

BCC Network Management Plan

A change in direction

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Sun Safety

One of the most successful health campaigns in Australia was launched by Cancer Council in 1981. The simple saying is widely credited as playing a key role in the dramatic shift in sun protection attitudes and behaviours over the past two decades.

UK Gov Advice:

Drink plenty of water

Keep out of the sun between 11am and 3pm

Re-apply sunscreen frequently

Look out for friends and family who may be at a higher risk of becoming unwell.

32%

Malignant melanoma cases have increased in the last decade.

40%

Of people in GB had a sun burn in 2022.

90%

skin cancer cases are caused by too much UV radiation.

Protect yourself in **five ways** from skin cancer



SLIP



SLOP



SLAP



SEEK



SLIDE

When the index hits 3, cover up from UV

Today	Thu 9th	Fri 10th	Sat 11th	Sun 12th	Mon 13th
 32° 17°	 33° 17°	 33° 17°	 29° 15°	 26° 12°	 26° 12°

The Manzoni effect...

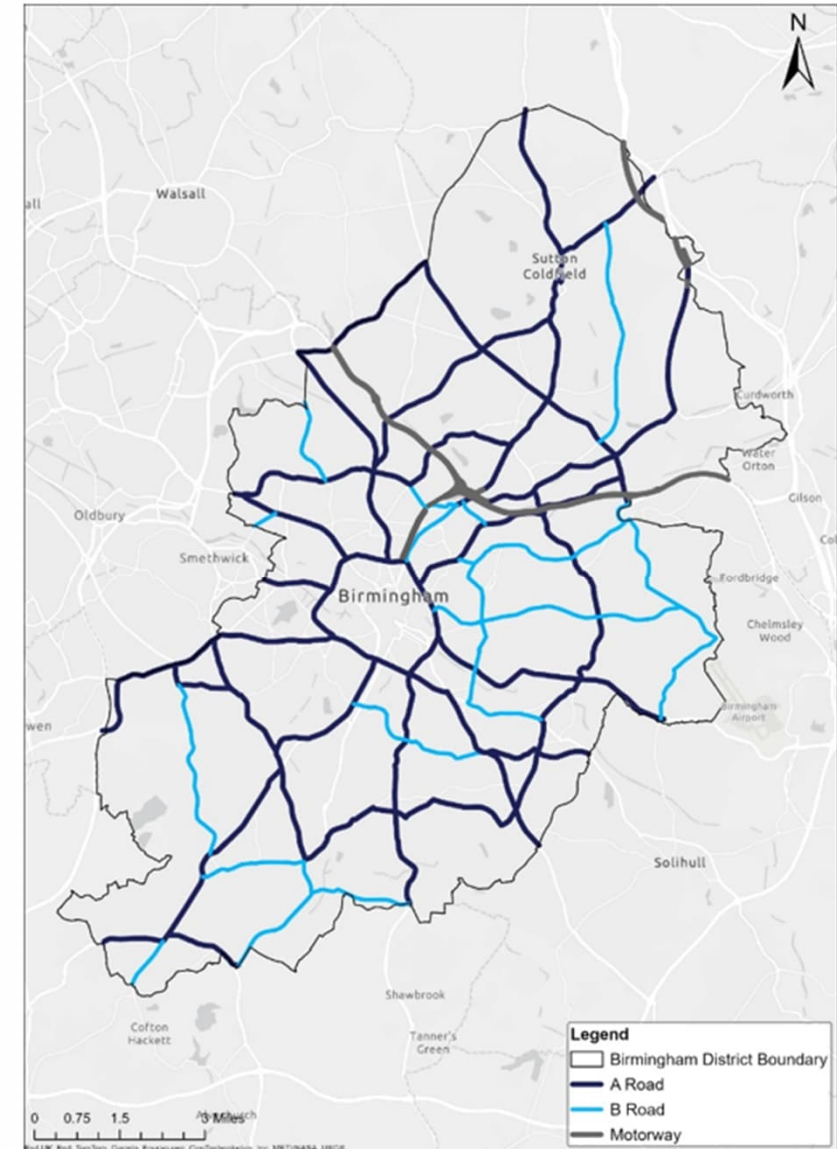
- Birmingham's road network is a **vast and complex system** of **major radial routes** (A-Roads), **inner ring roads** and a substantial network of **local and suburban distributors** (B-Roads) that **support key movements across the district**, connect neighbouring local authorities and providing access to the Strategic Road Network (SRN)
- The priority has always been the car...
- This network has seen **little change since the 1930s** and is faced with **significant operational issues** including ageing and **substandard infrastructure**, high levels of **congestion**, a significant **road safety emergency** and a critical need to reduce the impact of **carbon emissions**

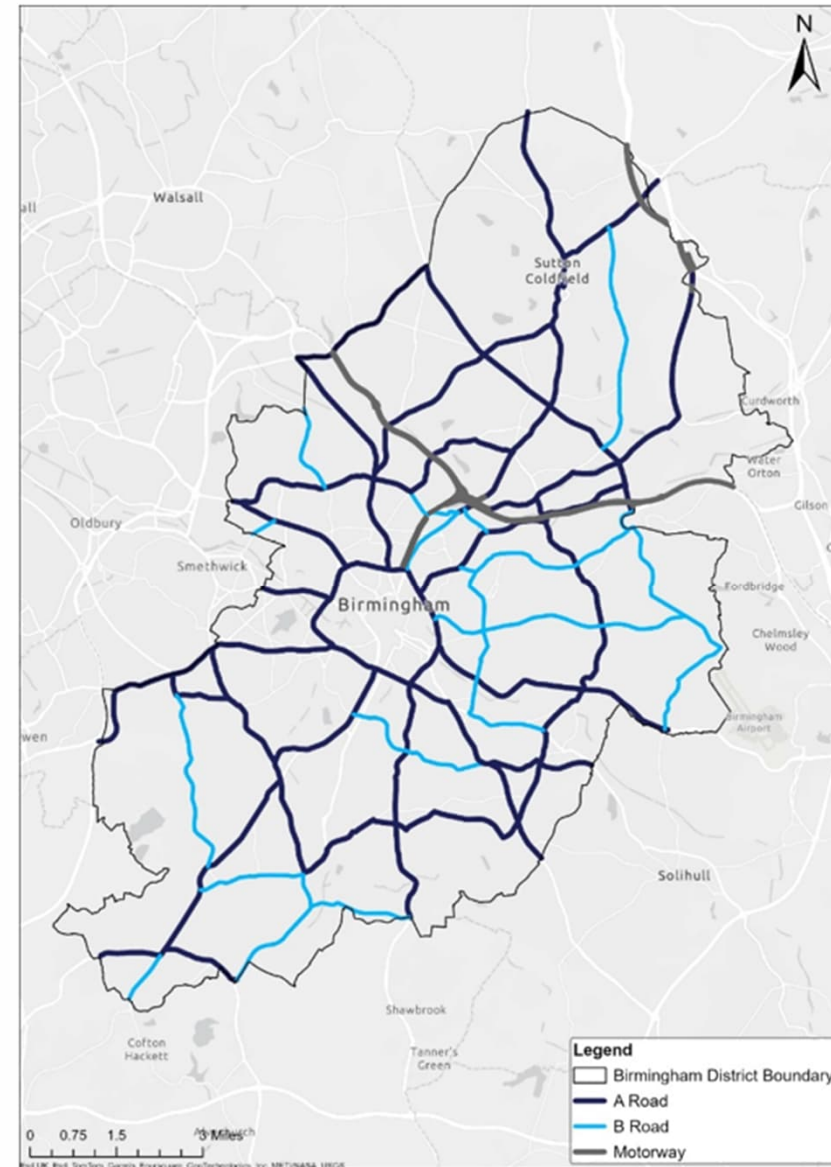
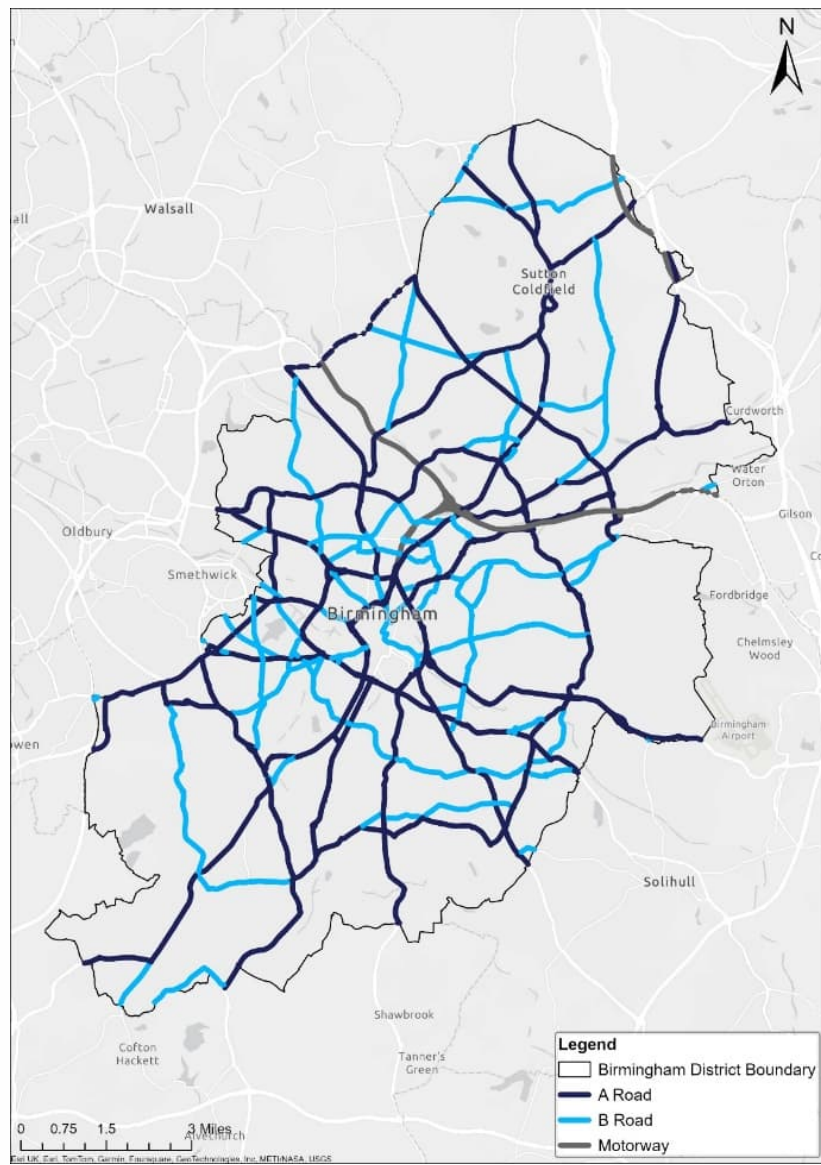
A change in direction...

- Developed a comprehensive **Road Classification Review** of Birmingham, in alignment with relevant legislation, policies and guidance (supported by WMCA and prepares BCC for future mayoral control of KRN).
- Incorporated the revised classified network into the first **Network Management Plan** for Birmingham. This includes the development of bespoke management policies for each class of road and urban area to meet our statutory obligations as set out in the Traffic Management Act (2004).
- Both tasks clearly defined as deliverables in the **Road Harm Reduction Strategy** (Adopted and endorsed by Full Council, March 2025)
- Will allow BCC to realise the ambitions of the **Birmingham Transport Plan** and associated delivery plan

Future Planned Network

- Even distribution of classified roads across the city
- Intuitive road classification, enabling consistent management policies to be applied (NMP)
- Reduced number of classified road intersections (improved priorities, less signals etc.)





Network Management Duty

Part 2 of the TMA, came into force in January 2005, placing a 'network management duty' on all local highway authorities. The duty recognises:

- the importance of managing and operating the road network;
- the importance of optimising benefits for **all road users**;
- the needs of those who maintain the infrastructure (both the network itself and of the services within it)

Section 16(1) of the TMA states:

- *"It is the duty of a local traffic authority to manage their road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:*
- *a) securing the expeditious movement of traffic on the authorities' road network; and*
- *b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority." **The term 'traffic' is not restricted to motorised vehicles but includes all categories of road user, including pedestrians, cyclists and equestrians.***

Network Management Plan

Traditionally, Network Management Plans have been focused county level, or, at a city level, have been spread across multiple (and sometimes out of date) policy or supplementary planning documents...

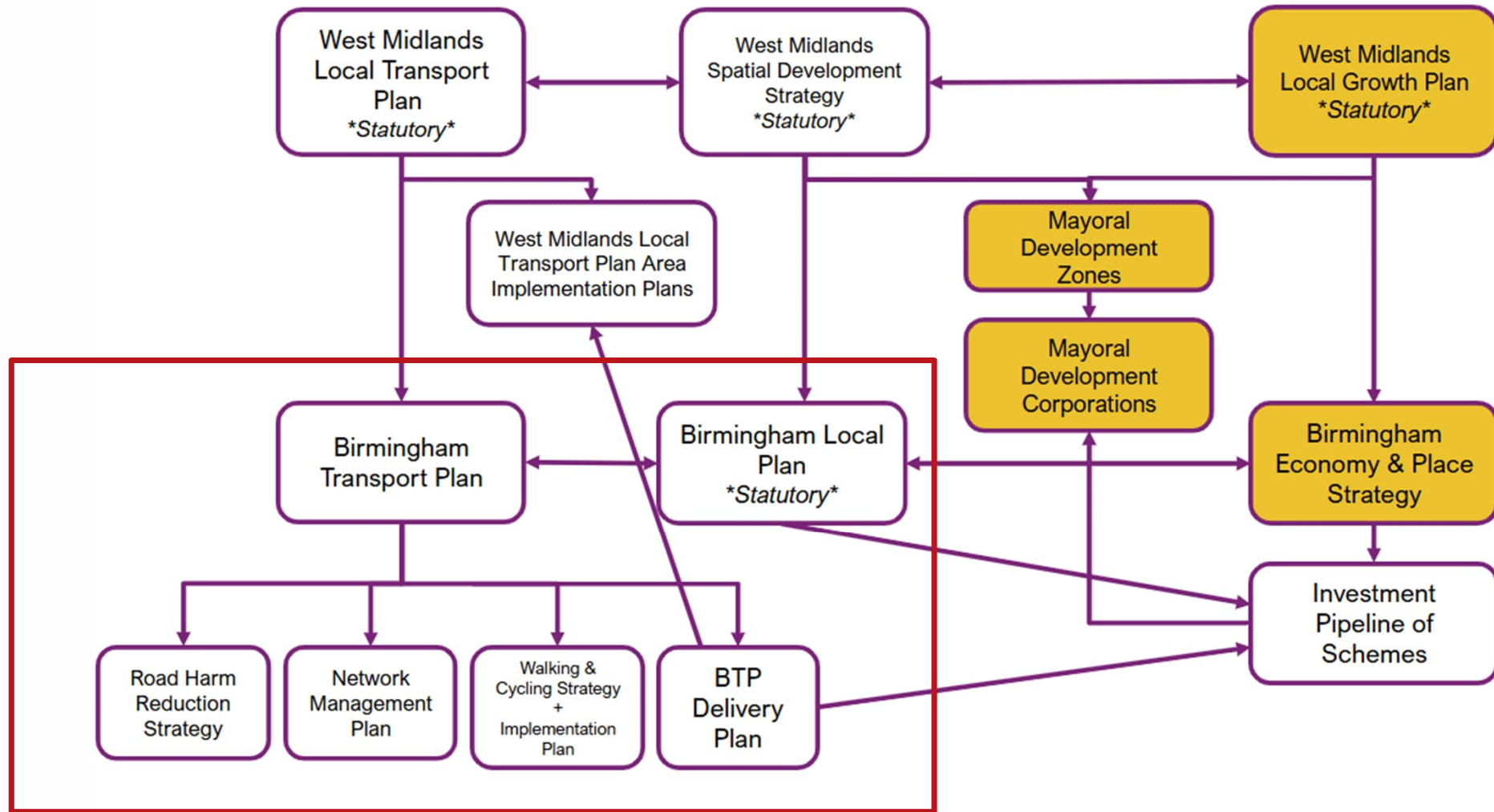
Birmingham's Network Management Plan (NMP) is about transforming our city's roads – and with them, redefining the city's reputation. There is a pressing need to reimagine the city's road system to create places that we can all be proud of, designed for and appreciated by the people that use them. **It will be the one stop shop for all things network management...**

It includes **bespoke management policies** for each class of road to meet BCC's statutory obligations and duties as set out in the Traffic Management Act (2004).

This plan presents:

- A smaller, Primary Route Network for Birmingham (following RCR proposals and endorsed by WMCA);
- The core purpose of the network (by typology/classification and with clear guidance on how it should be **planned, operated, managed and maintained**);
- How these routes will be designed to meet **Healthy Streets principles, LTN and other national design guidance's**
- How highway **capacity will be allocated** (in line with adopted BTP objectives)
- How the **kerbside will be managed** (parking, loading, CPZ, RPS permits)
- How driver **behaviour will be enforced** (if required) to create a safe environment for all

Policy and Strategy Overview



The four principles of the Birmingham Transport Plan guide how the vision can be realised:

- **Reallocating road space** to prioritise efficient movement of people and goods, rather than vehicles.
 - **Prioritising active travel in neighbourhoods** to reverse the domination of private cars on these spaces.
 - **Transforming the city centre** to improve access for public transport, create more car free spaces and restrict the routes available to private motor vehicles.
 - **Managing demand**, including through fiscal measures to influence and incentivise travel choices.
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- The NMP is fully aligned with this vision, new national Road Safety Strategy and emerging Manual for Streets 3. This gets us 'ahead of the game'
 - It's a tool for retaining control of the narrative on how the network is run...others will follow suit



Where to start?

Driven by the aims and objectives of the Birmingham Transport Plan, the NMP (and its focused policies) is structured around the needs of users within **four distinct typologies**:

Corridors: are strategic routes where lots of people travel by different types of transport. These will usually have a main road at the centre but can also include parallel routes such as tram or train lines and quieter streets for people walking or cycling.

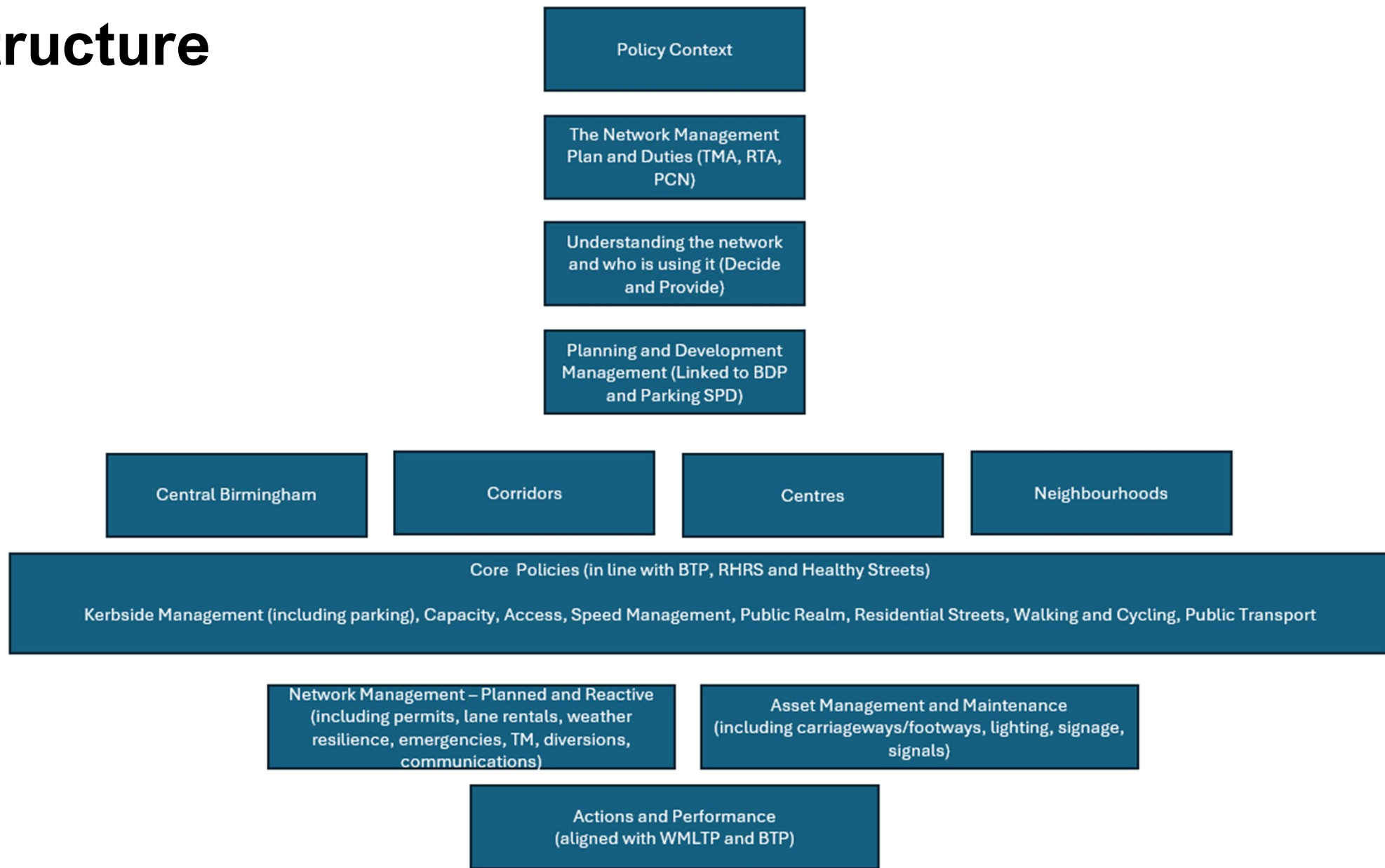
Centres: are areas with a significant number of shops and local amenities (such as libraries and job centres).

Neighbourhoods: are networks of local residential streets. They will often include parades of local shops which are too small to consider a local centre.

Central Birmingham: the city centre, the area inside the A4540 ring road, plus areas close to this.

Corridors (Principally strategic A- Roads providing local and regional connectivity, certain B-Roads which have been prioritised for freight and public transport use, but excludes SRN)	Centres (Principally served by B-Roads but may also include key Classified Unnumbered links supporting public transport and freight access)	Neighbourhoods (Principally served by Unclassified Roads but may include some key Classified Unnumbered or B-Roads. Low Traffic Conditions and restricted parking zones)	Central Birmingham (Principally served by the inner Ring Road with key access points into Centres and Neighbourhoods. Significant PT terminus points with significant controlled parking and CAZ measures)
Passenger Transport and Motorcycles	Pedestrians	Pedestrians	Pedestrians
Commercial Vehicles (including LGV's/HGV's)	Wheeling	Wheeling	Wheeling
General Traffic	Passenger Transport and Motorcycles	Passenger Transport and Motorcycles	Passenger Transport and Motorcycles
Wheeling	Commercial Vehicles (including LGV's/HGV's)	General Traffic	Commercial Vehicles (including LGV's/HGV's)
Pedestrians	General Traffic	Commercial Vehicles (including LGV's/HGV's)	General Traffic

The structure



Policy outcomes...

Driven by typologies and their modal hierarchy, policies will work to prioritise the needs of the users in these areas. They will support the delivery of:

- Declassification of routes
- Re-defined and re-purposed PRN (A Road network)
- Improved signal network and priorities (bus, active travel)
- LTN's (of varying scales)
- LTC's (speed management)
- Through traffic restrictions (including LTN)
- Significant parking enforcement (CPZ and RPS)
- Reduction in parking supply and increases in charging
- Access strategies (for large residential areas)
- Better place making and improved Healthy Streets rating
- Active travel and mobility hub improvements
- Bus priority and bus infrastructure improvements on all corridors
- Signage and wayfinding improvements

Corridors - Policy 4 – Access

Access to/from primary corridors (to neighbourhoods or centres) require co-ordinated policy measures to ensure that the correct access arrangements are followed and adhered to (in line with BTPDP principles).

As the Local Highway Authority, Birmingham City Council may close residential roads to vehicular traffic, if this action is deemed necessary to ensure public safety (and/or support major scheme development). This power is typically exercised through

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Temporary Traffic Regulation Orders (TTRs), Traffic Regulation Orders (TROs) or Experimental Traffic Regulation Orders (ETROs) under the Road Traffic Regulation Act (1984.)

Section 16 of the Traffic Management Act (2004) requires the Council to manage and maintain the road network to reduce traffic congestion and to have regard to road safety when doing these. The speed and volume of vehicular traffic using roads contribute directly towards the level of road harm risk experienced by all road users. In response, the tolerance for vehicular traffic flows and speeds must be significantly lower than for classified roads which have either been designed or retrofitted to accommodate higher traffic volumes more safely.

It is the expectation of the LHA that where vehicular traffic volumes exceed 5000 AADT and 75th percentile speeds exceed 25mph on unclassified residential streets, measures will be employed to physically re-direct vehicular traffic away from these highly sensitive areas to protect the safety of all users.

Access to/from Neighbourhoods

To achieve the vision of Neighbourhoods (as set out in the BTPDP) and support the modal hierarchy for these areas, side road access to/from corridors should, where possible, be restricted and/or managed ensuring that neighbourhoods can thrive with minimal or no through traffic on what are predominately unclassified residential roads. When considering restrictions on side roads, the LHA expects that the following conditions will be met:



- Assess each location based on current traffic volume and through trip impact and undertake a Healthy Streets affiliated street audit and road safety audit (RSA) to determine the overall benefits of closing side road access and/or restricting through movements. Then, utilising powers under the 2004 TMA and 1984 RTA, instigate closures and restrictions as appropriate (this could be achieved under ETRO powers in the first instance). This approach should present a defined before and after scenario at each location (to support M&E activities).

Central Birmingham - Policy 5 – Public Transport

In line with the BTP and modal hierarchy for centres, ensuring that access to and operation of public transport to this area is not impeded by poor kerbside management and general traffic characteristics is key. With that in mind, the authority expects centres where bus access is required meet the following key criteria.

- Support priority access to Central Birmingham through appropriate bus priority measures including bus lanes, bus gates and bus only restrictions (with appropriate enforcement measures in line with LTN 1/24).
- In many instances, services will access Central Birmingham via designated corridor routes and it's the expectation of the LHA that these accommodate bus priority measures through appropriate road space reallocation. This may be developed through standalone measures or under wider bus improvement schemes (i.e. Cross City)

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- Clearway and bus stop markings and restrictions will be in place for all bus stops within the city centre (in line with LTN 1/24 guidance)
- Where buses interact with pedestrians (particularly close to major stop/interchange infrastructure (i.e. Moor Street Queensway) or major shopping/leisure destinations and further, within designated bus only areas, services should operate no faster than 10mph supported by appropriate enforcement measures.
- Linked with parking enforcement, ensure appropriate restrictions are in place where bus priority is present/at and on the approaches to bus stops.
- Linked to the previous point, the LHA will not permit non-local bus/coach services (i.e. Megabus) to utilise designated bus stops. Instead, the LHA will promote the use of designated coach terminals (i.e. Millenium Point).
- Ensure that, in line with LTN 1/24, passenger infrastructure (stops, shelters, signage, RTPI) is safe, accessible and well maintained (linked with public realm improvements).
- Where Metro services interact with other modes (i.e. Eastside and Central Birmingham); appropriate restrictions (and enforcement under TRO powers) will be in place to ensure tracks are kept clear of parked vehicles and pedestrian/wheeling movement is safe.
- Where appropriate, the authority will provide for interchange facilities with other modes of public transport and active travel (wheeling, mobility hubs, rail, HS2, metro) in line with appropriate design guidance.
- Consider the use of bus priority lanes in supporting other modes during and outside of peak operations. This could include cycle use and freight movements.

How will this be delivered?

- NMP will be the expectation...
- Embedded in day-to-day planning and operation of the network...
- Utilise BTP Delivery Plan as a core opportunity to apply policy expectations in scheme design and delivery
- Set the tone...start with achievable yet hard hitting measures (CPZ/RPS, 20mph Zones across the city)
- Keep pushing the narrative, set the tone for positive change...
- **Be an example for other cities to follow...**

The ambition...

KPI	2030 Target	2040 Target	2050 Target	Annual Data Requirements	Policy Alignment
% KSI reduction on all roads	25% reduction in KSI	50% reduction in KSI	100% (Achieve Vision Zero)	Annual review of STATS19 data	RHRS Vision Zero trajectory
% mode share for active travel (walking, cycling, wheeling)	5% increase across all typologies	10% increase across all typologies	20% increase across all typologies	Cordon/Travel Surveys, AADT (reduction in private vehicle km's)	BTP: Prioritise active travel
% Mode shift to public transport	10% increase in bus patronage across all typologies	20% increase in bus patronage across all typologies	40% increase in bus patronage across all typologies	TfWM Bus Patronage data, AADT (reduction in private vehicle km's)	BTP: Public transport as go-to mode
% Reduction in private vehicle trips on all roads	10% reduction in private vehicle use on all roads	20% reduction in private vehicle use on all roads	40% reduction in private vehicle use on all roads	AADT (reduction in private vehicle km's), TfWM Bus Patronage data, Cordon/Travel Surveys	BTP: Manage demand
Healthy Streets Index uplift on all related public realm and associated transport schemes (including pedestrian and wheeling infrastructure)	+15 points	+20 points	+30 points	Healthy Streets design checks/measurement surveys on all projects, updated HS index mapping	Healthy Streets embedded in planning and design
Air quality improvement (NO ₂ /PM)	25% improvement in air quality measurements	50% improvement in air quality measurements	100% improvement in air quality measurements	Continued air quality monitoring/modelling	BTP: Clean air & climate goals
Carbon emissions from transport	25% reduction in overall transport emissions	75% reduction in overall transport emissions	100% reduction in overall transport emissions (Net Zero)	Continued air quality monitoring/modelling, AADT (reduction in private vehicle km's), tracking of EV uptake (all modes)	BTP: Net zero pathway

Next Steps

- NMP is a core delivery requirement of the Road Harm Reduction Strategy (commissioner endorsed)
- Highways support to develop the NMP to apply across BCC and embed in day-to-day operations and network management
- Seek cabinet approval to adopt the NMP (late 2026?) as statutory network policy, planning and operational guidance document, with clear LHA expectations and directives.

Questions?