

### 3. Policy Framework



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## 3.1. Introduction

The Department for Environment Food and Rural Affairs (DEFRA) statutory guidance in 2002 on producing RoWIPs states that they should be set in the context of existing plans, policies and strategies that BCC as the Highway Authority has developed. The RoWIP will give guidance and will reflect the policies and aspirations of BCC for improving access to health, school and other local facilities.

We have extensively reviewed current national, regional and local policies, plans and strategies to find out where we can draw ideas and strengths from, and how Birmingham's RoWIP can contribute to and benefit from these other plans. These findings are identified in the tables that follow and identify plans and strategies considered as part of the RoWIP:



**Table 1: Details of national, regional and city policies**

Policy Level	Policy	Date and Source
National	Making the Connections	Social Exclusion Unit (SEU 2002)
	A New Commitment to Neighbourhood Renewal	Office of Deputy Prime Minister, 2001
	Planning Policy Guidance 2: Green Belts	Office of Deputy Prime Minister, 2001
	Planning Policy Guidance 13: Transport	Office of Deputy Prime Minister, 2001
	Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation	Office of Deputy Prime Minister, 2002
Regional	West Midlands Regional Spatial Strategy	Government Office West Midlands, 2004
	Delivering Advantage: West Midlands Economic Strategy and Action Plan 2004 – 2010	Advantage West Midlands, 2004
City	Local Transport Plan	Centro/BCC, 2006
	Birmingham Plan – Unitary Development Plan (UDP)	BCC, 2005
	Centro's 20-year Strategy	Centro, 2003
	Taking Birmingham Forward – Community Strategy for Birmingham 2005 – 2010	BCC, 2005
	The Council Plan	BCC, 2006
	Birmingham Walking Strategy	BCC, 2003
	Birmingham Cycling Strategy	BCC, 1998
	The Future of Birmingham's Park and Open Spaces	BCC, 2006
	Birmingham and the Black Country's Biodiversity Action Plan	BCC, 2000
	Places for Living	BCC, 2001
Places for All	BCC, 2001	
Access for People with Disabilities	BCC, 2006 (supplementary planning guidance)	



**Table 2: National policies**

Policy	Overview / Key points	Relevance to RoWIP
<b>Making the Connections</b>	<ul style="list-style-type: none"> <li>Encourage journeys by sustainable modes of transport.</li> <li>Look at all links in the journey chain.</li> <li>Reduce social exclusion.</li> </ul>	<ul style="list-style-type: none"> <li>Identify priority routes for maintenance, new links etc to ensure access for all.</li> <li>Reduce the impact of road traffic – congestion, accidents and cutting off communities, by improving and promoting public rights of way.</li> <li>Reduce the fear of crime and antisocial behaviour.</li> <li>Improve the quality of footpaths and implement better procedures for gating misused paths, to reduce fear of crime and associated problems.</li> <li>Improve the quality of life and health.</li> <li>Increase opportunities to access the countryside by providing new links.</li> <li>Set in place maintenance and cleaning procedures to improve public rights of way.</li> <li>Identify paths leading to existing facilities and make a schedule for improvement, maintenance and cleaning.</li> <li>Promote walking and cycling routes.</li> <li>Identify new links to existing paths.</li> <li>Provide safe walking and cycle routes for all types of user and for all mobility abilities.</li> <li>Support urban renewal by creating a clean and safe environment.</li> </ul>
<b>A New Commitment to Neighbourhood Renewal</b>	<ul style="list-style-type: none"> <li>Improving or reducing the impact of: crime, education, employment, health, housing, and the local environment in deprived areas.</li> </ul>	
<b>Planning Policy Guidance 2: Green Belts</b>	<ul style="list-style-type: none"> <li>Provide opportunities for the urban population to access the open countryside.</li> <li>Protect existing access for recreation.</li> </ul>	
<b>Planning Policy Guidance 13: Transport</b>	<ul style="list-style-type: none"> <li>Reduce the need to travel by car by locating new development close to existing facilities.</li> <li>Encourage sustainable development and sustainable travel.</li> </ul>	
<b>Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation</b>	<ul style="list-style-type: none"> <li>Protecting open space, sports and recreational facilities, for existing and future needs.</li> <li>‘...protect and enhance...’ and ‘...seek opportunities to provide better facilities for walkers, cyclists and horse-riders...’</li> <li>Improve the value of existing facilities.</li> <li>Improve usage by better management or capital investment.</li> </ul>	

**Table 3: Regional policies**

Policy	Overview	Relevance to RoWIP
<b>West Midlands Regional Spatial Strategy</b>	<ul style="list-style-type: none"> <li>Policy to provide greater opportunities for walking and cycling eg safe, secure, direct, convenient and attractive networks connecting local facilities.</li> <li>Promotes sustainable development and travel.</li> </ul>	<ul style="list-style-type: none"> <li>Identify maintenance and cleaning priorities for public rights of way.</li> <li>Identify where we can make new links to connect existing public rights of way to enhance the network.</li> <li>Identify key paths leading to public transport stops and stations.</li> </ul>
<b>Delivering Advantage</b>	<ul style="list-style-type: none"> <li>Promote walking, cycling and public transport.</li> <li>Improve accessibility and mobility in urban areas.</li> </ul>	

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**Table 4: Local Policies**

Policy	Overview	Relevance to RoWIP
<b>Local Transport Plan</b>	<ul style="list-style-type: none"> <li>• Accessibility planning: ensure that local facilities are accessible using sustainable modes of transport.</li> <li>• Provide more opportunities for walking and cycling.</li> <li>• Improve access to public transport stops and stations.</li> </ul>	<ul style="list-style-type: none"> <li>• Identify maintenance and cleaning priorities for public rights of way.</li> <li>• Identify where we can make new links to connect existing public rights of way to enhance the network.</li> <li>• Identify key paths leading to public transport stops and stations.</li> </ul>
<b>Birmingham Plan (Unitary Development Plan)</b>	<p><b>Transport</b></p> <ul style="list-style-type: none"> <li>• Identify where we should give priorities to the needs of pedestrians and cyclists.</li> <li>• Ensure people without cars are not disadvantaged when finding work.</li> <li>• Improve access to public transport and local facilities.</li> <li>• Improve local opportunities for recreational walking, cycling and horse-riding.</li> <li>• Improve accessibility and safety for vulnerable road users.</li> <li>• Improve maintenance.</li> <li>• Create direct routes.</li> <li>• Link and integrate the network with other existing routes.</li> </ul>	<p><b>Transport</b></p> <ul style="list-style-type: none"> <li>• Identify and improve public rights of way leading to local facilities and public transport stops and stations.</li> <li>• Analyse surfaced public rights of way and find funding for improving inadequate paths.</li> <li>• Identify public rights of way that would benefit from new links to other paths and investigate ways of getting funding.</li> <li>• Investigate street-cleaning and ways to include public rights of way in cleaning schedules.</li> </ul>
	<p><b>Environment</b></p> <ul style="list-style-type: none"> <li>• New developments should minimise reliance on the car and encourage walking, cycling and public transport.</li> <li>• Use the canal network more fully.</li> <li>• Develop an integrated linked network of open space to complement existing networks.</li> </ul>	<p><b>Environment</b></p> <ul style="list-style-type: none"> <li>• Work with planning to ensure that walking and cycling are given a high priority in development and regeneration initiatives.</li> <li>• Improve access to open space by enhancing existing links and identifying opportunities for new links</li> </ul>
<b>Centro's 20-year Strategy</b>	<ul style="list-style-type: none"> <li>• Provide high-quality public transport services and facilities.</li> <li>• Improve integration of different modes of transport.</li> </ul>	<ul style="list-style-type: none"> <li>• Identify paths linking to public transport stops and stations and improve their quality, maintenance and cleaning.</li> </ul>
<b>Taking Birmingham Forward – Community Strategy</b>	<ul style="list-style-type: none"> <li>• Reducing inequalities between different communities and parts of the city.</li> <li>• Policy C2 – Getting about the city: reduce congestion, make streets safer and a more pleasant environment to be in.</li> <li>• Policy G1 – Greening the City: improve access to and enjoyment of green and open spaces.</li> <li>• Policy G2 – Improving streets and public space: improve the design, maintenance and cleaning of streets and public spaces.</li> </ul>	<ul style="list-style-type: none"> <li>• Reduce the number of short trips made by car, by improving access along rights of way to local facilities.</li> <li>• Identify priorities for improving inadequate paths to improve the network.</li> <li>• Investigate the possibilities of improving access to parks and open spaces.</li> <li>• Investigate street-cleaning and find funding to include cleaning public rights of way.</li> </ul>
<b>The Council Plan</b>	<ul style="list-style-type: none"> <li>• Priority 5: make the city cleaner, greener and safer.</li> <li>• Priority 7: reduce congestion by promoting sustainable travel.</li> <li>• Priority 8: provide better quality and choice for people with learning and physical disabilities.</li> </ul>	<ul style="list-style-type: none"> <li>• Investigate street-cleaning and find funding to include cleaning public rights of way.</li> <li>• Work with the police to implement procedures for dealing with rights of way where crime and antisocial behaviour is a problem.</li> <li>• Reduce the number of short car trips by improving access along rights of way to local facilities.</li> <li>• Get funds to improve inadequate paths to improve accessibility.</li> </ul>

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Policy	Overview	Relevance to RoWIP
<b>Local Area Agreements</b>	<ul style="list-style-type: none"> <li>• Improve the quality of life for Birmingham’s citizens.</li> <li>• Develop opportunities that can help improve health.</li> </ul>	<ul style="list-style-type: none"> <li>• Promote walking and cycling as a recreational activity that can improve health and quality of life.</li> </ul>
<b>Birmingham Walking Strategy</b>	<ul style="list-style-type: none"> <li>• Reduce the number of short journeys made by car.</li> <li>• Help meet health-improvement targets.</li> <li>• Promote walking for leisure and getting from A to B.</li> </ul>	<ul style="list-style-type: none"> <li>• Work with planners to ensure that walking and cycling have high prominence in new developments and regeneration schemes.</li> <li>• Work with education, health and leisure to promote walking and cycling for recreation and getting from A to B.</li> </ul>
<b>Birmingham Cycling Strategy</b>	<ul style="list-style-type: none"> <li>• Develop a city-wide cycle network.</li> <li>• Identify and tackle dangerous locations for cyclists.</li> <li>• Take cyclists’ needs into account in all road maintenance and construction.</li> <li>• Encourage cycling for all journeys, especially those under five miles.</li> <li>• Provide more cycle parking facilities.</li> </ul>	<ul style="list-style-type: none"> <li>• Integrate the existing rights of way network into the wider cycling network.</li> <li>• Work with planners to ensure that walking and cycling have high prominence in new developments and regeneration schemes.</li> <li>• Promote walking and cycling routes through initiatives like Company Travelwise.</li> </ul>
<b>The Future of Birmingham’s parks and Open Space Strategy</b>	<ul style="list-style-type: none"> <li>• Provide areas of safe, attractive and useable open space accessible to all.</li> <li>• Prioritise linking of all parks and open spaces into the strategic cycle and footpath network.</li> <li>• Ensure design and management promote cultural requirements and diversity.</li> <li>• Use parks for projects that contribute toward health promotion.</li> </ul>	<ul style="list-style-type: none"> <li>• Integrate the existing rights of way network with parks, open spaces, river and canal routes.</li> <li>• Find funds to improve inadequate paths to improve accessibility for all and create a better environment.</li> <li>• Promote walking and cycling for health.</li> <li>• Increase the number of black and minority ethnic groups using public rights of way for recreational walking and cycling.</li> </ul>
<b>Birmingham and Black Country Biodiversity Action Plan</b>	<ul style="list-style-type: none"> <li>• Ensure safe public access to parks, playing fields and open spaces.</li> </ul>	<ul style="list-style-type: none"> <li>• Integrate the existing rights of way network with parks, open spaces, river and canal routes.</li> </ul>
<b>Places for Living</b>	<ul style="list-style-type: none"> <li>• Safe attractive environment which people choose as a place to live in.</li> <li>• Sustainable development to encourage walking, cycling, use of public transport and allow easy access for everyone.</li> <li>• ‘Walkable neighbourhoods’ – easy to move around, places linked with short direct public routes with easy access to local facilities, reducing the need to travel by car.</li> </ul>	<ul style="list-style-type: none"> <li>• Integrate the existing rights of way network with local facilities, parks, open spaces, river and canal routes.</li> <li>• Encourage walking and cycling by improving maintenance of routes, creating new links between paths and promoting rights of way across the city.</li> <li>• Take steps to reduce congestion and improve health by making walking and cycling easier, and in more attractive environments.</li> </ul>
<b>Places for All</b>	<ul style="list-style-type: none"> <li>• As above.</li> <li>• Provide signs and information that are easy to read and understand.</li> </ul>	<ul style="list-style-type: none"> <li>• As above.</li> <li>• Investigate the signs and markings on public rights of way to ensure that they comply with the Disability Discrimination Act.</li> </ul>
<b>Access for People with Disabilities</b>	<ul style="list-style-type: none"> <li>• Provide safe, comfortable and healthy environments.</li> <li>• Provide information in an accessible format.</li> <li>• Ensure consistent lighting.</li> </ul>	<ul style="list-style-type: none"> <li>• Identify funds for improving maintenance, cleaning, lighting and siting of paths to benefit users of all abilities.</li> </ul>

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**Table 5: Community strategy themes relevant to the RoWIP**

Community Strategy	Relevance to RoWIP
Edgbaston Constituency Community Plan 2006–2010	Healthier communities and older people: <ul style="list-style-type: none"> <li>• Promote healthier lifestyles.</li> </ul> Safer and stronger communities: <ul style="list-style-type: none"> <li>• Create cleaner, safer, greener open spaces.</li> </ul>
Erdington Constituency Community Plan 2005–2006	A diverse and inclusive district: <ul style="list-style-type: none"> <li>• About 20% of working-age people in Erdington have a disability, one of the highest rates in the city.</li> </ul> A healthy district: <ul style="list-style-type: none"> <li>• H6 Increase the number of people in the district taking regular exercise.</li> </ul> A sustainable district: <ul style="list-style-type: none"> <li>• S1 Co-ordinate street cleaning to take place immediately after rubbish collection.</li> </ul>
Hall Green Constituency Draft Community Plan 2004–2006	Making Hall Green safer: <ul style="list-style-type: none"> <li>• 2.2 Increase the level of cleanliness on pavements and in the streets.</li> <li>• 2.4 Protect green open spaces.</li> </ul> Providing excellent services for children and young people: <ul style="list-style-type: none"> <li>• 3.3 Improve the safety of children travelling to and from school.</li> </ul> Improving the health of residents: <ul style="list-style-type: none"> <li>• 4.2 Promote exercise, sport and physical activities.</li> </ul> A district planning for the future: <ul style="list-style-type: none"> <li>• 6.5 Improve the facilities in the constituency, including upgrading the facilities at Cock Moors Woods Leisure Park and developing a new pedestrian link at Bryndale Avenue.</li> <li>• 6.6 Promote the conservation and culture of the constituency, including establishing the Shire Country Park and exploring options to increase the leisure opportunities of the canals.</li> </ul>
Hodge Hill Constituency Community Plan 2005–2006 Strategy	Promoting community safety and addressing antisocial behaviour: <ul style="list-style-type: none"> <li>• Address road safety issues and traffic management needs.</li> </ul> Improving the physical environment and well-managed housing: <ul style="list-style-type: none"> <li>• Enhance the quality of the environment for residents in Hodge Hill.</li> <li>• Develop clean and safe neighbourhoods.</li> </ul>
Ladywood Interim Community Plan 2004 (Draft Version)	Vision – ‘Our vision is for Ladywood to be a constituency that is safe and clean, a place where people feel proud to live, work and visit’. Priorities include: <ul style="list-style-type: none"> <li>• Safer communities – Working with communities and our partners to reduce crime and create safer neighbourhoods.</li> <li>• Better environment – Working to ensure a cleaner environment and better use of open spaces.</li> <li>• Healthy communities – Working with our partners to improve the health of our communities.</li> </ul>
‘Improving Northfield’ Constituency Community Plan 2005–2006	Housing and the environment: <ul style="list-style-type: none"> <li>• Objective C – Develop clean and safe neighbourhoods.</li> </ul> A healthy constituency: <ul style="list-style-type: none"> <li>• HDS04 – Improve links between health services and sports facilities to maximise participation in physical exercise.</li> </ul>

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Community Strategy	Relevance to RoWIP
<p>Perry Barr Constituency Community Plan 2005–2006</p>	<p>The vision for the constituency is to have ‘clean, tidy and thriving neighbourhoods where crime is low and people feel safe’.</p> <p>A key proposal from the Birmingham plan is:</p> <ul style="list-style-type: none"> <li>• The North Birmingham cycle route (part of the proposed National Cycle Network regional route), the Harrier Run and the Tame Valley canal route will pass through the area. In parts of the constituency there is potential to capitalise on the network of canals, rivers and linked pieces of open space. Local improvements to this network could greatly improve its attractiveness for leisure users, nature conservation and also as a wildlife habitat. These possibilities especially apply to Perry Park, Perry Hall playing fields and links westwards.</li> </ul>
<p>Selly Oak Constituency Community Plan 2005–2006</p>	<p>1e – Tackle the fear of crime:</p> <ul style="list-style-type: none"> <li>• Help reduce the fear of crime by continuing to implement the street-lighting improvement programme.</li> </ul> <p>4e – Promote healthy communities:</p> <ul style="list-style-type: none"> <li>• Raise awareness and promote the benefits of adopting healthier lifestyles.</li> <li>• Develop initiatives designed to support the most excluded and vulnerable members of the community.</li> </ul>
<p>Sutton Coldfield Constituency Community Plan 2006–2010</p>	<p>Healthier communities and older people:</p> <ul style="list-style-type: none"> <li>• Reduce obesity in all sectors of the community by improving rights of way to encourage people of all abilities to walk more.</li> </ul> <p>Sustaining Sutton Coldfield:</p> <ul style="list-style-type: none"> <li>• Improving the way the green belt and countryside is managed in Sutton Coldfield.</li> <li>• Protecting and maintaining Sutton Coldfield’s countryside by supporting open-space improvements and initiatives.</li> <li>• Maximising opportunities for the community to access and enjoy our green areas.</li> </ul> <p>Connecting Sutton Coldfield:</p> <ul style="list-style-type: none"> <li>• Improve pedestrian routes in Sutton Coldfield by making a positive contribution to the RoWIP process.</li> <li>• Improve and create more cycling routes throughout Sutton Coldfield.</li> <li>• Strengthen connections between residential areas and key destinations, especially by modes other than the car.</li> <li>• Work with partners to bring forward a first phase of ‘Safer routes to school’ schemes.</li> <li>• Review and improve where possible, signs and information for all modes of transport between key destinations, car parks and for through traffic.</li> </ul>
<p>Yardley Constituency Community Plan 2005–2006</p>	<p>Cleaner, greener and safer neighbourhoods:</p> <ul style="list-style-type: none"> <li>• Keep streets clean through cleaning, education and enforcement.</li> <li>• Ensure local roads and pavements are immaculate.</li> <li>• Develop green and open spaces as ones that people want to use, can access easily and which they help to plan and manage.</li> <li>• Protect and create wildlife habitats.</li> </ul> <p>Health:</p> <ul style="list-style-type: none"> <li>• Provide education and support to adopt healthy lifestyles and take other preventative measures.</li> </ul> <p>Community cohesion:</p> <ul style="list-style-type: none"> <li>• Develop an inclusive Constituency Strategic Partnership.</li> </ul>

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**Table 6: Key themes from the Local Area Action Plans**

Local Area Action Plan	Relevance to RoWIP
Aston Local Action Plan (1998)	It recognises the potential for a walkway and cycleway along the River Tame to link Witton to areas of public open space in Perry Barr. It will find opportunities to improve the environment and access to the river, particularly through redevelopment on adjacent sites.
Dudley Road Local Action Plan (2001)	Focuses on the need for a safe environment for pedestrians in the shopping centre and promoting a safer environment for cyclists.
Erdington Local Action Plan (2001)	A key proposal is to improve facilities for pedestrians and cyclists, particularly pedestrian routes between the shopping centre and railway station and improving the environment for cyclists.
Fox and Goose Local Action Plan (2004)	The plan recognises the importance of improving cycling facilities for pedestrians. The emphasis is on safer crossings along the busy roads around the shopping centre.
Kings Heath Local Action Plan (2006)	To improve access for public transport, pedestrians, cyclists and car users. Policy T5 – to consider whether pedestrian facilities, pedestrian crossings, footpaths, and disability access are appropriate. Policy T6 – Promoting walking and cycling by increasing cycling facilities through and around the centre. Develop improved cycle access with interest groups and review the option for providing a safer route parallel to the High Street. Policy T10 – To continue to promote the ‘safer routes to school’ initiative by working with schools on school travel plans.
Longbridge Local Action Plan (2006)	This is still at the scoping stage, but there are proposals to improve footways and cycleways.
Maypole Local Action Plan (1997)	Attempts will be made to improve facilities for cyclists and provide a safer environment. Measures such as introducing combined footway and cycleways, appropriate crossing facilities, secure cycle parking, signing and cycle routes. Implementing appropriate hard and soft landscaping schemes to provide a pedestrian-friendly environment.
Northfield Local Action Plan (2000)	Pedestrians and cyclists will be able to move around safely and easily and have direct access to the centre. The centre will be enhanced for all users. The relief road will provide better access for pedestrians and cyclists and links to residential areas.
Selly Oak Local Action Plan (2001)	Improved access for pedestrians and cyclists, in particular a number of proposed routes (including along the castle) and improved canal walkways. These will need to be integrated into the wider pedestrian and cycling network.
Soho Road Local Action Plan (1999)	Heavy traffic flow and congestion make the local environment unattractive for pedestrians and cyclists so the plan will make improvements to encourage better pedestrian flow in the centre.
Walmley Local Action Plan (2002)	A series of measures are proposed to improve safety for pedestrians and cyclists and minimise conflict with vehicles.