

## Birmingham Connected: A Forward Thinking SUMP

### Monitoring and evaluation

### United Kingdom – Birmingham

#### → Context, objectives and target group

Birmingham Connected is a 20+ year SUMP with the following primary objectives:

- Reinvent Birmingham’s transport system to meet current and future mobility challenges; facilitating strong and sustainable economic growth.
- Change the way that people and business think about travel into and around the city.
- Influence travel behaviour and embrace technological change to reduce carbon emissions, increase safety and improve people’s lives.

The SUMP monitoring and evaluation process builds on many of the existing planning, highways and transport planning monitoring activities that are already embedded into Council practices. This means that the focus on of SUMP work is concentrated on making Birmingham an even better place to live, work and visit, without top-heavy monitoring responsibilities. Instead, the monitoring practices are built into the way we do things automatically, ensuring the resources are channelled towards the initiatives themselves.

#### → Description of the activities

Throughout the SUMP implementation phase, the level of success is scrutinised through assessment against each of the key outcomes i.e.

- Equitable Birmingham – increased access to jobs/ services and increased community linkages
- Efficient Birmingham – measured by efficient and sustainable movement of people/goods, increase in employment and enhanced economic growth
- Sustainable Birmingham – reductions in greenhouse gas emissions from transport, reduced energy consumption from transport, and reduced whole life asset maintenance costs
- Healthy Birmingham – measured by increased levels in physical activity, increases in the number of short trips made by active travel



- modes, reduction in air pollution, increases in road safety rates, and increases in the percentage of the population with good or fairly good health
- Attractive Birmingham – measured by increases in the perception of attractiveness and quality of the urban environment.

Each measure/intervention was subject to cost:benefit analysis, both at a higher “screening” level and also as part of specific scheme analysis to examine the benefits of specific groups of measures.

#### → Citizens were reached through

- Engagement with citizens was carried out through a series of workshops and stakeholder events in addition to an online consultation through the Council’s BeHeard consultation web portal.
- The Birmingham Connected web site, social media and local news media are being used to communicate ongoing activities.

#### → Costs and who paid them

The costs of the initial scoping report on Birmingham Connected was funded by Birmingham City Council. Ongoing costs are likely to be met by the City Council but the Council is also looking to utilise data already being collected by other partners.

## → Project objectives, indicators, data and impact/results

As of April 2016, Birmingham City Council is in the process of reviewing its monitoring plan for Birmingham Connected – below is an example of the initial outputs of the monitoring strategy. This will be refined as there is a need for the data collection and monitoring process to not be too resource intensive or onerous.

OBJECTIVE	INDICATOR	DATA USED	IMPACT/RESULTS
“Equitable Birmingham”	<ol style="list-style-type: none"><li>1. Increase proportion of population within 45 minutes public transport travel time of anywhere in the city from baseline</li><li>2. Increase proportion of population within access of anywhere in the city within a maximum of 2 interchanges from baseline</li></ol>	Accession (public transport timetable data and drive time information) and Land use/Employment data Journey time data/GPS Data.	To be measured three years from baseline and then annually until end of Birmingham Connected programme.

## → Barriers

- How to convert transport/traffic data outputs into a language that is meaningful for the selection of measures that lead to creation of better places and a more liveable city.
- Reliance on neighbouring authorities to follow a similar SUMP ethos.
- Costs of collecting and availability of collecting data

## → Drivers

- The city’s growth aspiration as set out in the Birmingham Development Plan includes the growth of Birmingham by some 150,000 people and 100,000 new jobs. This will place additional pressure on the city’s transport network and could generate a 30 % increase in trips on 2015 levels.
- To create a transport system for everyone; one that puts people first and delivers better connections for citizens and businesses.
- Improve daily lives by making travel more accessible, more reliable, safer and healthier.

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## → Details

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