

Birmingham City Council



Report to Leader of the Council and Cabinet Member for Transport and the Environment jointly with Director, Inclusive Growth

12 June 2019

Subject: PUBLIC CONSULTATION ON THE DRAFT WALKING AND CYCLING STRATEGY AND LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN

Report of: Assistant Director, Planning

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
Is this a key decision?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
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 Walking and Cycling Strategy and Local Cycling and Walking Infrastructure Plan for a period of six weeks during June and July 2019.

2 Recommendations

- 2.1 Approves the Draft Walking and Cycling Strategy and Local Cycling and Walking Infrastructure Plan for public consultation for a period of six weeks commencing in June 2019.
- 2.2 Notes that following the consultation, a further report will be produced for Cabinet to adopt the Walking and Cycling Strategy and Local Cycling and Walking Infrastructure Plan.

3 Background

- 3.1 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 addresses the challenges of poor air quality, congestion, rising levels of obesity and overdependence on cars for short journeys. It builds on the success of Birmingham Cycle Revolution and major investment in city centre public spaces, to create a city wide network of walking and cycling routes, high quality public spaces and 'liveable', low traffic neighbourhoods that support walking and cycling for short journeys.
- 3.2 The Local Cycling and Walking Infrastructure Plan (LCWIP) identifies opportunities to improve the existing 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.
- 3.3 The main aim of the Strategy is to increase walking and cycling in Birmingham, for transport, leisure and health, with a particular focus on short journeys and linked trips to public transport. The Strategy contains policies and actions – to be delivered by Birmingham City Council and various partners, and monitored annually. It is closely aligned with other regional and local strategies. Consultation feedback will help to identify partner support and ensure that the policies and actions are appropriate.

4 Options considered and Recommended Proposal

- 4.1 Option 1 - Do nothing. Should the Council decide not to consult on the Strategy, it would result in a lack of strategic direction and vision for walking and cycling. It could lead to missed opportunities, for partnership working and potential investment, and delays in meeting cycling targets for the West Midlands Cycle Charter and Birmingham Council Plan (2018-2022).
- 4.2 Option 2 – Republish the existing strategy documents: Walking Strategy (2002) and Bike Strategy (2012). However, these are in need of significant updates, particularly in light of progress made with the Birmingham Cycle Revolution, major changes in the city such as Clean Air Zone and HS2, and plans for the 2022 Commonwealth Games. The existing strategy documents lack plans for walking and cycling infrastructure and are inconsistent with the government's Walking and Cycling Investment Strategy and LCWIP Technical Guidance (2017).
- 4.3 Recommended Proposal – Consult on the Draft Walking and Cycling Strategy and Local Cycling and Walking Infrastructure Plan. Consultation feedback will be used to refine the policies and proposals, identify further opportunities and set priorities for future investment.

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, HS2, Highways England and Sustrans.

5.2 Stakeholders from walking and cycling organisations have been engaged since 2016, through workshops, stakeholder forums and other discussions:

Walking and Cycling Strategy		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
March 2019	Birmingham Transport Summit	October 2018 onwards	City Centre cycle route discussions with HS2, Midland Metro, PushBikes, Sustrans, Colmore BID
April 2019	Cycle Stakeholder Scheme Advisory Group	Feb 2019	Business Engagement and Community Open Day, Tyseley and Hay Mills
May 2019	Discussions with Sustrans, British Cycling		

5.3 Formal views will be sought from key partners and stakeholders as part of the public consultation. A consultation and engagement plan is attached (Appendix 2).

6 Risk Management

6.1 The programme for completion and adoption of the Strategy and Infrastructure Plan allows flexibility to account for any potential issues. Other risks include:

- That the draft Strategy will not have a clear vision or measurable actions. In order to mitigate this, the draft Strategy has been drafted in collaboration with internal and external partners. The consultation allows for further refinement of the document before the Council adopts the Strategy.
- 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 will use existing events and venues and limit the printing and design 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 Walking and Cycling Strategy and Infrastructure Plan are consistent with the City's Council Plan and Budget 2019 to 2023. They 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, they will support Outcome 1, Priority 4: We will develop our transport infrastructure, keep the city moving through walking, cycling and improved public transport; and Outcome 4, Priority 4: We will improve the environment and tackle air pollution.

7.2 Legal Implications

- 7.2.1 As both documents will be informal planning documents 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 The Walking and Cycling Strategy and Infrastructure Plan have been prepared using existing Inclusive Growth Directorate (Planning and Development, and Transport and Connectivity) staff resources.
- 7.3.2 Costs from undertaking the public consultation on the draft Strategy will be met from approved revenue budgets within Inclusive Growth Directorate (Planning and Development, and Transport and Connectivity).
- 7.3.3 There are no other financial implications directly relating to this report. All future programmes/project/schemes resulting from the adoption of the Walking and Cycling Strategy and Local Cycling and Walking Infrastructure Plan will be progressed in accordance with the Council's Gateway and Related Financial Approval Framework, which will include the identification of financial implications and associated resources.

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 has been undertaken for the Walking and Cycling Strategy and Infrastructure Plan and is attached in Appendix 3. The initial assessment found that there will be positive impacts on the protected characteristics of age and disability. The Strategy will help to improve training and education, access to bikes and infrastructure for these groups. Relevant organisations with an interest in equalities issues will be included

in the consultation. The Equality Analysis will be updated following consultation, and will inform the preparation of the final Strategy.

8 List of Appendices accompanying this Report (if any):

- Appendix 1 - Draft Walking and Cycling Strategy and Local Cycling and Walking Infrastructure Plan
- Appendix 2 – Consultation and Engagement Plan
- Appendix 3 – Equality Analysis