS2 operating between London and Birmingham

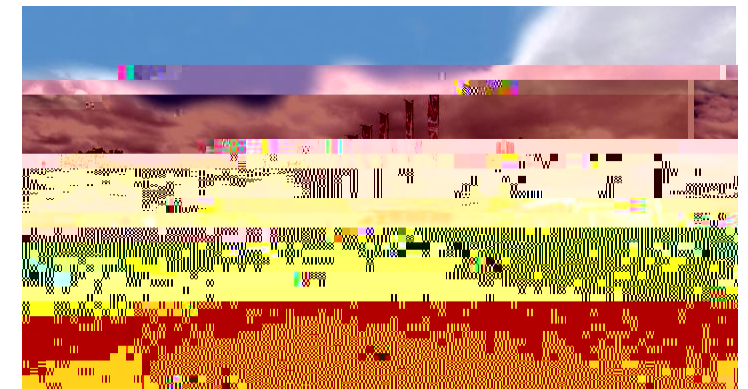
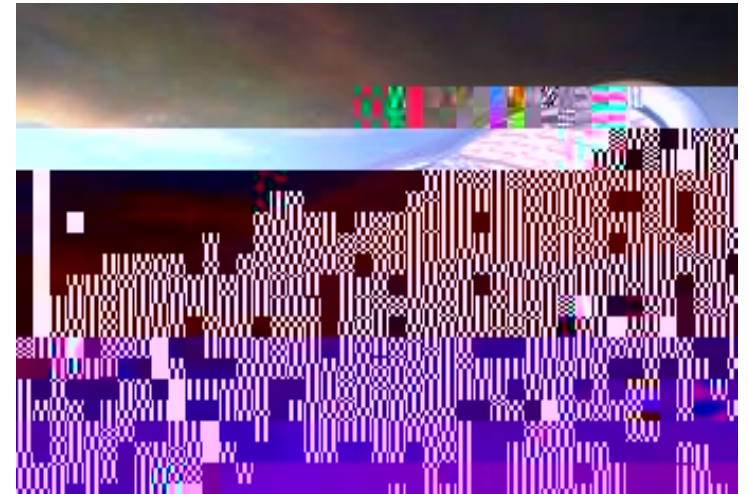
Sprint routes up and running

Camp Hill railway line passenger services in operation

Passenger trains returning to the Sutton Park line

Delivery of the Midlands Rail Hub improving connectivity between Birmingham, Leicester and Nottingham

Expansion of the Midland Metro network



2031

Growth has brought:

100,000 new jobs

51,000 new homes

350,000 sq. m retail space and 745,000 sq. m office space

Birmingham Transport Plan 2019-2031

re-imagining

The **Birmingham Transport Plan** will describe what we need to do differently between now and 2031 to achieve our ambitions

The plan complements current initiatives

Emerging Principles

We will allocate road space away from single occupancy private cars to support the delivery of a public transport system fit for a global city, fundamentally changing the way that we move people and goods.

Emerging Principles

We will use parking as a means of managing demand for travel by car, through pricing, availability and restrictions, including freeing up locations occupied by car parking and putting them to more productive uses.

Emerging Principles

We will create a city centre where public transport, walking and cycling are prioritised in an environment free from traffic and pollution, restricting road space to access & servicing by removing through trips, including downgrading the A38.

Emerging Principles

We will create residential neighbourhoods & local centres where people are put first, by introducing 20mph as standard on local roads, creating 'School Streets' to address school gate traffic issues, and delivering walking and cycling improvements to connect people to local centres and the wider transport network.

What next?

Today is just the start – sharing our emerging vision

We are already in the process of bringing forward key policies and strategies

to feed in to a draft Birmingham Transport Plan for consultation later this year

Continue to deliver our existing commitments with partners

We need your active input and involvement

Thank you!

