

## **Matter I Hearing Statement – Mr Malcolm Dunn (EcoSutton) ID: 200083**

EcoSutton is a group of individuals living in Sutton Coldfield and Erdington, one of its aims being the encouragement of walking, cycling and the use of public transport. Over the last few years, we have worked in a steering group, comprising the Council, Sustrans and other interested local people in the community to plan walking and cycling routes to shopping centres, railway stations, parks and schools. Much has been delivered and further through routes are in an advanced stage of planning. All the year round activities under the 'banner' of BikeNorthBirmingham keep progress in the public eye.

We are surprised that we have not seen any reference in the Plan to air pollution or plans to improve it. Whereas at one time the air quality in Birmingham was heavily affected by factory emissions, it is now emissions from traffic that is the main concern. Recent medical evidence shows that nationally 5% of all deaths are attributable to air pollution and many areas of Birmingham are unlikely to be any lower than that. We will continue to ask what measures will be taken to restrict vehicles with diesel engines because tiny particulates from their engines penetrate our lungs.

We believe that transport matters should serve the way citizens wish to live and earn their living. In our written responses submitted earlier we said that ideally people should live, bring up families, work and have leisure activities locally. Home to work journeys for the majority should ideally be within three to four miles, thus encouraging walking and cycling.

Our responses to the Inspector's questions are set out below.

1. Yes. There are places in Sutton and Erdington where the road is wide enough to narrow the carriageway for vehicles and to create a cycle-way alongside as long as such a stretch of cycle route is part of a through route. An example in Sutton might be Jockey Road as part of a through route from Kingstanding Circle to Sutton town centre

2. Yes

3. Yes. The present on-going practice by the Council should continue for new developments WITHIN THE EXISTING BUILT-UP AREA.

4. There must be adequate provision for cycle parking: it is already an on-going practice.

5. There are merits in the citizens of Kings Heath , Moseley and Soho having faster public transport into central Birmingham and possibly then

on towards Tamworth. However, there are slight demerits in facilitating easier access to the centre when we believe the plan should discourage jobs in the city centre. Could the improved route bring more jobs to Kings Heath?

As we have already stated, the ideal for most citizens is to live and work within a radius of three to four miles. Major infrastructure should serve those local needs: PACKING citizens into trains and buses to go to work in the centre should be reduced. Has a cost-benefit analysis been done for the Camp Hill Chords?

6. Any new rapid transit routes and improvements to Five Ways station should be subject to cost-benefit analysis. Five Ways is an office area and is part of central Birmingham.

7. Yes, but with an emphasis on gradually eliminating diesel fumes from the lungs of citizens.

8. Yes.

9. No comment.

10. Yes. All purely residential roads in Birmingham should have 20 mph speed limits to encourage walking, cycling in greater safety, more neighbourliness and to allow children to a greater extent to play in the open air.

11. Yes.

12. Yes.

13. In our view, clear principles for decision makers to judge development proposals should be:

a) the creation of JOBS which offer a future, preferably away from the city centre;

b) the building of new HOMES and the improvement of existing homes with local facilities for jobs, schools, shops, parks and leisure facilities;

c) the creation of a SAFE ENVIRONMENT for walking, cycling, access to buses and stations;

d) restrict any further sprawl of the the huge conurbation of the West Midlands.