Developing Birmingham's Transport Space Allocation Policy

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Birmingham City Council

BIRMINGHAM CONNECTED

MOVING OUR CITY FORWARD

Birmingham’s Sustainable Urban Mobility Plan

Birmingham Connected made the case for a radical re-think of transport provision, and put forward the case to change how road space is used across the City to meet our objectives.

The need for a policy which is explicit in how we allocate scarce road space to meet the needs of different users and use available space better to provide an improved ‘service’ to users.

Birmingham's Transport Challenge

Birmingham City Council

BDP plans to build **51,000** homes

& generate **100,000** new jobs by **2031**

Up to **150,000** more people by **2031,** the equivalent of adding the population of Oxford to Birmingham in the next **15 years**

80,000 more cars in the city and **200,000** more daily trips on our roads by **2031**

4 Million daily trips in Birmingham by **2031.** That's **30%** more than today

Figure 1 Birmingham's Transport Challenge. **Source: Birmingham Connected White Paper**

Birmingham Transport Space Allocation

Overview of the emerging policy on transport space allocation, first introduced in the Birmingham Connected SUMP.

Policy direction on transport space allocation and guidance on how to measure the service provided.

Need to move more people, more efficiently to support Growth

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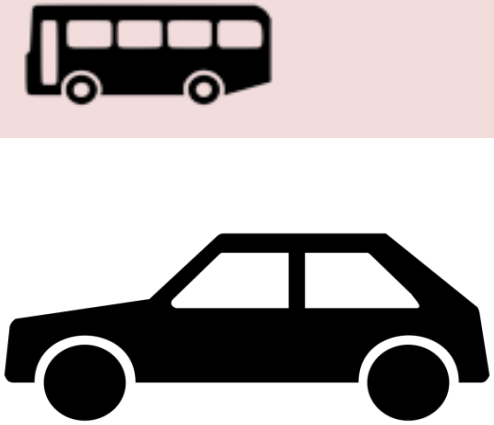
19 cars (95m of road space) are needed to move the same number of people as 1 bus (15m) into the city centre in the morning peak (before 10am).



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A bicycle occupies 1/8 of the space of a car

The need to make better use of our limited road space

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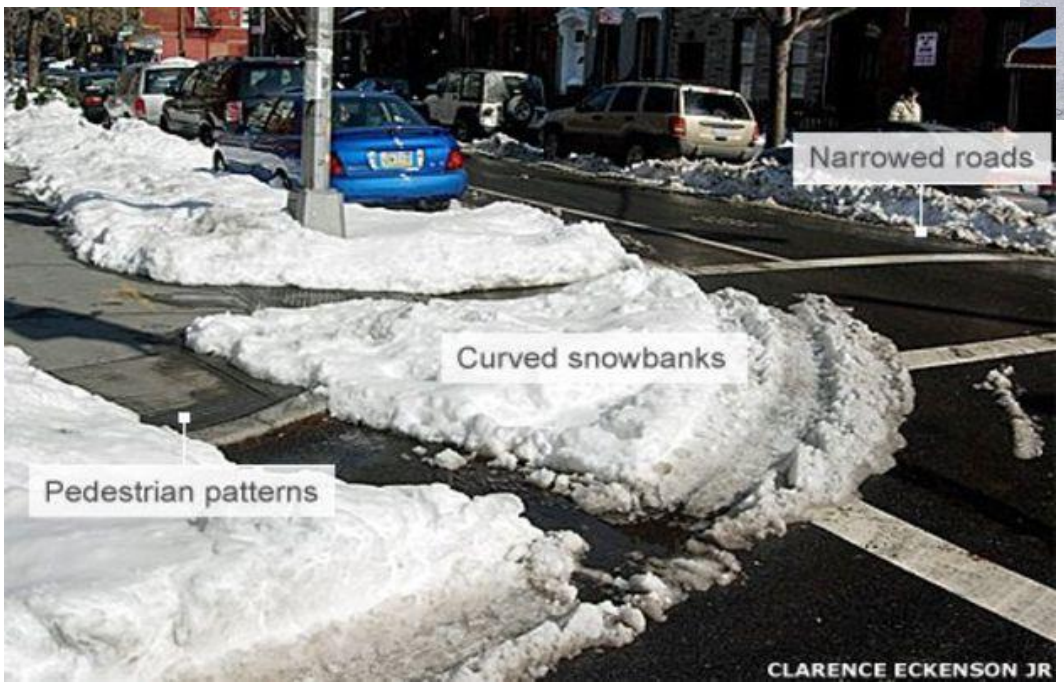
One parking space = 10 to 15 bikes



Wider kerbs allow pedestrians to spend less time crossing the street

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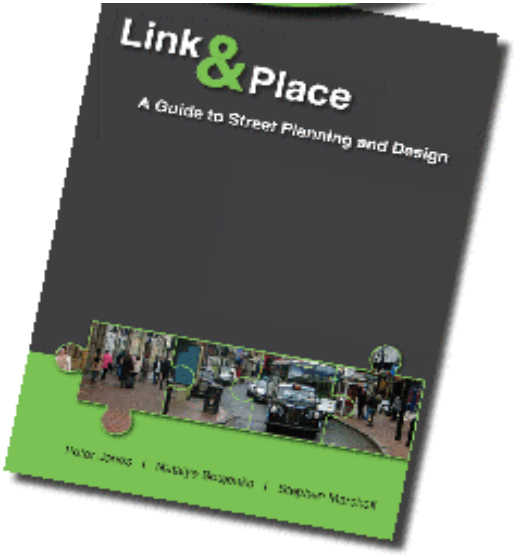
Location	Total buses per hour (AM peak 8-9)*	Total cars per hour (AM peak 8-9)	Total people moved by bus in AM peak*	Total people moved by car in AM peak
Moor St Queensway	366	670	12,575	811
Alcester Road (Kings Heath)	47	1,240	2,088	1,500
Hagley Road (Edgbaston)	71	1,667	2,045	2,017
A45	49	835	1,501	1,113

Guiding Principles

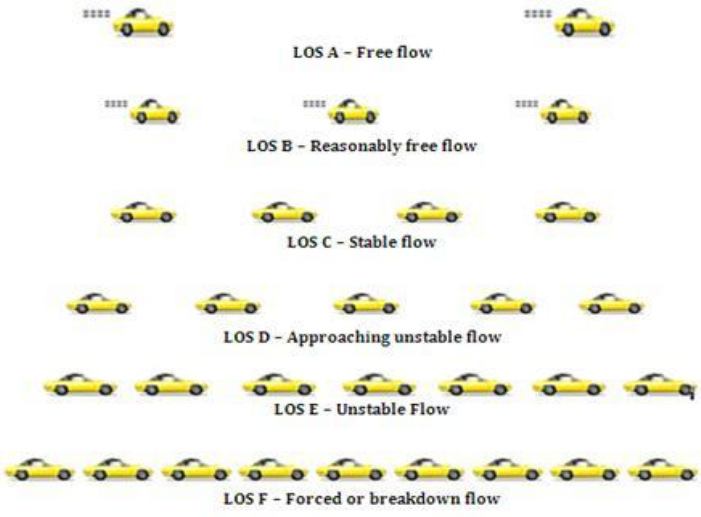
Based upon tried and tested (UK and internationally) network planning tools

- Link & Place
- Network Priorities and Road Use Hierarchy
- Level of Service



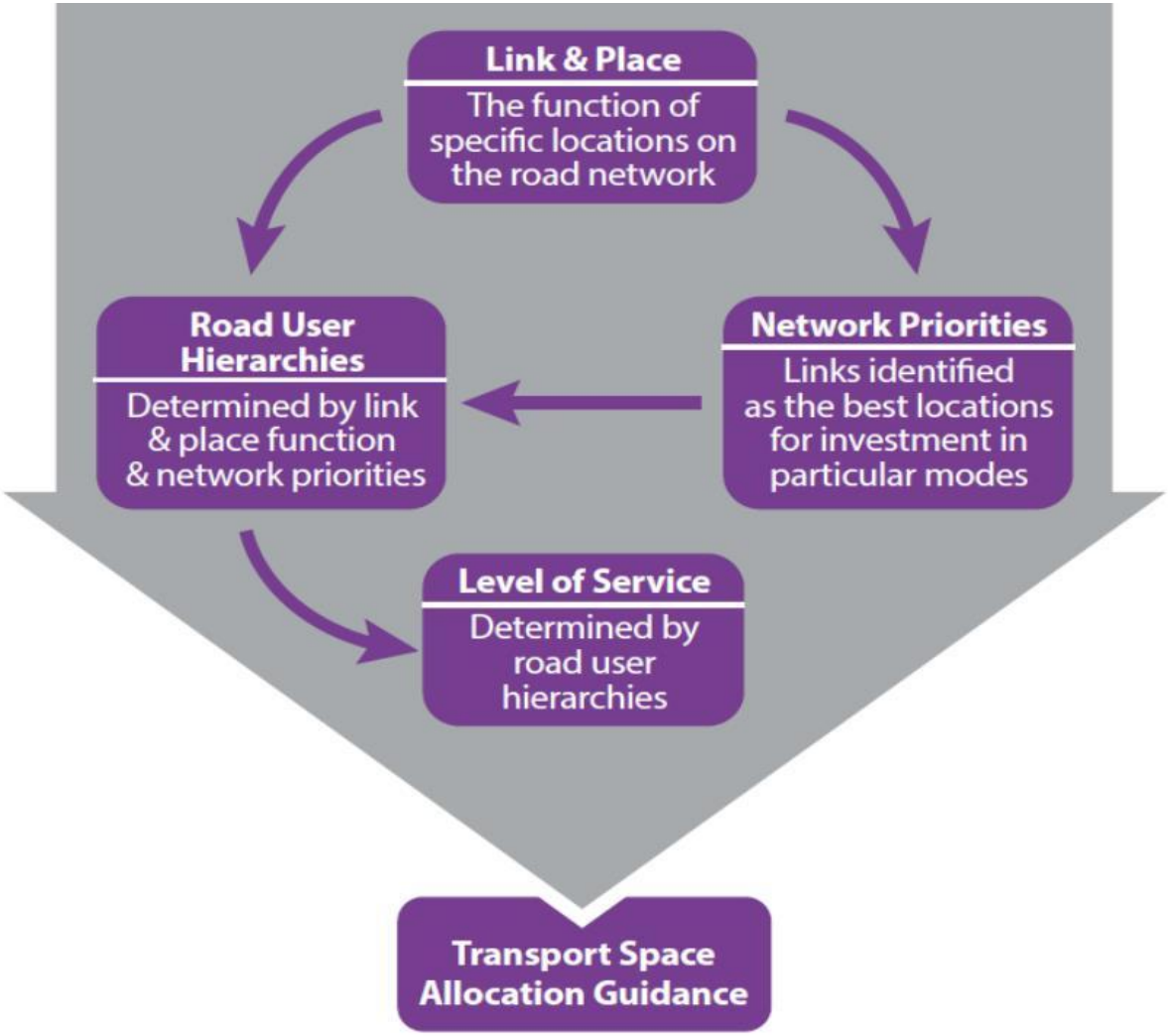
UK

Australia



USA

Developing the Policy



Link & Place

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Place Status Levels

A National /City
B Sub-regional
C District
D Neighbourhood
E Local

HIGH------MEDIUM--LOW

Link Status Levels

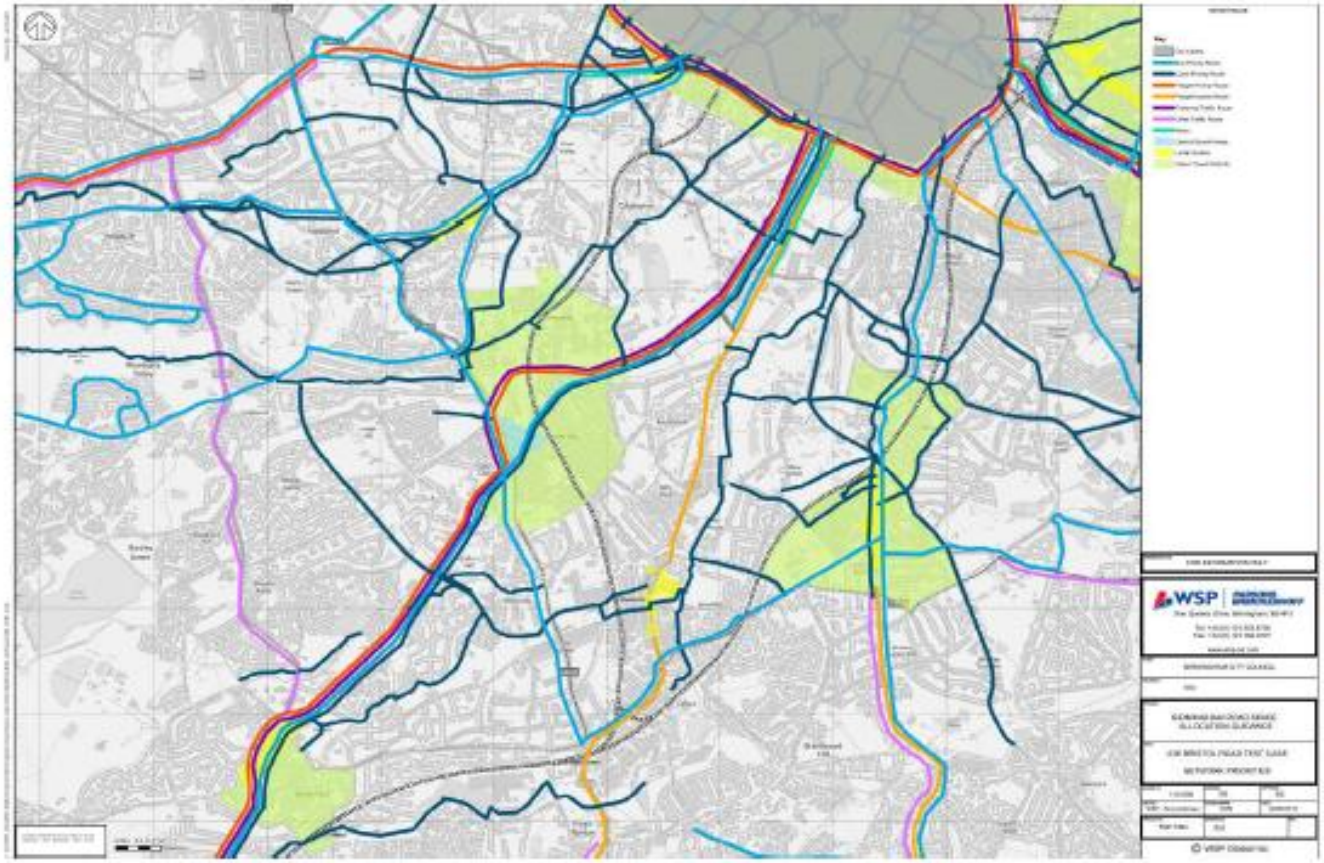
1 Core Network
2 Primary Multi-modal
3 District Multi-modal
4 Local Multi-modal
5 Local Access

LOW ------MEDIUM ------HIGH

1-A	1-B	1-C	1-D	1-E
2-A	2-B	2-C	2-D	2-E
3-A	3-B	3-C	3-D	3-E
4-A	4-B	4-C	4-D	4-E
5-A	5-B	5-C	5-D	5-E

Network Priorities

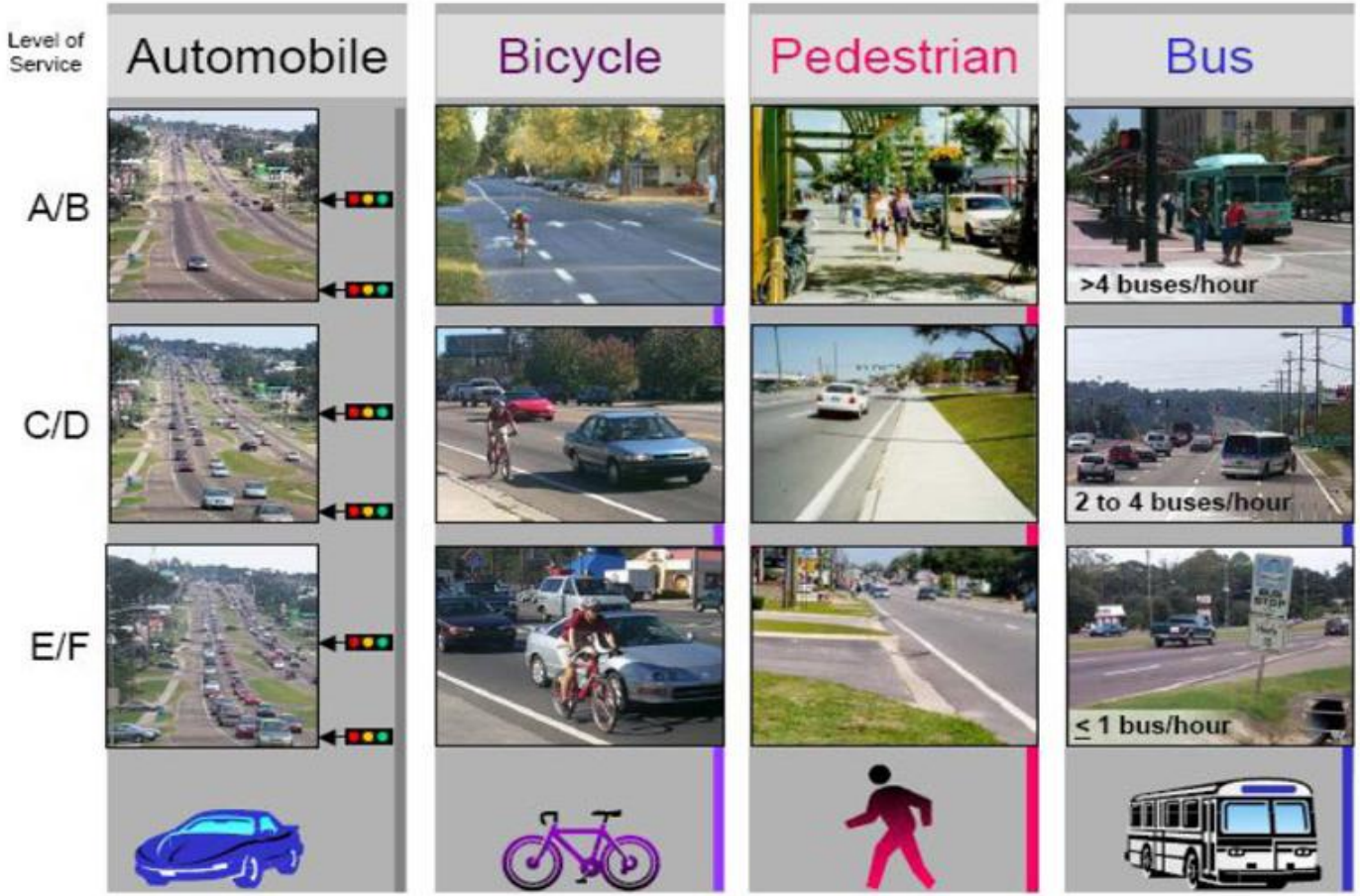
Birmingham has developed a draft network priority mapping showing corridors with specific modal priorities



- Pedestrian areas (city centre only)
- Cycle priority routes
- Bus priority routes
- Freight priority routes
- Freight access routes
- Preferred traffic routes
- Other traffic routes

Level of Service

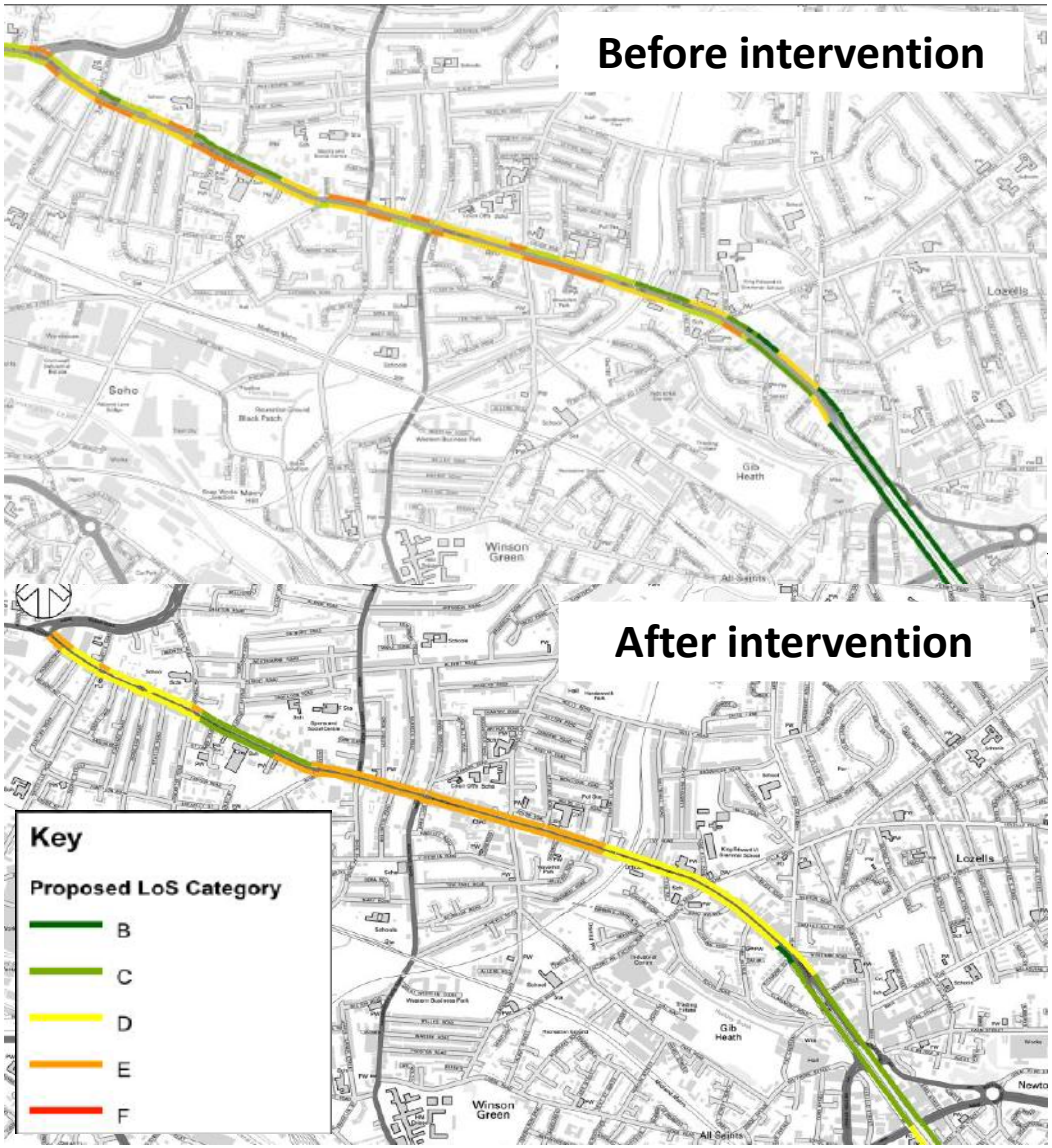
Quantifiable measures to ensure modal priorities achieve a high level of service through design



Level of Service

Pedestrians	*The service requirement would be pavement congestion or opportunity of safe and formal crossing locations.*
Cyclists	*Service level would be a combination of the speed and flow of traffic and infrastructure provision, or access to cycle parking.*
Public Transport	*The service measure would be the reliability of the bus or metro journey time or public transport operating speed, or access to public transport services.*
Freight	*The travel time reliability on the local road network to undertake on-time deliveries, or access to safe and convenient loading locations.*
Private Motorists	*A service related to the congestion on the local road network, or ensuring they are able to locate a parking space*

Outcomes



- Clear assessment by mode
- Easily communicated
- Allows monitoring of intervention
- Transparency
- **Balancing Competing Needs for Transport Space**

Benefits of the Policy

Ensure better decisions are made by considering [illegible] transport objectives in the use and management of the road network:

- Define clear road hierarchy of modal priority
- Targeted investment in road improvements
- Allocate public transport priority
- Encouraging cycling and walking
- Facilitating access for freight on appropriate routes
- Making existing roads more efficient
- Link transport and land use

Implementing the Policy

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- Decision making framework to guide decisions on allo
  road space in the city
- Not a new design guide
- Provide clarity to stakeholders, developers and scheme designers on re-allocating space from one user group to another
- Public consultation anticipated to take place in May 2017
- Adoption of the policy in the summer 2017

Questions
& Feedback

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