

	<b><u>Agenda Item: 8</u></b>
<b>Report to:</b>	<b>Birmingham Health &amp; Wellbeing Board</b>
<b>Date:</b>	<b>18<sup>th</sup> June 2019</b>
<b>TITLE:</b>	<b>ACTIVE TRAVEL UPDATE REPORT</b>
<b>Organisation</b>	<b>Birmingham City Council</b>
<b>Presenting Officer</b>	<b>Kyle Stott, Service Manager, Public Health Division</b>

<b>Report Type:</b>	<b>Discussion</b>
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<b>1. Purpose:</b>
1.1 The purpose of this report is to inform the Board of a consultation on a cycling and walking strategy in Birmingham, and the new infrastructure on the A34 and A38.

<b>2. Implications:</b>		
BHWB Strategy Priorities	Health Inequalities	Yes
	Childhood Obesity	Yes
Joint Strategic Needs Assessment		
Joint Commissioning and Service Integration		
Maximising transfer of Public Health functions		
Financial		
Patient and Public Involvement		
Early Intervention		Yes
Prevention		Yes
Homelessness		

### **3. Recommendations**

3.1 The Health and Wellbeing Board is asked to note:

- Current action to improve active travel in the city and the opportunities for linkages to other Board priorities

3.2 The Health and Wellbeing Board is asked to discuss:

- The priority areas set out in the draft walking and cycling strategy, and opportunities to connect to other priorities for example a physically active city.
- Opportunities for member organisations to encourage the use of the new cycle infrastructure on the A34 and A38

### **4. Background**

#### **Physical Activity and Health**

4.1 Motor dominated streets restrict opportunities for active travel and impact the least advantaged (in terms of traffic injuries, deaths and poor air quality)

4.2 Short car journeys - under 1 mile - can be undertaken by walking and cycling. And getting rid of those journeys would greatly improve the local environment and support people to get 150 minutes of moderately intensive physical activity each week, which is the Chief Medical Officer's advised level.

4.3 Currently Birmingham has low levels of physical activity. The Sport England 'Active Lives' survey highlights that in 2017/18, over 1 in 4 of Birmingham's adults (26.4%) is inactive, and gets less than 30 minutes of physical activity a week. This is higher than the average across England, which is 22.2%, and the trend has not improved over the last 3 years of survey data.

4.4 The more intensive or longer the physical activity is for, the greater the protective effect is against developing health conditions such as stroke, heart disease, type 2 diabetes, colon cancer and breast cancer. Physical activity also improves mental health. The greatest benefits are gained when an inactive individual becomes active.

4.5 Although local estimates are not currently available showing which groups are more or less physically active, nationally and regionally, older groups are less physically active, as are people with impairments or long term health conditions.

### **Encouraging active travel**

4.6 In Birmingham, around 1.65% of commuting trips are made by bike. More promotion and improved infrastructure for cycling and walking, including routes, crossings and low traffic neighbourhoods, can provide cost effective solutions to improving the health of individuals, as well as addressing problems of congestion and air quality.

4.7 The city already has a surprisingly varied and extensive network of paths, pavements, towpaths and tracks connecting people with places to live, work and enjoy.

4.8 There is considerable scope to improve this network by making it easier, safer and better-connected so that more people will choose to walk and cycle, regardless of age, gender, fitness level or income.

4.9 The Birmingham Walking and Cycling Strategy sets out a long-term plan to ensure that active travel becomes the popular choice for short journeys and to increase the opportunities for recreational cycling and walking. It includes three key objectives with linked policies and actions. It is closely aligned with other regional and local strategies. Outline proposals and priorities for network investment are set out in the Local Cycling and Walking Infrastructure Plan (LCWIP) and Rights of Way Improvement Plan (ROWIP).

### **New segregated cycling infrastructure**

4.10 On the A38, a new 4km of two-way, fully segregated cycleway along the links Selly Oak and the University of Birmingham with the city centre. The route will connect with the existing cycle facilities on Hurst Street, running along the A38 and then linking to existing cycle facilities on Selly Oak New Road.

4.11 A new cycle lane links Perry Barr with the city centre along the A34. This scheme is 3.3km long and will cross two major traffic junctions (Newtown Middleway and Newbury Road), which have been realigned and upgraded to include signals for cyclists.

## 5. Discussion

5.1 The Walking and Cycling Strategy for the City of Birmingham has a key aim, to Increase walking and cycling in Birmingham, for transport, leisure and health, *particularly for short journeys and in combination with public transport*. A copy of the policy can be found in appendix A.

5.2 The Strategy has three key objectives, all of which are essential requirements to success:

- Enable walking and cycling in Birmingham
  - providing training, improving access to bikes and seeking funding
- Develop a great city for walking and cycling
  - improving infrastructure: paths, parking and public transport, managing traffic, maintaining streets
- Inspire walking and cycling
  - organising events, distributing information and evaluating outcomes

5.3 The strategy also takes into consideration the other supporting national and regional drivers:

- The Government's first statutory Cycling and Walking Investment Strategy was published in April 2017. The Strategy details the Government's high-level aspirations for cycling and walking up to 2040 and the ambition to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey.
- Movement for Growth: the West Midlands Strategic Transport Plan. The West Midlands Strategic Cycle Network plan was revised as part of the, 'Common Approach to Cycling and Walking in the West Midlands' (2019), setting out regional priority routes.
- The West Midlands Cycle Charter (2015) provides the strategic context for cycling in the West Midlands and is fully endorsed by Birmingham City Council. The Charter identifies targets to raise levels of cycling across the West Midlands Metropolitan Area to 5% of all trips by 2023 from the 1% baseline and to raise cycling levels to 10% of all trips by 2033
- The West Midlands on the Move: Physical Activity Strategic Framework (2017) sets out four ambitions; making it easier and more desirable to move around the West Midlands; making it easier and more enjoyable to be outdoors in our green and blue spaces and urban environments; improving how it feels to live in our streets and communities; and improving people's life chances, wellbeing, employability and access to work.

## **6. Future development**

6.1 The strategy is in draft format for consultation. The adoption of the Birmingham Walking and Cycling Strategy, alongside the emerging Birmingham Transport Plan and new policies on air quality, public health and design, will enable much better integration and improve forward planning for walking and cycling initiatives and facilities both within the city, and the wider West Midlands region.

6.2 It is expected that the adopted strategy will contribute to developing a healthy food city and a physically active city through a whole system approach to obesity.

## **7. Compliance Issues**

### **7.1 Strategy Implications**

The Walking and Cycling Strategy and resulting action plan will impact on the Health and Wellbeing Board's strategic priority around obesity.

Depending on the targeting and uptake of cycling interventions it may also have a positive or negative impact on health inequalities.

**7.2 Homelessness Implications:** - Report authors must note in this policy section, any positive or negative implications of the recommendations for homelessness in the City, in relation to meeting the requirements of the Homelessness Prevention Strategy.

No direct impacts on homelessness prevention.

### **7.3 Governance & Delivery**

### **7.4 Management Responsibility**

Management responsibility for the Walking and Cycling Strategy is Transport and Environment, under Transport Policy within the Inclusive Growth Directorate.

### **7.5 Diversity & Inclusion**

The draft strategy acknowledges through its policies the need to address diversity and inclusion.

<b>Signatures</b>	
<b>Chair of Health &amp; Wellbeing Board (Councillor Paulette Hamilton)</b>	
<b>Date:</b>	