

East Birmingham – North Solihull Corridor (EBNS)

Summary

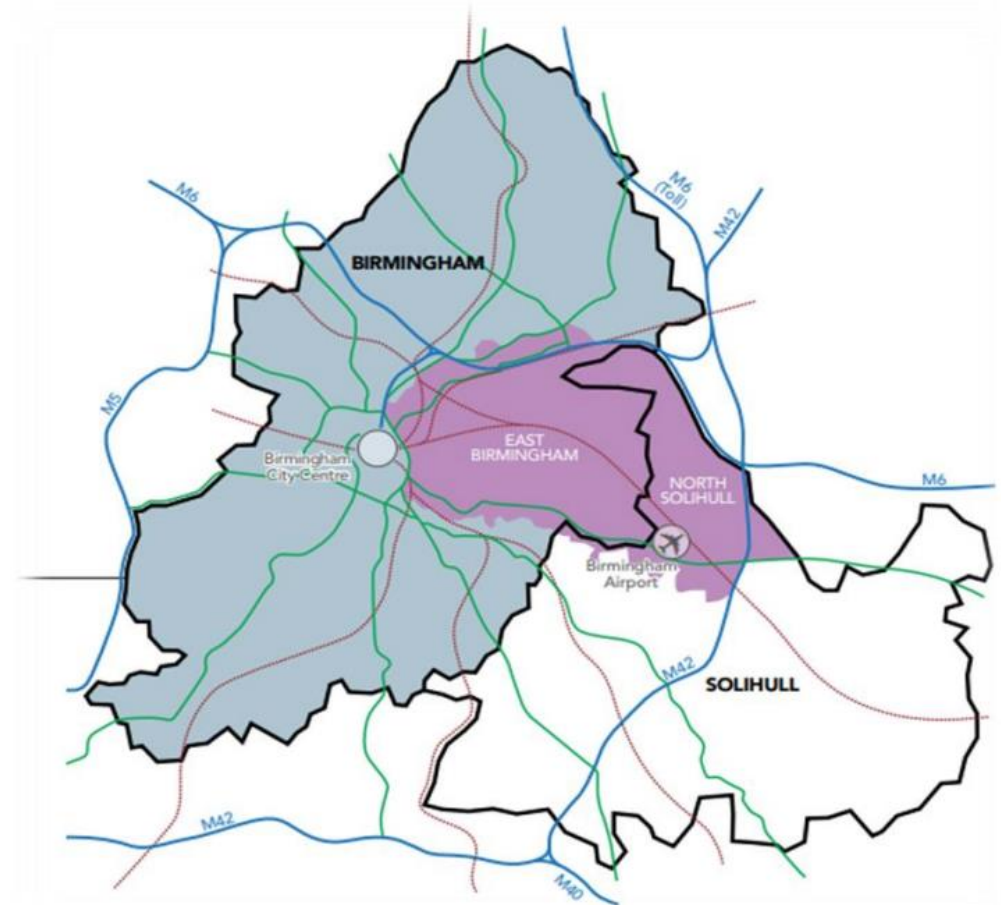
Introducing the corridor

East Birmingham – North Solihull (EBNS)

The purpose of this study is to assess options to improve connectivity and produce a consistent approach to strategic and multi-modal transport planning and growth planned for a corridor spanning from Birmingham City Centre through East Birmingham to the UK Central Hub, Solihull.

It will review previous proposals and develop an options study to consider which interventions and modes are best suited to improving the corridor in the short, medium and longer term.

It is intended to provide confidence that any options taken forward have been duly considered and assessed for strategic fit and potential impacts through the lens of the recently approved Local Transport Plan 5.



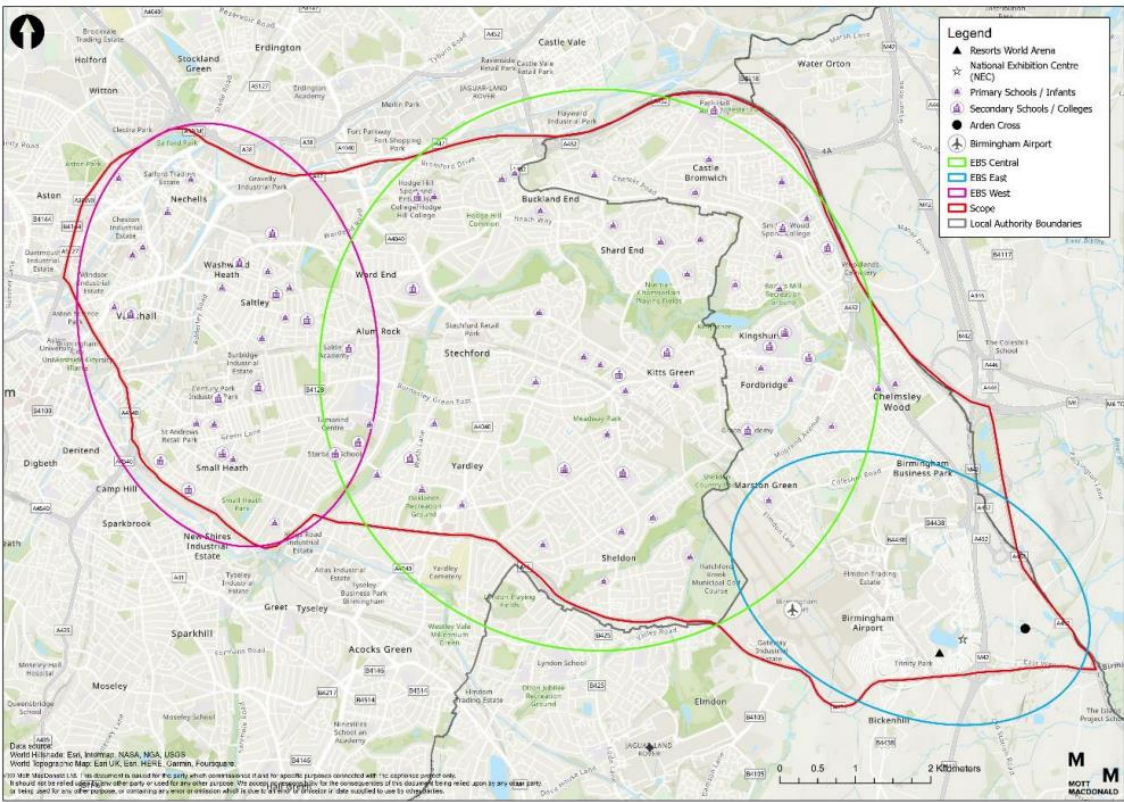
Situational Assessment Report

Key findings

The analysis has highlighted that there are different drivers for change in different parts of the corridor.

Within the study area we have identified three core areas:

- EBS West** – An ‘Inner City, less planned and mixed-use area’. This area encompasses Bordesley Green to the West. Existing highways are narrower and more constrained.
- EBS Central** – A ‘post – war, planned, residential area’ which includes much of Stechford, Yardley, Lea Hall, Chelmsley Wood, Kingshurst and Marston Green. Roads are wider.
- EBS East** – A ‘polycentric commercially focused area’ including the NEC, Birmingham Airport, Arden Cross and the surrounding areas – also known as UK Central (UKC) Hub. Urban realm is not ‘human centric’ and is car dominated



EBS West	EBS Central	EBS East (UK Central Hub)
An 'Inner City, less planned and mixed-use area'. This area encompasses Bordesley Green to the West.	A 'post – war, planned, residential area' which includes much of Stechford, Yardley, Lea Hall, Chelmsley Wood, Kingshurst and Marston Green.	A 'polycentric commercially focused area' including the NEC, Birmingham Airport, Arden Cross and the surrounding areas.
Challenge: High unemployment and poor access to jobs What needs to be done: Improved accessibility to jobs through more frequent and reliable public transport	Challenge: Poor levels of education What needs to be done: better connections to educational facilities as well as better connections to main transport interchanges	Challenge: Poor physical connectivity to networks What needs to be done: Improved active travel and public transport connections to key transport hubs such as Birmingham International Station
Challenge: Limited access to Public Transport What needs to be done: More, high quality and accessible public transport	Challenge: Poor access to jobs via public transport What needs to be done: More, high quality and accessible public transport to strategic sites	Challenge: Poor accessibility to strategic sites What needs to be done: More, high quality and accessible public transport to strategic sites
Challenge: Poor Air Quality What needs to be done: Modal shift away from cars to public transport and active travel	Challenge: Delays on the A45 Coventry Road What needs to be done: Modal and geographical shift away from cars and the A45. Better Public transport and active travel infrastructure across the study area.	Challenge: Poor connectivity to high streets via active and sustainable modes What needs to be done: New active travel and zero emissions public transport to high streets and community centres.

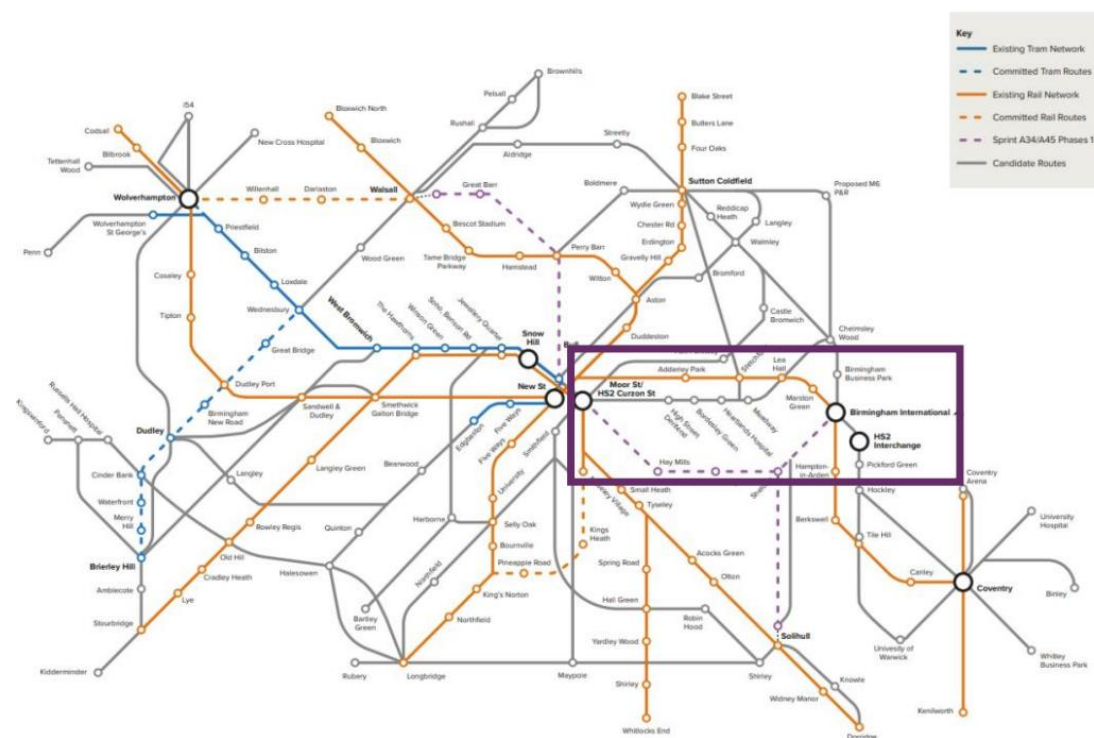
Appraisal Specification Report & Appraisal Framework

Key findings

The original focus of the brief to date has been on the main east-west corridor. The ASR has focussed on how different transit options along this corridor can be appraised.

- **Podaris:** Public transport modelling software that can simulate different transport technologies (e.g. mass transit, bus, etc.)
- **Demand Estimates:** Using outputs from the PRISM models
- **Catchment Analysis:** Using existing socio-economic datasets
- **Qualitative Assessment:** For environmental and social impacts

The way that these appraisal techniques are organised in the option assessment is outlined in the **Appraisal Framework**.



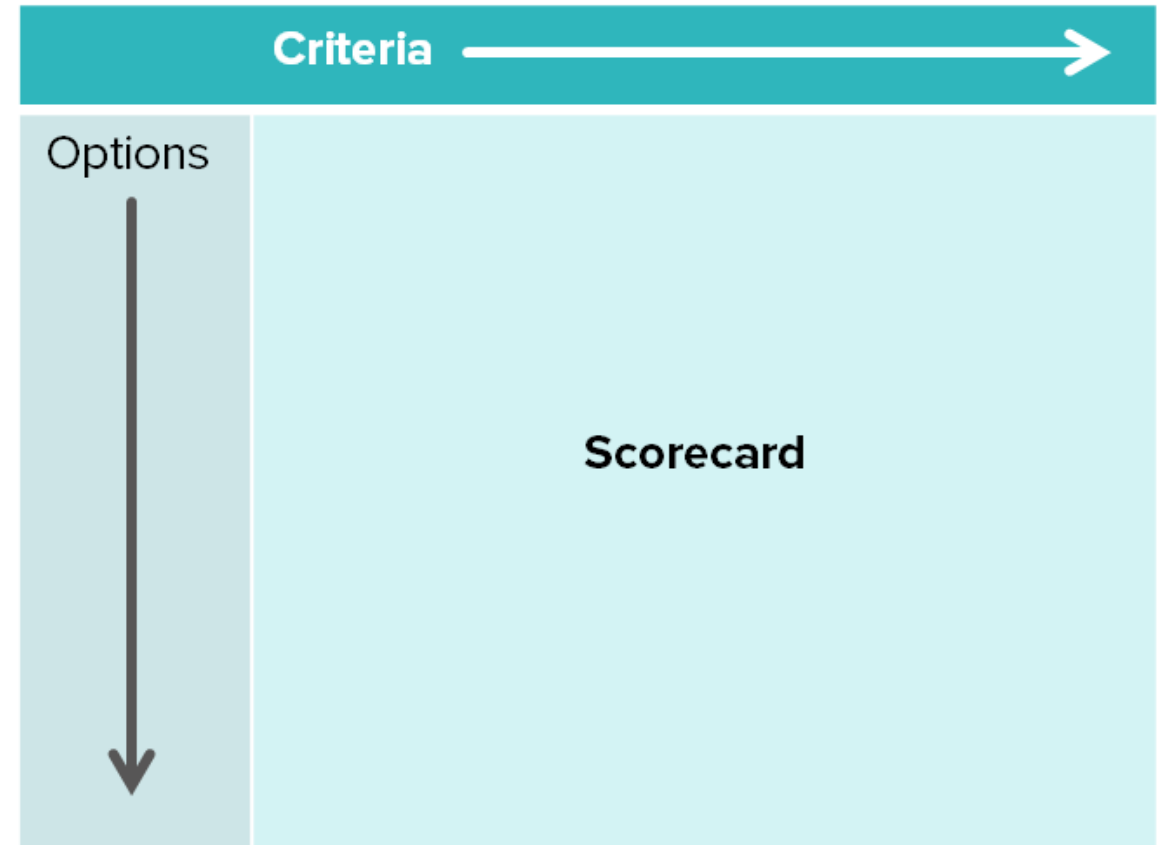
What are we testing?

Core Components

As with any option appraisal, we will need to agree a process for testing interventions within the corridor.

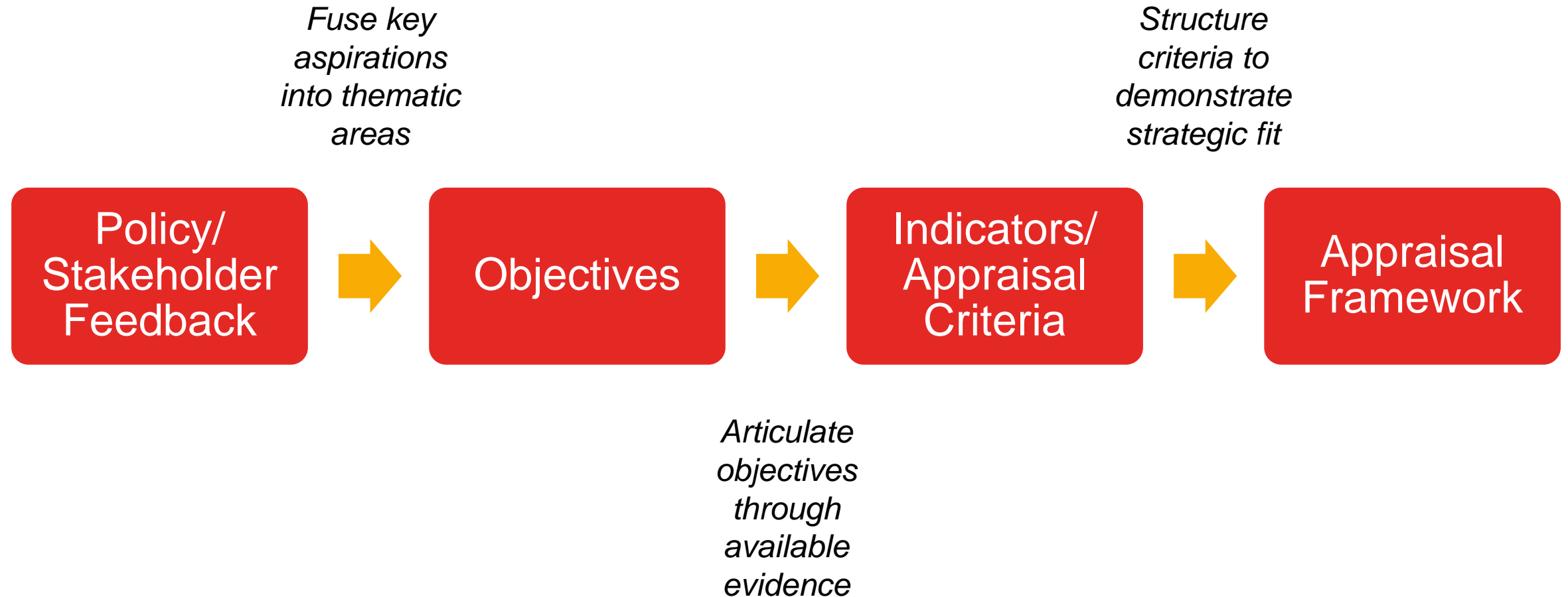
Option appraisals typically have three core components:

- Criteria (or indicators): used to articulate elements such as level of strategic fit, or levels of benefits. **This will be the focus of today's session**
- Options: a longlist of interventions under consideration
- Scorecard: the mechanics of the appraisal, how each option scores against each criterion/indicator



Approach

Providing the evidence trail for objective setting and framework development



Key Themes

**Integrated
Transport**

**Inclusive
Growth**

Environment

Regeneration

Objectives

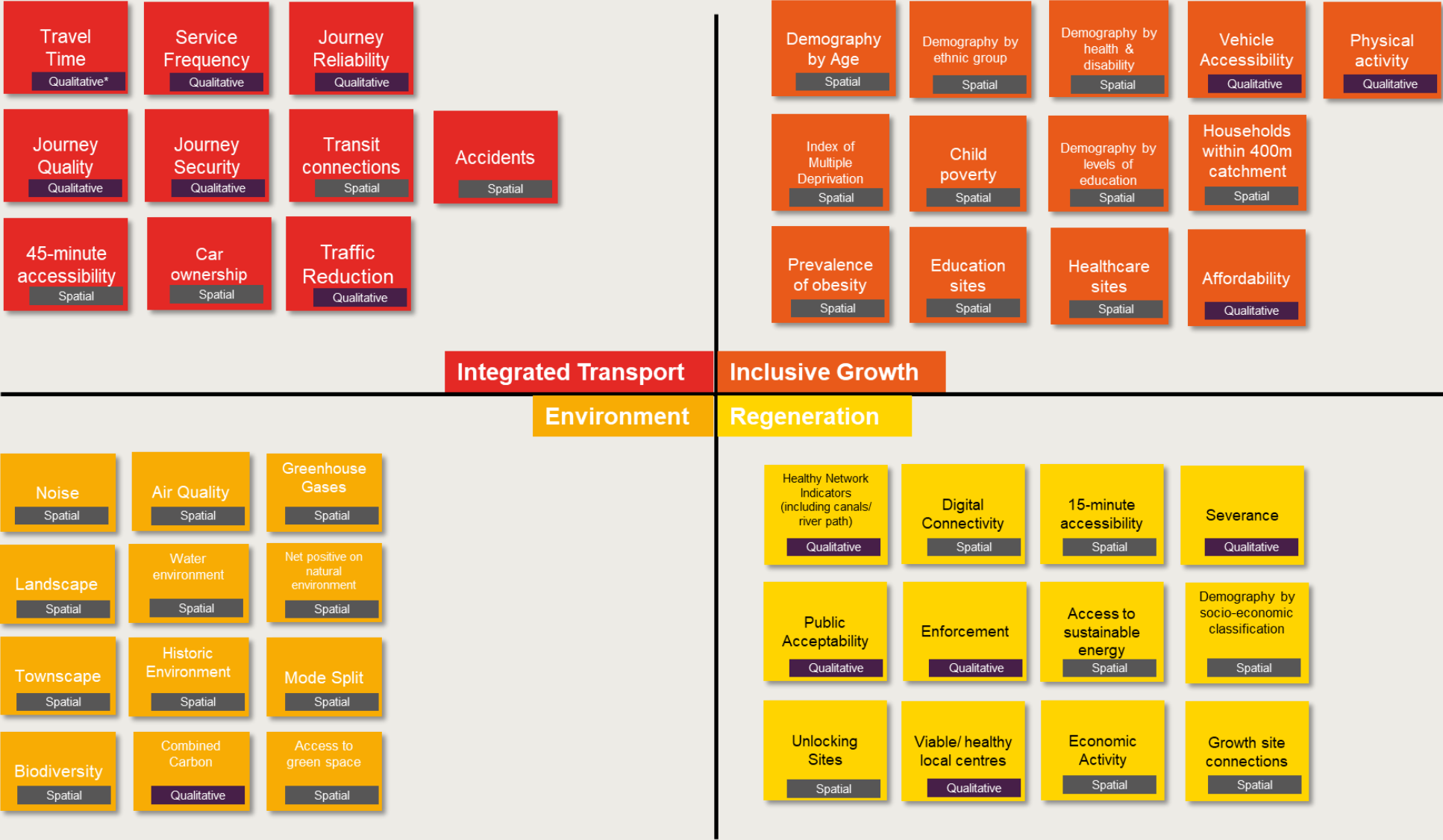
Provide a high-quality, reliable, safe, affordable and accessible multi-modal transport network that provides seamless interchange between modes. The network will complement HS2, the BSIP and LCWIP, facilitating a modal shift from private cars, to reduce traffic.

Empower residents in areas of high deprivation through improving access to employment, education, skills, and essential amenities. This will create communities that are accessible, safe, and healthy and primed for inclusive growth and behavioural change.

Support improved environmental outcomes to enhance air quality, reduce our carbon footprint and minimise impacts on the natural environment. This will contribute to the transition towards Net Zero Carbon whilst driving innovation in sustainable transport and journey planning technologies.

Support sustainable regeneration and greater inward investment by creating and enhancing areas of opportunity. Develop a thriving local economy where people can access a range of services nearby by active modes or connect to wider opportunities.

Indicators



Next Steps

Scope of the options assessment

- Identify key “connectivity concepts” across the EBNS study area, informed by feedback from the Steering Group in October 2023
- Use the agreed set of indicators to appraise and prioritise each connectivity concept across the network
- This can be used to prioritise areas of investment and future scheme development through the SOC
- The evidence can also be used to inform the Connectivity Plan/Option Assessment Report, providing an audit trail of how initial priorities have been determined
- The next Steering Group meeting in November will go through the initial outputs from the scoring process to get agreement on the priority corridor(s) for inclusion in the SOC.