

Appendix B

Work Streams to Inform the Final White Paper

1. Stronger Cross-Reference to Birmingham Development Plan

BMAP and the Birmingham Development Plan (BDP) are intrinsically linked documents. The BDP sets out aspirations for growth in population and employment; while BMAP provides a strategic vision which will help to deliver growth under the direction of a more sustainable and inclusive transport system. The Green Paper sets out in detail the transport implications from Birmingham's growth strategy. The population and employment growth could raise demand for movement in the city from around 3.3 million daily trips today to over 4 million by 2031.

As well as the vision and aspirations for Birmingham the BDP also provides a spatial strategy growth. This strategy focuses on a few key areas for residential and employment growth zones; with smaller growth and increased activity in local centres. Although the city centre is the single most important focus for growth in Birmingham, there are a number of other important locations identified in the BDP, each with its own purpose and growth strategy. The BDP spatial strategy sets BMAP four principal challenges:

- I. To connect residential areas and employment/services using sustainable transport and to ensure that economic growth is promoted through faster and more reliable movement of people and goods.
- II. To facilitate significant growth in housing and employment the city centre.
- III. To promote growth in local centres through better accessibility
- IV. To ensure that the urban extensions at Pedimore and Langley can be developed with a focus on public and active transport and sustainable logistics practices.

BMAP and the BDP also recognise that Birmingham's transport system does not sit in isolation, in the same way that our economy and our future success is not distinct from the West Midlands and the rest of the UK. Birmingham and the West Midlands have a travel to work area (TTW) which reaches much further than the metropolitan boundary. To succeed BMAP must help people from outside the city to access employment within it, Birmingham residents to access opportunities in the surrounding region and an efficient flow of goods and services in and out of the city. The BDP and BMAP were being drafted at very similar times but now both have been out to consultation and responses have come back. The council is now in a position to more clearly convey the link between the BDP and BMAP in the final Action Plan.

2.

Road space is a vital component to the success of a city, both economically and socially. However, it is also a scarce resource which needs to be managed to

achieve the greatest benefit. The Green Paper suggested that a radical re-think is needed as to what Birmingham's roads are actually for. This view was endorsed by the consultation.

Almost everything contained in the Green Paper has implications as to how we allocate road space; whether that be to attract more people to public transport, to promote healthier lifestyles through more walking and cycling or to improve safety in local centres by removing parking and slowing general traffic.

The council want to make Birmingham a city where more and more people feel that they do not need to own a car at all. People currently drive because they feel there is no other viable alternative for them. The council want to create a city where people can own and run cars but do not feel the need to use them for a number of journeys which could be made by alternatives. The solution is not to push all cars from the roads but instead to ensure there are sufficient alternatives for as many typical daily journeys as possible so that cars and goods vehicles which remain on the roads experience fewer delays. There is also the desire to provide a more inclusive

come forward with clear recommendations as to how local high streets should be set out in the future; which will include the location and scale of on-street car parking provision. The recommendations will need to consider the exact role of the road running through any high street, as many also form important strategic links in the city's road hierarchy.

Road user hierarchies are required to determine who should have priority, bearing in mind different hierarchies will apply for specific locations;

All of these ideas and concepts need to be considered in detail before including them in the Action Plan. The study team will take lessons from Transport for London's Road's Task Force which has looked at similar issues in the capital. It is proposed that a specific working group is set up to explore this important issue.

3. A new public transport system

There was overwhelming support during the consultation to the notion that

cycling mode share. The Birmingham Cycle Revolution, from which the city is investing £24m over the next two years, presents the short and long term vision for cycling in Birmingham. BMAP brings this vision into the wider transport strategy for the city. The final Action Plan will present the short term deliverables currently being designed and the future direction for cycling in the city.

In particular the policy of allocating road space to achieve BMAP principles endorses the need to provide safe cycling facilities on our roads; even if that means that a small reduction in capacity or lower speeds on our roads. The council will ensure that all future schemes delivered on city roads make provision for cyclists in the final design. This would include all schemes from large public transport changes to small junction re-designs. The next stage of BMAP will consider how this policy could work in practice before establishing it formally.

BMAP recognises that infrastructure alone cannot deliver the desired shift to walking and cycling. This was reinforced from the consultation where it was agreed that people and businesses would also need to actively change their behaviour. There is an important role to play for robust and enforced travel planning at large employment sites and active marketing to help people change their travel behaviour.

6. A more accessible and attractive city centre

The Birmingham Development Plan (BDP) focuses significant growth in housing and employment in the city centre, this area is vital to the future success of the city. Consultation on the BMAP Green Paper endorsed the view that the city centre should be a focus for people and the influence of cars should be reduced. This view came through strongly from both the puTBT1 0 03(ld)6(b)-3(os a)-5(g)p-5(Or,)-5(rced)-4(tl0lrt 83

What is the right balance of supply for car parking, the best locations for it and an appropriate pricing policy for council run facilities?

8. Freight

Moving freight and deliveries in, out and around the city is vital to our local economy. The Green Paper discussed some potential initiatives to reduce the impact of goods vehicles on the city (such as freight consolidation centres and low emissions zones or restrictions in delivery times). However the consultation raised valid concerns that the Green Paper did not go far enough when considering how to improve the movement of goods within Birmingham. This shortcoming has been recognised and the next stage for BMAP will consider this issue in much more detail. A specific freight strategy needs to come forward, which considers the needs of the city as a whole but also the specific needs from identified current and future freight generators. It is proposed that this piece of work is brought forward using stakeholders from the freight industry in a working group.

9.

The issue of how the plans put forward in the Green Paper could be funded and delivered in the 20 year period for BMAP was consistently raised during the consultation. It is clear that whilst having a vision and strategy in place is important Birmingham needs a new, radical way of funding and delivering transport infrastructure if the city is to deliver on its ambitions. The Green Paper did discuss possible mechanisms for taking BMAP forward but it did not contain sufficient detail to demonstrate a clear way forward. A vital piece of work for the next phase will be to examine potential funding and delivery options to determine their costs and benefits and present an informed recommendation on the right choice for Birmingham.

One specific concept discussed in the Green Paper which has raised considerable debate during the consultation process was the potential for a Workplace Parking Levy (WPL); where businesses are charged for the number of parking spaces they provide to employees and visitors. The policy may have some benefit in reducing

