



BIRMINGHAM PLAN 2031

Statement on Matter I by West Midlands CPRE

Matter I: Transport & digital communications (BDP policies TP37-45)

Main issue: Are the Plan's policies towards transport and digital communications justified and effective?

1. West Midlands CPRE welcomes much of the Birmingham plans policies on transport, in particular support for Public Transport.
2. The Warwickshire CPRE Branch will address specific concerns they have about transport in their statement. This statement covers other matters of more general concern.

Questions:

6) Should additional rapid transit routes, and the need for improvements to Five Ways station, be referred to in policy TP40?

3. Yes, policy TP40 should refer to Metro proposals linking Birmingham to the Black Country. While there is reference to bus rapid transit on the Walsall Road we feel this is only second best to a Metro link. We are also concerned about the practicalities of a bus rapid transit proposal on that route and the extent to which it would compete with existing fast bus services (particularly the X51).
4. The policy should commit Birmingham Council to proactively working with the Black Country authorities to ensure high quality links to the Black Country are prioritised.
5. Linking the Metro network into the Black Country to spread economic benefits to areas in need of regeneration was a plank of regional planning, of the various regional transport prioritisations processes and of the approach to the Black Country Core Strategy.
6. It would be given added importance if High Speed is built because HS2 would tend to draw economic development to areas close to the station to the South of Birmingham and to the centre of Birmingham. Without strong transport links into the Black Country it is likely to suffer further disadvantage, which would impact on regeneration as well as increasing green field development in other areas.

8) Should policy TP41 include specific proposals to limit the size of goods delivery vehicles in some areas?

7. WM CPRE supports control of the size and permitted times of goods delivery vehicles where it impacts on the amenity of residents.

8. WM CPRE also has concerns about Para 9.38 in relation to Policy TP41. The canal network is one of the most important environmental and tourism assets of the West Midlands conurbation (as well as the wider region) and while we agree there may be some small scale freight opportunities on canals, these will never be as important as their tourism role.

9. Any policy in relation to freight on canals should acknowledge their primary role as leisure and environmental assets and should limit freight activity to a level and type consistent with that role.

10) Is policy TP43 justified in seeking to introduce 20mph speed limits across the network?

10. WM CPRE strongly supports this policy. We have campaigned for lower speed limits in villages and residential areas and supported campaigns, such as 20s Plenty. The evidence from the introduction of such speed limits elsewhere appears positive. 20 mph roads remain very safe, with accidents remaining at very low levels, despite the rapid increase in the number of such roads.

13) Are these policies effectively drafted to achieve their intended purpose and do they provide a clear indication of how a decision-maker should react to a development proposal?

11. No. The Metro policy should include reference Metro to links to the Black Country and the use of canals for freight should be secondary to their environmental and tourism role.