West Midlands Bus Alliance

West and South Birmingham Network Development Plan 2019 - 2026

Transport for West Midlands

Network Development Plans

The West Midlands has evolved considerably in recent years and so have the ways in which people choose to travel around the region – how they get to work and where they work, as new commercial and business centres have been built.

Many more people now live in new housing developments which need excellent bus links to get them to places of employment, shopping centres, hospitals and leisure facilities. The next few years will see even more growth and opportunities.

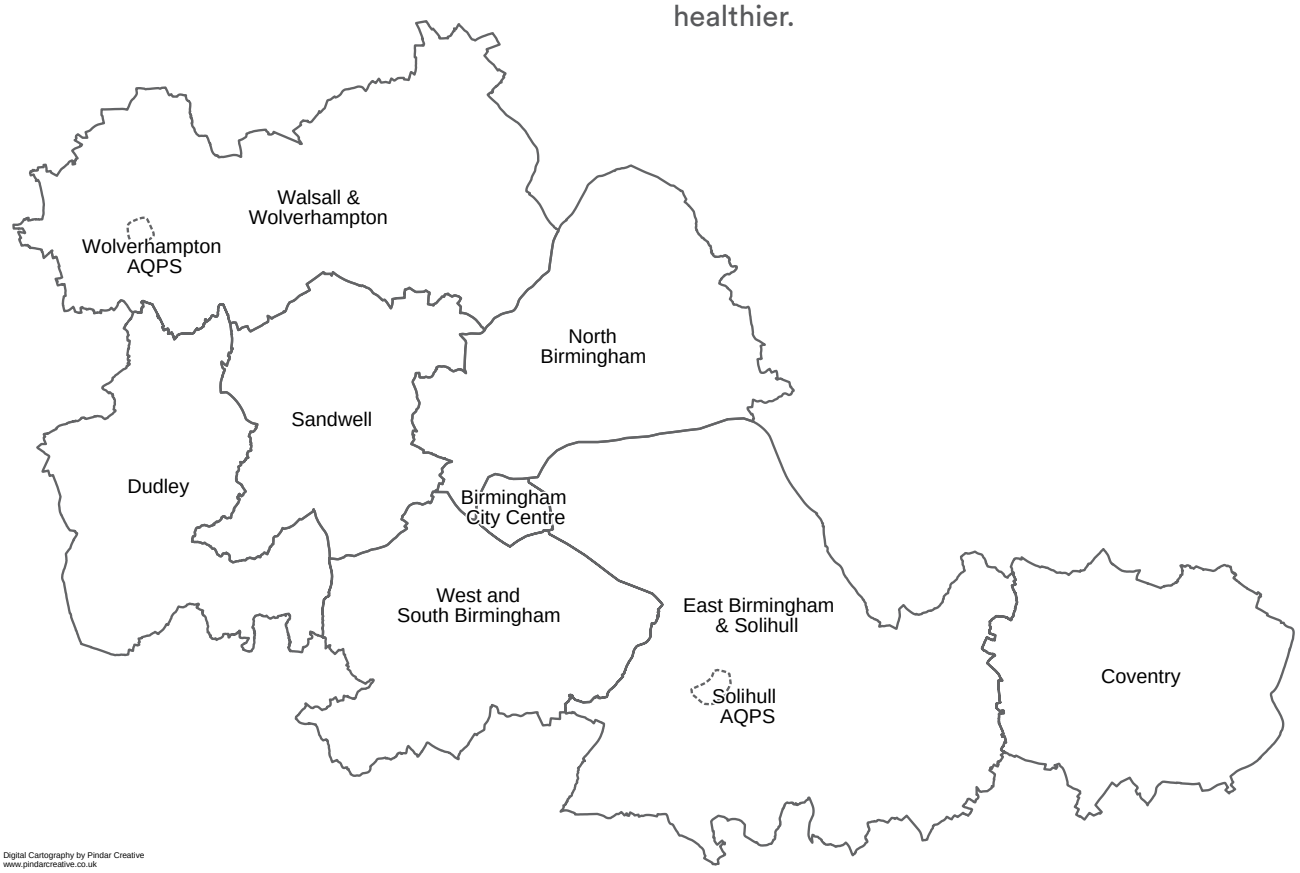
As the West Midlands Bus Alliance, we recognise that as the region undergoes unprecedented development, a bus network that meets the needs and aspirations of passengers is crucial. We are committed to providing customers with services for the 21st Century.

Our Network Development Plans (NDP's) will be rolled out across the region and reviewed annually, so we can ensure that the current and future bus network meets local needs and has the flexibility to adapt to forecasted growth and change.

These plans have been produced through close partnership working between the West Midlands Bus Alliance partners of bus operators, local highway authorities, the West Midlands Combined Authority and other stakeholders, who have all made extremely valuable contributions to ensure we are delivering positive change to the travelling public.

It is crucial to have a plan in place to improve the bus network as populations grow, land uses change and new developments are planned and built - it ensures that the bus network continues to support economic growth in the area, maintains excellent connectivity and reduces congestion. The NDP does not propose any bus service changes. Where significant service changes are considered or infrastructure delivery developed, they will be subject to the appropriate public consultation.

This NDP supports Birmingham Connected, the city's 20 year transport strategy and the goal of Birmingham City Council to create a transport system for everyone. One that puts people first, and delivers better connections for citizens and businesses, improving daily lives by making travel more accessible, more reliable, safer and healthier.



Digital Cartography by Pindar Creative
www.pindarcreative.co.uk

Contains Ordnance Survey data
© Crown copyright 2018

What does this mean for me?

Delivering the West and South Birmingham NDP will support positive change so that bus continues to play a crucial role for the lives of local people and in the inclusive growth of the area, wider Birmingham and West Midlands.

Working together, the Bus Alliance will deliver local bus improvements that ensure the current and future needs of the local population and businesses are met and bus travel is truly transformed in the area and city.

- 17 km/hour average peak speeds of bus services
- Increased bus mode share and reduced congestion
- More environmentally-friendly buses operating in the area
- Making it easier and more pleasant to travel by bus locally
- Better connections by bus

What we are proposing

- Reliable services for passengers by reviewing and investing in bus priority to improve bus journey times across the city.
- Improved facilities with real-time information for all operators displayed, improved stop infrastructure and better interchanges.
- More Euro VI buses to significantly reduce emissions and improve air quality.
- Working with all partners to shape and invest in the local bus network
- Continuing to make bus travel better value.

West and South Birmingham

An important strategic location straddling the A38 Bristol Road and A441 Pershore Road corridors to the south west of the city centre; the area is home to two of Birmingham's key growth areas – Selly Oak & South Edgbaston and Longbridge – which provide a significant opportunity for growth in the area, along with a number of important existing district and local centres – Harborne, Northfield, Kings Heath, Stirchley and Maypole.

The Selly Oak and Edgbaston growth area is home to the University of Birmingham and the Queen Elizabeth Hospital (QEH). It has a major regeneration and investment opportunity through the Selly Oak District Centre, with a 34,000 student population on campus and in adjourning residential areas. There is significant investment in major strategic sites which will further help to transform the area; maximising the potential of the University and Hospitals, promoting economic diversification and securing significant spin off benefits from new developments for over 3 million patients and visitors each year. Birmingham's first Green Travel District includes the University campus and hospital sites and aims to promote sustainable travel.

Longbridge is seeing significant levels of growth including a Regional Investment Site, new homes, the new Longbridge town centre and other employment growth across 138 hectares managed through the local Area Action Plan.

The area is also due to host events at the 2022 Commonwealth Games. New squash courts and hockey pitches at the University of Birmingham will become competition venues during Birmingham 2022. Birmingham is one of the UK's leading sporting universities, with a reputation for providing a world-class training environment on its Edgbaston campus, not only for its own student-athletes but international competitors.

34,000
STUDENTS

10,000
NEW JOBS AT LONGBRIDGE REGIONAL INVESTMENT SITE

2,150
NEW HOMES PLANNED BY 2031

2
KEY BIRMINGHAM GROWTH AREAS

1
NEW ECONOMIC ZONE INCLUDING BIRMINGHAM BATTERY SITE AND THE 4 HECTARE LIFE SCIENCES CAMPUS

1
GREEN TRAVEL DISTRICT (WITH THE UNIVERSITY OF BIRMINGHAM, QUEEN ELIZABETH HOSPITAL AND OTHER PARTNERS)

Buses in West and South Birmingham

The area has considerable potential for an increase in bus use that would help to cater for the current demand and tackle urban congestion, as well as absorbing the significant future growth planned for the area. The Birmingham Development Plan 2031* sets out the need for a package of bus, pedestrian and traffic management improvements to support regeneration.

The current bus mode share in the area is only 9 per cent (against a car mode share of 50 per cent), despite nearly 500,000 people having access to the local bus network and a third of these having no access to a private car. The bus network has become slower and less reliable, with the largest commercial bus operator in the area, National Express West Midlands, in July 2018 making a number of bus service changes to improve access by bus and customer experience. These changes mean that nearly 100,000 more people now have direct access to the QEH and University.

The need for investment in better bus provision, improved bus passenger waiting environments and better interchange is clear for the area to truly realise its potential and ensure inclusive economic growth. The NDP will allow all partners to plan and deliver future improvements to enhance bus travel including Sprint. Sprint will play a really important role in making sure that the area takes full advantage of future economic and growth opportunities. In addition, improving the public transport means better air quality for everybody. Rapid Transit – or Sprint – is a limited stop service with dedicated bus lanes which will provide priority for public transport through areas of congestion, making journey times more dependable for passengers.

500,000

POPULATION CATCHMENT OF SERVICES TO/FROM THE AREA

9%

BUS MODE SHARE

8

MILLION ANNUAL BOARDINGS AT 7 OF THE REGION'S TOP BUS BOARDING LOCATIONS

2

FUTURE SPRINT ROUTES

*www.birmingham.gov.uk/info/20054/planning_strategies_and_policies/78/birmingham_development_plan