

## BIRMINGHAM WALKING AND CYCLING STRATEGY AND LOCAL CYCLING & WALKING INFRASTRUCTURE PLAN

### Consultation and Engagement Report

#### 1. Introduction

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Birmingham City Council consulted on the draft Walking and Cycling Strategy and Local Cycling and Walking Infrastructure Plan (LWCIP) between June and August 2019. This statement explains the purpose and process of consultation and engagement, describes the level and type of responses received, the main issues raised and how they have been addressed in the final documents. The statement has been prepared in accordance with the Birmingham Statement of Community Involvement.

#### 2. Purpose

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The aim of the Walking and Cycling Strategy is to make walking and cycling the everyday choice for local journeys and leisure activities as part of a safe and integrated transport network for Birmingham. The 10-year strategy contains policies and actions – to be delivered by Birmingham City Council and various partners and monitored annually. Proposals for network investment are included in the Local Cycling and Walking Infrastructure Plan which will form the basis of a future programme for walking and cycling.

The purpose of the consultation during summer 2019 was therefore to:

- invite feedback on the key policies and actions in the strategy to ensure that they are appropriate and relevant, and to identify any omissions.
- identify priorities and measures to increase walking and cycling in Birmingham as part of the LCWIP, and help to refine the proposals
- indicate support for the future delivery of the strategy and LCWIP and identify partners.

#### 3. Engagement Strategy

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In advance of the consultation on the draft documents, a wide range of engagement took place:

Walking and Cycling Strategy		Local Cycling and Walking Infrastructure Plan	
February 2016	Cycling and Walking Strategy stakeholder workshop	April 2018	Stakeholder Mapping Workshop (Walkable Birmingham, Local Access Forum, Cycle Stakeholder Scheme Advisory Group)
January 2019	Local Access Forum	May 2018	BCC and TfWM Mapping Workshop
April 2019	Cycle Stakeholder Scheme Advisory Group	October 2019 onwards	City Centre cycle route discussions with HS2, Midland Metro, PushBikes, Sustrans, Colmore BID
May 2019	Discussions with Sustrans, British Cycling	Feb 2019	Business Engagement and Community Open Day, Tyseley and Hay Mills
Various discussions at BCC, TfWM, HS2, Highways England and Sustrans regarding specific schemes, development of masterplans, SPDs and Clean Air Zone Various site visits and audits including walking audits of Sutton Coldfield and Icknield Port, and signing review along green routes (Hatchford Brook, Cole Valley, Bourn Brook and Harborne Walkway)			

During the summer of 2019, two approaches were taken to consultation: provision of information and direct engagement with individuals and organisations.

### Information

- The Draft Walking and Cycling Strategy and LCWIP were uploaded onto the City Council's engagement website [BeHeard](#) with an opportunity to comment through a structured survey between 20 June and 5 August 2019
- A [Walking and Cycling Strategy](#) page was set up on the City Council website
- Information was included in the Birmingham Bulletin, Birmingham Connected emails and posts on the City Council's social media channels, as well as the Chief Executive's weekly roundup for staff
- Printed copies of the Strategy, maps and survey forms were available for reference at the Library of Birmingham throughout the consultation period
- Emails were sent to consultees, including:
  - 150 external contacts from 110 different organisations representing community groups, transport, health and environmental interest groups, mobility organisations, neighbouring local authorities, emergency services, transport operators, businesses (individual companies and Business Improvement Districts) and further education
  - Internal contacts at the City Council including the inclusive growth directorate (highways, planning and rights of way), public health and parks
  - Local councillors and Birmingham Members of Parliament

### Engagement

- Officers attended major public events including 'Let's Ride' at Aston University on 9 June, Clean Air Day in the Cathedral Grounds on 20 June and a Clean Air Zone Business Event on 2 July
- Presentations and meetings on the draft Strategy and Infrastructure Plan took place at:
  - Sutton Coldfield Town Council, 2 July
  - Transport Planning Society, 4 July
  - Sustainability and Transport Overview and Scrutiny Committee, 24 July
- Four public drop-in sessions were held in different areas of the city at different times during weekdays. Details of the events were published on the consultation website and materials. Some of the events were joint events with other relevant consultations. The venues were:
  - Doug Ellis Sports Centre, Perry Barr, 27 June (joint event with Perry Barr highway project)
  - Birmingham Hippodrome, Southside, 3 July (joint event with Southside Public Realm project)
  - Welcome Change Community Café, Shard End, 10 July
  - Cobble Cycle café, Erdington, 11 July

## **4. Number and Distribution of Responses**

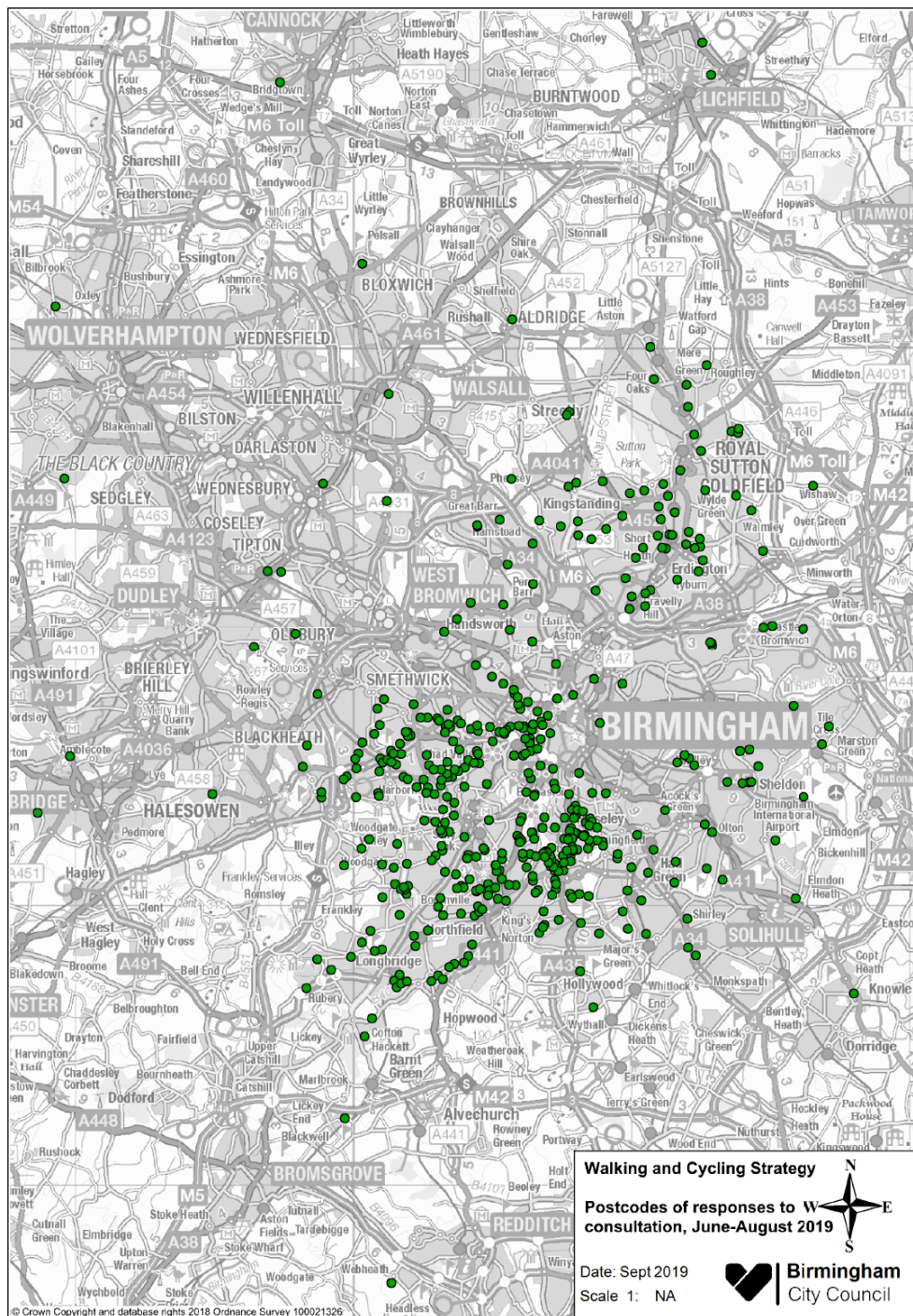
<b>Event</b>	<b>Date</b>	<b>Approximate attendance</b>
Let's Ride, City Centre	9 June 2019	10,000 people, 171 participant responses (to British Cycling)
Clean Air Day, City Centre	20 June 2019	25
Doug Ellis Sports Centre, Perry Barr	27 June 2019	5
Clean Air Zone Business/ Organisation Event, Digbeth	2 July 2019	61 people, representing 43 different businesses/organisations
Sutton Coldfield Town Council	2 July 2019	8
Birmingham Hippodrome, Southside	3 July 2019	4
Transport Planning Society	4 July 2019	13
Community Café, Shard End	10 July 2019	5
Cobble Cycle café, Erdington	11 July 2019	5
Transport Scrutiny Committee	24 July 2019	14

*Report Author: Alison Kennedy, Principal Transport Policy Officer*

10 letters and emails were received directly from individuals and organisations. 524 survey forms were completed via the BeHeard site: 512 from individual citizens, 12 from representatives of a group or organisation.

There was a good distribution of responses from within Birmingham and the wider West Midlands area. The Birmingham responses were concentrated in south and north with fewer from east Birmingham.

*Figure 1: Postcodes of responses to consultation*



4% of individuals responding to the survey were under 25 years old, 60% were aged 25-49, 32% were over 50 and 4% preferred not to say or did not respond. 58% were male, 36% were female and 6% preferred not to say or did not respond. 14% had physical or mental health conditions or illnesses lasting or expected to last for 12 months or more. In terms of ethnicity, 83% of people responding were white, 9% were from other ethnic groups and 8% preferred not to say or did not respond.

Organisations that responded (at events, online and by letter/ email) were:

- Balsall Heath Is Our Planet
- Birmingham Community NHS Trust
- Birmingham City University
- Bike West Midlands Network
- Birmingham Friends of the Earth
- Birmingham Sight Loss Council
- Bishop Vesey's Grammar School
- British Cycling
- Campaign for Better Transport
- Crackers Family Forum (Christ the King Catholic Primary School)
- Highways England
- Jewellery Quarter Museums and Attractions Co-ordinating Committee
- Motorcycle Action Group
- Parkride (Midland Mencap)
- Push Bikes
- Queensbridge School
- Royal Sutton Coldfield Town Council
- Sport England
- Sustrans
- Transport for West Midlands
- The Royal Orthopaedic Hospital NHS Foundation Trust

## 5. Summary of Online Consultation Responses

### Strategy Aims and Objectives

87% thought that the strategy's aims and objectives were just right or were right, but a few changes are needed. 8% disagreed and 5% didn't know or didn't answer.

This question also generated a wide range of text responses, not all relating to the aims and objectives, but some key themes and common issues emerged.

*Table 1: Do you think these are the right aims and objectives – please explain, and suggest alternative aims and objectives, if appropriate*

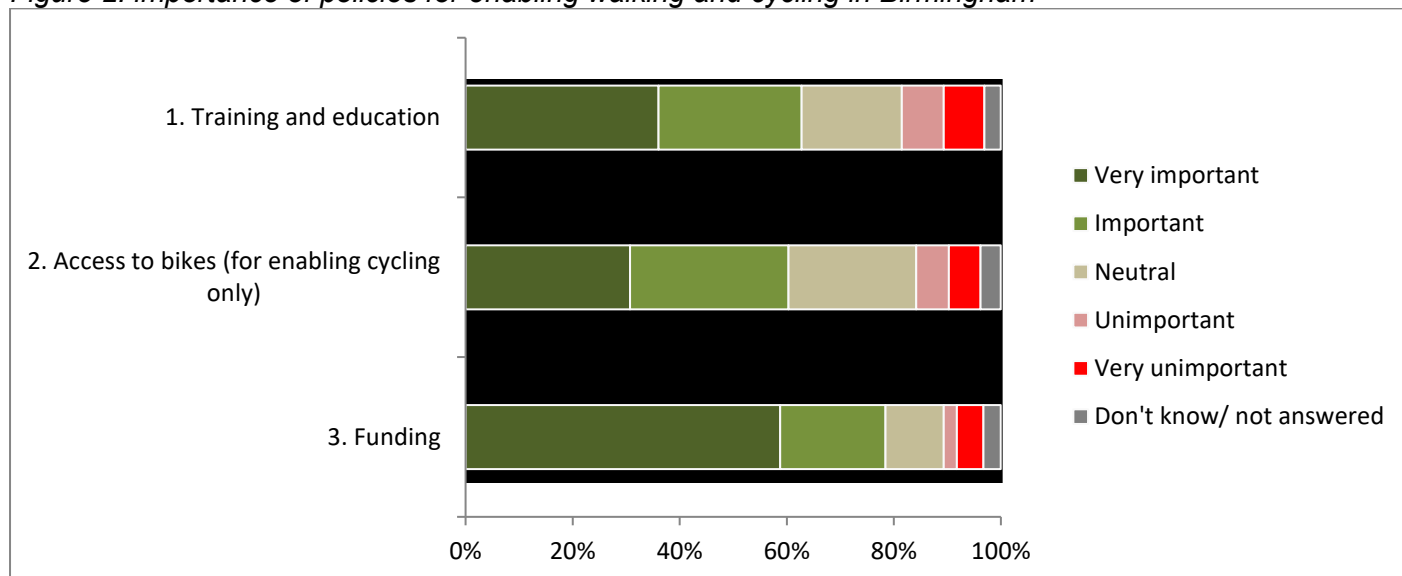
Key themes and common issues	How these are addressed in the Strategy
<b>Infrastructure</b>	
Many people thought that the ordering of objectives was wrong and that improving infrastructure was most important	Importance of infrastructure is a key part of the Strategy and focus of the Infrastructure Plan. The objectives are not ordered by priority and they follow the standard COM-B model ('capability', 'opportunity', 'motivation' and 'behaviour') model, so no re-ordering is proposed
Strong support for segregation of cycles and cars, cycles and pedestrians, rethink of highway design and reallocation of road space. Some criticism of recently installed segregated cycle infrastructure	Included in Policy 5 (walking and cycling infrastructure) and LCWIP. The number of comments in support of improved facilities outnumbered the critical responses
Several requests for more green spaces and parkland, particularly in city centre	Added more information within LCWIP
Lack of cycle routes in specific areas: southeast Birmingham, Harborne, Maypole and Kings Heath, A34 from Acocks Green/Hall Green to city centre, A41 corridor through Hockley, North Birmingham particularly city centre to Erdington.	Added local links to LCWIP maps where possible although insufficient information to add all routes requested. More detailed local cycling infrastructure plans and audits will be required as part of delivery of the Strategy and LCWIP
<b>Safety and security</b>	
Large number of comments requesting greater emphasis on safety (and feeling safe), as this is a major barrier to walking and cycling in the city.	Included within revised main aim and objectives Added new Policy 3 about personal safety
Vulnerability of people on foot and bike, particularly children and lone females, in darker areas and parks. Suggestions for community watch, park wardens, lighting, CCTV, patrols and panic alarms	Added new Policy 3 about personal safety



Also concerns about road safety and need for segregation between people and cars	Included in Policy 5 (walking and cycling infrastructure) and LCWIP.
<b>Walking</b>	
Strategy has too much emphasis on cycling and needs greater priority on pedestrians and connections with public transport.	Added more information on walking in Policy 5 (walking and cycling infrastructure)
Some concerns that walking and cycling are different and should not be in same Strategy.	Noted. Strategy addresses different needs of walking and cycling. Government Guidance is for a combined infrastructure plan (LCWIP)
Walking and cycling infrastructure sometimes conflict	Support for more segregated facilities included in Policy 5 (walking and cycling infrastructure) and Infrastructure Plan
Pavement parking issues	Included in Policy 6 (traffic management and enforcement)
Lack of local facilities within easy walking distance.	Added more information in Policy 9 (land use planning and development)
<b>Public transport</b>	
Not enough emphasis on public transport and interconnections for longer journeys	Included within main aim and Policy 10 (Public Transport)
Concern over service quality	Beyond scope of this Strategy and LCWIP
<b>Car use/ traffic</b>	
Large number of comments suggesting the Strategy should aim to discourage and reduce driving and/or car ownership.	Included in Policy 6 (traffic management and enforcement). Other policies to be included in emerging Birmingham Transport Plan
Some stronger views suggesting bans on private cars, including in the city centre.	Beyond scope of this Strategy - policies to be included in emerging Birmingham Transport Plan
Also a few comments from people who didn't want to restrict car use and wanted improvements to traffic flow and parking.	Noted. However, the number of comments requesting reduction in motor vehicles significantly outnumbered the requests for improved traffic flow
<b>Road user education</b>	
Lots of comments requesting more reference to driver education (about vulnerable road users, sharing the roads and safe passing distances).	Included in Policy 1 (Training and Education)
<b>Investment</b>	
Lots of requests to invest more in walking and cycling, sooner rather than later, and reallocate other highway budgets.	Added tables of proposals in LCWIP and indicative budget. More detailed cost estimates will be undertaken as part of delivery of the Strategy and LCWIP, and integration with highway budgets.
Few comments that this is a waste of money	Noted. However, the number of comments were outnumbered by support for more funding
<b>Cultural factors</b>	
Needs greater recognition of cultural factors and need to make walking and cycling more dignified, more aspirational	Included in Policy 11 (schools, business and local community)
<b>Level of ambition</b>	
Lots of comments that strategy should be more ambitious.	Main aim revised. Wider transport ambitions to be included in emerging Birmingham Transport Plan
Other comments that objectives should relate to measurable outcomes.	Each policy includes outcome. Action Plan will also be used to measure outputs
<b>Health and Wellbeing</b>	
Need for greater reference to mental and physical wellbeing and environmental benefits in objectives.	Added information on Public Health in Policy Framework section
Comments about cycling and walking for fun, and need for recreational facilities for children	Added information to LCWIP

## Objective 1: Enable walking and cycling in Birmingham

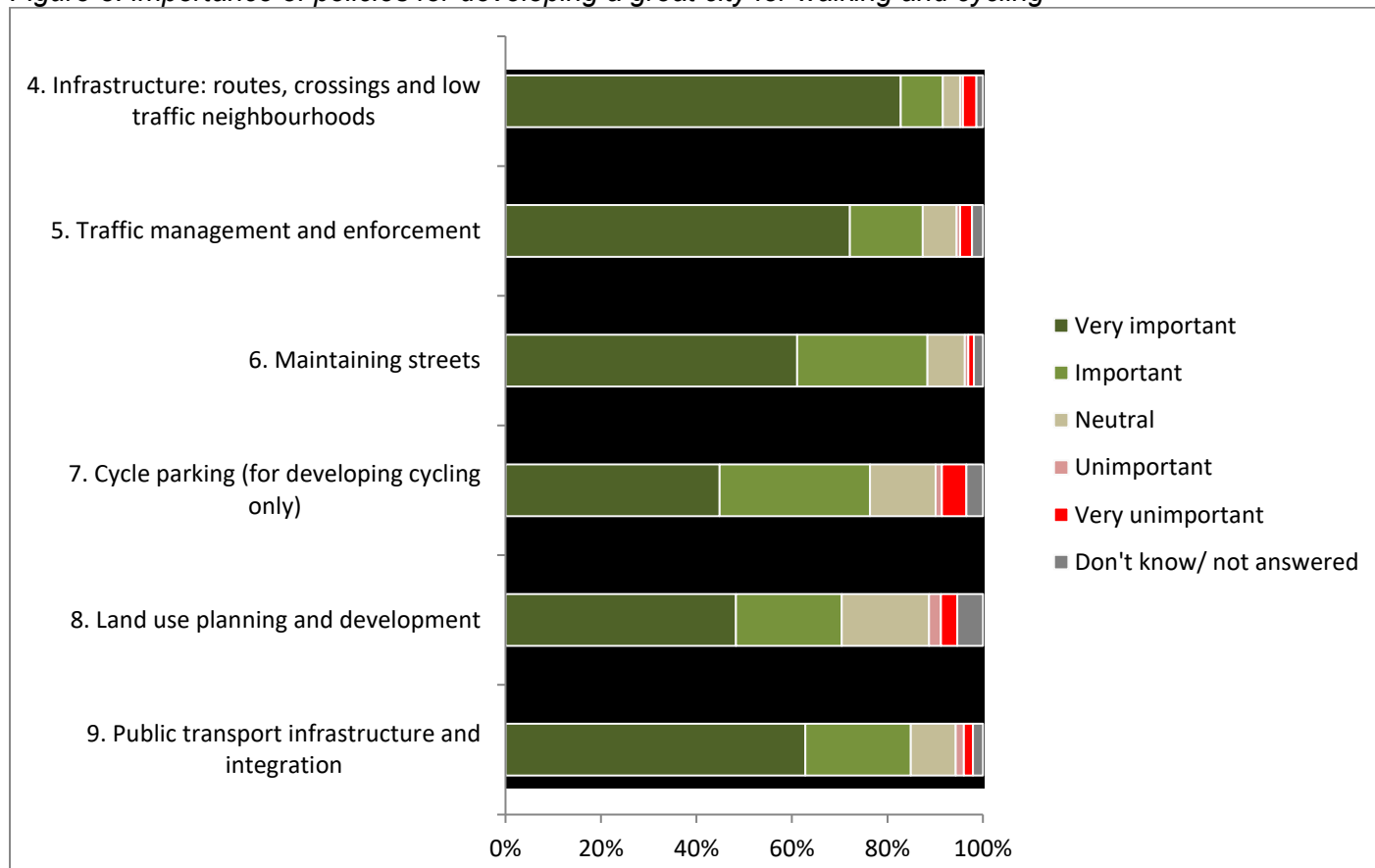
Figure 2: importance of policies for enabling walking and cycling in Birmingham



79% of people thought funding was very important or important, but there was also support for training and education (63%) and access to bikes (61%). The 'other' text responses demonstrated the importance of safety and driver education for enabling walking and cycling, and reference to these will be added into the revised Strategy and policies. Land-use planning and infrastructure were frequently mentioned but these are also included in the 'developing' section. Other suggestions for enabling included political support, tougher penalties for dangerous driving, more cycle to work schemes and access to e-bikes.

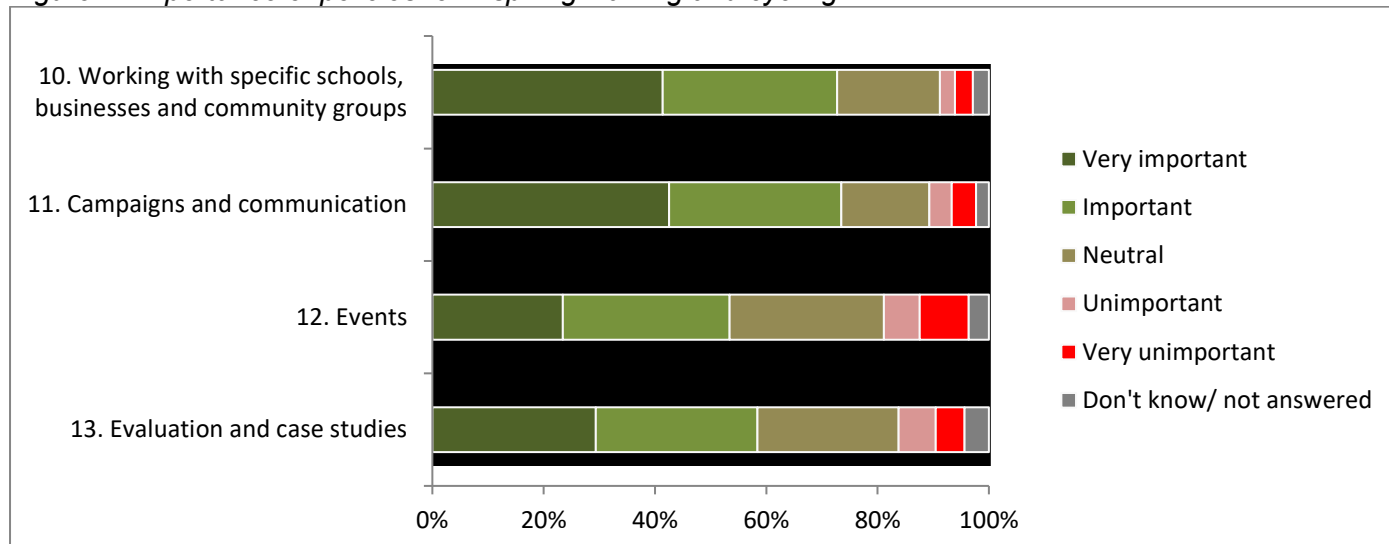
## Objective 2: Develop a great city for walking and cycling

Figure 3: importance of policies for developing a great city for walking and cycling



Additional suggestions included customer cycle parking at supermarkets and shops, infrastructure for non-standard bikes such as cargo bikes and clear signage.

*Figure 4: importance of policies for inspiring walking and cycling*



Suggestions included feedback tools, councillors and senior officers taking a lead, community role models and creation of social networks and buddying schemes.

Figure 5: Word Cloud – What partner organisations should be promoting, developing and inspiring walking and cycling?



#### Businesses:

- Independent businesses
- Big city businesses such as HSBC, JLR, NEC, Grant Thornton, EY, KPMG
- Bicycle, outdoor and sports shops
- Business Improvement Districts
- Landowners and developers including Calthorpe Estates
- BBC and ITV and local media
- Insurance companies
- Finance and tech companies
- Private Health Clubs
- Cycle to Work scheme
- Healthy eateries

#### Education:

- Schools and colleges, particularly head teachers, multi-academy trusts, parents' groups
- Universities including University of Birmingham and including students and researchers

#### Government:

- Central government and Department for Transport
- West Midlands Combined Authority and West Midlands Mayor
- Birmingham City Council, including councillors
- Neighbouring local authorities
- Commonwealth Games Committee
- Netherlands/ Dutch Cycling Embassy
- Royal Sutton Coldfield Town Council

#### Health sector:

- Public Health England
- Birmingham and Solihull Clinical Commissioning Group and GPs
- NHS Trusts and Hospitals
- Health charities such as British Heart Foundation, Midland Mencap

#### Emergency services:

- West Midlands Police and British Transport Police
- Other emergency services

#### Transport business sector and operators:

- HS2
- Network Rail
- Midland Metro
- Bus operators
- TfWM
- AA and RAC

#### Transport and environmental organisations:

- Canal and River Trust
- Cycling clubs including Moseley Missiles, Cannon Hill, Beacon
- British Cycling
- Sustrans
- Pushbikes
- Friends of the earth
- Green Party
- Cycling UK
- Greenpeace
- Nature partnerships
- Ramblers
- Birmingham Open Space Forum
- Eco Birmingham/ Cycle South Brum
- ROSPA
- Living Streets
- Sport England
- online cycle communities

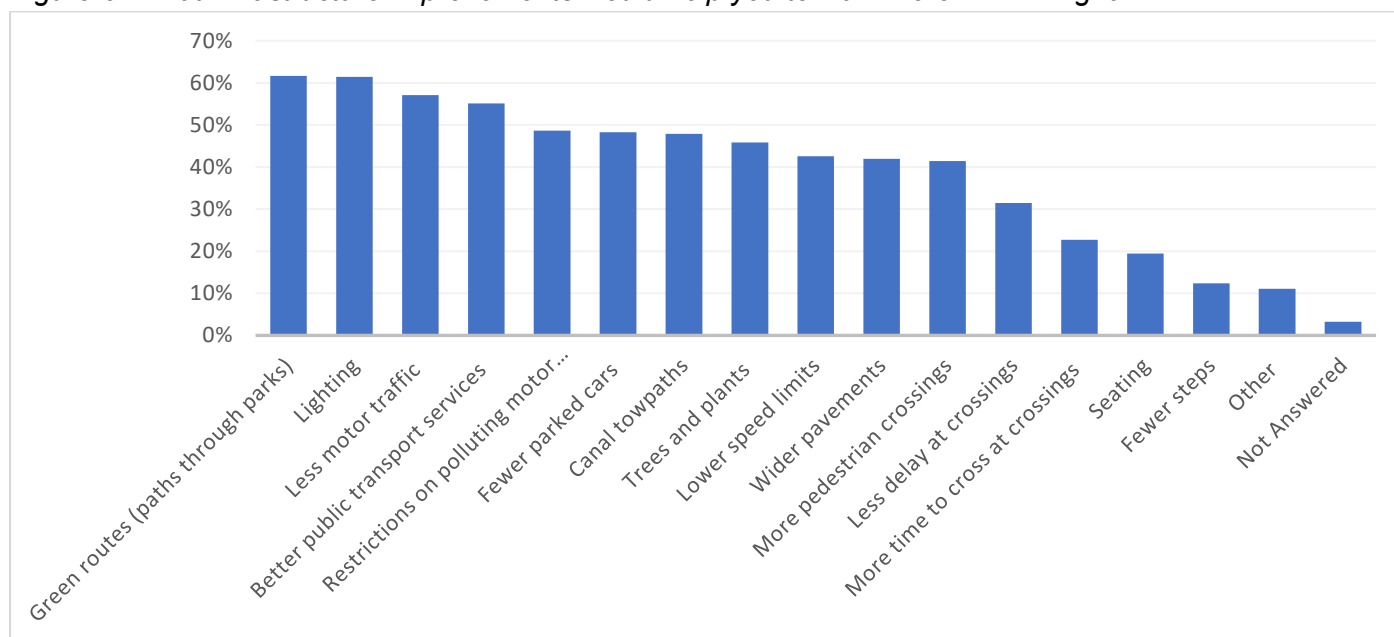
#### Community:

- Mosques, churches and other faith groups
- Residents groups including Druids Heath and Monymy Forum, Handsworth Helping Hands, Balsall Heath is Our Planet
- Bournville Village Trust
- Litter picking groups
- Sports teams
- Nurseries and playgroups
- Libraries
- Community centres
- Fitness groups/ slimming groups
- Scouts and guides
- Youth groups and campaigns such as #knivesdownbikesup
- Job Centre
- The Active Wellbeing Society
- Women's safety groups



## Infrastructure Plan: Types of Walking and Cycling Infrastructure

Figure 6: What infrastructure improvements would help you to walk more in Birmingham?



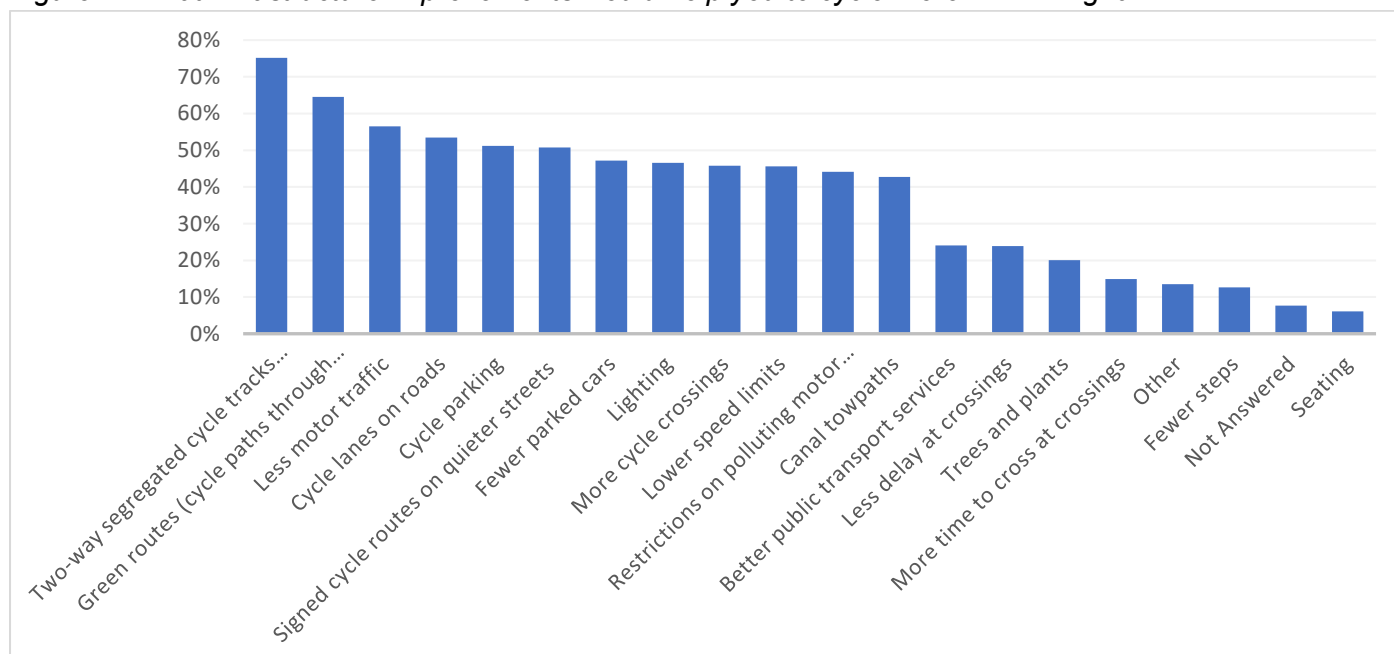
The top infrastructure improvements were:

1. Green routes 62%
2. Lighting 61%
3. Less motor traffic 57%
4. Better public transport 55%

- Fewer cyclists on pavements
- Fewer shared facilities with cyclists
- More police on the streets
- Reduction in pavement parking
- Smoother and more even surfaces

The main suggestions in other responses were:

Figure 7: What infrastructure improvements would help you to cycle more in Birmingham?



The top infrastructure improvements were:

1. Two-way segregated cycle tracks 75%
2. Green routes 61%
3. Less motor traffic 57%
4. Cycle lanes on roads 55%

## Infrastructure Plan: Regional Priority Cycle Routes

There was support for:

- All strategic routes, particularly the A456 (Hagley Road) and addition of A435 (Alcester Road)
- Joined up city centre network
- Finer mesh local networks within the regional network
- Better policing and lighting of routes in parks and canal towpaths

## Infrastructure Plan: Birmingham cycling infrastructure plan

Detailed comments were received on the plans, including requests for infrastructure along all radial route corridors, better links to Solihull and Smethwick and more local connections in Bartley Green, Harborne, Selly Oak, Kings Heath, Balsall Heath, Hall Green, Handsworth and Sutton Coldfield.

## Infrastructure Plan: Birmingham city centre cycling infrastructure plan

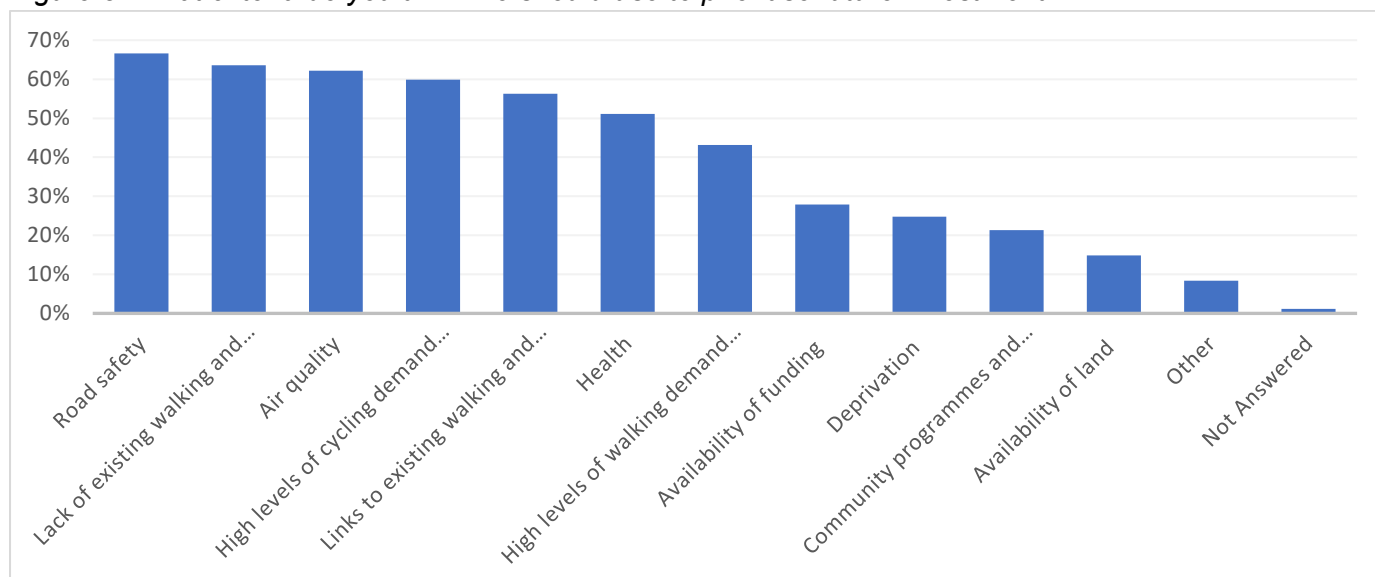
Detailed comments were received on the plans, including requests for infrastructure along Broad Street and Colmore Row as well as improvements on existing routes.

## Infrastructure Plan: core walking zones

There was a wide range of responses to the request for comments on core walking zones. Some people requested more detailed information whilst others commented on areas (Moseley and Kings Heath were frequently mentioned) or requested new or extended zones (for example to cover Harborne and Balsall Heath). Other common themes were the city centre, greenery, personal safety, parked cars, litter and pavement maintenance.

## Infrastructure Plan: Priorities

Figure 8: What criteria do you think we should use to prioritise future investment?

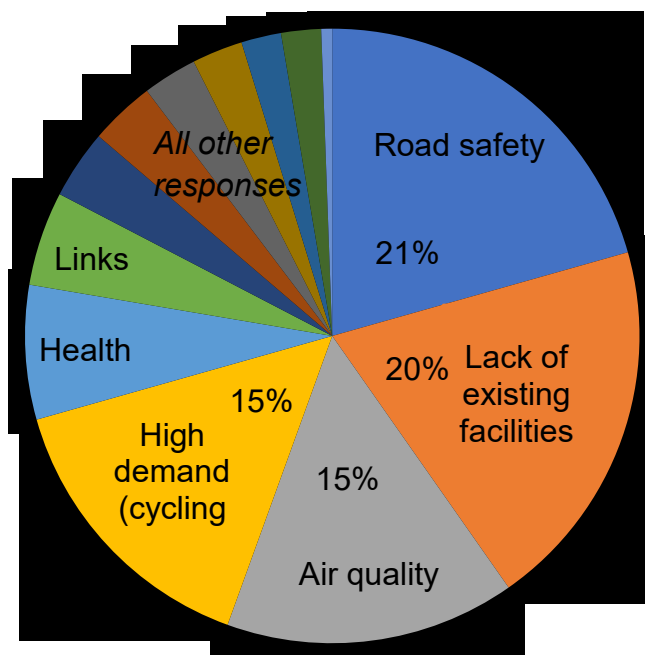


The top criteria were:

- |  |     |
|--|-----|
| 1. Road safety                                     | 67% |
| 2. Lack of existing walking and cycling facilities | 64% |
| 3. Air Quality                                     | 62% |
| 4. High levels of cycling demand                   | 60% |

Other suggestions included criteria based on connecting with public transport, considering journey times/distances and helping people with disabilities, mental health issues and long-term illness.

*Figure 9: Which of the above criteria for investment do you think is the most important?*



Detailed comments were also received on which areas of the city should be prioritised and why. The city centre was frequently mentioned as well as provision of facilities along main roads, but other responses were very mixed, with some advocating greater priority for inner city areas (such as Ladywood, Alum Rock, Small Heath, Washwood Heath and Sparkhill) whilst others argued for priority in suburban areas where there were more opportunities to build on already good levels of walking and cycling.

Some people suggested prioritising schools. Others thought that priority could be given to pilot schemes to demonstrate what was possible. Some people suggested that there should be no priorities at all.

### **Consultation information**

People were asked about whether the information provided enabled them to make an informed comment on the proposals. 85% replied yes, 12% no and 3% didn't answer.

Suggestions for additional information included:

- Better maps for pedestrian proposals
- Easier to read maps and more interactive maps
- More information on on-road cycle routes and how they differ from off-road routes
- More information on funding and costs
- Diagrams and videos

## 5. Selection of quotes from online consultation

### Strategy - Enable walking and cycling

Drivers need the education not the cyclists and the walkers
Safety. Safety, safety, safety and safety. Not feeling that you'll be mown down any minute.

### Strategy - Develop a great city for walking and cycling

I am not anti-car - we have one! Drivers are generally courteous. But there are too many of them going too fast.
A38/34 routes must only be the beginning. They demonstrate a very different allocation of road space that should now become the norm.
Walking and cycling need to be promoted as safe, easy and healthy

### Strategy - Inspire walking and cycling

It is important to promote walking and cycling to encourage people to take it up but in this scenario I believe the stick is going to be more important than the carrot.
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### Infrastructure Plan

If it's going to have an impact it needs to be bold. Cars have invaded and taken over roads and pavements.
This is a great start and a good marker of a welcome and beneficial strategy.
It's a waste of time, effort and money. You can't provide a cohesive network, there isn't enough space
The plan is an excellent idea provided that less onus is placed on improving the capacity for traffic. Otherwise we run the risk that nothing will effectively change and traffic will be worse than it is now.

### Walking

Please make the routes wheelchair friendly.
Any improvements on the number and quality of crossings will be welcomed. Crossings need to have short delay times, minimal numbers of stages (ideally one), and minimal deviations from desire lines. Guardrail should be eliminated.
Walking, even more so than cycling, is intimately bound up with other challenges faced by the city, such as homelessness and civic pride. Addressing these broader issues will have the secondary benefit of making walking in the city centre more attractive.
Every street in the city should have good walking pavement, there should not be zones at all
Seriously consider banning the city-wide practice of cars being able to half-park (or more) on pavements.

### Cycling

Segregated cycling infrastructure is the only way to get people cycling, so that needs to be rolled out across major roads.
The roads are too congested and scary for me to get my bike out. I am fully supportive of this initiative and I am very pleased it is being considered seriously
I bloody love the new cycle route along Bristol Road, I've used it 3-4 times a week since it opened and have never cycled to work before that

### Priority areas

Round schools - less traffic, no parking and clear cycle and walking routes encourage children and parents to be more active and healthy
The city centre and main arterial routes, as these tend to carry/cause the majority of the air pollution but will also be the areas where most people will want to access the services.
Inner City areas where "Cars are King" and where there are no current cycle routes.
Priority is walking zones around public transport stops. Stride and ride.

## 6. Summary of Other Responses

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### Event responses/conversations

The Let's Ride event generated many useful responses to questions from British Cycling including, 'what would you like to see happen in your local area to encourage cycling?' Most responses were about improved cycle routes, particularly those segregated from motor vehicles, but there were plenty of other suggestions; for more events like Let's Ride; group rides; and better cycle parking.

The drop-in events and presentations had a small number of attendees, but these face-to-face discussions provided excellent feedback and an opportunity to consider the strategy and plans in more detail, such as Sutton Coldfield and Perry Barr. The discussions also gave feedback from the point of view of different users including motorcyclists and people with disabilities. Common themes were similar to those in the online comments. Overall, there was support for improving facilities and promoting more walking and cycling in the city.

### Written responses

Birmingham City Council is very grateful to the following organisations who also sent in written responses:

- Birmingham City University
- Birmingham Sight Loss Council
- Campaign for Better Transport
- Highways England
- Jewellery Quarter Museums and Attractions Co-ordinating Committee
- Parkride (Midland Mencap)
- Royal Sutton Coldfield Town Council
- Sport England
- Transport for the West Midlands

Where appropriate, their comments and suggestions have been incorporated into the amended Strategy and Infrastructure Plan.

## 7. We asked, you said, we will do...

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**We asked** for views on the draft Birmingham Walking and Cycling Strategy and Local Cycling and Walking Infrastructure Plan during summer 2019.

**You said.** Over 500 individuals and organisations responded to the consultation, resulting in thousands of individual comments. Feedback highlighted the need for safer and more inclusive infrastructure and provided a wealth of information and ideas on specific improvements to develop better places to walk and cycle.

**We will do.** A number of changes have been made as a result of the comments received from the consultation. These include; a greater emphasis on safety (personal security and traffic danger) and safe infrastructure; an action plan outlining the role of partners; additional references to inclusive walking and cycling; more information on priorities; and cycle route plans and walking zones that respond to specific comments. We will publish an amended version in January 2020.