

Birmingham City Council

Report to Cabinet

21 January 2020



Subject: Public Consultation on Draft Birmingham Transport Plan
Report of: Interim Director - Inclusive Growth
Relevant Cabinet Member: Councillor Ian Ward – Leader
Councillor Waseem Zaffar – Transport and Environment
Relevant O &S Chair(s): Councillor Liz Clements – Sustainability and Transport
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Are specific wards affected?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No – All wards affected
If yes, name(s) of ward(s):		
Is this a key decision?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, add Forward Plan Reference: 006907/2019		
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

1 Executive Summary

1.1 To seek authority to undertake public consultation on the Draft Birmingham Transport Plan (BTP) for a period of eight weeks between January 2020 and March 2020. The Draft BTP sets out Birmingham’s transport vision for the city until 2031 and contains a set of principles that aim to support the city on its journey to tackle climate change, reduce transport’s damaging impact on the environment and people’s health whilst making the most of opportunities to support the economic growth and development of the city. The measures outlined in the Draft BTP aim to serve a future Birmingham that is home to more people, and that is a better environment in which to live and work for everyone, irrespective of age, disability or income.

2 Recommendations

- 2.1 Approves the Draft Birmingham Transport Plan, as shown in Appendix A, for public consultation for a period of eight weeks between January 2020 and March 2020.
- 2.2 Notes that following the consultation, a further report will be produced for Cabinet in 2020 to adopt the Birmingham Transport Plan.

3 Background

- 3.1 In line with the Birmingham Development Plan 2031 (adopted) 2017, the latest reinvention of Birmingham is progressing at a remarkable rate. Continued national and international confidence in the future of the city means that the level of inward investment is both unprecedented and unabated. It is being put to good use - delivering tens of thousands of new jobs and new homes, creating new urban environments fit for modern life.
- 3.2 Good transport is an essential ingredient in Birmingham's future success. Transport is much more than a means of getting us to where we want to go each day. It also has the potential to open up new opportunities in every aspect of our lives. To unlock the transformational potential of transport, we need to fundamentally change the way people and goods move around the city. Without change in our approach these opportunities and benefits will be constrained by poor air quality in our city, a lack of transport capacity and further adverse social and environmental impacts.
- 3.3 We know that our over-dependence on private motor cars is bad for the health of ourselves and our families, bad for our communities and bad for business, and bad for the future in terms of transport's contribution to carbon emissions leading to climate change. Investment in our transport system and implementation of schemes that prioritise people over cars, will help develop a cleaner, greener, healthier and more sustainable environment to deliver the health and wellbeing benefits for the people of Birmingham and allow Birmingham to continue to grow and prosper.
- 3.4 The declaration of a climate emergency and the introduction of Birmingham's Clean Air Zone is a signal of our intention and an important first step towards establishing a net zero emissions city for the benefit of our citizens, particularly children, whilst standing toe to toe with investment competitors nationally and internationally.
- 3.5 The Draft Birmingham Transport Plan 2031 seeks to build on the aspirations set out in the Birmingham Connected White Paper (2014) and outline what Birmingham needs to do differently to achieve its strategic 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".

3.6 To achieve the vision and secure the benefits that the vision will deliver, four Big Moves have been developed for consultation:

- 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 about the city.
- 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.
- 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.
- 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.

4 Options Considered and Recommended Proposal

- 4.1 Option 1 - Do nothing. Should the City Council decide not to consult on the Draft Birmingham Transport Plan, it would result in a lack of strategic direction and vision for transport in the city making Birmingham unattractive and unhealthy which in turn could be a barrier to future growth, missed opportunities and delays in meeting targets for the Birmingham Council Plan 2018-2022 (2019 Update). It would also limit Birmingham's ability to tackle climate change and address poor air quality in the city for the health of Birmingham citizens.
- 4.2 Option 2 - Retain existing strategy document: Birmingham Connected White Paper (2014). However, this needs significant updates, particularly in light of the declaration of a climate emergency and poor air quality in the city. Since the publication of Birmingham Connected significant progress has been made with major changes in the city such as a Clean Air Zone and HS2 and hosting of the 2022 Commonwealth Games.
- 4.3 Recommended Proposal - Consult on the Draft Birmingham Transport Plan. Consultation feedback will be used to refine the policies and proposals, identify further opportunities and set priorities for future investment before being taken back to Cabinet for adoption.

5 Consultation

- 5.1 Consultation to date has involved various internal discussions with officers at Birmingham City Council. Informal meetings regarding specific schemes, development of masterplans, Supplementary Planning Documents (SPDs) and the Clean Air Zone have taken place with partners at Transport for West Midlands, West Midlands Rail Executive, HS2 Ltd, Highways England, Sustrans and other relevant organisations.
- 5.2 Formal views will be sought from key partners, stakeholders and general public as part of the public consultation. A consultation and engagement plan is attached (Appendix B).

6 Risk Management

- 6.1 A Risk Register is attached at Appendix C. The programme for completion and adoption of the Birmingham Transport Plan allows flexibility to account for any potential issues. Other risks include:
- That the Draft Birmingham Transport Plan will not be supported by communities and stakeholders. In order to mitigate this, the Draft Birmingham Transport Plan has been drafted in collaboration with internal and external partners. The consultation allows for further refinement of the document before the City Council adopts the Birmingham Transport Plan.
 - That the consultation process will not be effective in reaching a wide range of groups. In order to mitigate this, the engagement plan includes a variety of communication methods and contact opportunities for groups and individuals in different areas of the city and at different times of day.
 - That there are insufficient staff and budgets to resource the consultation. In order to mitigate this, the consultation process will use existing staff resources and limit the printing and design costs. Existing events and venues will also be used to minimise costs.

7 Compliance Issues:

7.1 How are the recommended decisions consistent with the City Council's priorities, plans and strategies?

- 7.1.1 The Draft Birmingham Transport Plan is consistent with the City Council Plan 2018-2022 (2019 Update) and Financial Plan 2019 to 2023. It will support delivery of the primary goals of an Entrepreneurial City, an Aspirational City, a Fulfilling City to age well in and a Great City to live in and support Birmingham residents in gaining the maximum benefit from hosting the Commonwealth Games.
- 7.1.2 In particular, it will support Outcome 1, Priority 4: We will develop our transport infrastructure, keep the city moving through walking, cycling and improved public transport; Outcome 4, Priority 4: We will improve the

environment and tackle air pollution; Outcome 6 Priority 1: We have declared a climate emergency on a cross-party basis, and we will progress our activity for this through our Climate Emergency Task Force; Outcome 6 Priority 2: We will continue to deliver, report and positively promote the City Council's extensive climate change and carbon reduction activity, with additional initiatives undertaken in line with leading national and peer practice.

7.1.3 The Birmingham Development Plan (adopted in 2017) sets out a spatial vision and strategy for the sustainable growth of Birmingham up to 2031, and is used to guide decisions on planning, development and regeneration. Transport is identified as one of the essential elements enabling sustainable growth.

7.1.4 The Plan is also consistent with emerging policy documents including:

- Proposed Clean Air Strategy for Birmingham – approved by Cabinet on 22 January 2019 for public consultation, which took place during 2019;
- Draft Parking Supplementary Planning Document - approved by Cabinet on 29 October 2019 for public consultation, which is now taking place until 21 February 2020; and
- Birmingham Walking and Cycling Strategy - the subject of a separate report to Cabinet on 21 January 2020.

7.2 Legal Implications

7.2.1 As the Draft Birmingham Transport Plan is an informal transport planning document and will not have statutory status, there are no formal legal requirements in relation to consultation, but the preparation of the documents and the proposed consultation is in accordance with the adopted Birmingham Statement of Community Involvement 2008 and the draft Statement of Community Involvement 2019.

7.3 Financial Implications

7.3.1 Costs from undertaking the public consultation on the Draft Birmingham Transport Plan will be met from approved revenue budgets within Inclusive Growth Directorate (Planning and Development, and Transport and Connectivity).

7.3.2 Removal of on street parking if required will reduce parking income. The reduction in income cannot be quantified accurately at this time as it would be subject to individual scheme proposals. The precise financial and resourcing implications will need to be determined as individual schemes are developed and the implications will be set out in future decision reports. However, it should also be acknowledged that roll out of further parking control schemes (Controlled Parking Zones or resident parking schemes) has the potential to compensate (in part or full) for the loss of revenue elsewhere in the city.

7.3.3 Removal of City Council car parks would result in loss of ticket revenue and potentially advertising income and associated business rates revenue. Conversely, efficient redevelopment of land currently used as off street parking offers opportunities for increased business rates income as well as wider benefits for the city economy through job creation, dependant on the subsequent land use. A surplus of private non-residential parking spaces in the city centre has been identified; providing scope for repurposing of potentially valuable land currently utilised for parking. Detailed financial and resourcing implications of any subsequent development proposal would need to be considered on a case by case basis and will be subject to future decision reports.

7.4 Procurement Implications (if required)

7.4.1 No implications.

7.5 Human Resources Implications (if required)

7.5.1 No implications.

7.6 Public Sector Equality Duty

7.6.1 An Equality Analysis (EA) has been undertaken for the draft plan and consultation and is attached in Appendix D. Relevant organisations with an interest in equalities issues will be included in the consultation. The consultation will include (optional) questions to identify relevant protected characteristics such that impacts can be explored and analysed.

7.6.2 It is acknowledged that some groups have different travel needs and there may be a correlation between certain protected characteristics and potential impact from the proposals in the plan. The principle is that the more comprehensive, accessible and integrated the transport network is, the more likely it is to cater to the needs of a broad range of groups and so the overall impact is likely to be positive.

7.6.3 A separate Equality Analysis will be undertaken for the final Birmingham Transport Plan, taking on board the findings of the consultation. Individual scheme proposals will be further screened for equalities analysis as part of standard Council governance and approval processes, and EAs will be completed at Options Appraisal and Full Business Case stage for individual projects and programmes.

8 Appendices

8.1 Appendix A - Draft Birmingham Transport Plan

8.2 Appendix B - Consultation and Engagement Plan

8.3 Appendix C - Risk Register

8.4 Appendix D - Equality Analysis

9 Background Documents

Birmingham Connected White Paper (2014) – see Cabinet Report dated 17 November 2014.