

Draft Birmingham Transport Plan
Consultation Report
June 2021

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2. Executive Summary

The draft Birmingham Transport Plan sets out the vision and principles for transport investment in the period to 2031. In early 2020, public consultation on the Birmingham Transport Plan was held and this document summarises the feedback received.

2.1. Consultation methodology

The public consultation was structured around the four Big Moves identified in the document:

- Reallocating road space;
- Transforming the city centre;
- Prioritising active travel in local neighbourhoods;
- Managing demand through parking measures.

Consultation responses were welcomed from individual citizens and from representatives of organisations.

The consultation details and survey were hosted online at www.birminghambeheard.org.uk/economy/transportplan with a paper based alternative for citizens without internet access. The online information was supplemented by face to face events including public drop in sessions, workshops for organisations and presentations to interested groups.

2.2. Responses

The consultation attracted 619 responses from individuals and responses from 44 organisations. Of the 44 organisations, 28 responses were submitted via Be Heard and thus could be included in the quantitative analysis of closed questions. The other responses were submitted via email and are included in the free text analysis only.

2.3. Vision

Support for the vision was good, with 48% (309 respondents) saying they strongly agree with it, and 76% (489 respondents) giving a response which was towards the 'agree' end of the scale.

Support for the vision was stronger from organisations than individuals, with only 4% (1 organisation) giving a response which was towards the 'disagree' end of the scale; compared with 25% (154 people) of individuals.

2.4. Big moves

2.4.1. Reallocating road space

Support for reallocating road space was generally good, with 43% (277 respondents) saying they strongly agree, and 67% (435 respondents) giving a response which was towards the 'agree' end of the scale.

The most popular delivery components for this big move are: segregated cycle routes and an extended Metro network.

Specific issues raised around the reallocating road space big move include:

- Cycling facilities
- Public transport (particularly buses)
- Regional transport Control Centre
- Alternative modes of transport/new technologies
- Equality impacts
- Freight and logistics

2.4.2. Transforming the city centre

Support for transforming the city centre was generally good, with 38% (247 respondents) saying they strongly agree, and 66% (429 respondents) giving a response which was towards the 'agree' end of the scale.

The most popular delivery components for this big move are: cycling and walking infrastructure, cross city buses and considering different options for the A38.

Specific issues raised around the transforming the city centre big move include:

- Public transport (particularly buses)
- The need to accept cars/car use
- Displacement of traffic
- City centre cells
- Walking and cycling
- Rail stations
- Impact on business

2.4.3. Prioritising active travel in local neighbourhoods

Support for reallocating road space was good, with 44% (284 respondents) saying they strongly agree, and 72% (465 respondents) giving a response which was towards the 'agree' end of the scale.

The most popular delivery components for this big move are: 20mph speed limits, and School Streets measures to support safe active travel

Specific issues raised around the active travel in local neighbourhoods big move include:

- Speed limits/enforcement
- Walking/walking facilities/public realm
- Cycling/cycling facilities
- Schools
- 20mph streets

2.4.4. Managing demand through parking measures

Support for managing demand through parking measures was generally good, with 35% (227 respondents) saying they strongly agree, and 62% (399 respondents) giving a response which was towards the 'agree' end of the scale.

The most popular delivery components for this big move was park and ride at suitable locations.

Specific issues raised around the managing demand through parking measures big move include:

- Improve public transport
- Impact on business
- Fees/tariffs/permits
- Park & Ride
- Workplace Parking Levy
- Supplementary Planning Document

2.4.5. Other comments

Other comments made, not specifically relating to the big moves were on similar topics to those raised within the big moves, including:

- Improving public transport#
- Impact on business

- Health/air quality
- Technology
- More information (requesting detail of the delivery plan)

2.5. COVID-19 and Emergency Birmingham Transport Plan

The COVID-19 pandemic had a drastic impact on travel patterns in Birmingham and worldwide: COVID-19 restrictions have shown how the city can be when fewer trips are made by private vehicle, and levels of cycling and walking are increased.

Through the emergency plan and DfT's Emergency Active Travel Fund, a number of schemes have been introduced on a temporary or pilot basis which support the vision and big moves of the Birmingham Transport Plan. These schemes have all been reviewed and lessons learnt provide valuable insight into the shaping of the final Birmingham Transport Plan.

Local Authorities, Combined Authorities, Government and transport operators are all continuing to monitor and learn from emerging data, and to take positive steps to a "new normal" with sustainable transport at its heart.

2.6. Next steps

The Birmingham Transport Plan will be revised to reflect feedback received at consultation and lessons learnt in the last 18 months, with a view to taking the updated plan forward for adoption in the autumn of 2021.

Alongside the strategic plan document, a delivery plan is being developed, to identify specific interventions and measure their deliverability and impact against the vision. This will remain a "live" document, so will not be formally 'adopted' but will be published. All schemes taken forward will follow appropriate governance procedures for the organisations involved (including Birmingham City Council).

3. Introduction

The current transport policy for the City Council is the Birmingham Connected White Paper, published in November 2014: a 20 year transport strategy.

The Birmingham Transport Plan will sit alongside this, setting out principles for transport investment in the period to 2031 (in line with the Birmingham Development Plan). The Transport Plan sets out the high level vision and big moves and a final version will be approved by Cabinet and formally adopted. It will be accompanied by a live delivery plan.

In early 2020, public consultation on the Birmingham Transport Plan was held and this document summarises the feedback received.

Towards the end of the consultation period, the country was placed in lockdown to reduce the spread of the novel coronavirus COVID-19. As a result, travel patterns were transformed overnight with traffic down to a third of usual levels and public transport services focused only on getting key workers to their workplaces while maintaining social distancing. Schools closed for all but a handful of pupils and thousands of employees took up working from home, meaning the school run and the commute to work was significantly reduced. In response, work on the main Birmingham Transport Plan was paused and the Emergency Birmingham Transport Plan was created to respond to immediate priorities and make best use of available funding.

In 2021, the Emergency Birmingham Transport Plan has largely been delivered and it is appropriate to return to work on the Birmingham Transport Plan, reviewing consultation responses, making appropriate updates to the document and seeking formal adoption.

Prior to its adoption, the draft Birmingham Transport Plan will be updated to reflect feedback to this consultation and subsequent engagement with key stakeholders, and following lessons learnt during implementation of the Emergency Birmingham Transport Plan and ongoing transition to a “new normal”.

4. Consultation methodology

4.1. Previous engagement

Effective stakeholder engagement has been a guiding principle to delivery of the Birmingham Connected Transport Strategy over the last few years. Through this we have developed good relationships with a wide range of delivery partners and stakeholders that have been used for disseminating information and stimulating discussions in support of various consultation and engagement activities.

Methods for this have included sending out regular Birmingham Connected email bulletins, ensuring appropriate web content is available, social media activity, holding stakeholder briefing sessions and undertaking formal consultations on transport projects and schemes, including bus priority measures and the Birmingham Cycle Revolution programme.

Formal consultation on strategies delivered as part of Birmingham Connected, such as the Road Safety Strategy, Brum Breathes Clean Air Strategy and Walking & Cycling Strategy and Infrastructure Plan and the Parking Supplementary Planning Document, have fed into and supported the development of the Birmingham Transport Plan. We also carried out the Birmingham Bus Survey at the beginning of 2019.

Early engagement on the Birmingham Transport Plan was a key feature of the Birmingham Transport Summit, held on 7 March 2019. As well as hearing from a range of knowledgeable speakers, this event invited delegates to consider what needs to be done to ensure our transport network works for everyone and supports the city's agenda of sustainable and inclusive economic growth.

Meetings with key partners and stakeholders continued to shape the development of the Birmingham Transport Plan in the months prior to formal consultation.

4.2. Formal consultation

The consultation was structured around the four Big Moves identified in the document:

- Reallocating road space;
- Transforming the city centre;
- Prioritising active travel in local neighbourhoods;
- Managing demand through parking measures.

The consultation sought to ascertain levels of support for the City Council's vision and, in particular, these four big moves. Respondents were asked to prioritise the key delivery components identified against each big move, and encouraged to input ideas and contributions for future delivery and implementation.

Consultation was launched on Monday 13 January 2020, with responses invited between 28 January and 9 April 2020 (extended from the original closing date of 31 March).

The consultation was hosted on the Birmingham Be Heard website (www.birminghambeheard.org.uk/economy/transportplan). All publicity materials directed people to the main city council website (www.birmingham.gov.uk/transportplan) where details of the plan could be viewed, with users directed to Be Heard to respond.

For citizens without internet access, copies of the draft Birmingham Transport Plan and a paper questionnaire could be accessed in Library of Birmingham or by contacting officers working on the consultation.

4.2.1. Consultees and communication channels

The consultation was open to all. Key stakeholders were identified and targeted through appropriate communication channels:

Stakeholder	Name / Organisation	Communication channel
Birmingham MPs	All	E-mail
BCC Councillors	All	E-mail Full Council marketplace Briefing session
Town/Parish Council	Sutton Coldfield New Frankley in Birmingham	E-mail
Neighbouring local authorities	WMCA, WM local authorities, neighbouring county councils	E-mail Meetings where appropriate
Emergency Services	All	E-mail
Birmingham City Council officers	All (council-wide), with particular focus on: Transportation & Connectivity Highways & Infrastructure Planning and Regeneration Landscape Practice Group Parks Public Health Environmental Health Commonwealth Games team	E-mail Birmingham Connected e-bulletin Birmingham City Council Intranet and other internal communication channels
Residents	Various	Press release Birmingham City Council web site Be Heard consultation portal Social media using #BrumTransportPlan (Birmingham City Council, Birmingham Connected and Cllr Waseem Zaffar) Library of Birmingham (paper copies) Drop-in events (face to face) Presentation and video available for Ward Forums and other community meetings
Businesses, Community Groups and other Stakeholders	Various	Stakeholder launch event Press release Birmingham City Council web site Be Heard consultation portal Social media using #BrumTransportPlan (Birmingham City Council, Birmingham Connected and Cllr Waseem Zaffar) Birmingham Connected e-bulletin Library of Birmingham (paper copies) Stakeholder workshop

Stakeholder	Name / Organisation	Communication channel
		Drop-in events (face to face) Presentation and video available for community/stakeholder meetings

4.2.2. Events

The following events were held during the consultation. Information from respondents was gathered at these events, but all attendees were strongly encouraged also to submit a written response.

Date	Event	Location
Monday 13 January	Launch event	Birmingham Council House, B1 1BB
Saturday 8 February	Presentation to City Centre Neighbourhood Forum	Hyatt Regency, B1 2JZ
Tuesday 4 February	Attendance at Full Council Marketplace (for elected members)	Birmingham Council House, B1 1BB
Thursday 6 February	Calthorpe Residents Society Traffic & Parking Forum	Tally Ho Conference Centre, Pershore Road, B5 7RN
Tuesday 11 February	Presentation to School Summit	Birmingham Council House, B1 1BB
Tuesday 11 February	Public drop-in session	Trinity Centre, Sutton Coldfield, B72 1TF
Thursday 13 February	Ladywood Ward committee	Ladywood Health and Community Centre, B16 8RP
Wednesday 19 February	Workshop with Transport for West Midlands	16 Summer Lane, B19 3SD
Thursday 20 February	Meeting with Greater Birmingham Chambers of Commerce Business Transport Group	Chamber House, B15 3DH
Saturday 22 February	Public drop-in session	Birmingham Council House, B1 1BB
Tuesday 25 February	Members' briefing	Birmingham Council House, B1 1BB
Tuesday 25 February	Public drop-in session	Touchbase Pears, Selly Oak, B29 6NA
Wednesday 26 February	Stakeholder workshop	Birmingham Council House, B1 1BB
Wednesday 26 February	Presentation to Sustainability & Transport Overview and Scrutiny Committee	Birmingham Council House, B1 1BB

Date	Event	Location
Tuesday 3 March	Stakeholder workshop	Birmingham Council House, B1 1BB
Wednesday 4 March	Public drop-in session	Saltley Methodist Church, B8 1HU
Monday 10 March	Stakeholder roundtable discussion	Lighthouse Young People's Centre, B19 2LN
Tuesday 16 March	Presentation to Transport Delivery Committee (WMCA)	
Friday 19 March	Freight roundtable discussion	Microsoft Teams

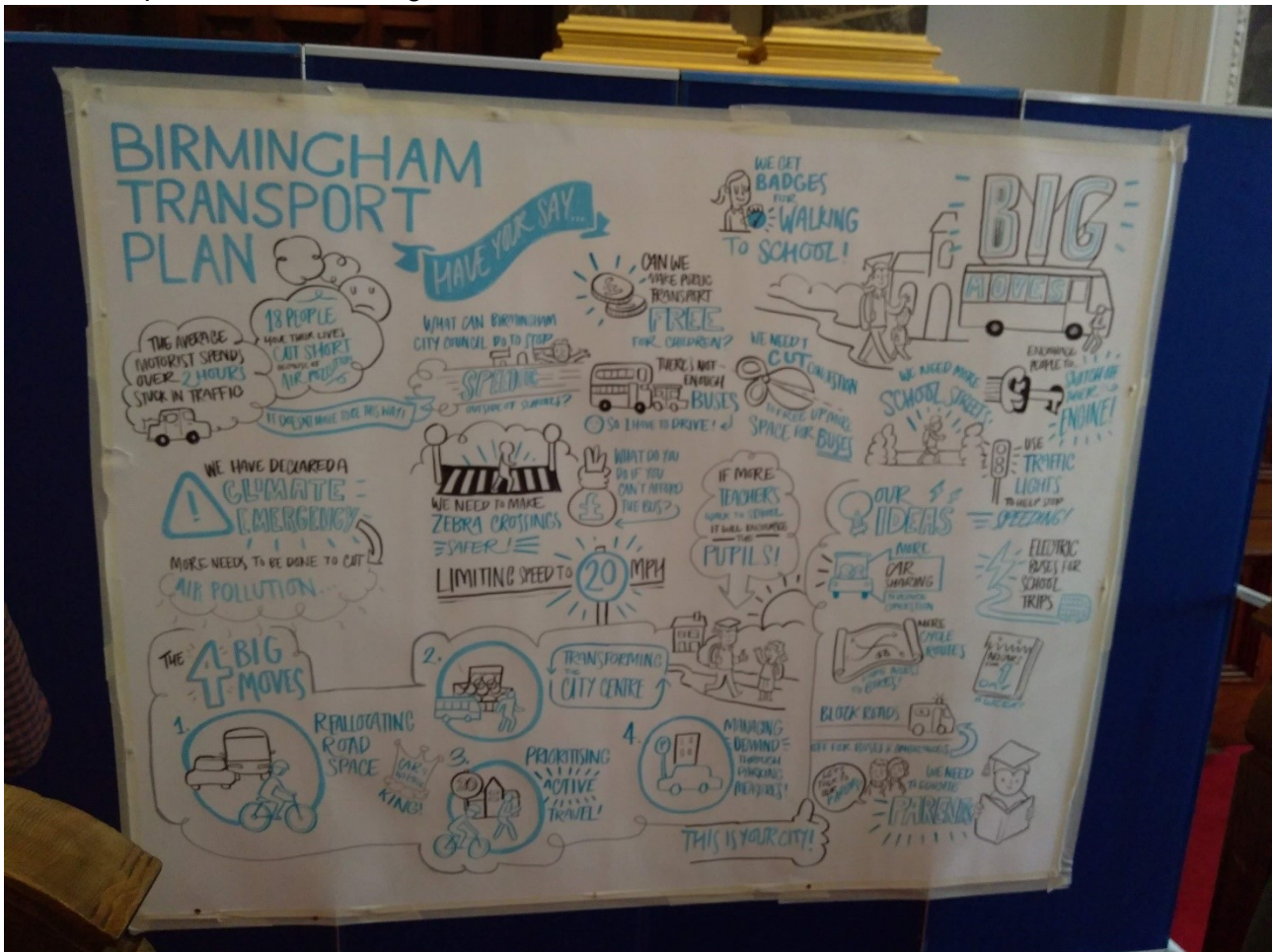
In addition to the above, an officer was scheduled to present to the Access Birmingham group (representatives from disability organisations) on Tuesday 16 March. The meeting was cancelled due to concerns about COVID-19 and the group's chair circulated details of the Birmingham Transport Plan and asked members to respond directly to the consultation.

5. Feedback from events

The key aim of the majority of consultation events was to provide information about the draft Birmingham Transport Plan to individuals and organisations and to enable meaningful discussions in which council officers and elected members could hear feedback first hand, and which would help consultees to understand the plan and formulate their own responses.

For most events, the feedback noted is similar in nature to that reported in the rest of this document, and it was felt that a good proportion of attendees at events subsequently submitted a formal response.

The one exception was the School Summit, in which young people of school age were invited to the Council Chamber and asked for their views. The event was recorded in real time by a visual artist, who produced the drawing below:



The image contains cartoon style images with text. In the top left it says **Birmingham Transport Plan have your say**.

In the bottom left corner **the 4 Big Moves** are illustrated. In the draft document, icons are used to represent the big moves; in this artwork there are stylised versions of those icons.

- Reallocating road space, image of crown alongside reads car is no longer king
- Transforming the city centre
- Prioritising active travel
- Managing demand through parking measures

The big moves appear to be written on a scroll, held by an arm and hand which says **this is your city**.

The words **big moves** also appear in the top right, with **BIG** appearing to be 3d letters on top of a single decker bus; each window of the bus holds one of the letters of the word **MOVES**. A pedestrian is walking beside the bus.

Across the rest of the page are the following words and illustrations:

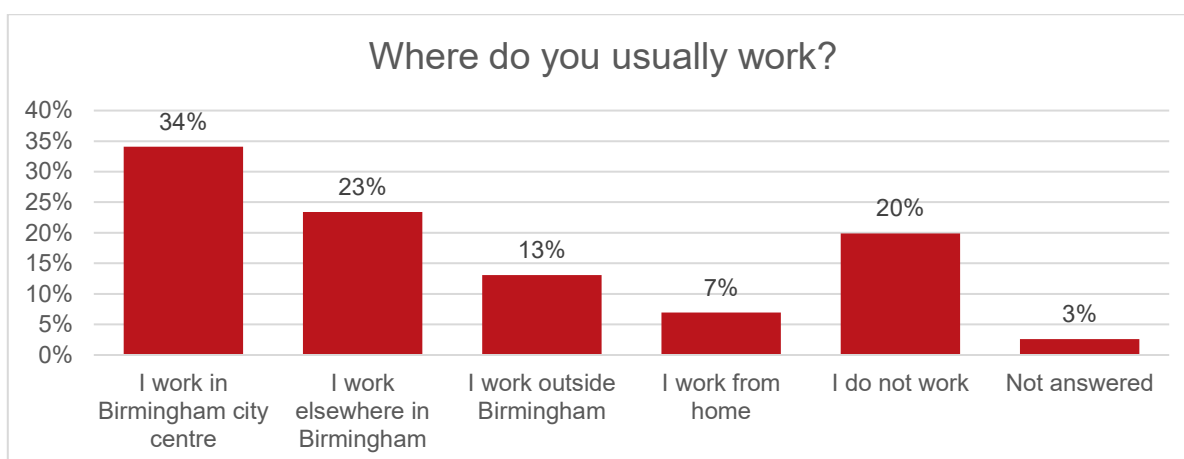
- **The average motorist spends over 2 hours stuck in traffic**, illustrated by a car with emission cloud surrounding the words.
- **18 people have their lives cut short because of air pollution**, emission cloud surrounds words, with more clouds above; emoji sad face amongst clouds.
- **It doesn't have to be this way**, words are on a ribbon.
- **We have declared a climate emergency**, illustrated with an exclamation mark in a triangle. An arrow points from these words to **more needs to be done to cut air pollution**.
- **What can Birmingham City Council do to stop speeding outside of schools?**, The word speeding is written on a road, next to which are buildings and a child.
- **We need to make zebra crossings safer**, illustrated by a person walking across a zebra crossing.
- **Limiting speed to 20mph**, the number 20 is on a road sign of the type which indicate a speed limit.
- **Can we make public transport free for children?**, illustrated by two coins.
- **There's not enough buses**, illustrated with a bus behind a car, with an arrow pointing to **so I have to drive** with a sad face.
- **What do you do if you can't afford the bus?**, illustrated by a hand holding a bag with a pound sign on.
- **If more teachers walk to school it will encourage the pupils!**, the words are in a bubble with an arrow pointing to a picture. In the picture, a teacher is walking away from a house and being greeted by a smiling child; the sun is shining and there are bushes behind them.
- **We get badges for walking to school!**, illustrated by a happy child holding up their badge. Under these words, an adult and child are walking towards a school building.
- **We need to cut congestion to free up space for buses**, illustrated by a large pair of scissors.
- **We need more school streets**, illustrated by a child walking along a street with trees and no cars
- **Our ideas**, illustrated by a light bulb and lighting strikes.
- **More car sharing to reduce congestion**, the words **car sharing** are in an arrow pointing to a car with two people in.
- **More cycle routes, more access to bikes**, illustrated by a map with a picture of a bike
- **Block roads off for buses and ambulances**, illustrated by an ambulance with flashing light driving along a road.
- **Encourage people to switch off their engine!**, illustrated by a hand holding or turning a key in a keyhole
- **Use traffic lights to help stop speeding!**, illustrated by a traffic light.
- **Electric buses for school trips**, illustrated by a double decker bus on a road and a lightning flash.
- **No cars for 1 day a week**, written on a tear off calendar
- **We need to educate parents**, illustrated by a person in a mortarboard graduation cap reading a book, and two children with a speech bubble saying **let's talk to our parents!**

6. Responses from individuals

619 responses were received from individuals. A number of emails were also received and read. The content of the emails was noted and incorporated, but they are not included in any numerical tallies in this document.

6.1. Work locations

Respondents were asked where they usually work; note that this data will reflect the situation prior to COVID-19 restriction.



The highest number of respondents (34%, 211 people) work in Birmingham city centre, while the fewest (23%, 43 people) reported working from home.

6.2. Travel modes

Respondents were asked how often they travel by each mode of transport. The table below shows the percentage of respondents who selected each frequency for that mode

	Walk	Cycle	Bus	Metro	Train	M'cycle	Car/van	Taxi
5 days per week	25%	9%	8%	0%	6%	0%	21%	1%
2-4 days per week	17%	8%	11%	1%	10%	1%	23%	2%
Once per week	9%	5%	10%	3%	12%	0%	15%	9%
Once per month	3%	3%	12%	5%	17%	0%	9%	15%
Less than once a month	6%	6%	17%	15%	20%	1%	11%	27%
Never	18%	47%	23%	49%	18%	67%	11%	21%
Not answered	21%	22%	18%	28%	16%	29%	11%	24%
	100%	100%	100%	100%	100%	100%	100%	100%

The most commonly selected responses (excluding not answered) for each mode are shaded, highlighting that walking and using a car or van are used several times a week by many respondents, whereas it is more usual for respondent to be non-users or infrequent users of other modes.

7. Responses from organisations

44 unique organisation submitted responses to the consultation:

- 28 responses from 27 organisations were received via Be Heard
- 23 responses were received via email, of which six were from organisations who also submitted a response via Be Heard.

In the quantitative analysis, only the 28 responses from Be Heard are included, as these answered the specific quantitative questions. The free text analysis incorporates all feedback from organisations.

7.1. Organisations represented

The table below shows the organisations who responded to the consultation, the method of response, the type of organisation (simplified from the sector as asked on Be Heard) and the number of people represented (from their consultation response, some have been edited for brevity).

Name	Response method	Type	Approximate number of people represented
A34 SAG	Email	Campaign	
Argent LLP	Be Heard and email	Business	
Aston University	Be Heard	University	17000
Balsall Heath Is Our Planet	Be Heard	Campaign	30
Bike West Midlands	Email	Campaign	
Bird	Be Heard	Transport	Bird has around 1,500 global employees
Birmingham City University	Email	University	
Birmingham City University - University & College Union	Be Heard	University	1000
Birmingham Conservative Group	Email	Political	
Birmingham Friends of the Earth	Two Be Heard responses and email	Campaign	40
British Lung Foundation	Be Heard	Campaign	Lung disease kills 115,000 people each year and approximately 12 million people in the UK (around 1 in 5) have a history of asthma, Chronic Obstructive Pulmonary Disease (COPD) or another longstanding respiratory illness.
Calthorpe Residents' Society	Be Heard	Residents/ Housing	500
Campaign: Build A West Midlands Velodrome	Be Heard	Campaign	7870 have signed online petition

Name	Response method	Type	Approximate number of people represented
Canal and River Trust	Email	Third sector/Transport	
Colmore Business District	Be Heard	Business umbrella	35,000
Community Transport Association	Be Heard and email	Transport	1300
Freight Transport Association	Be Heard and email	Transport	17,000 members across the UK
Greater Birmingham Chamber of Commerce	Email	Business umbrella	
Hammerson plc	Email	Business	
Highways England	Email	Transport	
Integrated Transport Planning	Be Heard	Consultant	45
Kier Highways	Email	Transport	
Living Streets	Email	Campaign	
MCIA	Be Heard	Transport	The MCIA is the UK trade association for the manufacturing, import, distribution and supply side of the L-Category sector, also known as Powered Light Vehicles (PLV). The UK industry has been valued at over £7billion per annum to the UK economy, supporting over 50,000 jobs in nearly 6,000 businesses. We have two members based within the Birmingham area. Some of our Powered Two Wheeler (PTW) training school partners are based in Birmingham.
Midland Heart	Email	Residents/Housing	
Mott MacDonald	Be Heard and email	Consultant	350 in Birmingham, 16,000 globally
NXWM	Email	Transport	
Pushbikes	Email	Campaign	
RoSPA (The Royal Society for the Prevention of Accidents)	Be Heard	Campaign	RoSPA has 120 staff across England, Scotland and Wales. Around 80 of these staff are based in the Birmingham office.
Royal Birmingham Society of Artists	Be Heard	Third sector	200 elected Members and about 400 Friends
Royal Mail	Be Heard	Business	
Royal Sutton Coldfield Town Council	Email	Local Council	
Sainsburys	Be Heard	Business	900

Name	Response method	Type	Approximate number of people represented
St Joseph Homes Ltd	Be Heard	Business	
Sustrans	Be Heard and email	Campaign	600 staff
SUSTRAVWM (formerly CBT)	Email	Campaign	
TfWM	Email	Transport	
The Birmingham Civic Society, Planning Committee	Be Heard	Third sector	
The Motorcycle Action Group	Be Heard	Campaign	54000
Thomas Fattorini Ltd	Be Heard	Business	70
Tyburn residents	Be Heard	Residents/ Housing	40
Unite the Union and Knowledge Quarter partners (submitted by Sweco)	Be Heard and email	Campaign	
University of Birmingham	Be Heard	University	45,000
WMP Road Harm Prevention Team	Email	Emergency Services	

8. Vision

The vision for Birmingham’s transport is for a sustainable, green and inclusive, go-anywhere network.

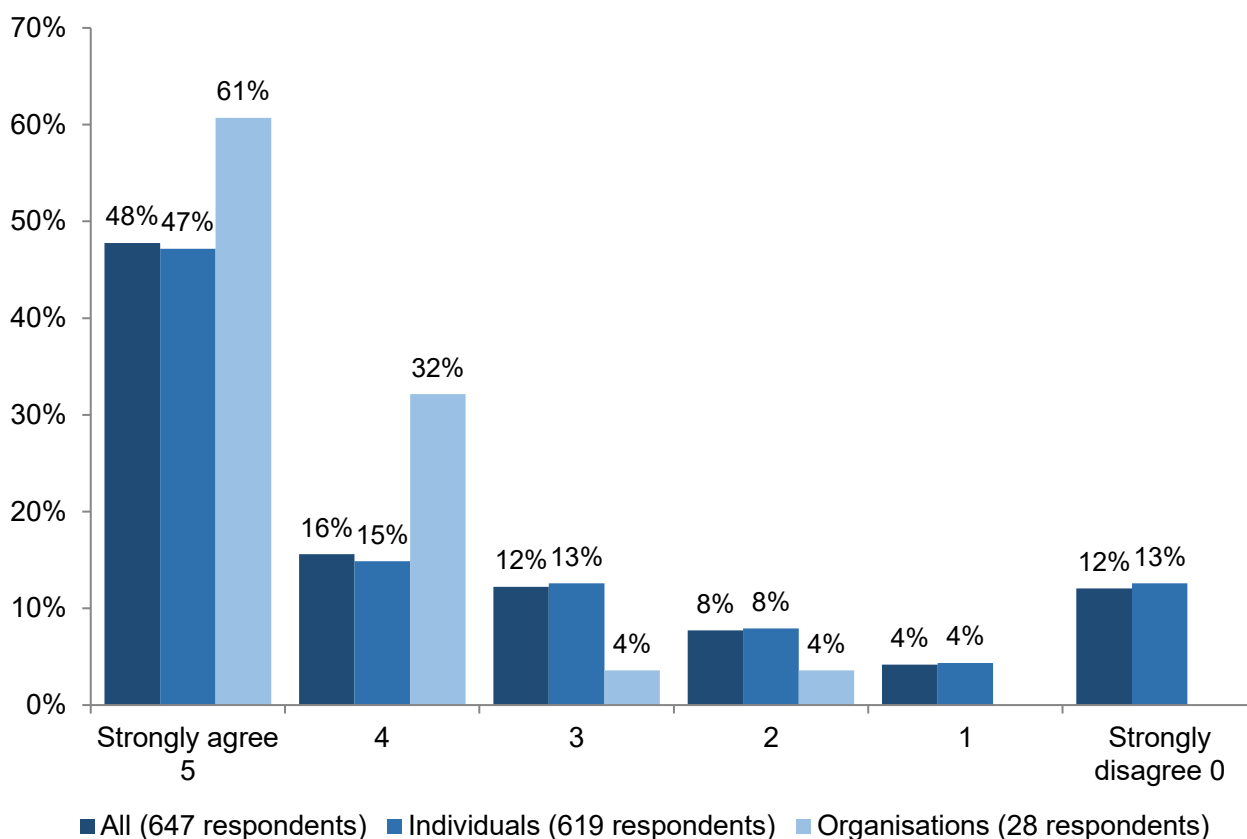
Safe and healthy environments will make active travel – walking and cycling – the first choice for people making short journeys.

A fully integrated, high quality public transport system will be the go-to choice for longer trips.

A smart, innovative, carbon neutral and low emission network will support sustainable and inclusive economic growth, tackle climate change and promote the health and well-being of Birmingham’s citizens.

Respondents were asked the extent to which they agreed with this vision, indicating their answer on a six point scale.

To what extent do you agree with the vision?



Support for the vision was good, with 48% (309 respondents) saying they strongly agree, and 76% (489 respondents) giving a response which was towards the ‘agree’ end of the scale.

Support for the vision was stronger from organisations than individuals, with only 4% (1 organisation) giving a response which was towards the ‘disagree’ end of the scale; compared with 25% (154 people) of individuals.

8.1. Vision of the Emergency Birmingham Transport Plan

The Birmingham Transport Plan vision was carried forward into the Emergency Birmingham Transport Plan, with some additions, highlighted below:

*The vision for Birmingham's transport is for a sustainable, green, inclusive, go-anywhere network **and for a low carbon, clean air recovery from COVID-19 lockdown.***

*Safe and healthy environments **support stronger communities and** will make active travel – walking and cycling – the first choice for people making short journeys.*

*A fully integrated, high quality public transport system will be the go-to choice for longer trips. **In the short term, limited capacity on public transport will be offset by increased space for walking and cycling and by reduced travel overall.***

*A smart, innovative, carbon neutral and low emission network will support sustainable and inclusive economic **recovery and** growth, tackle climate change and promote the health and well-being of Birmingham's citizens.*

9. Big moves

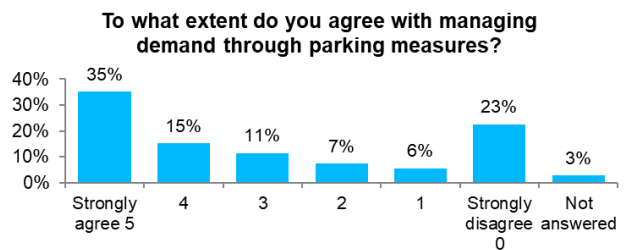
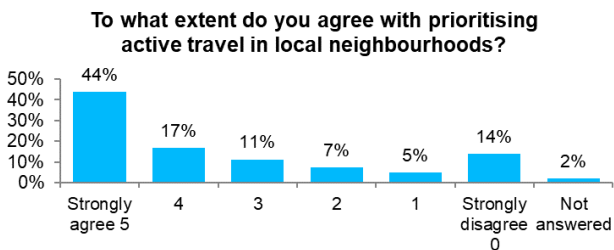
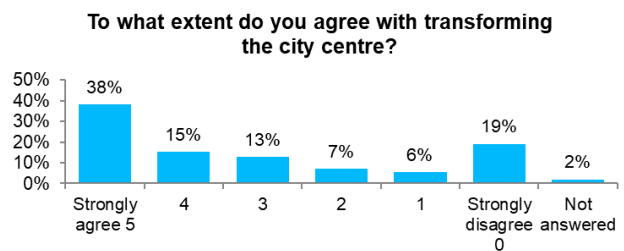
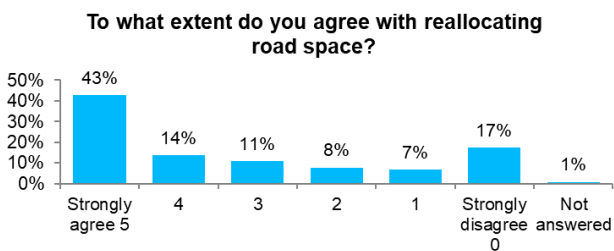
The draft Birmingham Transport Plan proposed four big moves:

- Reallocating road space
- Transforming the city centre
- Prioritising active travel in local neighbourhoods
- Managing demand through parking measures

For each of the four proposed big moves, respondents were asked:

- To what extent do you agree with the big move?
- Do you think the draft plan includes the right key delivery components for the big move?
- What would you consider the three most important delivery components for the big move?
- Is there anything else which should be included in the delivery plan for the big move?

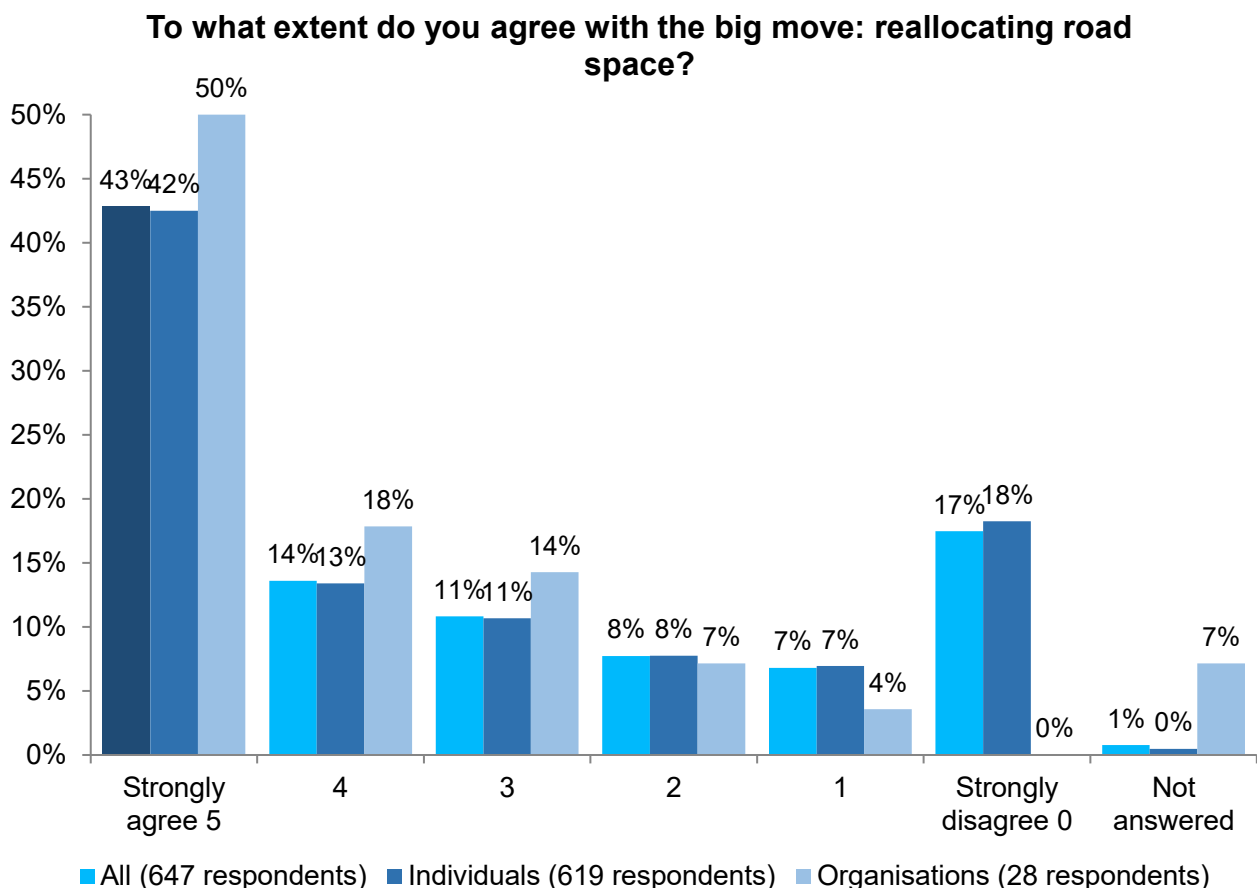
For all four big moves, responses formed a ‘smile’ curve, with most people either strongly agreeing or strongly disagreeing with them. In all cases, more people strongly agree than strongly disagree, but it is important to consider carefully the points raised by those who disagree, particularly around managing demand through parking measures, where 23% (146 respondents) indicated that they strongly disagree.





9.1. Reallocating road space

The allocation of road space will change away from single occupancy private cars to support the delivery of a public transport system fit for a global city, fundamentally changing the way that people and goods move around the city.



Support for reallocating road space was generally good, with 43% (277 respondents) saying they strongly agree, and 67% (435 respondents) giving a response which was towards the 'agree' end of the scale.

Support was stronger from organisations than individuals, with only 11% (3 organisations) giving a response which was towards the 'disagree' end of the scale; compared with 33% (204 people) of individuals. However, it is notable that 7% (2 organisations) did not answer this question.

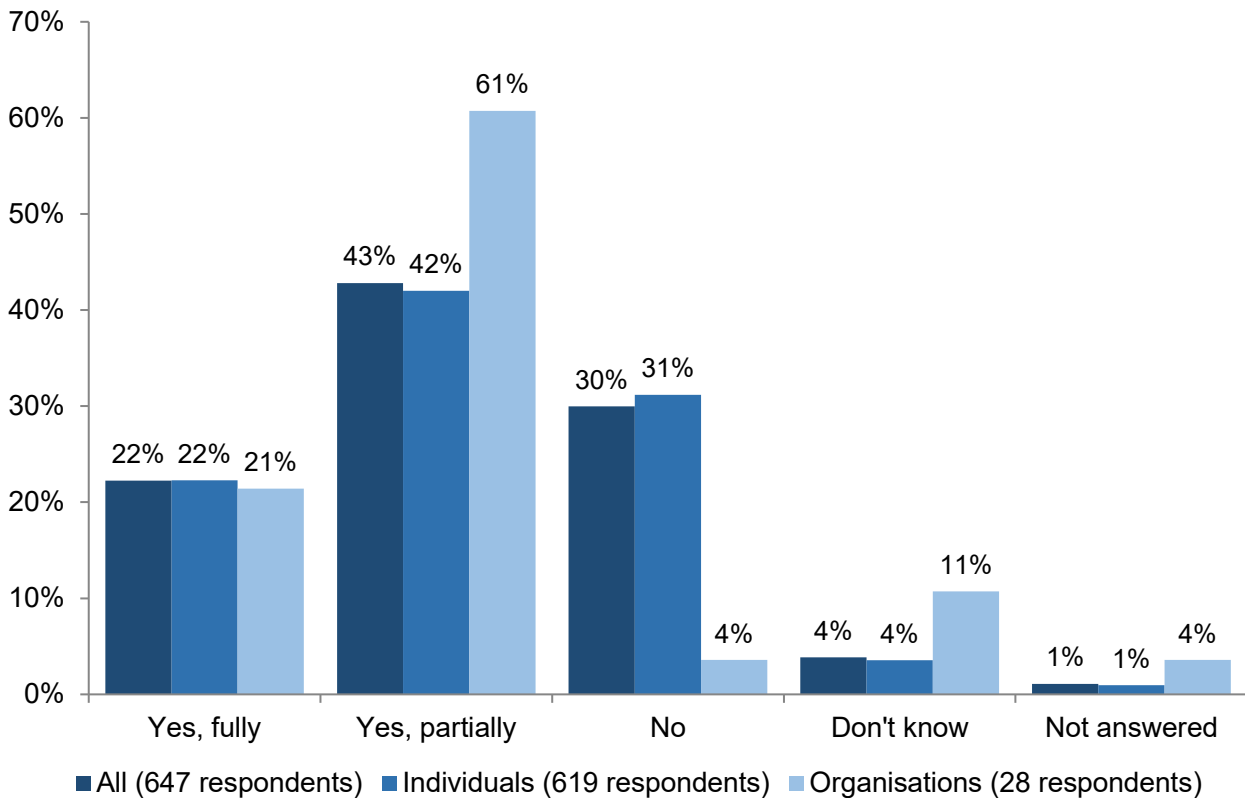
9.1.1. Delivery components

The draft Birmingham Transport Plan set out the following delivery components for reallocating road space:

- *A phased delivery of a bus and Sprint rapid transit network with the first phase to be delivered in time for the 2022 Commonwealth Games including:*
 - *A34 Walsall to Birmingham*

- A45 Birmingham to Airport and Solihull
- An extended Metro network connecting the city centre, local and mainline train services including HS2. Extensions include:
 - Edgbaston extension late 2021
 - Birmingham Eastside extension
 - East Birmingham to Solihull extension
- Enhanced public spaces by remodelling urban centres including:
 - Sutton Coldfield
 - Northfield
 - Stechford
- Delivery of new segregated routes along main commuter corridors to meet Birmingham Cycle Revolution (BCR) target of 5% of all trips by 2023 and 10% of all trips by 2033.
- Support Transport for West Midlands with the delivery of the Regional Transport Coordination Centre.

Do you think the draft plan includes the right key delivery components for reallocating road space?



When asked whether the draft plan includes the right delivery components for reallocating road space, 43% (277 respondents) chose 'yes, partially', 30% (194 respondents) chose 'no' and 22% (144 respondents) chose 'yes, fully'.

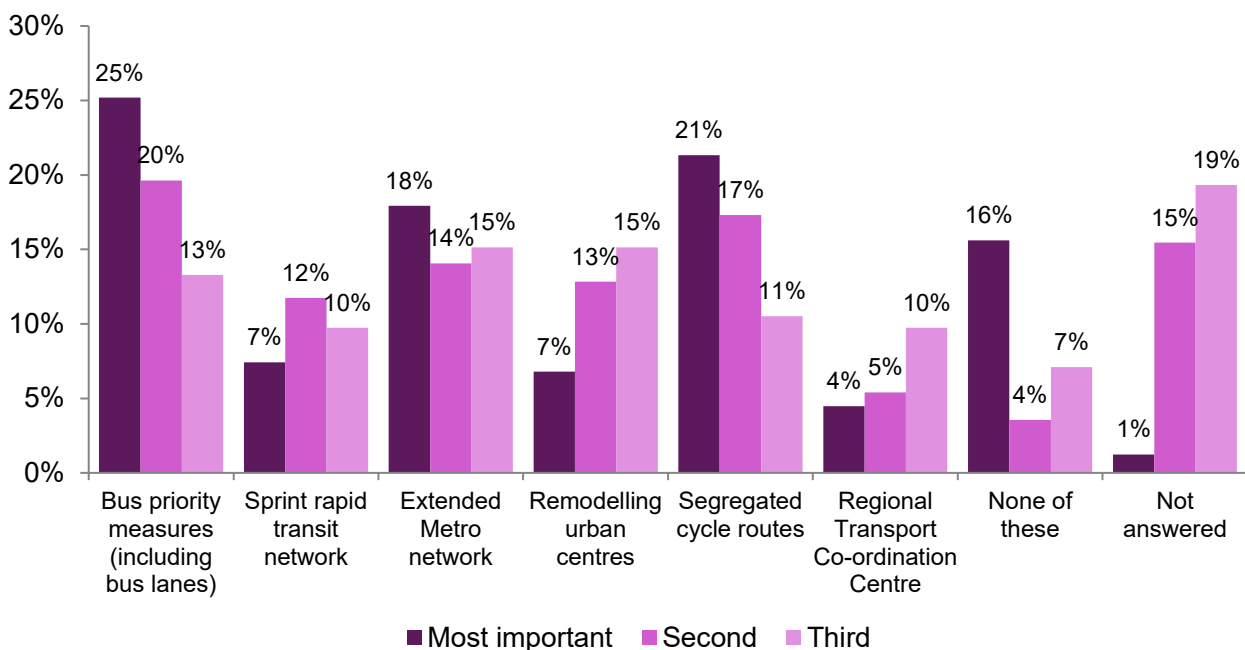
Organisations were a little more likely to be supportive than individuals, with 82% (23 organisations) choosing 'yes, partially' or 'yes, fully' and only 4% (1 organisation) choosing 'no'. Comparatively, 64% (398 people) of individuals chose 'yes, partially' or 'yes, fully' and 31% (193 people) chose 'no'.

Respondents were then asked to rank their top three (most important) delivery components from a simplified list:

- Bus priority measures (including bus lanes)
- Sprint rapid transit network
- Extended Metro network
- Remodelling urban centres
- Segregated cycle routes
- Regional Transport Co-ordination Centre (RTCC)
- None of these

Prior to analysis, any duplicated answers from one respondent were removed. For example, if someone chose 'extended Metro network' as the most important and second most important, this was only counted as a choice for most important, and the second most important was amended to 'not answered'.

What would you consider the three most important delivery components for reallocating road space?

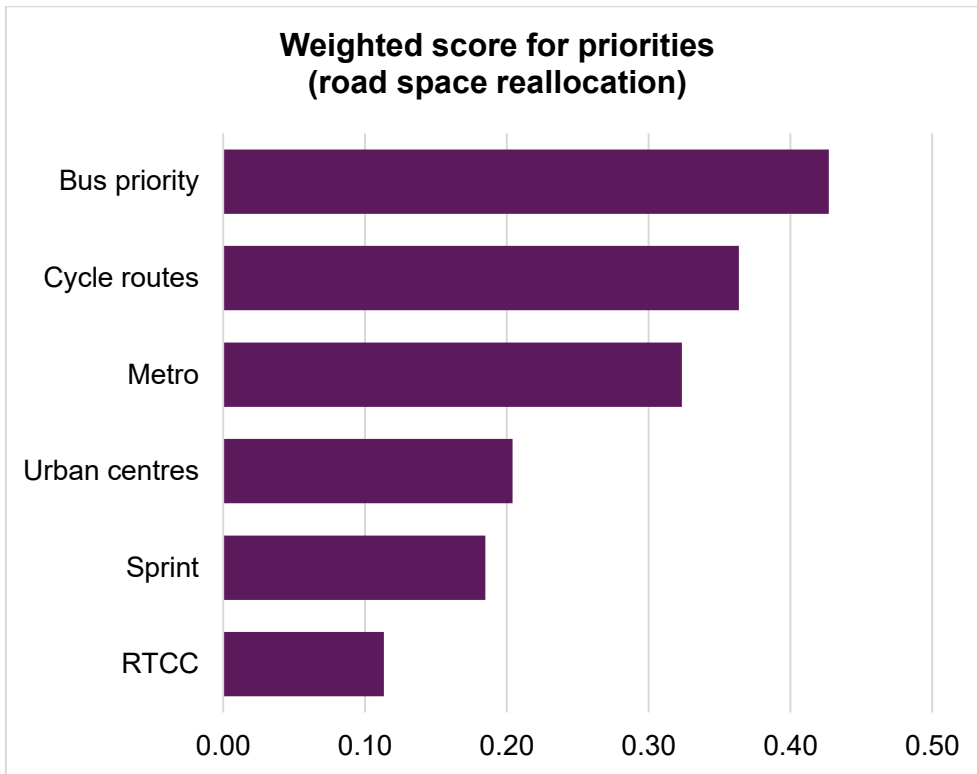


The most popular first and second choice for ranked delivery components were bus priority measures, with 25% (163 respondents) ranking it most important, and 20% (127 respondents) ranking it second most important.

To produce an overall ranking of the delivery components, the following formula was used:

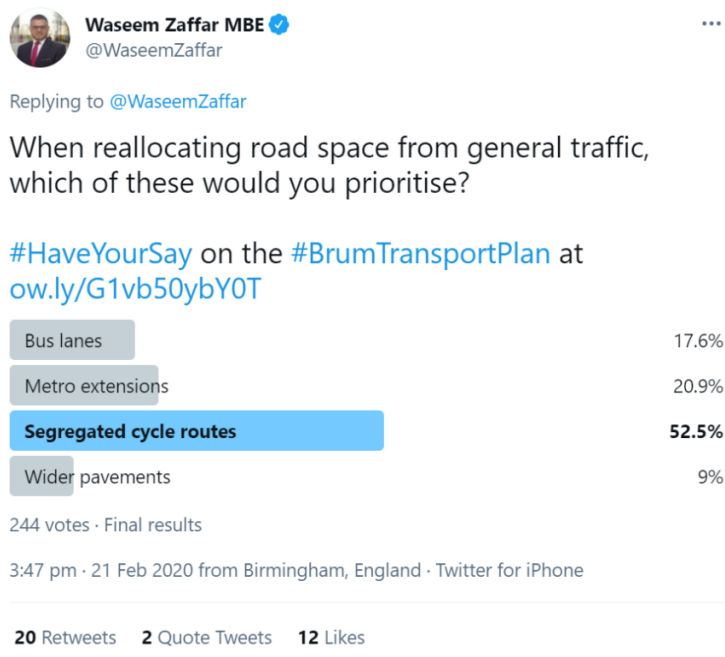
$$Weighted\ score = \frac{\left(\frac{Times\ chosen\ as\ most\ important}{most\ important} \times 3 \right) + \left(\frac{Times\ chosen\ as\ second\ most\ important}{most\ important} \times 2 \right) + \left(\frac{Times\ chosen\ as\ third\ most\ important}{most\ important} \times 1 \right)}{Total\ number\ of\ respondents \times 3}$$

This would yield a maximum possible score for a component of 1, if every respondent chose it as their most important.



These weighted scores show that bus priority measures, segregated cycle routes and an extended Metro network are the most popular delivery components, with Sprint rapid transit network and the Regional Transport Control Centre the least popular.

In addition to the formal consultation questions, the Cabinet Member for Environment and Transport ran simple Twitter polls on each of the big moves, to engage followers. In response to ‘When reallocating road space from general traffic, which of these would you prioritise?’, 244 people voted, with 52.5% choosing segregated cycle routes, 20.9% choosing Metro extensions, 17.6% choosing bus lanes, and 9% choosing wider pavements.



9.1.2. Free text responses – individuals

Of the 619 individual responses, 429 people responded to the question “Is there anything else which should be included in the delivery plan for reallocating road space?”. From this, the key themes of; cycling facilities, improving public transport and improving buses emerged. Whilst these three factors were most common, attention is also brought to freight, goods, services and the marginalised groups of society, in particular the elderly and the disabled.

Cycling facilities

“Birmingham needs a complete cycling network throughout the city, not just bits and pieces of cycling paths which are disconnect and divided by sections of dangerous roads.”

12.8% (79 people) of individuals stated that an improvement in cycling facilities should be included in the delivery plan for reallocating road space to ensure the success of the BTP. Individuals felt that Birmingham requires an integrated network throughout the city to encourage people to cycle more often.

Respondents also highlighted the lack of infrastructure which extends across the city resulting in varied cycling levels across the city. Segregated cycle lanes were seen as advantageous for people choosing to cycle, respondents showed a desire to expand this infrastructure to other parts of the city. Respondents were largely positive in their comments towards the Bristol Road segregated cycle lane, which has made travelling to and from the city centre easier. This is highlighted by one respondent who has described such schemes as a *“triumph, I regularly see kids and older people riding on them where before they would have been too scared”*.

Respondents were also keen to pursue reallocating road space in favour of cyclists through removing on street car parking. This is advocated by a respondent who call for BCC to *“be brave, remove parking, take away road space for cars and give it to cycling and buses”*. In addition, another respondent highlights *“We also need to consider getting rid of some on street parking to make way for cycling and buses”*. This emphasises that there is momentum within the responses to prioritise active travel measures above private vehicles to encourage more individuals to look at alternative options

Respondents outlined that cycle parking needs to be made available to ensure bikes are safe and secure, highlighting that people *“might like to cycle but have nowhere at home to keep a bike”*. Another respondent requested *“secure, covered cycle parking by all train stations and transport hubs”*. Therefore, individual responses reflect a need to provide additional infrastructure to remove barriers to cycling and allow people to cycle as a means of transport to and from work and shopping rather than just for leisure purposes.

Improve public transport

9.2% (57 people) of individuals highlighted that improvements to public transport are required before users would adopt a change from private vehicle to alternative forms of transport. 14% of the 57 respondents was highlighted affordability of public transport as requiring improvement. Many respondents described the charging as not being fairly priced and it was perceived to be more expensive than using their car, particularly when reliability and convenience is also lacking. One respondent suggested mimicking London’s single fixed price scheme with caps on pricing as a route to increasing public transport user numbers. Other respondents stated *“cheaper public transport”* will assist in pushing people towards public transport as the current pricing structure is too expensive for many people to regularly use public transport.

Another key issue that arose throughout the responses was safety on public transport. 10.5% of the 57 respondents highlighted that safety was a barrier for them using public transport regularly, with anti-social behaviour deterring people so they instead continue using private vehicles. This is a particular issue at night, with one respondent quoting *“I never feel safe on the bus these days,*

there is no security the drive would never help if you was being threatened by anyone". In addition, another respondent stated buses are a *"haven for antisocial behaviour"*. It is not apparent if these concerns are from lived experience or are perceptions of what public transport is like – however more needs to be done to ease these fears which in turn will assist in more people turning to public transport as a first means of transportation.

Respondents cited reliability as a key issue as to why they choose not to use public transport. One respondent says *"if you truly want to get people out of their cars, you need to provide, better rail and train services, with more stations in areas currently without them, reliable services with more seating"*. This was a recurring theme throughout the responses, many individuals avoid public transport.

Improve buses

7.1% (44 people) of respondents talked about needed improvements to bus services. People highlighted that an increase in bus routes is required to enable them to use public transport as the current routes near them do not provide them with enough coverage. One respondent stated, *"adding bus routes would be a lot more beneficial than spending money on existing things, I would catch the bus if closer... as I'm sure would a lot of other people"*. This is further echoed by another respondent who states that the bus routes from north of the city aren't good enough – with buses taking a considerable length of time to reach the city centre which deters people from using buses.

Moreover, as highlighted in public transport more generally, respondents highlighted the barrier of infrequent bus services as a predominant reason for not travelling by bus. One respondent highlights the disparities between bus services, emphasising that *"some routes such as the 50 are very frequent. Other services are much less frequent.... I would make these journeys by bus if frequency was improved"*; infrequency and irregularity/unreliability of service results in a lack of trust in bus travel which results in people losing patience and opting for car usage.

Finally, bus priority lanes are talked about positively by most respondents. Of the comments mentioning bus priority measures, 90% talked about such schemes positively, highlighting an appetite to implement such measures on a wider scale. One respondent says *"most important – shifting the dependency on the private car by using bus priority measures in a coordinated and strategic way"*. This is further echoed by another respondent stating that bus lanes need to be *"for normal buses and not just SPRINT buses"*, suggesting some further communication about the Sprint scheme may be needed to ensure people understand the lanes can be used by all buses.

The consensus within the responses points towards putting buses first and private vehicles second which in turn will lead to improved reliability and frequency of the bus service, assuming such bus lanes ensure buses minimise their time in congestion.

Other comments

The table below shows all issues raised by five or more respondents:

Issue	Number mentioning issue	% of individual respondents
Cycling facilities	79	12.8%
Improve public transport	57	9.2%
Improve buses	44	7.1%
Walking routes/facilities	37	6.0%
Negative impact on motorists	33	5.3%
Parking	31	5.0%
Improve heavy rail	26	4.2%
A38/city centre	22	3.6%

Issue	Number mentioning issue	% of individual respondents
Don't reallocate road space	22	3.6%
Improve Metro	20	3.2%
More green/traffic free space	20	3.2%
New modes/technology	19	3.1%
Impact on business	17	2.7%
Personal safety	17	2.7%
Traffic enforcement/road safety	17	2.7%
Congestion charge/financial penalties	16	2.6%
Facilities for disabled/elderly	16	2.6%
Consultation/engagement	11	1.8%
Park & Ride	11	1.8%
General traffic improvements	10	1.6%
Improve facilities for motorcycles	10	1.6%
Low traffic neighbourhoods	9	1.5%
Create road space	8	1.3%
School run	8	1.3%
Freight/goods and services	7	1.1%
Rethink road design	7	1.1%
Coordinate/reduce impact of works	6	1.0%
Displacement of traffic	6	1.0%
Do it, be bold	6	1.0%
More information needed	6	1.0%
Speed limits	6	1.0%
Traffic signals	6	1.0%
Trees	6	1.0%
Car share lanes	5	0.8%

Although raised by fewer respondents, important concerns emerged around the impact of the BTP on the marginalised groups of society, particularly the **elderly and the disabled** and on **logistics, deliveries of goods and services and the freight industry**.

Equality impacts

“not all disabled people have a blue badge... some cannot use public transport”

Many people emphasised that it is impractical for some people to walk a “reasonable distance”, particularly when the term is subjective. Respondents emphasised that due to age and/or disability it may take longer to walk.

There is consensus that the elderly and disabled should be supported where walking and cycling may not be feasible and that more details are needed on how the proposals will affect these people.

Freight and logistics

“more consideration concerning goods vehicles needing to make deliveries”

Comments from respondents made clear that more details are needed on the impact of proposals regarding the movement and delivery of good and services. Whilst small deliveries can be

conducted via active travel measures and E cargo bikes, there is more concern within the responses towards large-scale deliveries which require the use of private vehicles.

9.1.3. Free text responses – organisations

34 of the 44 organisations made comments relevant to the reallocating road space big move. From these, the key themes of public transport improvements, cycle facilities, Regional Transport Co-ordination Centre and alternative modes of transport/ new technology were derived.

Public transport

40.1% (18 organisations) of responses from organisations referenced the importance of improving public transport to ensure residents of Birmingham can move away from private vehicles and instead, use the public transport and cycling which would be prioritised by reallocating road space. This is evidenced by a business who stated that bus priority measures are required throughout the city to ensure public transport is seen as the most attractive and fastest mode of travel. This is further evidenced by both a business and a business umbrella organisation, who also emphasise the importance of SPRINT, Metro and bus priority measures which must be safe, cheap and reliable to provide competition to private vehicles which are dominant throughout the city due to their ease. Therefore, bus priority measures such as bus lanes and bus gates are welcomed by many organisations who are supportive of BCC's aspirations to create a holistic public transport network. However, whilst organisations generally welcome bus priority measures, some have highlighted that the success of these schemes are wholly dependent upon enforcement. This was referenced by a campaign organisation who raised concerns over driver behaviour if bus lanes are not enforced, stating that if enforcement is not possible, then public transport junction priority should be prioritised instead of bus lanes.

A range of organisations have highlighted the importance of increasing capacity and frequency of public transport to ensure a modal shift away from private vehicles. This is highlighted by a campaign organisation, who have suggested that the big move 'reallocating road space' has the wrong title and instead should be replaced with 'increasing public transport capacity & reliability'. Whilst public transport is a fundamental part of reallocating road space, reallocating road space also concerns prioritising cycling and walking, providing safe secure cycle networks which remove road space away from private vehicles. This will assist in creating a healthier environment for all Birmingham residents.

In addition, the same campaign organisation also felt that, *"it does not seem prudent to carry out further transport interventions... until significant public transport capacity enhancements are delivered, or at least the implementation of them is well underway"*. This statement highlights that organisations share a unified stance concerning the importance of improving public transport and changing people's perceptions to ensure a modal shift away from private transport can occur. This issue is even more pressing where people feeling worried using public transport. Therefore, it is crucial that people feel safe whilst using public transport whilst simultaneously offering strong cycling and walking infrastructure to enable individuals multiple active travel options. Organisations also referenced the importance of the City Council being bold in their plans relating to cycling, with a consultant emphasising the importance of utilising Birmingham Cycle Revolution to create bold aspirations for active modes as stated in the Walking and Cycling Strategy.

A university highlighted the requirement for a more frequent bus service and more capacity on the cross-city rail network to ensure public transport does not become overwhelmed, offering a viable choice for students and staff alike. According to this university response, only 8% of their staff travel to work by bus because *"roads clogged up with rush hour traffic and parked cars means that many local buses are caught in queues... a bus comes once every half hour at peak time and that incentivises our staff to travel by car"*. The frequency of bus service is also highlighted by a third sector organisation, who have expressed the inadequate frequency of public transport specifically in the Jewellery Quarter. Therefore, organisations seem unanimous in the importance of improving

public transport capacity, reliability, and frequency to ensure residents can access this method of transport as easily as their private vehicle. However, caution must be taken as highlighted by a campaign organisation, who stated that capacity and reliability need to be coupled with an attitudinal shift towards active travel and public transport to ensure that reallocation of road space is successful.

Cycle Facilities

29.5% (13 organisations) of responses from organisations consider that an improvement to cycling facilities is required as part of the move to reallocate road space. A common theme was the desire for segregated cycle lanes away from road traffic. Several organisations expressed the requirement for dedicated cycle space to encourage people to cycle through the city, with the A38 corridor being advocated for as best practice. Moreover, a university called for investment to “*extend this route (A38 corridor) south to Birmingham communities*”. There is consensus that residents access to dedicated infrastructure to cycle around the city without the fear of private vehicles.

Segregated cycle facilities are not feasible across the whole of the city due to a shortage of space available to create these facilities. Where this is not possible, cycle routes could follow 20mph streets where full segregation is not required, as highlighted by a campaign organisation. However, it is important that motorists follow the 20mph speed limit, with enforcement being required to encourage compliance. In addition, the Canal and River Trust refer to the huge amount of cycle infrastructure available to residents as part of the canal network, with more signage and easier accessibility routes required to utilise the network to its full potential. The mass amount of canal routes has been crucial during COVID-19 pandemic which has seen a high uptake in cycling and walking along the canal network. Therefore, to create a green recovery post COVID, improvements to signage and infrastructure on the canal network are required. Overall, it is apparent that organisations welcome a focus on dedicated cycle facilities to encourage residents to shift towards active travel measures.

A number of organisations commented on the importance of safety as paramount to ensure cycling is considered as a daily mode of transport. Whilst segregated cycling facilities assist with easing residents fear, a campaign organisation highlighted some people still perceive cycling as unsafe, which prevents people from cycling and not benefiting from related health improvements. To accommodate this, education and encouragement could be coupled with dedicated cycling infrastructure to ease fear. The proposed changes to the highway code which, following consultation, will create a hierarchical road structure which prioritises cyclists’ and pedestrians’ safety first will be a welcomed addition and will assist in reducing residents fear.

Where cycling infrastructure is not possible, training providers could be signposted by BCC to increase confidence of cycling on roads. Organisations reiterated comments from individuals regarding the need for adequate, well-maintained and safe cycle storage facilities, particularly at mass transit hubs. The absence of cycle storage restricts people’s ability to cycle as a regular part of their daily commute. Therefore, segregated cycling routes and storage facilities are required to make cycling attractive as a true method of transport in a multi modal system.

Regional transport Control Centre

13.6% (6 organisations) of responses from organisations referenced the RTCC as a crucial component when discussing road space reallocation. All organisations who referred to the RTCC were in favour of its application. A business umbrella organisation highlighted several businesses who support the RTCC and are optimistic on its potential usage in subsequent months. In addition, Canal and River Trust are interested in its potential ability to cover monitoring canal usage to utilise the canals to their full potential. Moreover, a campaign organisation suggested that real time multi modal traffic information should be provided on all key highway links to inform travel choices; whilst

this response did not reference the RTCC directly, it is hoped that the RTCC may be able to provide this information to help individuals make informed mode choices, building trust between customers and providers. This was also referenced by TfWM who stated the importance of bringing together all data to encourage a regional approach, which should be emphasised throughout the plan to realise that issues cross geographical boundaries.

Alternative Modes of Transport/New Technology

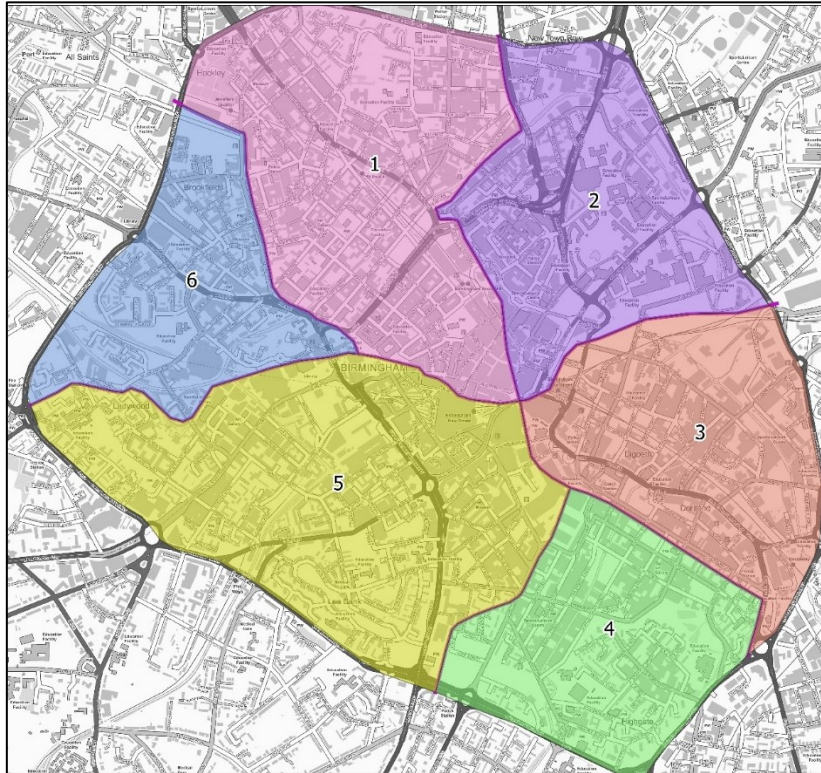
13.6% (6 organisations) of responses from organisations referenced how alternative modes to private vehicles and new technologies can assist in reallocating road space and encouraging residents to use active travel measures. Several organisations highlighted their desire for smart ticketing and multi modal options, with a single payment system for multi modal journeys being preferable. This would assist in cementing an integrated public transport network which travellers can use freely across different modes, tailoring their journeys to the most suitable form of transport. However, it is important that new technology is accessible for all members of society, ensuring that marginalised groups of society, who may not have access to mobile applications used in smart ticketing measures, can still use public transport. COVID-19 has seen a transformational shift to contact free ticketing, however it is crucial that traditional modes of paying are maintained for individuals who do not have access to technology.

The importance of digitalisation was highlighted by TfWM and a campaign organisation, who expressed a consideration for city wide applications for public transport and parking. An integrated application which covers all public transport modes as well as walking and cycling could be implemented to assist in creating a holistic outlook to multi modal journeys. Through operating Mobility as a Service, it is hoped that individuals will have mass information available to them to assist in making informed decisions on travelling.

Finally, a number of organisations expressed interest in focussing attention on new forms of transport which are low carbon and are currently being utilised elsewhere across the globe. Two organisations referenced the use of eScooters and their potential ability to form part of a multi modal transport system. A campaign organisation referred to Ghent, who have actively encouraged the hire of scooters as a tourist solution. Likewise, a business highlighted their desire to see electric scooters being trialled as an active travel mode. The recent government announcement which has fast tracked the eScooters trial through parliament resulted in Birmingham becoming a trial location for the scooters in late Summer 2020.

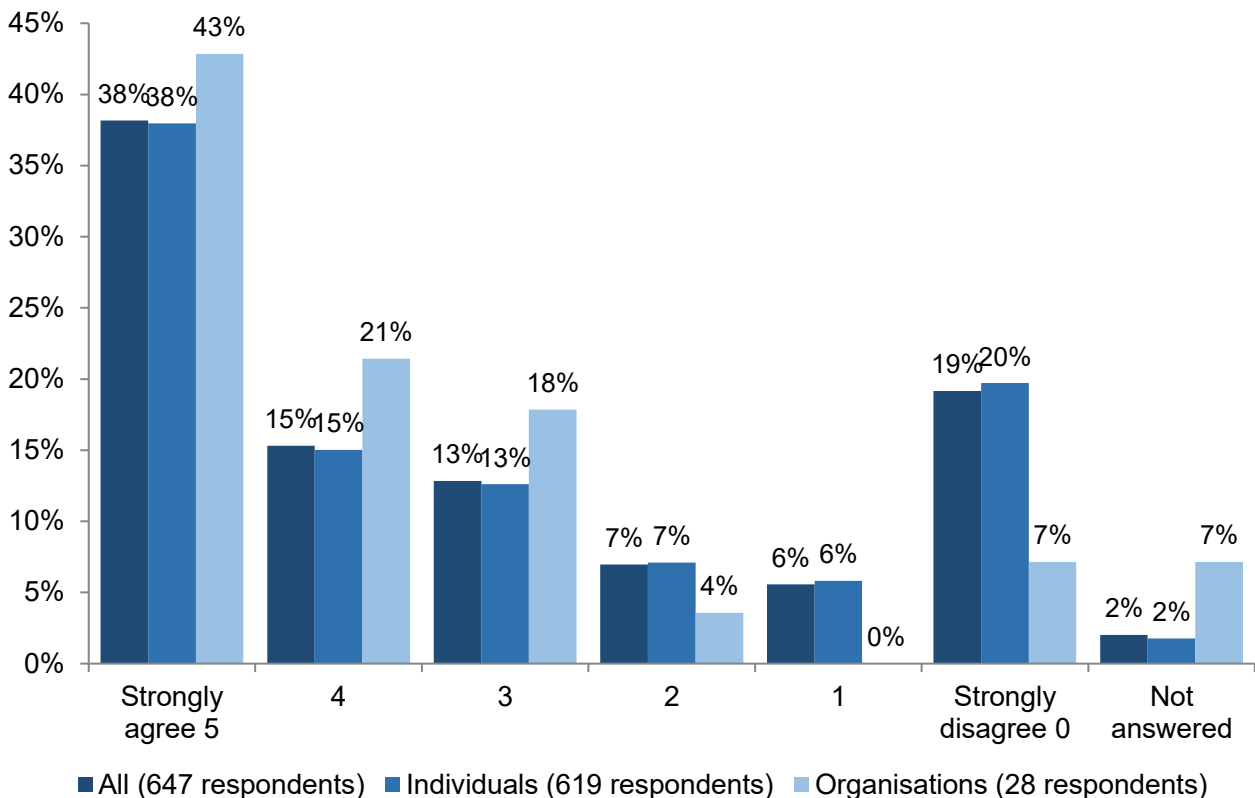
9.2. Transforming the city centre

The city centre of Birmingham will be transformed through the creation of a network of pedestrian streets and public spaces integrated with public transport services and cycling infrastructure. Access to the city centre for private cars will be limited with no through trips. This includes looking at different options for the central section of the A38 including re-routing it to an upgraded ring road.



Indicative map of city centre traffic cells, subject to further development work
Map contains OS data © crown copyright 2020. Licence No 100021326

To what extent do you agree with the big move: transforming the city centre?



Support for transforming the city centre was generally good, with 38% (247 respondents) saying they strongly agree, and 66% (429 respondents) giving a response which was towards the 'agree' end of the scale.

Support was stronger from organisation than individuals, with only 11% (3 organisations) giving a response which was towards the 'disagree' end of the scale; compared with 33% (202 people) of individuals. However, it is notable that 7% (2 organisations) did not answer this question.

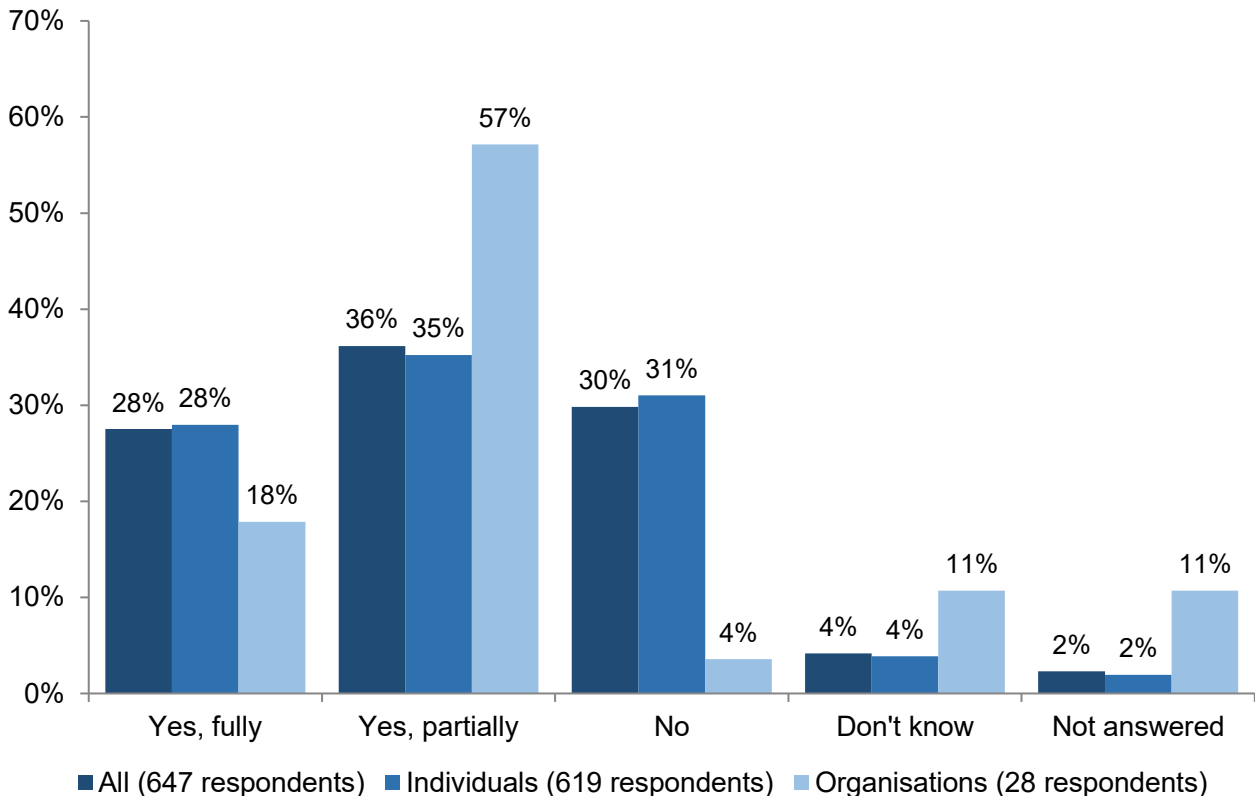
9.2.1. Delivery components

The draft Birmingham Transport Plan set out the following delivery components for transforming the city centre:

- *Different options for the central section of the A38 will be considered. This might include re-routing it to an upgraded ring road, meaning that vehicles on journeys passing through the centre of Birmingham would be kept clear of the city centre. This, in turn, would deliver:*
 - *Improved connectivity because the A38 no longer acts as a restrictive barrier splitting the city centre and hampering growth*
 - *Reductions in emission levels and consequential air quality improvements in the city centre*
 - *A more balanced approach to maintaining traffic flows*
 - *The freeing up of the central section of the A38 transport corridor enabling a range of long term, future uses including green spaces, active travel and public transport infrastructure.*
- *Reintroduction of cross city buses.*
- *Development of new public open spaces at Smithfield, Snow Hill and Eastside.*
- *Re-modelling and expansion of capacity of Snow Hill and Moor Street stations, taking passengers directly to HS2 at Curzon Street by 2031.*

- *Development of improved cycling and walking infrastructure and pedestrianisation supporting cross city centre navigation and connectivity with public transport hubs.*
- *City centre access for service and logistics transport to be maintained but subjected to management measures including restrictions on daytime deliveries and support for consolidation initiatives.*
- *Increasing numbers of residential units in the city centre through the promotion of development opportunities from the release of Council owned car parks.*

Do you think the draft plan includes the right key delivery components for transforming the city centre?



When asked whether the draft plan includes the right delivery components for reallocating road space, 36% (234 respondents) chose 'yes, partially', 30% (193 respondents) chose 'no' and 28% (178 respondents) chose 'yes, fully'.

Organisations were a little more likely to be supportive than individuals, with 75% (21 organisations) choosing 'yes, partially' or 'yes, fully' and only 11% (2 organisations) choosing 'no'. Comparatively, 63% (391 people) of individuals chose 'yes, partially' or 'yes, fully' and 31% (192 people) chose 'no'.

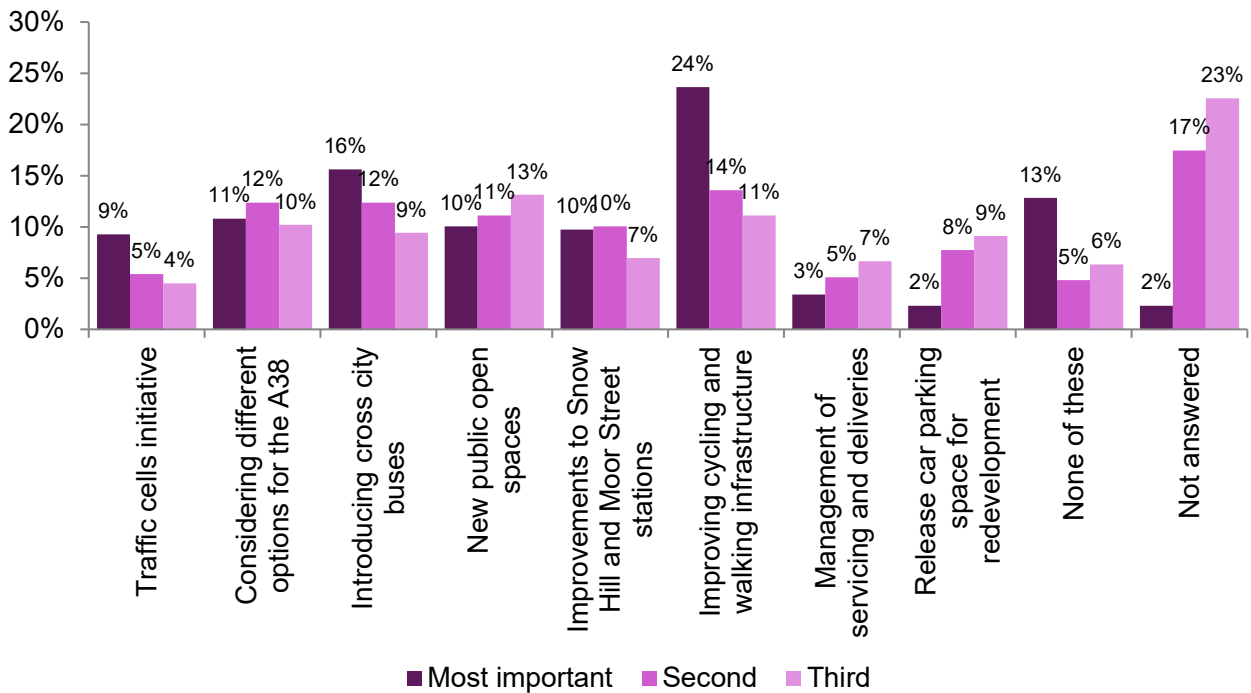
Respondents were then asked to rank their top three (most important) delivery components from a simplified list:

- Traffic cells initiative
- Considering different options for the A38
- Introducing cross city buses
- New public open spaces
- Improvements to Snow Hill and Moor Street stations
- Improving cycling and walking infrastructure
- Management of servicing and deliveries

- Release car parking space for redevelopment
- None of these

Prior to analysis, any duplicated answers from one respondent were removed. For example, if someone chose 'new public open spaces' as the most important and second most important, this was only counted as a choice for most important, and the second most important was amended to 'not answered'.

What would you consider the three most important delivery components for transforming the city centre?

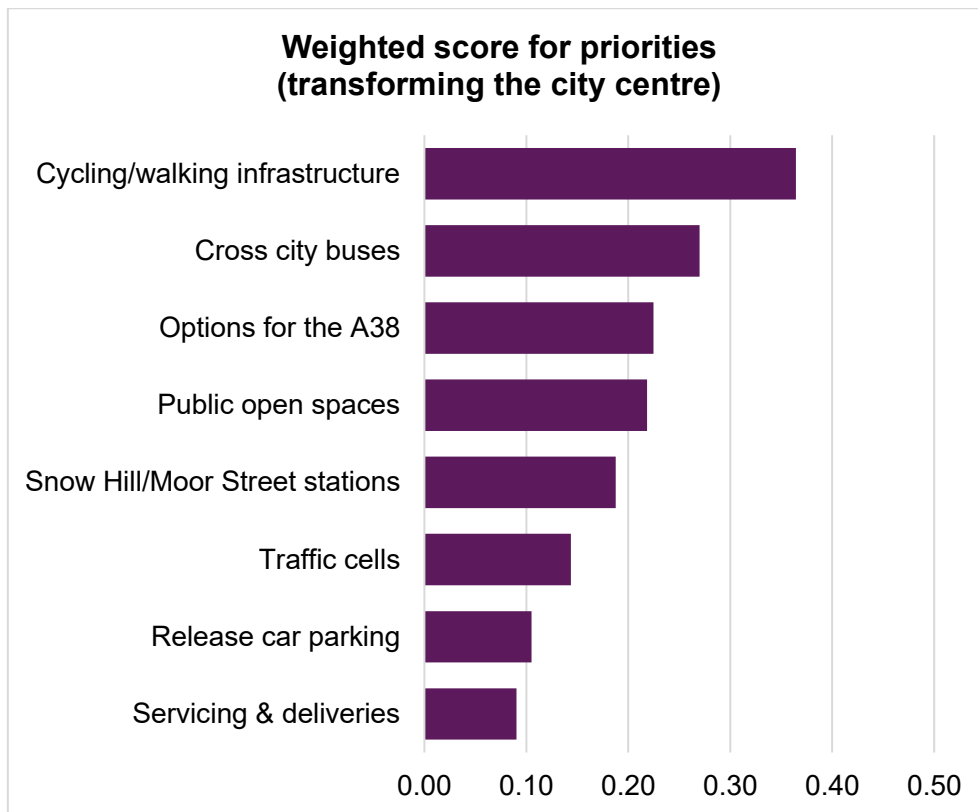


The most popular first and second choice for ranked delivery components was improving cycling and walking infrastructure, with 24% (153 respondents) ranking it most important, and 14% (88 respondents) ranking it second most important.

To produce an overall ranking of the delivery components, the following formula was used:

$$\text{Weighted score} = \frac{\left(\frac{\text{Times chosen as most important}}{\text{Total number of respondents}} \times 3 \right) + \left(\frac{\text{Times chosen as second most important}}{\text{Total number of respondents}} \times 2 \right) + \left(\frac{\text{Times chosen as third most important}}{\text{Total number of respondents}} \times 1 \right)}{3}$$

This would yield a maximum possible score for a component of 1, if every respondent chose it as their most important.



These weighted scores show that cycling and walking infrastructure, cross city buses and considering different options for the A38 are the most popular delivery components, with releasing car parking space for redevelopment and management of servicing and deliveries the least popular.

The lower popularity of management of servicing and deliveries is likely to be due to the lower number of responses from organisations compared to individuals. For organisations, the most popular delivery components were improving cycling and walking (weighted score 0.38), traffic cells initiative (weighted score 0.26) and management of servicing and deliveries/introducing cross city buses (both with weighted score of 0.18).

In addition to the formal consultation questions, the Cabinet Member for Environment and Transport ran simple Twitter polls on each of the big moves, to engage followers. In response to 'The best thing about restricting car trips in the city centre would be?', 151 people voted, with 34.4% choosing more space for people, 29.8% choosing less pollution, 26.5% choosing better public transport, and 9.3% choosing better flow of traffic.



9.2.2. Free text responses – individuals

Of the 619 individual responses, 271 people responded to the question “Is there anything else which should be included in the delivery plan for transforming the city centre?” From these, the key themes of: improving public transport in general, improving buses, accepting cars/car use and displacement of traffic emerged. Whilst these were the most commonly mentioned factors, attention is also brought to the impact on city centre residents, particularly those living close to the middleway ring road, and on marginalised groups of society, in particular elderly people and disabled people.

Improve public transport/buses

6.9% (43 people) of individuals felt that public transport needed to be improved before changes to traffic movements in the city centre should be considered.

Concerns covered a number of specific factors. **Capacity** (pre COVID) was felt to be an issue, with one respondent saying “*trains and trams are already full beyond capacity at key times of the day*”.

Some people were not satisfied with the **experience** (or perceived experience) of using public transport, including cleanliness and personal safety suggesting that public transport is “*unsafe, dirty and un policed*”.

Reliability and journey time are concerns to travellers who want the quickest possible journey and for services to operate at the times they want to travel: a key issue around the night time economy for workers and customers to be able to travel home after a night out.

As well as comments about public transport in general, some comments made the same point specifically referring to bus services. Bus is the most extensive form of public transport in Birmingham, linking all parts of the city, and it is important that people have confidence in the service and view it as a real alternative to the car.

Accept cars/car use

5.5% (34 people) of individuals made comments about car use, with some suggesting that people prefer to travel by car or have no choice but to use a private vehicle and council plans should accommodate this and not try to deter it.

A number of comments suggested that respondents misunderstood the aims of the traffic cells proposal, with some believing that cars would be banned from the city entirely: *"We will not be able to get in and out of Birmingham as you will trap us in by forcing us to use public transport."*, *"The plan is too fixated on banning vehicles and needs to be fully reassessed"*

While press coverage of the launch of the draft plan was successful, some headlines focussed on and sensationalised this proposal. This may have influenced the relatively low score received by this policy from individual responses in contrast to its popularity amongst organisational responses. Nevertheless, it needs to be recognised that there is wariness from the general public about altering car routes through the city centre, particularly the A38 tunnels.

Displacement of traffic

5.2% (32 people) of raised concerns about traffic displaced onto the Middleway ring road, increasing congestion and pollution on the outskirts of the city centre. *"Ensure that traffic congestion isn't simply transferred onto areas surrounding ring roads."*

Careful planning and monitoring of the Middleway can alleviate this concern, with the big moves working together to reduce overall car trips and traffic levels, and investigating any modifications to improve flow on the Middleway without increasing capacity.

Other comments

The table below shows all issues raised by five or more respondents:

Issue	Number mentioning issue	% of individual respondents
Improve public transport	43	6.9%
Improve buses	34	5.5%
Accept cars/car use	34	5.5%
Displacement of traffic	32	5.2%
Location specific suggestion	31	5.0%
Cycling facilities	27	4.4%
Personal safety	27	4.4%
Trees/Parks/Playgrounds	25	4.0%
Opposition to big move	23	3.7%
Improve heavy rail/stations	21	3.4%
Pollution	20	3.2%
Facilities for disabled/elderly	18	2.9%
Don't close tunnels	15	2.4%
Walking facilities	14	2.3%
Electric vehicles/charging/escooters	13	2.1%
Ring road	13	2.1%
Improve metro	11	1.8%
A38 for through traffic only	10	1.6%
Don't reduce parking space	10	1.6%
Impact on city centre residents	9	1.5%
Crate traffic/car free centre	8	1.3%
General support for big move	8	1.3%
Park and ride	7	1.1%
Negative impact on motorists	7	1.1%
New/other modes/technology	6	1.0%

Issue	Number mentioning issue	% of individual respondents
Other uses of released space	6	1.0%
Reduce parking space	5	0.8%
Speed limits	5	0.8%

9.2.3. Free text responses – organisations

31 of the 44 organisations made comments relevant to the transforming the city centre big move. From these, the key themes of city centre cells, public transport, walking and cycling and rail stations were derived.

City centre cells

29.5% (13 organisations) of responses from organisations referenced the city centre cells concept. A university and a campaign organisation were especially supportive of the scheme to remove flow traffic via the cell's initiative. Furthermore, a different campaign organisation who were in favour of the scheme, referred to a potential backlash from residents, stating *"campaigns and other measures are likely to be required to persuade these motorists to move towards public transport and active travel"*.

Several organisations wanted more clarity on the workings of the cell network, such as its time of enforcement, application to emergency services, how access will be restricted, which taxis and PHVs can travel between cells and on the alternatives for trips through the city. Therefore, although the Transport Plan is intended to be a high-level strategy document, more detailed information is required on how the cells will work in practice, with tailored stakeholder meetings being a possible option for organisations to receive information based on their queries.

Moreover, numerous organisations referred to logistical and service vehicle issues. Universities in the city centre referred to their private buses and special events, such as open days which see large amounts of potential students visiting the city and expressed concerns that the cells initiative will be detrimental in this regard. They are *"keen to fully understand how such restrictions will be implemented as [we] needs to ensure that it continues to be able to operate and service [our] buildings appropriately"*.

In addition, a campaign organisation and a business suggested making special allowances for key workers, to ensure emergency services and logistics can still travel through the city with minimal inconvenience. Both organisations reference gritters, incident response teams, ambulances and police vehicles such that *"consideration should be given to the allowance of special service vehicles to operate efficiently either by access through cell to cell control gates or by allowing free access at times of low traffic flow"*.

Public Transport

25.0% (11 organisations) of responses from organisations referenced public transport as part of the transforming the city centre Big Move. From this, a common theme was the requirement of a coordinated delivery plan. The Birmingham Conservative Group highlighted that an investment in public transport, underground parking and free park & ride is required to complement the cells concept to ensure minimal disruption. This response highlights the need for a holistic view of the city centre when implementing schemes, ensuring works are coordinated and communicated clearly to citizens. This was further highlighted by a university who stated, *"it will also be important to ensure that improvements to the walking, cycling and public transport network are implemented first before any restrictions are put in place to ensure viable and convenient alternatives exist"*.

Likewise, A campaign organisation took a similar stance, calling for “*coordination and integration between modes and good value fares*”. This is also highlighted by a consultancy who expressed concerns over the affordability of HS2 to the mass population. Therefore, whilst organisations are in favour of the plans, it is crucial that matters are completed in order to minimise disruption and to ensure prices for public transport remain viable for all.

Moreover, organisations expressed the importance of an integrated transport network to ensure citizens can commute across the city. This was highlighted by a university, who stated “*better public transport is needed for the 10,000 regular commuters to access the knowledge quarter*”. Similar messages were received from a consultancy, who stated train services need to be reliable to build up trust between travellers and train operators. From these general improvements, it is hoped by that prioritising public transport over car travel will reduce the negative impact that congestion and disruption have on productivity. Therefore, a coordinated delivery of public transport, walking and cycling and reallocation of space and attention to these factors are required to fully transform the city centre.

Finally, a business emphasised the importance of using traffic models based on up to date Birmingham data, for example taking into consideration post pandemic economic forecasts. They also expressed concern that the draft BTP drew inspiration from places which already have significantly stronger use of active travel and public transport than Birmingham.

Walking and cycling

25.0% (11 organisations) of responses from organisations referenced walking and cycling when commenting on transforming the city centre. Organisations expressed how improvements to the public realm would assist in more people exploring the city via foot rather than using their private car. This is expressed by a campaign organisation who referenced large development projects, such as Smithfield, highlighting how these projects should be used as an opportunity to create a more liveable, walkable, cycle friendly greener city centre. Moreover, the organisation also referred to more benches and dropped kerbs to make walking and exploring the city via active travel measures accessible for all. Public realm improvements are also mentioned by a business who highlighted new public open spaces as one of the most important delivery components in transforming the city centre. Safety is also a key concern for many residents when walking in the centre, with a residents/housing organisation expressing that anti-social behaviour is an issue, particularly at night and in supported living environments. Therefore, the city centre’s public realm needs to focus on walkability for all people, focusing on making the area safer to encourage users to walk rather than drive through the centre. From doing so, more pedestrians will receive the benefits gained from walking such as an improvement in an individual’s physical and mental health.

Cycling facilities need to be joined up throughout the city centre to ensure residents are provided with the necessary provision to cycle as stated by an environmental campaign organisation. Moreover, a campaign organisation highlighted that cycle-friendly facilities need to be provided by large employers and throughout the city centre, such as storage and changing facilities with station hubs providing an opportunity to provide similar facilities. From this, residents would be able to cycle to work as well as using their bicycle for first and last mile trips, resulting in the bicycle becoming a viable method of travel as part of a multi modal transport system.

Whilst safety is a key concern for residents walking in the city centre, it is also a key issue for cyclists when riding on the road. two campaign organisations highlight that safety is paramount and without due consideration to cyclists, the anticipated rise in cyclists could be accompanied with increase in casualties. Education and enforcement by police using permanent signage throughout the city centre is proposed, highlighting that signage could emphasise the importance of

maintaining a 1.5m overtaking distance of cyclists. This could be coupled with the proposed changes to the highway code which publishes clear guidance on overtaking distances for vehicles. This is coupled with suggestions to improve the safety of cyclists through attitude and behaviour change of some drivers and cyclists. Overall, organisations have expressed the need to consider how cyclists can be protected when the option of segregated cycling lanes is not available. It is hoped that the recent government announcements which pledge for any new infrastructure developments to accommodate cyclists as well as the proposed changes to the highway code will provide a safe environment for cyclists to thrive.

Rail Stations

18.1% (8 organisations) of responses from organisations referenced improvements to rail stations as a crucial component to transforming the city centre. Business umbrella organisations and organisations from the transport sector were particularly supportive of improvements to Moor Street and Snowhill Station to expand capacity similar to the recent developments seen to New Street Station. By improving all stations across the city centre, it is anticipated that capacity levels will increase which will subsequently allow more trips via rail.

Moreover, a campaign group highlighted the importance of reopening rail lines, such as Sutton Park line to increase capacity for the city centre. The organisation referred to such reopening's which they believe could supplant one SPRINT route. Whilst it may not be feasible that the reopening of the rail line will supplant a SPRINT route, the organisation highlights they welcome an increased capacity via rail which would cement rail into becoming a viable method of transportation, assisting in creating a holistic transport network.

Finally, organisations such as the Canal and River Trust (CRT) expressed their desire for *“much more detailed information as to how we would be impacted by this rail improvement work”*. CRT were particularly concerned upon the Grand Union Canal at Camp Hill. Therefore, it is important to ensure key stakeholders are kept up to date with any improvement works with two-way communication between BCC and stakeholders.

Impact on Businesses

15.9% (7 organisations) of responses from organisations referenced the potential detrimental impact on businesses that the proposals outlined in the big move 'Transforming the City Centre' will have. Two universities highlighted the potential loss of prospective students that may occur due to the cells concept, with universities relying heavily on open days to attract new students. To counter this, both universities referenced the importance of special circumstances such as open days which may require a loosening of the cells concept. Moreover, the Birmingham Conservative Group felt the cells and CAZ would *“have devastating impacts for the city centre businesses and will push shoppers to Merry Hill and Touchwood”*. Similar concerns are expressed by a logistics company who expressed the importance of their vehicles to be considered as logistical to ensure accessibility around the city centre. Without this, there is concerns that deliveries will be impossible due to the size and volume of deliveries not being suitable for alternative modes of transport such as e-cargo bikes. Therefore, more engagement concerning the cells concept may be required with key stakeholders to explain the potential benefits the cells and CAZ will have on businesses in the centre as well as focusing on the unique nature of certain businesses such as Universities and Royal Mail to ease these worries.

Moreover, business outlined the need to separate residential parking from car parks in retail estate: the *“essential role of the car parks in the [retail] estate is unquestionable and should not be assessed in the same way as residential parking”*. If this is not considered, the organisation is

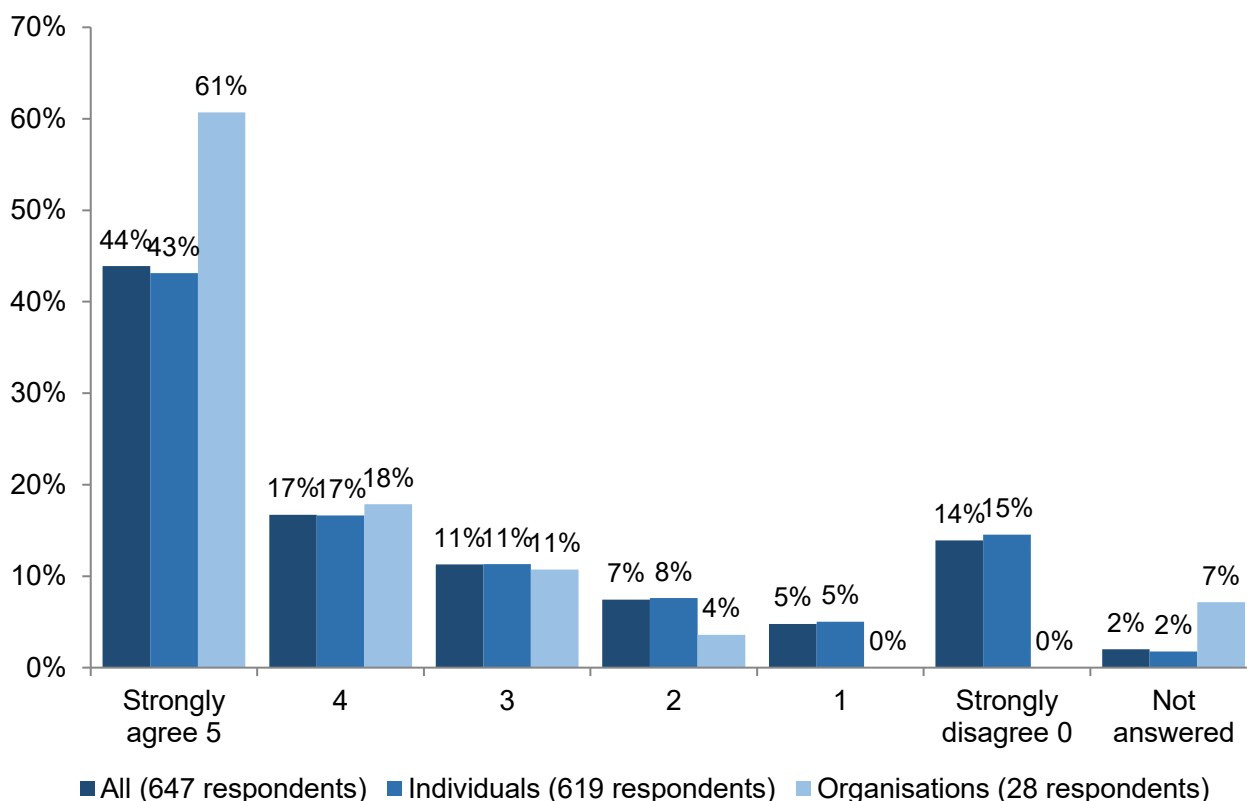
concerned that the city centre will be less attractive than other out of town shopping centres, leading to a decline in customers for local city centre businesses.

Many responses were submitted before COVID-19 lockdown, and therefore have not made reference to the potential impacts that the global pandemic will have on transport and transforming the city centre. However, a response from a business umbrella organisation was sent towards the end of the consultation and emphasised the importance of supporting businesses who may now be able to offer working from home as a viable alternative to office-based work. This minimises the need for travel into the city centre which would assist in reducing congestion and increasing capacity levels.

9.3. Prioritising active travel in local neighbourhoods

Active travel – walking and cycling – will become how most people get around their locality most of the time. Cars will no longer dominate street life around homes and schools. A limit of 20mph will be standard on all local roads. Residential neighbourhoods and local centres will be places where people are put first.

To what extent do you agree with the big move: prioritising active travel in local neighbourhoods?



Support for reallocating road space was good, with 44% (284 respondents) saying they strongly agree, and 72% (465 respondents) giving a response which was towards the ‘agree’ end of the scale.

Support was stronger from organisations than individuals, with only 4% (1 organisation) giving a response which was towards the ‘disagree’ end of the scale; compared with 27% (168 people) of individuals. However, it is notable that 7% (2 organisations) did not answer this question.

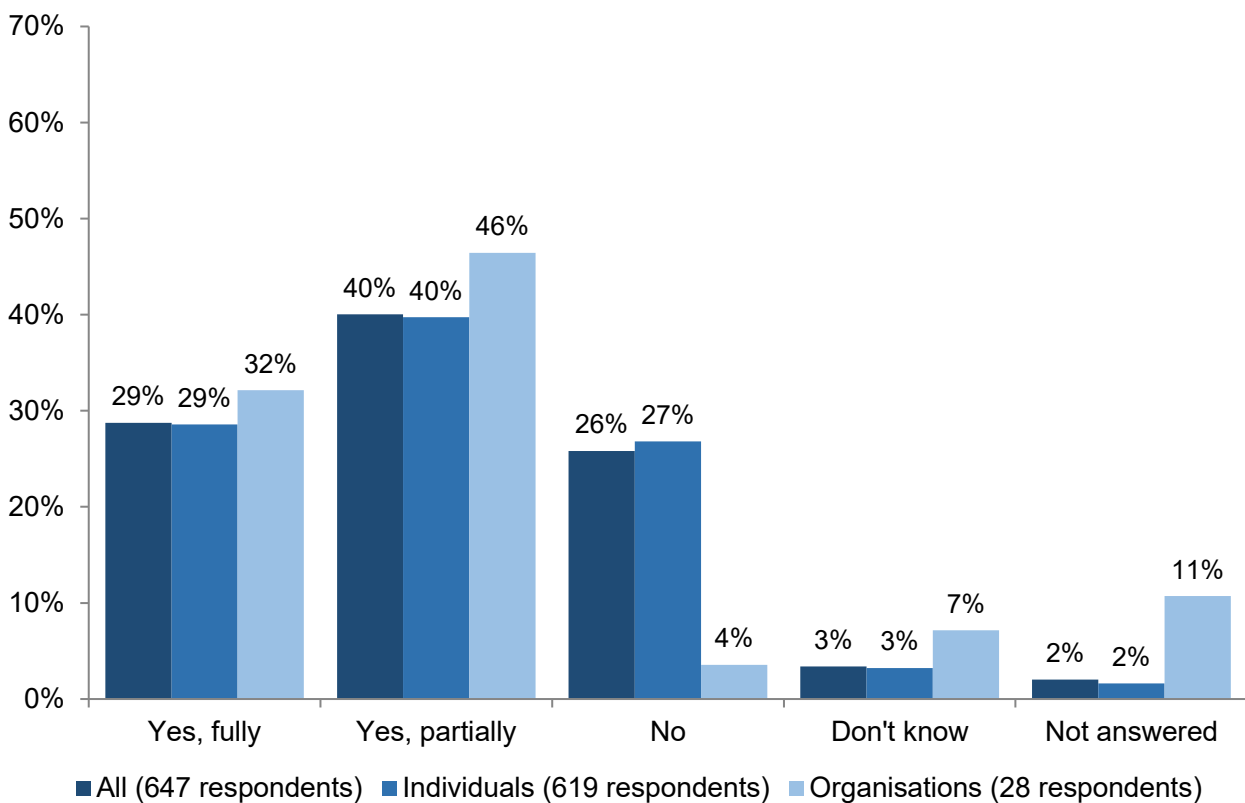
9.3.1. Delivery components

The draft Birmingham Transport Plan set out the following delivery components for prioritising active travel in local neighbourhoods:

- *Introduce 20mph as the default speed limit for all residential streets and local centres in Birmingham.*
- *Implement “Schools Streets” measures across the city to restrict car speed and access, manage parking around school locations and to encourage active travel for pupils.*
- *Every school in Birmingham will be registered and active with Modeshift STARS, the nationally accredited travel planning tool.*

- *Integrate active travel and road space allocation guidelines into the process of master planning for all future residential developments and infrastructure schemes in Birmingham.*
- *Management of logistics and service journeys to local centres to concentrate on “out of hours” periods.*
- *Pedestrian crossings improvements programme.*
- *Actively support and complement the city council’s strategic principles for residential development around transport hubs.*
- *Develop Green Travel Districts in key growth areas and local centres including:*
 - *Perry Barr*
 - *Sutton Coldfield*
 - *East Birmingham*

Do you think the draft plan includes the right key delivery components for prioritising active travel in local neighbourhoods?



When asked whether the draft plan includes the right delivery components for reallocating road space, 40% (259 respondents) chose ‘yes, partially’, 29% (186 respondents) chose ‘yes, fully’ and 26% (167 respondents) chose ‘no’.

Organisations were a little more likely to be supportive than individuals, with 79% (22 organisations) choosing ‘yes, partially’ or ‘yes, fully’ and only 4% (1 organisation) choosing ‘no’. Comparatively, 68% (423 people) of individuals chose ‘yes, partially’ or ‘yes, fully’ and 27% (166 people) chose ‘no’.

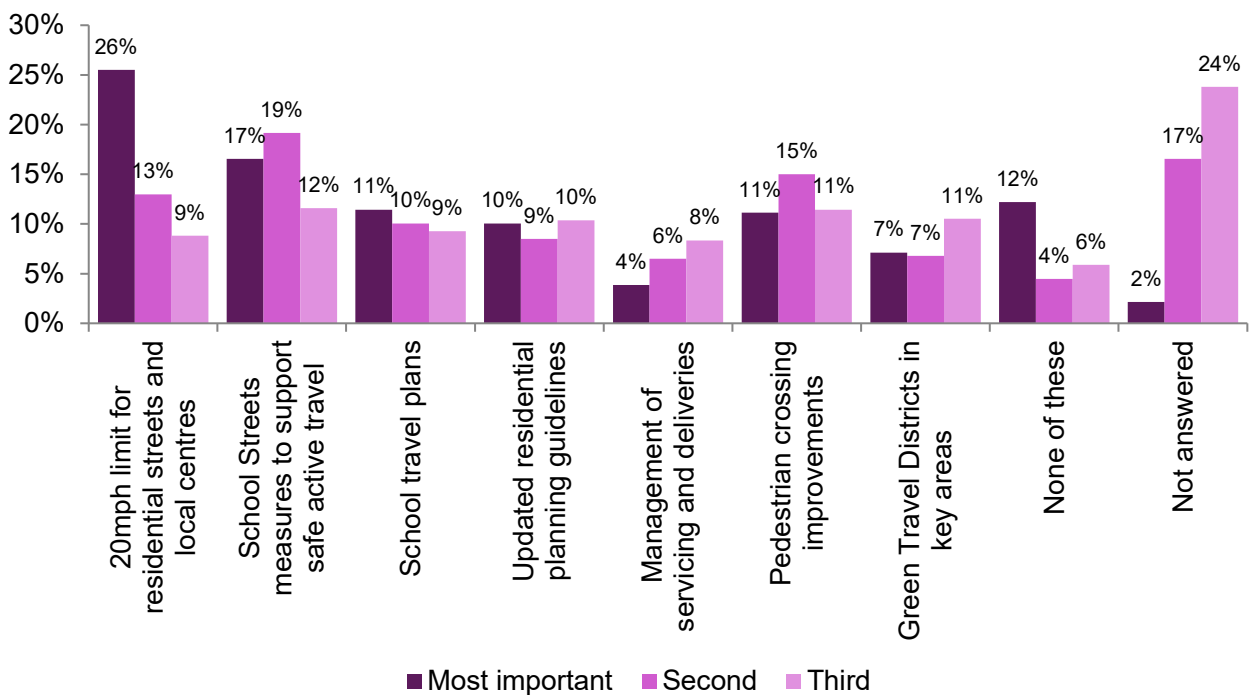
Respondents were then asked to rank their top three (most important) delivery components from a simplified list:

- 20mph limit for residential streets and local centres
- School Streets measures to support safe active travel
- School travel plans

- Updated residential planning guidelines
- Management of servicing and deliveries
- Pedestrian crossing improvements
- Green Travel Districts in key areas
- None of these

Prior to analysis, any duplicated answers from one respondent were removed. For example, if someone chose 'school travel plans' as the most important and second most important, this was only counted as a choice for most important, and the second most important was amended to 'not answered'.

What would you consider the three most important delivery components for prioritising active travel in local neighbourhoods?

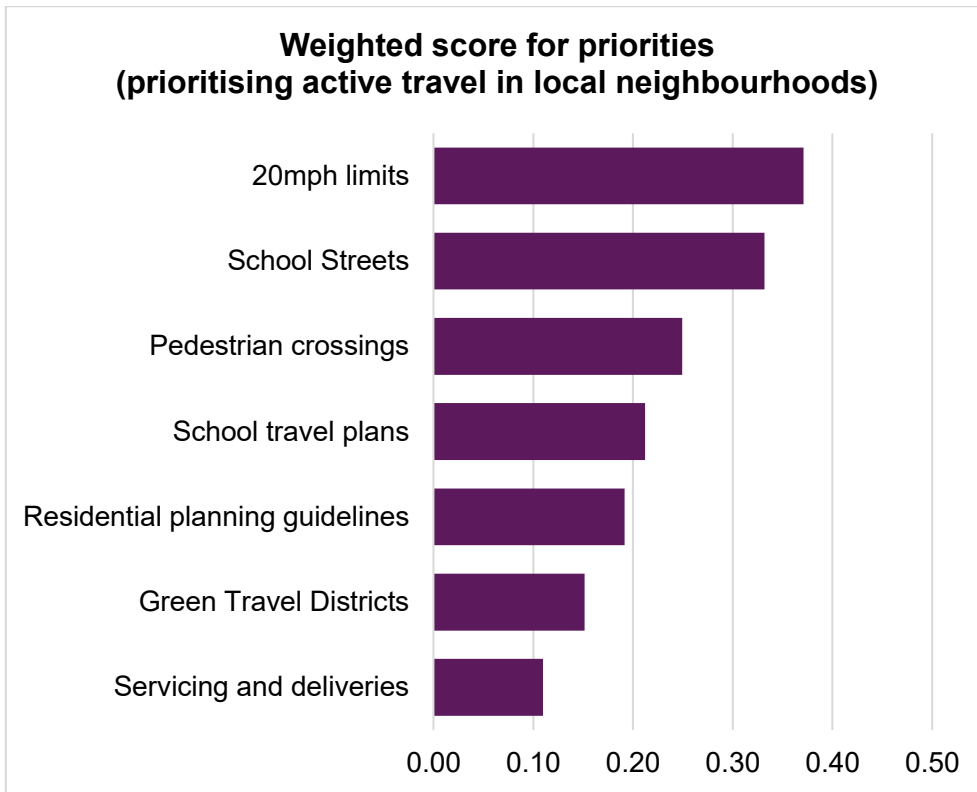


The most popular first choice for ranked delivery components was 20mph limit for residential streets and local centres, with 26% (165 respondents) ranking it most important. The most popular second choice was School Streets measures to support safe active travel, with 19% (124 respondents) ranking it second most important.

To produce an overall ranking of the delivery components, the following formula was used:

$$\text{Weighted score} = \frac{\left(\frac{\text{Times chosen as most important}}{\text{Total number of respondents}} \times 3 \right) + \left(\frac{\text{Times chosen as second most important}}{\text{Total number of respondents}} \times 2 \right) + \left(\frac{\text{Times chosen as third most important}}{\text{Total number of respondents}} \times 1 \right)}{\times 3}$$

This would yield a maximum possible score for a component of 1, if every respondent chose it as their most important.



These weighted scores show that 20mph speed limits, and School Streets measures to support safe active travel are the most popular delivery components, with Green Travel Districts and management of servicing and deliveries the least popular.

In addition to the formal consultation questions, the Cabinet Member for Environment and Transport ran simple Twitter polls on each of the big moves, to engage followers. In response to ‘Which of these would you like to see where you live?’, 125 people voted, with 44.8% choosing thriving local centres, 33.6% choosing car free school streets, 14.4% choosing 20mph speed limits, and 7.2% choosing more pedestrian crossings.

Waseem Zaffar MBE ✓
@WaseemZaffar

⋮

Replying to @WaseemZaffar

Which of these would you most like to see where you live?

#HaveYourSay on the #BrumTransportPlan at ow.ly/G1vb50ybY0T

20mph speed limits	14.4%
Car free school streets	33.6%
More pedestrian crossings	7.2%
Thriving local centres	44.8%

125 votes · Final results

10:57 am · 10 Mar 2020 from Birmingham, England · Twitter for iPhone

8 Retweets 3 Likes

9.3.2. Free text responses – individuals

Of the 619 individual responses, 318 people responded to the question “Is there anything else which should be included in the delivery plan for prioritising active travel in local neighbourhoods?”. From this, the key themes of; walking facilities, walking facilities and speed limit /enforcement emerged. Whilst these three factors were most common, attention is also brought to schools, disability accessibility and green space allocation.

Speed limits/enforcement

14.5% (90 people) of respondents stated that to ensure active travel in local neighbourhoods is successful, it requires **speed limits and enforcement** to ensure people abide by the rules.

Those in favour of rolling out the 20mph speed limit across the city often felt that the slower limit will only be achieved with enforcement: *“20mph speed limits are a great idea, but 90% of cars ignore this and are never penalised for doing so.”*.

However, some respondents have suggested that the speed limit proves *“no purpose”* and *“is too slow for many residential roads”*. Furthermore, one resident echoed that 25mph or 30mph speed limit would be more beneficial than the proposed 20mph across the city.

A common theme from respondents who were not in favour of the widespread 20mph speed limit was the suggestion that speed limits should be reduced, but only near schools and hospitals: *“a blanket 20mph plan won’t work. Have 20mph zones outside schools, hospitals and only on narrow residential streets.”* This often coincides with respondents highlighting walking facilities should be improved near schools to encourage active travel for school children.

Enforcement was also cited as being required to prevent pavement parking. A number of respondents identified pavement parking as a road safety issue and an issue which deters people from walking. Uneven and narrow pavements were also cited as a concern. Such issues restrict the ability of residents to travel actively around their neighbourhoods: *“ban pavement parking... pushchairs and wheelchairs cannot get past”*.

Walking facilities

9.0% (56 people) of respondents felt that an improvement to walking facilities is required to enable active travel to be successful in local neighbourhoods. Pavement widening and uneven pavements were outlined to be a key issue which is currently restricting residents: *“pavements are key – make them the most desirable place to be. My local high street is very busy and in some places the pavement is not wide enough”; “it can be difficult with the pushchair – a lot of the pavements are uneven, very bumpy or just not wide enough”*. It is clear that for some people, particularly those with young children, lack of suitable walking environments deter active travel. The need for wider pavements is emphasised particularly in high streets, with Kings Heath being named by one respondent as particularly narrow.

Pedestrian crossings were also highlighted to be a potential issue for equality of access, particularly elderly people and disabled people. Respondents highlighted that the current crossings times are too short to be able to safely cross the road. Another resident stated that pedestrian crossings need to be more user friendly, highlighting *“new types of crossing can discriminate against blind people”*. Care must therefore be taken to ensure that walking facilities are inclusive and enable all residents to access their local neighbourhood.

Safety concerns were highlighted a number of times as a deterrent to walking and cycling in local neighbourhoods. One individual stated *“walking should be actively encouraged, and this means making the street scene less hostile”*. This is echoed by another resident stating they would like to see *“cycling and pedestrian routes apart and safe”*. Therefore, residents highlight that more attention should be attributed to drawing a distinct boundary between the private vehicle and

pedestrians to provide confidence to residents they can walk freely without worry, particularly on busy streets.

Finally, walking facilities were outlined to be requiring improvements, particularly near schools. One resident highlights the need to “stop car use for schools and that will improve life in general”. Whilst some children live a considerable distance to school, active travel to school should be encouraged that, with incentives being provided to assist this to all students. Moreover, one respondent highlights the possibility of a “*safe supervised walking bus*”. This may assist in easing parents and carers worries over safety to and from school by providing a supervised route to and from school. This in turn may lead to more children willing to walk which may encourage active travel away from school as children are more willing to explore their local neighbourhood.

Cycling facilities

8.9% (55 people) of respondents outlined that an improvement in cycle facilities is required to improve active travel. This coincides with 9.1% (56 people) stating that walking facilities need improvement – highlighting that cycling and walking both require the same level of attention to ensure active travel is a success. From this, around a third of respondents who stated cycling facilities need to be improved referenced the requirement for designated cycle lanes. Respondents highlighted a need for segregation away from busy roads to truly encourage residents to partake in cycling, with one resident quoting “*more cycle lanes, but not the sort that disappear every time a pinch point is reached so that more people are confident to cycle*”. This highlights that for residents to truly uptake cycling, segregated cycle lanes as seen on Bristol Road are required to allow residents to feel safe whilst cycling. This is evidenced by one respondent who stated, “*people will not cycle on the roads with children*”. Therefore, this showcases the mood within the respondents who do not currently feel safe cycling on the roads due to the speed of the private vehicle outweighing the cyclist, particularly for children.

Moreover, 13% of respondents who outlined an improvement in cycle facilities is required stated that secure cycle parking provision is currently missing. One respondent expressed their concerns by stating “*most people do not have any safe place to store one bike... vital to any increase of move from cars is a concentrated effort on enabling secure and convenient parking of bikes and prams at home*”. Respondents not only highlighted the need to provide cycling provision at home, but respondents highlighted the need for secure cycle parking on residential streets and at local public transport hubs. This has been perceived by respondents to be a key barrier which if treated, would assist them in cycling a greater distance, assuming cycle lanes are also in place. The ability to provide secure cycle parking also coincides with the general theme of safety. By providing sufficient cycling lanes and secure cycle parking, respondents seem unanimous that they will feel encouraged to cycle, thus assisting in active travel levels rising.

Other comments

The table below shows all issues raised by five or more respondents:

Issue	Number mentioning issue	% of individual respondents
Speed limits/enforcement	90	14.6%
Walking facilities	56	9.0%
Cycling facilities	55	8.9%
Public transport improvements	48	7.8%
Schools	47	7.6%
Parking	39	6.3%
Facilities for disabled/elderly	34	5.5%
Opposition to big move	30	4.8%

Issue	Number mentioning issue	% of individual respondents
Road layout/traffic calming	25	4.0%
Safety	19	3.1%
Pollution	18	2.9%
Low traffic neighbourhoods	16	2.6%
Active travel	15	2.4%
Car free days/roads	14	2.3%
On street facilities	12	1.9%
Driving facilities	12	1.9%
Financial incentives	11	1.8%
Congestion	11	1.8%
Travel to work	10	1.6%
Education/behaviour	9	1.5%
New modes/technology	8	1.3%
Impact on businesses	8	1.3%
Need more information	8	1.3%
Driver behaviour	6	1.0%
Penalise drivers	6	1.0%
More green space	5	0.8%

Improvements in local neighbourhoods also tended to steer towards an improvement in the proximity surrounding schools. Many respondents highlighted the requirement for 20mph speed limits and walking buses to surround schools as stated previously. Moreover, there was a general consensus perfectly highlighted by one respondent who stated *“schools should be car free”*. However, there was an alternative side to this argument by many respondents who stated that it would be impractical for them to walk and cycle to school and then take public transport to work. This is evidenced by one respondent stating *“By forcing us to abandon cars you will turn an average journey time of 45 minutes into something that takes an hour and a half each way. Anyone who works part-time hours and wants to pick up their child from school simply will not be able to because public transport connections just don’t allow a sufficiently short journey time.”*. Therefore, concerns are raised that the plan disregards parents and carers who have multi-stop journeys in the morning. This quote also highlights another common theme which was derived from analysis in terms of an improvement in public transport connections which may be able to offset the issues the respondent highlights regarding journey times.

Moreover, as highlighted previously, access for older people and people with disabilities was a key concern for 34 respondents, who expressed that these individuals will find it difficult to walk a distance due to their limited mobility, with one respondent highlighting *“I see nothing that caters for those with limited mobility. My husband can walk slowly and doesn’t qualify for a blue badge but he couldn’t walk or cycle around our local area.”* Therefore, respondents feel that more attention needs to be paid to those who struggle to walk considerable distances within the plan.

Finally, more green space within local neighbourhoods was a common theme in some responses, with suggestions ranging from roadsides needing to have hedgerows planted along them to putting benches and green areas in the middle of streets to create a residential feel. This highlights a turn away from development and instead, respondents felt that more greenery would assist in creating a more pleasant neighbourhood to walk and cycle within.

9.3.3. Free text responses – organisations

30 organisations made comments regarding the question “Is there anything else which should be included in the delivery plan for Active Travel?” From this, the key themes of cycling, schools, walking/public realm and 20mph streets were discussed in detail.

Cycling

27.2% (12 organisations) of responses from organisations referenced cycling as a key mode of transport to accelerate active travel neighbourhoods. Lockdown and COVID-19 have seen a rise in cycling in Birmingham and it is crucial that safety is paramount for cyclists, pedestrians and drivers. A campaign organisation emphasised the importance of equipment, such as luggage racks and panniers to ensure cyclists can carry shopping safely. Coinciding with this, a business and a campaign organisation expressed their desire to put cyclists first by improving crossings and not focusing on traffic speed/flow, as well as helping cyclists’ cross busy roads where appropriate. However, whilst a different campaign organisation agrees that such measures will assist in creating a safe environment for cyclists, they need to be coupled with training for adults and children to understand the risks and mitigations whilst cycling on the road.

Moreover, adequate infrastructure is required to enable cyclists to be safe. A university highlighted that more information is required concerning *“what improvements to the cycling network are proposed as no detail is provided on enhancements to cycle routes”*. A campaign organisation suggested blocking off roads to through traffic to create a safe cycling network where possible. This is also advocated by a second campaign organisation who echo other organisations in wanting safe local cycling networks, specifically servicing schools, stations and shops. Therefore, it is crucial that adequate infrastructure is provided to ensure cycling continues to be a viable mode of transport.

In addition, it is important here to understand the importance of the motorcycle as part of an active travel neighbourhood. A campaign organisation have highlighted the inadequate reference to motorcycles throughout the big moves, with reference to inadequate provision of parking which is disregarded in the active travel big move. The lack of suitable provision of motorcycle parking results in many residents not motorcycling due to worries over safety of their vehicle. Therefore, motorcyclists should be referenced throughout the paper and be consulted with accordingly, assisting in creating a holistic transport network.

TfWM and a resident group also reference the importance of a holistic overview when adopting schemes, with the resident group highlighting the importance of adopting safer cycling infrastructure before parking restrictions are imposed. Furthermore, TfWM reference the West Midlands walking and cycling investment plan which is not referenced within the BTP.

Walking / Public Realm

27.2% (12 organisations) of responses from organisations referenced walking and improvements to the public realm to ensure active travel thrives in local neighbourhoods. In particular, the importance of inclusivity and safety are particularly relevant as stated by a campaign organisation who point towards the need to make streets accessible for all users, with a possible solution to this being increased time lag on pedestrian crossings and raise humps as well as using zebra crossings so pedestrians aren’t held up crossing busy roads. From this, it is hoped that people will feel walking is more of an attractive option than using the car, assisting in individuals realising the benefits associated with active travel. Coinciding with this, a university also are *“particularly interested in improvements to the pedestrian environment around our city centre campus”*. Therefore, more work can be done with local partners to assist in creating a positive, safe, inclusive environment for residents.

Moreover, it is crucial that the public realm is enhanced to make walking an attractive option. A campaign organisation point towards creating spaces for sitting, resting and play. From this, it is hoped people will see walking as not just a means of travel, but will also see walking as a leisure activity, coinciding with more residents partaking in active travel subconsciously. The improvements to the public realm are also highlighted by TfWM, with more information being required towards development proposals to the area. In addition, the Canal and River Trust refer to the abundance of canal towpaths within Birmingham; the Trust are keen to work alongside Birmingham City Council to enhancing use of canals, particularly where there is a lack of green space in Birmingham. Therefore, signage and clear communication is required to the residents of Birmingham to ensure all individuals can access the network which can act as a means of leisure and/or can be utilised for commuting purposes.

Schools

25.0% (11 organisations) of responses from organisations referenced the importance of school streets, with all organisations being in favour of such measures. Several organisations strongly agreed with the active travel vision, focusing on school streets to support safe active travel.

In particular, a campaign organisation expressed support for school streets as measures to tackle air pollution. The organisation highlighted that increased access to pollution data and proactive alert systems for high pollution events are required to alert vulnerable residents of the invisible issue, allowing these residents to not expose themselves to high levels of pollution. The organisation refers to key locations such as schools and health centres where alerts should be targeted.

Whilst school streets are beneficial and are welcomed, a campaign organisation highlighted that such measures need to be coupled with education, which should not solely focus on classroom events, but should encourage children to cover modern day scenarios on the roads, such as mobile phones and the importance of being aware of surroundings. Such education is crucial at all key stages and should be *“revisited, reinforced and extended”* for all children. From this, it is hoped children will understand the importance of safety whilst actively travelling around their neighbourhood, leading to children partaking in walking, cycling and public transport rather than driving. Moreover, it is hoped that children will be energised and encouraged to continue to explore their local neighbourhood, encouraging their parents/ carers to partake in such active travel. Therefore, it is crucial that education starts within schools to create positive habits.

20mph streets

13.6% (6 organisations) of responses from organisations referenced the introduction of 20mph residential streets, with all 6 being in favour of such proposals. A university fully agreed with the vision to create safe residential streets, coinciding with a business' statement that *“20mph limits cannot come soon enough”*. This shows that there is support for radical schemes to create low traffic, safe neighbourhoods for residents to enjoy. Moreover, a campaign organisation referred to the benefits 20mph speed limits would have on cyclists, who can share the road space with vehicles safely at this speed. This would assist in creating a safe space for cyclists, assisting in the continued up take in cycling as seen during the lockdown period. The council is keen to explore the uptake of 20mph speed limits across the city. However, it is crucial that this speed limit is maintained by all road users, with education and enforcement vital to create a safe environment for cyclists, drivers and pedestrians.

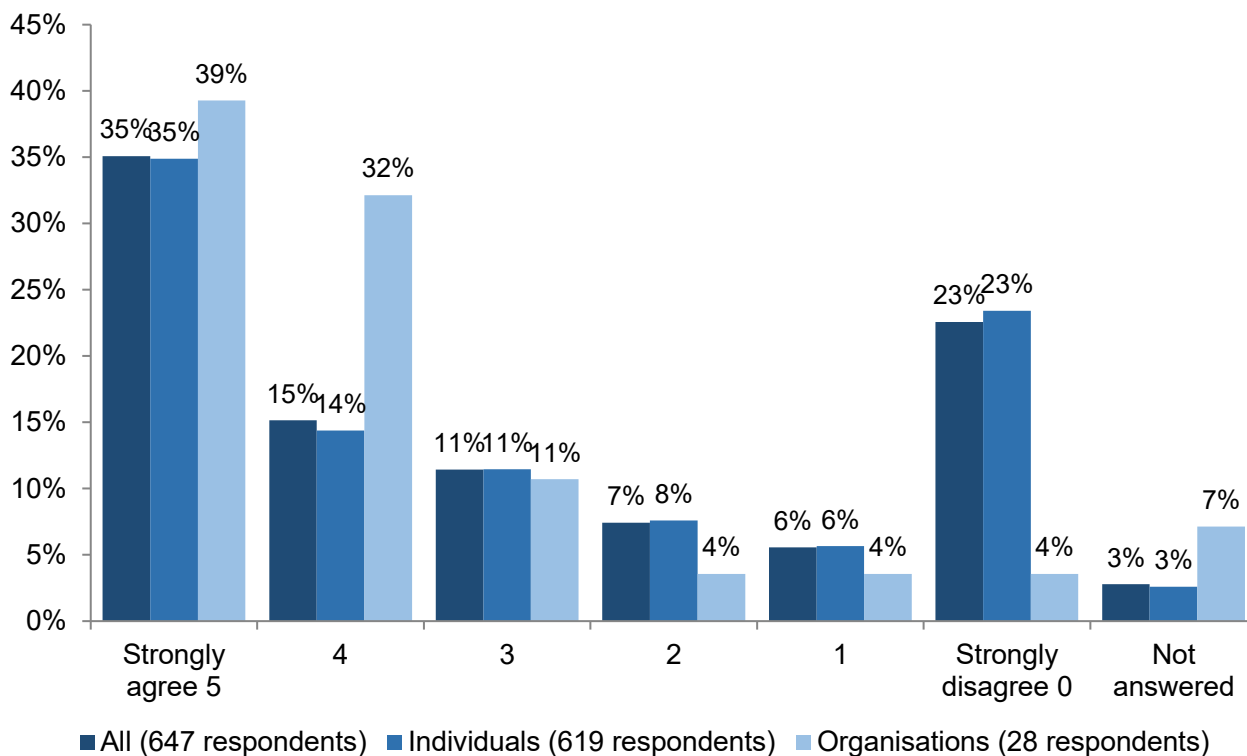
A campaign organisation also refer to the introduction of 20mph speed limits which could assist in creating radical change over the dynamics of the street. The organisation calls for *“removing traffic lights in 20mph areas and replace with zebra and courtesy crossings and mini roundabouts”*. However, whilst a business umbrella organisation expressed support for 20mph residential streets,

they wish BCC to “*produce and release accurate research on the impact that introducing 20mph speed limits in parts of the city has had on reducing road accidents and traffic flows*”.

9.4. Managing demand through parking measures

Parking will be used as a means to manage demand for travel by car through availability, pricing and restrictions. Where development potential exists, land currently occupied by car parking will be put to more productive use.

To what extent do you agree with the big move: managing demand through parking measures?



Support for managing demand through parking measures was generally good, with 35% (227 respondents) saying they strongly agree, and 62% (399 respondents) giving a response which was towards the 'agree' end of the scale.

Support was stronger from organisation than individuals, with only 11% (3 organisations) giving a response which was towards the 'disagree' end of the scale; compared with 37% (227 people) of individuals. However, it is notable that 7% (2 organisations) did not answer this question.

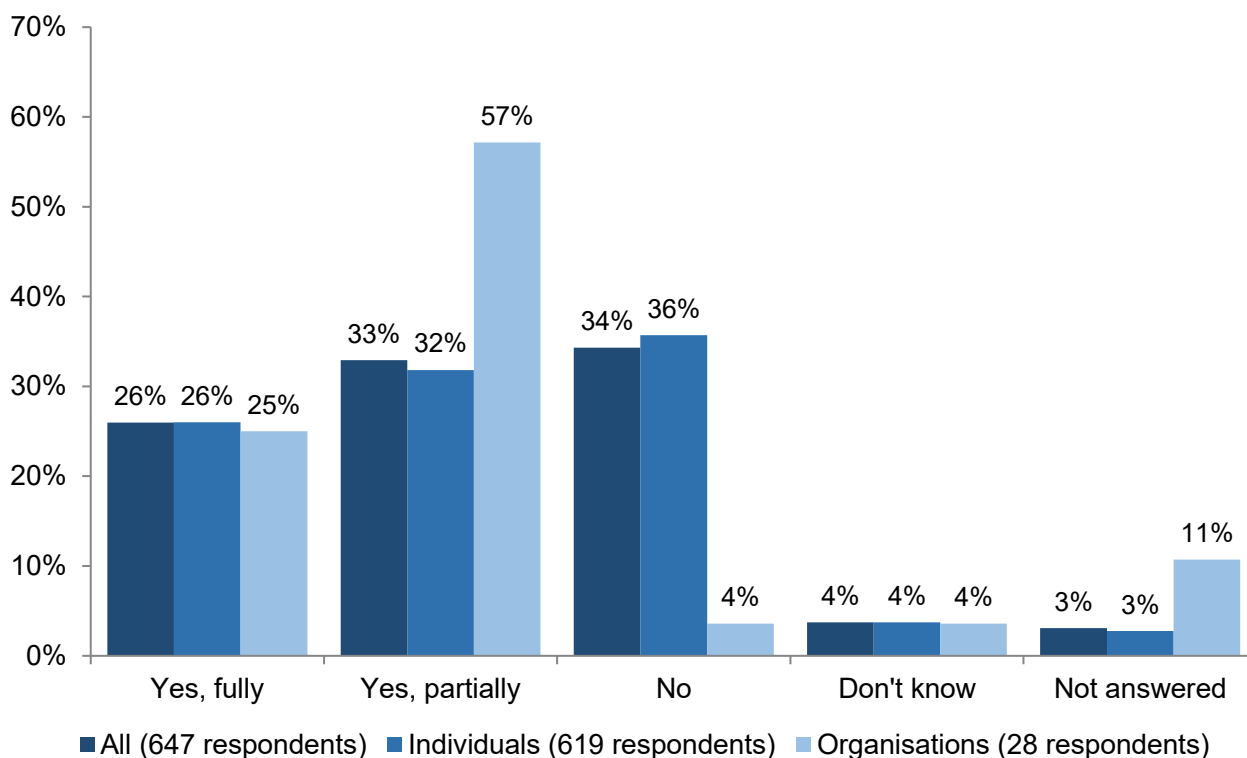
9.4.1. Delivery components

The draft Birmingham Transport Plan set out the following delivery components for managing demand through parking measures:

- *Progress the feasibility study into a Workplace Parking Levy (WPL) under which employers are charged an annual fee for each workplace parking space they provide.*
- *Re-invest any funding raised through a WPL to contribute towards the delivery of:*
 - *East Birmingham Metro Extension*
 - *Pedestrianisation of the city centre and Moor Street*
 - *Snow Hill Growth Strategy including transformation of the A38 and investment in public transport*
 - *Cycle routes and canal improvements*

- *Controlled Parking Zones (CPZ).* Birmingham already has some CPZs in place and plans to extend these to remove free car parking from within the A4540 Middleway, from neighbourhoods on its outskirts and from local centres.
- *Parking Supplementary Planning Document (SPD).* This aims to set out a strategy to manage parking provision across Birmingham as well as revising parking standards for planning applications. Wherever possible, the Council will seek to protect the overall levels of disabled parking provision in easily accessible locations.
- *Park and Ride provision at suitable locations outside the city centre to support public transport connectivity.*
- *Release of car parks for more efficient uses such as development.*

Do you think the draft plan includes the right key delivery components for managing demand through parking measures?



When asked whether the draft plan includes the right delivery components for managing demand through parking measures, 34% (222 respondents) chose 'no', 33% (213 respondents) chose 'yes, partially' and 26% (168 respondents) chose 'yes, fully'.

Organisations were more likely to be supportive than individuals, with 82% (23 organisations) choosing 'yes, partially' or 'yes, fully' and only 4% (1 organisation) choosing 'no'. Comparatively, 58% (358 people) of individuals chose 'yes, partially' or 'yes, fully' and 36% (221 people) chose 'no'.

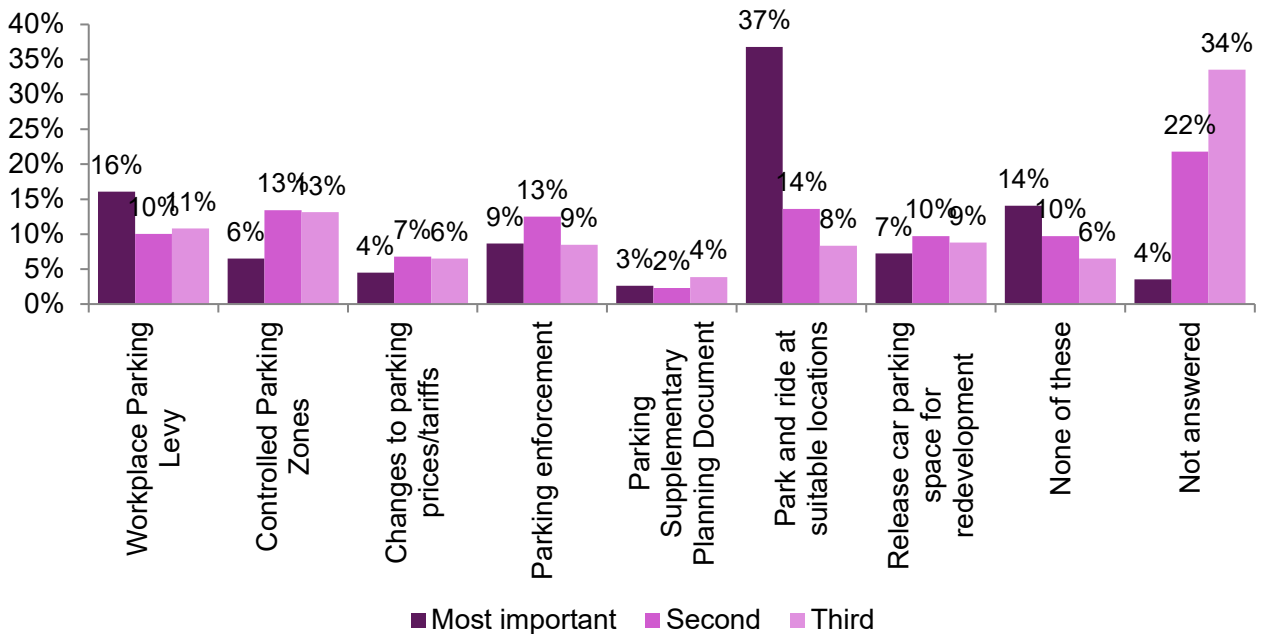
Respondents were then asked to rank their top three (most important) delivery components from a simplified list:

- Workplace Parking Levy
- Controlled Parking Zones
- Changes to parking prices/tariffs
- Parking enforcement
- Parking Supplementary Planning Document

- Park and ride at suitable locations
- Release car parking space for redevelopment
- None of these

Prior to analysis, any duplicated answers from one respondent were removed. For example, if someone chose 'new public open spaces' as the most important and second most important, this was only counted as a choice for most important, and the second most important was amended to 'not answered'.

What would you consider the three most important delivery components for managing demand through parking measures?



The most popular first and second choice for ranked delivery components was park and ride at suitable locations, with 37% (238 respondents) ranking it most important, and 14% (88 respondents) ranking it second most important.

To produce an overall ranking of the delivery components, the following formula was used:

$$\text{Weighted score} = \frac{\left(\frac{\text{Times chosen as most important}}{\text{most important}} \times 3 \right) + \left(\frac{\text{Times chosen as second most important}}{\text{most important}} \times 2 \right) + \left(\frac{\text{Times chosen as third most important}}{\text{most important}} \times 1 \right)}{\text{Total number of respondents} \times 3}$$

This would yield a maximum possible score for a component of 1, if every respondent chose it as their most important.



These weighted scores show that park and ride at suitable locations is by far the most popular delivery component for this big move. The Parking Supplementary Planning Document was the least popular component.

In addition to the formal consultation questions, the Cabinet Member for Environment and Transport ran simple Twitter polls on each of the big moves, to engage followers. In response to ‘Which of these parking measures would be most effective in reducing car use?’, 102 people voted, with 35.3% choosing fewer spaces, 24.5% choosing timing restrictions, 21.6% choosing increased prices, and 18.6% choosing limiting who can use it.

Waseem Zaffar MBE ✓
@WaseemZaffar

...

Replying to @WaseemZaffar

Which of these parking measures would be most effective in reducing car use?

[#HaveYourSay](#) on the [#BrumTransportPlan](#) at ow.ly/G1vb50ybY0T

Fewer spaces	35.3%
Increased prices	21.6%
Limiting who can use it	18.6%
Time restrictions	24.5%

102 votes · Final results

7:17 pm · 15 Mar 2020 from Birmingham, England · Twitter for iPhone

3 Retweets 4 Quote Tweets 5 Likes

9.4.2. Free text responses – individuals

Of the 619 individual responses, 267 people responded to the question “is there anything else which should be included in the delivery plan for managing demand through parking measures?” From this, the key themes of an improvement in public transport, impact on businesses and fees/tariffs/permits were derived.

Improve public transport

10.3% (64 people) of respondents stated that an improvement in public transport is required to offset the demand for parking measures. Several felt that public transport needs to be cost effective to incentivise them into using the system. This is highlighted by one respondent who stated *“reduced parking/increase cost of parking must be matched with reduced cost of public transport. Public transport is not attractive mostly due to cost.”*. This is further elaborated on by another respondent who outlined *“The cost of a bus into Birmingham city centre now is £2.40, if one needed a return trip it is cheaper to drive into the city centre and park. When there are more passengers in the car it makes it even more financially viable to drive.”*

In particular, there was a consensus that BCC should look to other local authorities, with respondents citing Manchester as a case study which has provided some free bus travel to residents to encourage public transport usage. Therefore, the responses highlight that there is a growing consensus to provide competitive fare prices to incentivise them away from their car and onto public transport. Alternatively, work may be required with residents highlighting the fact that public transport is not that costly in comparison to the private car when taking into account insurance and other hidden costs.

Moreover, as highlighted above, coinciding with the price of public transport is the reliability and frequency of the service. Many responses highlight that the irregularity of public transport deters them from using such methods, with one respondent stating, *“if public transport was reliable all this would be great but as it's not people are still going to choose to drive into Birmingham”*. This is echoed by other respondents, who desire a *“clean, reliable and cheap public transport system”*. People require an on-time service which can fulfil their daily requirements, ranging from work to dropping children off to school. This is easily done within their private vehicle as they have seemingly more control of their route. Due to public transport having the perception of irregular and infrequent services, people are deterred from using the system and instead, revert back to the private vehicle.

Impact on businesses

7.9% (49 people) of respondents suggested that the restrictions to parking would lead to a detrimental impact on businesses and cause the city centre to become a *“ghost town”* with no residents visiting the centre as there would be no suitable transport methods available. This is further echoed by other respondents, who stated they *“will stop going to the city centre for leisure and take their money elsewhere”*. This coincides with a need to better promote public and active transport as many of the respondents stated that without their car, they would be unable to visit the city centre.

Many respondents also highlighted the implication on businesses for delivery of goods and services and the long term impact: *“factories and shops need supplies and the ability to get their goods out. Business meetings. If people cannot park in the city centre, businesses will relocate taking people with them,”*.

Some respondents were concerned about the impact on night-time economy if this is not boosted by an improvement in public transport. Respondents cited that economic places of interest such as restaurants and Sympathy Hall rely on individuals using their private vehicles to return home due to

the irregular public transport service at night. This is evidenced by one respondent stating *“remove car parking and destroy the economy of Birmingham. It is that simple. Last train from New Street is before 11pm, so there goes your night life, which is essential to any town or city”*. From this, respondents warn that many will not go to the city centre for leisure activities at night, thus leading to an impact on businesses: *“there is a real problem about getting home at night from shows at the theatres, Symphony Hall or Arena. Public transport is too infrequent at night and on Sundays, and the Environment around New St too threatening to make using it acceptable for the many older people or families with children who make up the audiences”*. This quote also brings attention to perceived safety issues, which is highlighted as a key concern by other respondents who *“are not happy to share the bus or train with drunk revellers at night”*. Therefore, the consensus within respondents is to respect that the night-time economy is used by a diverse range of people and measures need to be in place to assist them in getting home safely and efficiently.

Fees/tariffs/permits

5.7% (35 people) of respondents said that fees/tariffs and permits need to be in place to assist in the demand for parking measures. In relation to parking permits, respondents outlined that this measure could work well if such measures are properly implemented and enforced. This was highlighted by one resident who stated *“introduction of parking permit areas, particularly in areas close to hospitals. This would encourage residents to reduce the number of vehicles per household - if the scheme limited the number of automatic parking permits per household”*. Another respondent also suggested using parking permits to *“manage the parking supply in local areas”*.

Many responses highlighted the concerns of prices, particularly on public transport. However, other respondents stated that pricing for parking should decrease, with one respondent stating, *“changes to parking prices should mean lowering them”*. This was agreed by another respondent who stated, *“charge a lot more for parking during the week but keep weekend parking free”*. This highlights that not all respondents are on board with the proposals to restrict parking in the city centre.

Finally, the restrictions that are discussed were felt to impact vulnerable individuals, particularly those on lower incomes. This was expressed by one respondent who stated *“not everyone is in a position to use public transport and I think this plan would disadvantage already vulnerable groups. Parking fines and levies disproportionately affect lower income groups- I would prefer to see a sliding fine structure based on income”*. This was also highlighted by another respondent who stated *“you are looking to push parking restrictions in residential areas as well, penalising people on lower incomes who don't have drives or garages. Parking is already incredibly expensive, and we already have limited parking spaces.”* Therefore, respondents worry that the measures will impact upon the poorest members of society who are already vulnerable and as such will push them out of using the city centre and lacking opportunities that are available to those on higher incomes who are able to afford the parking tariffs.

Coinciding with some individuals highlighting that parking charges should mean lowering them, 31 respondents stated that more parking should be made available at an affordable cost. Moreover, 9 respondents stated that BCC must buy in to the plan and act as a leader at the forefront of these debates to ensure other businesses and the residents follow. This was highlighted by one respondent who stated *“the council should not be exempt. The council's car park needs closing. People are aggressively against measures that affect them if they don't think city councillors will be affected. It feels like one rule for them and one rule for you. A big showy PR closure of council used carparks will make people realise we are all in it together.”* Therefore, to ensure the right message is conveyed, respondents believe that BCC should champion this idea and act ahead of the curve, leading the way for others to follow. Finally, some respondents highlighted the clash between parking at work vs. residential parking. This is an issue highlighted by one respondent,

using University of Birmingham as a case study whereby the lack of parking leads to side street parking hazards in the surrounding areas.

Other comments

The table below shows all issues raised by five or more respondents:

Issue	Number mentioning issue	% of individual respondents
Improve public transport	64	10.4%
Impact on businesses	49	7.9%
Fees/tariffs/permits	35	5.7%
Park and Ride	33	5.3%
Increase parking available	31	5.0%
Parking at work	26	4.2%
Enforcement	23	3.7%
Cycling	21	3.4%
Opposition to big move	18	2.9%
Workplace Parking Levy	17	2.7%
Impact on people on low income	14	2.3%
Facilities for disabled/elderly	13	2.1%
Negative impact on motorists	13	2.1%
Green space	12	1.9%
Safety	12	1.9%
Support for big move	11	1.8%
Parking at home	10	1.6%
Pollution	9	1.5%
Planning	9	1.5%
Don't restrict cars until alternatives are improved	8	1.3%
Electric vehicles	8	1.3%
Pavement/verge parking	7	1.1%
Parking around schools	7	1.1%

9.4.3. Free text responses – organisations

29 organisations responded to the question “Is there anything else which should be included in the delivery plan for managing demand through parking measures?” from this, key concerns such as the cost of public transport and parking, park & ride schemes, workplace parking levy (WPL), Supplementary Planning Documents (SPDs) & development and the impact on businesses were discussed at length.

Cost

27.2% (12 organisations) of responses from organisations referenced the cost of transport and parking within the city centre. Whilst public transport is not directly related to parking, the Birmingham Transport Plan requires a holistic approach to understand transport as one entity. In particular, a resident group highlighted that public transport is expensive, particularly for families with children, and increasing parking charges would be punitive. Similarly, a campaign organisation believes that the affordability of public transport needs consideration, with it being important to shift the economic incentive towards the use of public transport for lower income families. This

coincides with a consultant suggesting free public transport to train stations to pull people away from the car. Therefore, whilst it may not be possible to offer free public transport for all, it is crucial that a holistic approach is taken to ensure the rise of parking charges are offset by incentives towards public transport.

In addition, organisations highlighted the determinantal impacts free parking has on encouraging people towards public transport. This is highlighted by a business who stated that free parking results in people driving into Birmingham even though they may live nearer a station outside Birmingham. However, a transport organisation emphasise that they would prefer cheaper parking for Powered Light Vehicles to encourage this low carbon form of transport. Furthermore, a campaign organisation state that they support the removal of free parking within ring-road, adjoining neighbourhoods and local centres which are a financial and environmental cost to society. Therefore, to ensure public transport is attractive for residents, free parking needs to be discouraged. If free or very cheap parking continues, residents will continue to opt for the car as it is convenient and possibly cheaper than public transport. This was emphasised by National Express who expressed their concerns over cheap parking competing with bus fares. Therefore, to remove private vehicles from city centres and local centres, public transport must be more viable than the private car.

Furthermore, organisations also referenced the importance of ensuring the cost of parking is pumped back into sustainable modes of transport. This was emphasised by a campaign organisation who stated, *“all money raised must be ring fenced for visible improvements, and this is widely publicised to demonstrate benefits of payment”*. This highlights the importance of transparency when concerning new schemes to ensure residents can clearly see the benefits of paying for parking where possible and encouraging sustainable modes of transport for the future.

Park & Ride

22.7% (10 organisations) of responses from organisations referenced park and ride when discussing the big move concerning parking. Of those 10 organisations, 7 were in favour of developing schemes further. A business expressed considerable support stating *“commuters will always choose car, so there needs to be realistic and effective plans for secure park and ride facilities to sell the vision”*. In addition, Highways England had similar visions, welcoming park and ride near motorway junctions in particular. The expression of interest is also recognised by many local businesses who are keen to see expansion of park and ride facilities.

Organisations in favour of park and ride highlighted that a tailored approach to specific locations could be beneficial, with highways England emphasising for particular attention to park and ride facilities at motorway junctions. A consultant highlighted that zonal charges could assist in reducing the length of trips, with those locations close to the city centre being more expensive.

However, some organisations felt that there was too much emphasis on park and ride within the big move. In particular, a campaign organisation highlighted that park and ride continues to encourage private vehicles, undermines local bus services and does not reduce the number of car journeys but merely reduces the length of such journeys. In addition, a different campaign organisation referenced studies which show rail-based park and ride creates a cycle of increasing capacity to meet demand with rail commuters otherwise parking on inconsiderately on surrounding residential roads and parking inconsiderately.

Workplace Parking Levy

22.7% (10 organisations) of responses from organisations referenced the Workplace Parking Levy (WPL). Several organisations noted the success of such concepts in other cities, with some directly referencing Nottingham as a case study for Birmingham to review. Organisations supported the

idea of a ringfenced budget, generated from the revenue gained from the WPL. This was referenced by a consultant who stated *“reinvesting the money earned into the city’s public transport network is a positive way of linking the levy to the bigger picture”*. However, a campaign organisation who agreed with the WPL, they felt that using the revenue gained from this to *“fund pedestrianisation of the city centre and Snow Hill Growth Strategy is unacceptable diversion of WPL funding”*. Organisations also highlighted the importance of equity for the schemes that will be developed from the WPL revenue. A campaign organisation specifically highlighted this point, stating *“serious concern as this will disproportionately impact regeneration and priority areas located at edge of zone”*. Therefore, it is crucial that the WPL revenue is appropriately ringfenced.

Organisations also referred to the impact on businesses that the WPL may have, particularly on SMEs. A business umbrella organisation, raised the importance of confirming the parameters of the WPL regulations so that businesses in the area can start to make long terms plans and adapt to changes. In addition, a resident group highlighted that the WPL could have a significant impact on the viability of SMEs by prohibiting unavoidable employee or customer business trips. Sutton Town Council were opposed to progressing a feasibility study into a WPL due to concerns of a fragile economy, impacted by COVID-19. Therefore, organisations are worried over such concepts which would seemingly benefit larger companies which can afford to pay the cost of a WPL and not pass this expense onto their employees and/or customers unlike SMEs. Consideration needs to be given to companies who may struggle if schemes are not tailored to their situation, particularly in the current economic climate.

Supplementary Planning Document

11.4% (5 organisations) of responses from organisations referred to the Supplementary Planning Document (SPD) and proposals for development across the city. A business highlighted that the proposals laid out in the SPD are crucial for *“the successful operation of the revised routing around the city centre”*.

However, whilst organisations broadly support the policies, there was some call for flexibility in the SPD to *“allow a balanced, strategic approach to parking”*. This means that such proposals should be evaluated on their merits and economic reality of attracting investment in areas that are currently not well served by sustainable transport. Therefore, levels of flexibility would help in tailoring to the needs and specifics of different areas across Birmingham. Regardless, it is crucial that the SPD is strictly enforced along with developer contributions as stated by A consultancy.

In terms of development, a business and a university highlighted their support of releasing parking space for redevelopment. However, the university was cautious, stating that whilst they do not have issues concerning the redevelopment of existing car parks, they would urge the council to ensure that the impacts on local businesses are fully considered in its decision making process, ensuring a travel plan which consists of public transport, walking and cycling is integrated beforehand to ensure the success of the project. This would then assist in enabling customers and employees in a plethora of alternative options to their private vehicles which would continue to make the city centre an attractive place to visit for customers. Moreover, a campaign organisation stated the importance of flexibility in the same vein as the SPD to ensure a flexible, tiered approach to parking provision and management is created based on the surrounding businesses requirement. Therefore, the importance of place is crucial and should be emphasised.

Impact on businesses

15.9% (7 organisations) of responses from organisations referenced the impact on businesses as part of their response towards the parking measures. Organisations were concerned about the impact on smaller businesses, with the measures set out in the plan disproportionately affecting

these businesses as costs will be passed from employers to employees. A consultant stated the importance of providing data to outline which businesses stand to gain from the Draft Plan, particularly those affected by the Workplace Levy.

An business umbrella organisation expressed an interest in analysis of the long-term impacts on businesses of such measures such as the WPL and CAZ. They propose considering *“a package of incentives and mitigation for businesses that are likely to struggle, with the added cost implications”*.

10. Other comments

10.1. Comments from individuals

Of the 619 individual respondents, 389 replied to the question “Do you have any other comments about the draft Birmingham Transport Plan?” From this, the common themes of; improving public transport, impact on businesses and health/air quality were derived. In addition to these, common themes were: safety, impact on older people and those with disabilities; and observing best practice from other local authorities.

10.1.1. Comments

Improving Public Transport

20.5% (127 people) of respondents indicated that an improvement to public transport is required to ensure the Birmingham Transport Plan is successful. 23% of respondents who stated an improvement in public transport was needed cited a cheaper ticketing system is required to deter away from their private vehicle. One respondent stated *“there has to be investment and subsidy in public transport systems. My car journey to the city is occasioned because the train is preposterously expensive”*. This is further exemplified by another respondent who highlights *“public transport needs to be cheaply and consistently available 24/7 to accommodate people working unsociable hours as well”*. Therefore, for people to truly partake in active travel measures, people need to see the economic benefit in taking the form of travel as otherwise, it is likely that people will continue to use their vehicle which they perceive to be a cheaper and more efficient service.

The emphasis on 24/7 availability also brings attention to another common theme: public transport services must be reliable. Respondents were keen to express that their reason for using their private vehicle instead of public transport was due to the unreliability of the service, with one respondent stating, *“not week goes by where there are at least 2 late and at least once a fortnight one of them takes 3 hours plus to get home (on a 30 min journey)”*. This is further explained by another respondent who stated *“being the last parent at pick up, again, because the train was cancelled- again. To have to consider changing your hours because the service is so awful you can't rely on it”*. For a modal shift to occur, services must instil a feeling of trust in the residents

Rail was a key theme that respondents were keen to see expanded further within the Birmingham Transport Plan. Respondents highlighted that general train improvement was required to expand the service and were keen to express their satisfaction in the proposals to reopen disused train lines and stations, with Moseley, Kings Heath and Hazelwell stations being named specifically. One respondent said, *“open up more suburban train lines”*, while another stated, *“the only very positive suggestion within the Plan is the possibility of bringing closed railway lines and stations back into use”*. Therefore, there seems to be an appetite within the respondents to push momentum towards rail and expand the number of residents who can use such forms of transport.

Finally, respondents also highlighted that they would be keen to use new forms of technology within the public transport network to aid in assisting their journey. This ranged from live information on bus, rail and metro to an integrated ticketing arrangement across the network. This highlights that residents could benefit from Mobility as a Service applications which may assist in a modal shift towards active travel measures.

Impact on businesses

7.8% (48 people) of respondents expressed concerns that the plan will adversely affect businesses, particularly in the city centre. Responses suggested that the city will become *“a ghost town”* under the proposals outlined in the plan. Respondents seem to be of the perception that the removal of easy access into the city centre by private vehicle will lead to economic calamity, with a decline in footfall and will *“seriously damage the economical viability of the city centre”*. Therefore,

attention must be attuned to the negative perception residents have around the removal of cars into the city centre and its implications on businesses to ensure residents continue to use the city centre.

Respondents also highlighted the issue of a loss of labour force, with responses perceiving that such removal of private vehicles will lead to a shrinking of labour resource available for businesses. One respondent highlighted that *“I like many others will simply look for a job outside the city centre if taking a car in becomes impossible”*. Therefore, it seems that there is a need to continue to improve and promote alternatives to the private car, and to ensure that they are available to all.

However, whilst the majority of comments towards an impact on businesses has been negative, one respondent highlighted *“it has been shown conclusively in all cities where active travel has been encouraged, that local businesses thrive as people spend less each journey, but stop and shop more often if they are on foot or a bike.”* Therefore, education and continued strong communications to the respondents may be beneficial to ease their worries over Birmingham becoming “a ghost town”, leading to continued and even increasing economic activity outputs in Birmingham after the Birmingham Transport Plan is implemented.

Health/air quality

6.9% (43 people) of respondents highlighted the importance of air quality and the impact of such schemes within the Birmingham Transport plan will have on their physical and mental health. People expressed their desire to live in a Birmingham where air quality is good, with a modal shift away from cars and into active modes of travel being cited as the way forward; coinciding with the Birmingham Transport Plans vision. One respondent who stated their desire to transform *“Birmingham from a 'car-centric' to a 'people-centric' city, with all the environmental, public health & well-being and economic benefits”*. This is further evidenced by another respondent stating, *“we need clean air to breathe and safe ways for children to travel in ways that are good for their health as well as bringing communities together”*. This shows an appetite for bold plans to make a positive difference to the lives of residents within Birmingham.

Health was also linked to the climate emergency declared in Birmingham, with responses highlighting that the vision of the Birmingham Transport Plan is aligns positively with the declaration of a climate emergency. One respondent stated *“it is vital that this plan is put into practice. Birmingham can show the way for cities across the country in improving the quality of life and addressing the climate emergency”*. Health was a key concern for individuals who live in low-income areas, who expressed the concerns of inequity across Birmingham. One respondent highlighted *“people living next to main roads should be a priority as all reports produced to show what damage is being done to people's health especially children”*. Furthermore, another respondent stated *“I absolutely applaud Birmingham for taking the lead on developing a city with low car use: leading to lower noise, improved air quality and active citizens. These economic externalities are a blight on society and affect the poor more than the rich. These are the basis of health inequalities”*. Therefore, attention must be attuned to the marginalised groups of society when discussing health as respondents perceive inequality persists within Birmingham. A possible opportunity here could be to target measures in these priority areas where air quality is low.

However, respondents have highlighted the implications the Clean Air Zone (CAZ) may have for Birmingham, suggesting congestion will shift onto the outskirts of the CAZ which may still lead to a detrimental impact across the city. This was outlined by one responded who stated, *“we cannot control what the weather does, and all this scheme potentially will do is produce more pollution on the outer ring roads of the city centre which will just find its way back into the city centre.”* Moreover, concerns relating to pollution levels increasing in residential areas via an increase in congestion is highlighted by one respondent stating, *“I fear that the Clean Air Zone is going to exacerbate this as car traffic will simply be pushed out of the city centre, onto the neighbouring*

residential areas". A possible opportunity here could be to signpost residents into the schemes currently proposed which look to minimise car usage and create a modal shift to alternative forms of travel which will help ease congestion in these regions.

Other comments

A key point to note throughout the responses was the concerns around safety. Safety responses ranged from personal safety on public transport to segregated cycle lanes throughout the city.

In terms of personal safety, respondents cited a key reason they do not use public transport is fear of anti-social behaviour and violence. One respondent stated *"combat petty ASB on public transport (smoking, loud music etc)"* furthered by another respondent stating *"the reason a lot of people don't use public transport (especially buses) is that they don't feel safe. People suffer racist, anti-Semitic and Islamophobic abuse on public transport very frequently, and women and trans people can feel especially vulnerable late at night"*. Communication and preventive measures could assist in regaining people's trust in the public transport network and increasing patronage in the future.

Residents also expressed concerns in their local neighbourhoods, with some highlighting that they do not feel safe when walking/cycling. This was expressed by one respondent who stated *"I am aware cyclists often feel unsafe on the road but if drivers of motorised vehicles behaved properly then cyclists would be safe on the road. Nothing ever appears to be done to make drivers of motorised vehicles behave in a safe manner"*. In terms of walking, a respondent stated: *"the plan doesn't even consider the public safety of women being forced to walk more at night rather than drive"*. Therefore, whilst personal safety on public transport requires improvement, the local neighbourhood infrastructure needs to be made safer to enable more walking. Whilst this may not be in the scope of the transport team, it is still a key issue which is currently restricting potential users of active travel modes.

Moreover, respondents highlighted that attention is required to the marginalised groups of society, the elderly or disabled. One respondent highlighted that many people who are older or have a disability cannot walk or cycle considerable distances and as such, feel excluded from the plan. This is emphasised by one individual who stated, *"I am very disappointed about the minimal references to mobility impairment (varying types of physical impairment, congenital or acquired with age) including recognition of the increasingly high number of people it affects at present."* This is further outlined by respondents stating that whilst some people with limited mobility have Blue Badges, many do not. This concern is expressed by one respondent who stated *"Only a small percentage of disabled people have a Blue Badge! For those many DISABLED PEOPLE without a Blue Badge, your proposals WILL cause increased difficulties and distress and pain."* Therefore, it is important to ensure the views of marginalised groups in society are fed in to create an inclusive plan.

10.2. Comments from organisations

10.2.1. Comments

Technology

27.2% (12 organisations) of responses from organisations referenced technological advancements. Electric vehicles (EVs) were a hot topic discussed, with several organisations keen to see EV charging points in operation across the city and *"a more ambitious plan to support electric vehicle charging"*. Some organisations simply asked for more clarity on where electric vehicles fit in the vision, whether the council would provide electric charging infrastructure across the city and exempt EVs from access or parking restrictions.

However, it is important to note a sense of caution and concern when discussing electric vehicles. Whilst electric vehicles will play a part in the future transport system of Birmingham, the underlying

factor of needing to reduce powered vehicles on the road is still crucial and needs addressing. This was highlighted by a campaign organisation who called for a certain level of electrification, but to continue a focus on sharing economy opportunities such as car clubs and bike sharing, which are more energy and space efficient. Furthermore, a consultant voice their concerns around a shift to autonomous electric vehicles, which could lead to a surge in hypermobility rather than a shift to public and active transport. Therefore, it is crucial that the rise in electric vehicles doesn't just replace the private vehicle. If this happens, the issues of congestion and reduction in productivity due to time spent in traffic continuing and potentially worsening.

A campaign organisation welcomed emission standards now applied for taxis and private hire license, but were concerned these would not be circumvented by drivers applying for licenses.

Organisations also pointed towards the recent government announcement concerning e-scooters, with the UK fast tracking the pilot scheme to allow e-scooters on the roads. This call has been answered and an e-scooter hire pilot is active in Birmingham.

Finally, organisations noted some limitations of electric vehicles. For example, a transport organisation said that e-cargo bikes cannot replace vans due to the smaller cargo loads available. Therefore, rather than eliminating vans, they believe that a mixed method could be suitable, particularly for lightweight cargo over a smaller distance.

Overall, electrical vehicles and new technology play a vital role in the future plans of Birmingham, with e-scooters and e-cargo bikes especially supporting a move towards a sustainable fleet for shorter journeys. However, the cure to the issues such as congestion and loss of productivity cannot be solved by technology alone. A campaign organisation stated that active travel mode shift tactics should remain higher priority.

More Information

27.2% (12 organisations) of responses from organisations called for more information about schemes and proposals within the Birmingham Transport Plan. A common theme was a lack of detail surrounding implementation, with organisations also noting the importance of developing a robust evidence base for these schemes to show transparency. This was referenced by a business umbrella organisation, who stated that a robust evidence base and an in-depth equality impact assessment of the key strands is required to understand the impact on businesses.

25.0% (11 organisations) of responses from organisations specifically stated that more information is required on plans public transport, and some called for specific targets relating to modal shift.

11.COVID-19 and Emergency Birmingham Transport Plan

The COVID-19 pandemic had a drastic impact on travel patterns in Birmingham and worldwide.

As well as delaying the publication of this report while resources were diverted to the creation and delivery of the Emergency Birmingham Transport Plan, COVID-19 restrictions have shown how the city can be when fewer trips are made by private vehicle, and levels of cycling and walking are increased.

Through the emergency plan and DfT's Emergency Active Travel Fund, a number of schemes have been introduced on a temporary or pilot basis which support the vision and big moves of the Birmingham Transport Plan. These schemes have all been reviewed and lessons learnt provide valuable insight into the shaping of the final Birmingham Transport Plan.

Restrictions have also shown many individuals and organisations the reality of widespread working from home, and some of this practise may continue as the world recovers after COVID-19, leading to a reduced demand for travel. If this is the case, it is important that people are not encouraged to make remaining journeys by less sustainable modes, either due to concerns public transport may increase their risks of contracting illnesses in future, or because the reduced number of trips makes them feel that they are "doing their bit" already and it is justifiable to use a car for the trips they do make.

Local Authorities, Combined Authorities, Government and transport operators are all continuing to monitor and learn from emerging data, and to take positive steps to a "new normal" with sustainable transport at its heart.

12.Next steps

The Birmingham Transport Plan will be revised to reflect feedback received at consultation and lessons learnt in the last 18 months, with a view to taking the updated plan forward for adoption in the autumn of 2021.

Alongside the strategic plan document, a delivery plan is being developed, to identify specific interventions and measure their deliverability and impact against the vision. This will remain a “live” document, so will not be formally ‘adopted’ but will be published. All schemes taken forward will follow appropriate governance procedures for the organisations involved (including Birmingham City Council).