

**BIRMINGHAM CITY COUNCIL**

**PUBLIC REPORT**

<b>Report to:</b>	<b>CABINET</b>
<b>Report of:</b> <b>Date of Decision:</b>	<b>DEPUTY CHIEF EXECUTIVE</b> <b>17<sup>th</sup> March 2014</b>
<b>SUBJECT:</b>	<b>BIRMINGHAM MOBILITY ACTION PLAN GREEN PAPER CONSULTATION</b>
<b>Key Decision: Yes</b>	<b>Relevant Forward Plan Ref: 505692/2014</b>
<b>If not in the Forward Plan:</b> <b>(please "X" box)</b>	<b>Chief Executive approved</b> <input type="checkbox"/> <b>O&amp;S Chairman approved</b> <input type="checkbox"/>
<b>Relevant Cabinet Member(s):</b>	<b>Councillor Tahir Ali – Cabinet Member for Development, Jobs and Skills</b> <b>Councillor James McKay – Cabinet Member for Green, Safe and Smart City</b>
<b>Relevant O&amp;S Chairman:</b>	<b>Councillor Victoria Quinn – Transport, Connectivity and Sustainability</b>
<b>Wards affected:</b>	<b>ALL</b>

<b>1. Purpose of report:</b>
<p>1.1 To inform Cabinet of the outcomes of the consultation on the Birmingham Mobility Action Plan Green Paper (BMAP).</p> <p>1.2 To seek approval for the outline work programme for developing the final version of the Strategy.</p>

<b>2. Decision(s) recommended:</b>
That Cabinet:
<p>2.1 Notes the outcomes of the Green Paper consultation and the key issues raised; and</p> <p>2.2 Endorses the scope of work required to inform the final Action Plan.</p>

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### **3. Consultation**

#### **3.1 Internal**

- 3.1.1 Officers from Economy, Place and People Directorates have contributed to the development of the Green Paper, with guidance provided by a senior officer project board. Internal consultation included representatives of Legal Services and Finance.
- 3.1.2 The production of the BMAP Green Paper has been overseen by a Member Steering Group comprising the Leader, Deputy Leader, Cabinet Member for Development, Jobs and Skills, Cabinet Member for Green, Safe and Smart City, and the City Council's Lead Member on the Integrated Transport Authority.

#### **3.2 External**

- 3.2.1 A public consultation process ran from 16<sup>th</sup> November 2013 to 24<sup>th</sup> January 2014. There has been extensive engagement with the public and a wide range of stakeholders.
- 3.2.2 The consultation process consisted of a questionnaire (either for individuals or organisations) available online or from libraries; numerous drop in sessions in local areas, stakeholder workshops, focus groups; and targeted consultation with specific groups.
- 3.2.3 The consultation was publicised via a range of channels including media coverage, web and social media, email, newspaper advertising and alongside public transport information.

### **4. Compliance Issues:**

#### **4.1 Are the recommended decisions consistent with the Council's policies, plans and strategies?**

- 4.1.1 BMAP is consistent with the Leader's Policy Statement 2013, the Council Business Plan and Budget 2014 and the West Midlands Local Transport Plan. The document has been prepared so as to be consistent with the Birmingham Development Plan 2031, which has recently been out to statutory consultation.

#### **4.2 Financial Implications**

- 4.2.1 BMAP has been developed using existing Economy Directorate (Growth and Transportation) staff resources and specialist external consultants. The costs associated with BMAP development are being met from existing budgets. There are no other direct financial implications to the City Council from the BMAP Green Paper consultation.
- 4.2.2 There are likely to be additional costs related to work required to further develop the various BMAP work streams identified. These will be subject to separate approval as appropriate in due course.

#### **4.3 Legal Implications**

- 4.3.1 The BMAP Vision & Principles has been prepared under the Council's general power of competence as set out in the Localism Act 2011. The considerations considered therein reflect the Council's powers and responsibilities as set out in the Highways Act 1980; Road Traffic Act 1974; Road Traffic Regulation Act 1984; Traffic Management Act 2004; Town and Country Planning Act 1990 and Planning and Compulsory Purchase Act 2004.

#### **4.4 Public Sector Equality Duty (see separate guidance note)**

- 4.4.1 An initial screening for an Equality Assessment (EA) has been undertaken. A full EA will be undertaken further to the consultation process and submitted as part of the report seeking approval to the BMAP White Paper.

## **5. Relevant background/chronology of key events:**

- 5.1 In June 2012, the Leader's Policy Statement set out a commitment to produce and publish an Action Plan for Urban Mobility (BMAP), which identified priorities for public and private investment in transport infrastructure in Birmingham, reflecting anticipated demand for travel in and around the city. BMAP is a key element in Laying the foundations for a prosperous city built on an inclusive economy (BCC Business Plan 2013+)
- 5.2 A Birmingham Mobility Action Plan Green Paper was produced following work which developed a baseline understanding of the city's transport system in terms of its strengths, weaknesses and pressures on current infrastructure. In addition, consideration was given to future land use planning and changes, particularly those relating to the city's housing requirements and need for employment sites, demographics, accessibility, the need for a socially inclusive city and public health.
- 5.3 The purpose of the Green Paper and the subsequent consultation exercise which accompanied its publication was intended to initiate discussion and debate on the future of Birmingham's transport system in order to shape the concepts and ideas that will form the basis of the Council's transport vision and priorities for the next 20 years.
- 5.4 Further to these tasks, opportunities and constraints were considered by the project team during a series of workshops, whilst case studies were produced for a range of cities around the world to identify key and common components of a 'world' class' integrated and sustainable transport system. The latter included a site visit to Lyon as Birmingham's 'twin city'. A technology review was also undertaken to establish opportunities afforded by emergent technologies in respect of sustainable door-to-door travel and transport.
- 5.5 Given its complex nature it is important to build a consensus on the city's vision and strategy for transport over the next 20 years and therefore it has been essential to engage with and obtain buy-in from all key stakeholders, the wider public and local communities. In this context, a number of focussed stakeholder events took place, along with consultation through existing networks and meetings. In addition, public events were held at the Council House, libraries and local community locations. Consultation materials were also made available online, with specific email and telephone contact mechanisms put in place.
- 5.6 Response to the BMAP Green Paper Consultation - The Green Paper consultation ran from the end of November to the end of January. A number of different formats were used:
- A public questionnaire (428 responses);
  - A stakeholder open response (around 75 organisation responded);
  - Stakeholder Workshops (attended by 90 people);
  - Public Focus Groups (attended by over 100 people);
  - Public drop-in sessions held at libraries and other venues across the city.
- Appendix A provides a Summary of Consultation Responses.
- 5.7 The overarching agreement from the consultation, both from stakeholders and the general public alike, was an aspiration for change. There was broad support for the vision and objectives set for BMAP. However, some comments came back which asked for greater clarity on what life and business in Birmingham would actually be like with BMAP in place. Respondents wanted to understand the positive outcomes which the city wanted BMAP to achieve. Further work is needed to convey the vision and objectives in such a way that these outcomes are clearer. Key messages which were supported:

- Transport policy will support strong economic growth by moving people and goods around Birmingham's network quickly and reliably. To achieve this Birmingham will consider the optimal use of the city's road-space resource needed to achieve all BMAP principles;
- Birmingham will have a new, people focused, public transport system. This will include a mass-transit network at the top of a hierarchy of modes. The network will be fast, reliable, safe, and accessible enabling cross-city movement through efficient interchanges. The chosen mode for any particular line is secondary to the need for a wholly completed network covering the city;
- The city will be accessible for everybody, particularly those with mobility challenges;
- Birmingham's citizens will be encouraged to walk and cycle further and more frequently because our roads are safer and more welcoming;
- The city centre will be more accessible and more attractive as it grows and becomes more successful. Pedestrians will be at the top of the hierarchy and impacts from major roads will be reduced; and
- Reducing road congestion for all users will be sought to improve journey times and environmental impacts wherever possible – provided it doesn't contravene other principles.

5.8 The consultation responses from the Green Paper are outlined in Appendix A and provide a strong message that further detail is needed on the proposals being put forward. Discussions with partners have led to a number of Work Streams being identified to deliver the Development Programme needed to inform the final White Paper. These are set out in Appendix B. It is important following the constructive dialogue generated by the Green Paper that momentum on the issue of Birmingham's future transport system is not lost. The Work Streams will draw heavily on stakeholder expertise from across the city. The aim will be to develop strategies and policies which not only meet BMAP principles but are also tailored to the needs of Birmingham's communities.

5.9 Links to ongoing initiatives - BMAP will also bring together other council transport strategies either in place or currently in development, these will include:

- Road Safety Strategy;
- Walking Strategy;
- 20mph Strategy;
- Cycle Revolution;
- Carbon Roadmap initiatives;
- Smart City initiatives; and
- Local Sustainable Transport Fund (LSTF).

5.10 Next Steps - It is proposed that further work is undertaken to progress the agenda set out above to inform the publication of a Birmingham Mobility Action Plan White Paper in the summer.

**6. Evaluation of alternative option(s):**

6.1 The alternative would be not to progress Birmingham's Mobility Action Plan which would go against the widespread aspiration for change and a clear direction for Birmingham on transport which was communicated in the course of the consultation.

**7. Reasons for Decision(s):**

7.1 To endorse the work programme to progress to a full mobility action plan.

**Signatures**

**Date**

.....  
Councillor James McKay  
Cabinet Member for Green, Safe and Smart City

.....  
Councillor Tahir Ali  
Cabinet Member for Development, Jobs and Skills

.....  
Paul Dransfield  
Deputy Chief Executive

**List of Background Documents used to compile this Report:**

Birmingham Mobility Action Plan Green Paper (November 2013)

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

- A Summary Consultation Report
- B Work Streams to Inform the Final White Paper

Report Version	5.0	Dated	4 March 2014
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## PROTOCOL

### PUBLIC SECTOR EQUALITY DUTY

- 1 The public sector equality duty drives the need for equality assessments (Initial and Full). An initial assessment should, be prepared from the outset based upon available knowledge and information.
- 2 If there is no adverse impact then that fact should be stated within the Report at section 4.4 and the initial assessment document appended to the Report duly signed and dated. A summary of the statutory duty is annexed to this Protocol and should be referred to in the standard section (4.4) of executive reports for decision and then attached in an appendix; the term 'adverse impact' refers to any decision-making by the Council which can be judged as likely to be contrary in whole or in part to the equality duty.
- 3 A full assessment should be prepared where necessary and consultation should then take place.
- 4 Consultation should address any possible adverse impact upon service users, providers and those within the scope of the report; questions need to assist to identify adverse impact which might be contrary to the equality duty and engage all such persons in a dialogue which might identify ways in which any adverse impact might be avoided or, if avoidance is not possible, reduced.
- 5 Responses to the consultation should be analysed in order to identify:
  - (a) whether there is adverse impact upon persons within the protected categories
  - (b) what is the nature of this adverse impact
  - (c) whether the adverse impact can be avoided and at what cost – and if not –
  - (d) what mitigating actions can be taken and at what cost
- 6 The impact assessment carried out at the outset will need to be amended to have due regard to the matters in (4) above.
- 7 Where there is adverse impact the final Report should contain:
  - a summary of the adverse impact and any possible mitigating actions (in section 4.4 or an appendix if necessary)
  - the full equality impact assessment (as an appendix)
  - the equality duty – see page 9 (as an appendix).

## Equality Act 2010

The Executive must have due regard to the public sector equality duty when considering Council reports for decision. The public sector equality duty is as follows:

1	The Council must, in the exercise of its functions, have due regard to the need to: (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Equality Act; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
2	Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to: (a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic; (b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it; (c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.
3	The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.
4	Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to: (a) tackle prejudice, and (b) promote understanding.
5	The relevant protected characteristics are: (a) age (b) disability (c) gender reassignment (d) pregnancy and maternity (e) race (f) religion or belief (g) sex (h) sexual orientation