



Greater Birmingham
Chambers
of Commerce



Congestion in Greater Birmingham: What Does It Mean for Businesses?

About us

The Greater Birmingham Chambers of Commerce (GBCC) is a membership-led, business support organisation that has acted as the voice of local businesses since 1813. Today, we continue to connect, support and grow local businesses.

We are one of the largest Chambers in the country with more than 2,700 member companies covering six geographic areas across the region (Birmingham, Burton, Chase, Lichfield and Tamworth, Solihull and Sutton Coldfield) and three themed divisions (Asian Business Chamber of Commerce, Future Faces, and the British American Business Council.)

Members range from young professionals to SMEs and large, high profile organisations, including 36 Chamber Patrons comprising companies such as Mondelez International, Jaguar Land Rover and The NEC Group.

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Foreword

In recent years we have increasingly spoken about Greater Birmingham, and indeed the wider West Midlands, as being in the midst of a renaissance. Record levels of foreign direct investment, the early stages of the HS2 development and numerous ‘cranes in the sky’ across the city-region all indicate positive change. While all this is true, it is equally important to recognise that the next decade will also see HS2, Network Rail and Highways England undertake a raft of work across our region that could put additional strain on our existing transport infrastructure and in particular increase levels of congestion.

Our key transport networks were designed in the 1960s and promoted the importance of car usage. It is clear that they have subsequently failed to keep pace with the changing economic landscape of the region, which has created deep-rooted congestion problems. It is estimated that congestion costs the region billions of pounds each year and air pollution related deaths are increasing at an alarming rate. This report reveals that there is a desire amongst the local business community to tackle this crisis, with calls for greater investment in our transport networks, demand for modernising payment systems to encourage greater use of public transport and encouraging flexible working to ease traffic flows.

It is heartening to see that the Mayor has put tackling congestion at the heart of his policy agenda¹. However, in the long term, it is clear only a holistic, joined-up approach which encourages collaboration between private and public sector bodies will effectively tackle this problem and bring prosperity to the region as a whole. As a Chamber we will be doing everything we can to make this happen.

Paul Faulkner,
Chief Executive, Greater Birmingham Chambers of Commerce

Section One

Executive Summary:

- (i) Congestion is a problem for the majority of businesses in our region
- (ii) Staff punctuality, reduction in productivity and subsequent loss of revenue are the main problems local businesses face as a result of congestion
- (iii) The volume of commuter traffic, road works and school traffic are listed as the biggest causes of congestion by firms in Greater Birmingham
- (iv) Most businesses get their information about congestion from social media and their smart devices
- (v) Greater investment in the road network to increase road capacity, investing in infrastructure to encourage the use of public transport and modernising payment models are the main methods of reducing congestion cited by businesses

(i) Congestion is a problem for the majority of businesses in our region

Almost two thirds of respondents cited congestion as a problem for their business. This is not surprising given the fact that a recent study revealed Birmingham to be third most congested city in England (behind London and Manchester) and that on average, motorists in the city spent 9% of their total journey time in traffic. In turn, this costs the city £407 million in lost revenue and on average, £990 to each driverⁱⁱ. Additionally, car usage for short journeys is ingrained in the fabric of the region, with 41% of journeys less than 2 miles in length undertaken by car travel (compared to a figure of 38% nationally).

The West Midlands is cited as the fifth most congested metropolitan area in the UK and with traffic speeds 15% slower than the UK average. With population levels in the region expected to increase by half a million over the next 30 years, it is predicted that levels of traffic will increase by 46% by 2040ⁱⁱⁱ.

(ii) Staff punctuality, reduction in productivity and subsequent loss of revenue are the main problems local businesses face as a result of congestion

Arriving late for work was named as the biggest issue companies across Greater Birmingham faced due to high levels of traffic. In turn, this impacts productivity levels and ultimately, businesses start to lose money. Furthermore, this highlights the positive benefits of using active travel modes, as it will improve the health and wellbeing of individuals and boost output.

Higher levels of congestion make it harder to transport goods and services which will curtail the prosperity of the region as a whole and deter new businesses from setting up offices in the area. For individual companies, less revenue generated means less investment in training and hiring staff and past studies have forecasted that the West Midlands would lose out on the creation of 40,000 new jobs as a result of congestion related problems^{iv}.

However, the good news is that steps are being put in place to tackle these underlying issues. The causal link between transport and productivity was acknowledged by the Chancellor with the announcement of the National Productivity Fund, which allocated £5.4m to tackling congestion black spots in the West Midlands over the next few years. Furthermore, bus and coach operators have been working closely with the West Midlands Combined Authority (WMCA) to target improvements in peak time journey speeds across the area- the introduction of a new bus lane in Lode Lane in Solihull being a pertinent example.

It is also encouraging to see that the Department for Transport is planning on investing £1bn^v over 9 years to improve the efficiency of rail services on the West Midlands network. In addition to this, plans to implement a Midlands Rail Hub^{vi}, which will provide an additional 10 trains per hour in and around central Birmingham, are also welcomed.

(iii) The volume of commuter traffic, road works and school traffic are listed as the biggest causes of congestion by firms in Greater Birmingham

Almost half of the business surveyed cited the volume of commuter traffic as the biggest cause of congestion in the region. Again these are reflective of wider trends. Despite levels of car usage falling in the 2000s, the last 7 years has seen an increase in the number of cars on the road. In particular, car ownership in the West Midlands is expected to increase over the next twenty years, with the number of households without a car predicted to fall from 31% in 2011 to 19% in 2035^{vii}.

Official data released by Transport for West Midlands (TfWM) reveals that rush hour traffic increases by 20% in May during term time compared to the holidays in July and September. Similarly, Birmingham City Council revealed that 20% of cars on the road in the busiest part of the rush hour are taking a child to school^{viii}.

Roadworks have become increasingly prevalent across the West Midlands as the region readies itself for the arrival of HS2 and in particular, essential maintenance work carried out by Highways England across the Birmingham Box. However, perhaps the most noticeable part of the problem is the sheer volume of traffic which feeds into these delays. According to Inrix traffic data, four of the routes into Birmingham are among the most congested corridors in Europe^{ix}, once again underlining the need to shift to alternative modes of transport wherever people can.

(iv) Most businesses get their information about congestion from social media and their smart devices

Almost three quarters of respondents are using some form of smart device to access traffic information, which underlines the continuing prevalence of sophisticated technology in the realm of transport. Only 1 in 10 respondents said they used road signs for notification of traffic problems and less than 2% used traditional platforms such as roadworks.org and Help2Travel.

Social media real time notifications were revealed to be the most popular way of obtaining live travel updates (with 36% of respondents choosing this option) and 32% using devices such as satellite navigation systems to plot their journeys. Again, this is reflective on a UK trend with over 14 million drivers owning devices which provide live traffic updates and route planning options.

(v) Greater investment in the transport network to increase overall capacity, investing in infrastructure to encourage the use of public transport and modernising payment models are the main methods business cite as a way of reducing congestion

Over 70% of businesses surveyed wanted to see some form of investment in the region's transport infrastructure to alleviate congestion problems. In particular, just over a third wanted to see greater spending to create more capacity on the roads and a similar figure wanted to see money being spent on creating new railway lines, bus lanes, cycle paths and metro extensions in order to boost public transport usage.

The good news is we are starting to see more investment across the board. The HS2 Growth Package is worth £1.2bn and will help improve connectivity across the region, create better transport links across the UK and free up much needed capacity on our roads^x. Furthermore, agreements are in place to extend the metro network, and create new bus and cycle lanes which will all help lessen our reliance on car travel. Local bodies are also embarking on modernising the way people pay for access to transport. Swift was launched in 2012 and more than three million journeys a month are now made across the region using a range of products available on the card and its app.

Almost a quarter of respondents were keen to see employers alter work patterns in order to give workers more flexibility over their start and finish time. Increasingly we are seeing businesses across the region offering variable hours, flexible working and encouraging remote working. A similar number of respondents were supportive of businesses implementing incentives for their workers to provide sustainable travel facilities such as offering ticketing offers and subsidies.

Section Two

Recommendations

- (i) Investing in upgrading our transport networks is key if our region is to flourish
- (ii) Better usage of technology is essential to encourage the use of public transport
- (iii) Consolidation can help reduce freight traffic
- (iv) The Government needs to equip TfWM with the appropriate powers to ensure the Network Resilience Programme is effective
- (v) The Introduction of Clean Air Zones is a vital instrument in tackling Air Pollution
- (vi) Greater collaboration between public and private sector bodies is required to tackle ingrained problems and demonstrate innovation

i) Investing in upgrading our transport networks is key if our region is to flourish

The arrival of HS2 will embed our region at the heart of a new national transport network and open up new growth channels for local businesses. However, it is vital that significant investment is also made in upgrading our ailing road network to reflect the current economic landscape. In particular, our geography gives us the strategic advantage to reach any part of the country within two hours. However, this also means we have a higher percentage of through traffic using our roads. Although the WMCA has encouraged central Government to increase transport spending across the country as a whole, it is essential we see levels of investment on the West Midlands section of the Strategic Route Network comparable to the £2.2bn committed in the South East and London^{xi}. This, in turn, will help rebalance the economy and boost prosperity across the country.

However, this is only part of the solution, as better management of traffic flows will also play a part in keeping the region moving. The introduction of Smart Motorways on the M42 helped to lower average journey times by a quarter and improve journey reliability.^{xii} As such, the GBCC is calling for an increase in Active Traffic Management systems across the Motorway network in the West Midlands, particularly in areas where congestion is highly prevalent.

Nevertheless, there is a danger that largescale infrastructure projects can subsume localised requirements. According to the Department of Transport, local A- roads account for 9% of all English roads in length but carry a third of total traffic^{xiii}. In the next tranche of devolution funding, is it vital the Mayor is given greater fiscal responsibility to not only invest in upgrading our rail, tram and bus networks but also to put aside money for repairing and renewing local roads – an equally important process which would enhance productivity and reduce delays.

(ii) Better usage of technology is essential to encourage the use of public transport

With over two thirds of our members using some form of electronic device to receive information on traffic, it is clear that access to data will play a big role in how commuters receive updates on traffic problems. The GBCC is calling for the introduction of a 'one stop App' which commuters can download onto a smart device for a real time, before-hand update on any congestion problems. This would allow them to more effectively plan their journeys. It is encouraging to see that TfWM are on working on something similar within their Mobility as a Service (MaaS) programme. The GBCC is calling for close collaboration between the various bodies across the combined authority to ensure that this is rolled out across the region and across different modes of transport.

Our members have welcomed the modernising of payment methods to access public transport: in particular, the feedback for the introduction of SWIFT smart ticketing platform has been well received. A strong promotional campaign needs to be undertaken by the Combined Authority and its strategic partners to ensure that access to this service is rolled out across all forms of transport in the region (bus, rail and light rail). Furthermore, this rollout needs to occur across both the metropolitan boroughs and constituent areas as a whole. This would have a positive impact on commuter flows between the towns, villages and rural areas surrounding the metropolitan boroughs that are travelling into major urban centres.

(iii) Consolidation can help reduce freight traffic

Freight traffic is expected to increase in the years to come with the number of light good vehicles expected to double over the next two decades; much of this is attributed to a growth in international trade and greater demand for same day delivery of goods and services. There are simple solutions which could help minimise unnecessary trips. For example, a number of commentators^{xiv} have advocated setting up more urban collection centres to consolidate the collection of several smaller deliveries (particularly on brownfield sites in the West Midlands).

Ensuring deliveries only take place outside of peak traffic hours would similarly help lessen the strain on city centre traffic levels^{xv}. Additionally, implementing a form of 'Click and Collect' practices at transport stations would help to alleviate congestion. Mirroring the service offered at certain TFL stations^{xvi}, there is an opportunity for TfWM to partner with retailers in the region to give commuters the chance to pick up packages from stations; not only would it reduce the number of delivery vehicles on the road, it would also encourage greater use of public transport and lessen individual car usage.

(iv) The Government needs to equip TfWM with the appropriate powers to ensure the Network Resilience Programme is effective

At the heart of the TfWM's Network Resilience Programme is a specific and clear focus on managing demand, increasing capacity and improving efficiency - all constructive and sensible measures which will keep the Midlands moving and ensure the region doesn't grind to a halt. However, the body will only fulfil its objectives if it is given the appropriate devolved powers and resources by central Government to allow it to co-ordinate work with key bodies such as Highways England, Network Rail, local authorities and HS2 to minimise disruption. Also, an effective communication plan will need to be formulated to give commuters plenty of notice as to where roadworks will be taking place and how they can use alternative modes of transport.

In the long term, it is imperative that the Urban Traffic Management Control Centres across the Key Route Network and the wider WMCA patch are properly connected; this will enable them to share intelligence in real time and develop a proactive approach to traffic management.

(vii) The Introduction of Clean Air Zones is a vital instrument in tackling Air Pollution

Recent Government statistics revealed that air pollution is responsible for almost 3000 deaths per year across the West Midlands^{xvii}. A move to introduce a Clean Air Zone represents an opportunity for stakeholders and businesses to take a whole -picture view of the issue of congestion and improving public transport, as well as creating healthier environments. In turn, this will create a healthier and more productive workforce.

However, the Government needs to move away from a 'one fits all approach' for the five cities required to implement a Clean Air Zone and take into account the particular nuances of Birmingham's transport networks. For example, it is vital that the Government takes into account the local modelling undertaken by Birmingham City Council which will be used to determine the extent (in terms of location) of the zone itself.

Two additional points also need to be highlighted: firstly, for the Zone to be truly effective, private car participation also needs to be considered; and secondly, the Government must set up an incentive scheme to help those businesses which will need financial assistance in upgrading their fleet to be compliant with the new legislation.

On a wider point, analysis from our surveying demonstrated little support for introducing a work place parking levy or congestion charge in order to reduce the overall number of cars on the road. This shows the need for local authorities to do a better job in explaining to businesses why these measures might be necessary as well as the wider benefits they help deliver. Despite opposition from the local business community, Nottingham City Council introduced a Workplace Parking Levy which has generated £34 million and paid for a tram extension in the city centre^{xviii} - a move which is said to have attracted more companies to the area. If local authorities were to pursue this policy in the future, they would need a very strong communication and engagement plan to get the business community on side.

Carpooling schemes garnered some support amongst participants, however, this again demonstrates a need for greater clarity as to how such schemes would work in practice and benefit the individual.

Greater collaboration between public and private sector bodies is required to tackle ingrained problems and demonstrate innovation

The Bus Alliance is an excellent example of regional public and private sectors organisations working together to tackle congestion problems via attracting greater investment in highways infrastructure, increasing the use of buses and examining new payment structures^{xix}. We have also seen a rise in the prominence of Transport Oriented Development projects over the last few years, which emphasise the need to maximise residential and commercial use near to brand new transport stations. Not only does this encourage more joined up co-operation between the public and private realm but it can help lessen the reliance on car journeys, as residents can catch a train or bus to work and make use of shopping and entertainment facilities close to their home. A good example of this in practice can be seen with the redevelopment of the area around the HS2 Curzon Street Station in Birmingham, which is expected to create two thousand homes and almost 80,000 sq m dedicated to leisure and retail uses^{xx}.

However, our region needs to see greater collaboration between both sectors to ensure new innovative ideas are shared and implemented in order to tackle entrenched congestion issues. For example, a space exists for more collaboration around how electronic data can be used to tackle congestion. This could range from better use of smart technology for travel, better ways of disseminating travel updates to commuters or providing businesses with more effective use of strategic management tools to allowing companies to plan journeys more effectively and reduce journey times.

Given that the volume of school traffic was heavily cited by our members as a key cause of congestion, there may be space for better collaboration between the business community and local schools to encourage behaviour change initiatives. For example, as part of their commitment to meet corporate social responsibilities or charitable donations, businesses could donate to programmes such as the Young Active Travel Trust in Birmingham, which has been set up to provide grants to support schools looking to move to more sustainable modes of transport. Additionally, offering flexibility to employees around start and finish times (in order to collect their children from school) would also help lessen the concentration of congestion flows around peak times.

It is generally accepted that the next step change in transport will be the advent of Connected and Autonomous Vehicles (CAVs), with driverless vehicles expected to be the dominant form of transport in years to come. In principle, this will not only reduce levels of congestion in the long run, but it will improve clean air levels as well. The region already houses world class automotive firms, but also first research facilities and development centres. It is essential that that the Combined Authority sets out a clear policy programme on how it intends to bring the three pillars together to ensure our region becomes a world leader in this field. By doing so, not only will we attract greater FDI to the Midlands but we will also see greater levels of productivity and employment opportunities.

Section Three

Background and Objectives of the Research

Our members have expressed increasing concerns about congestion across the city's major urban centres and commuter routes. We will see added pressure on the region's road network during the construction of HS2 and planned improvements to the regions road and rail networks. Therefore, we wanted to establish:

- How significant the issue of congestion had become for businesses in the region
- The main problems businesses faced as a result of congestion in Greater Birmingham
- What local businesses saw as the main causes of congestion in Greater Birmingham
- How firms in the region accessed information on congestion in Greater Birmingham
- The main solutions advocated by businesses in Greater Birmingham to overcome congestion

It was our aim to understand the business community's biggest concerns around congestion and their feedback on potential solutions to overcome it. We will use this information to convene and lobby stakeholders.

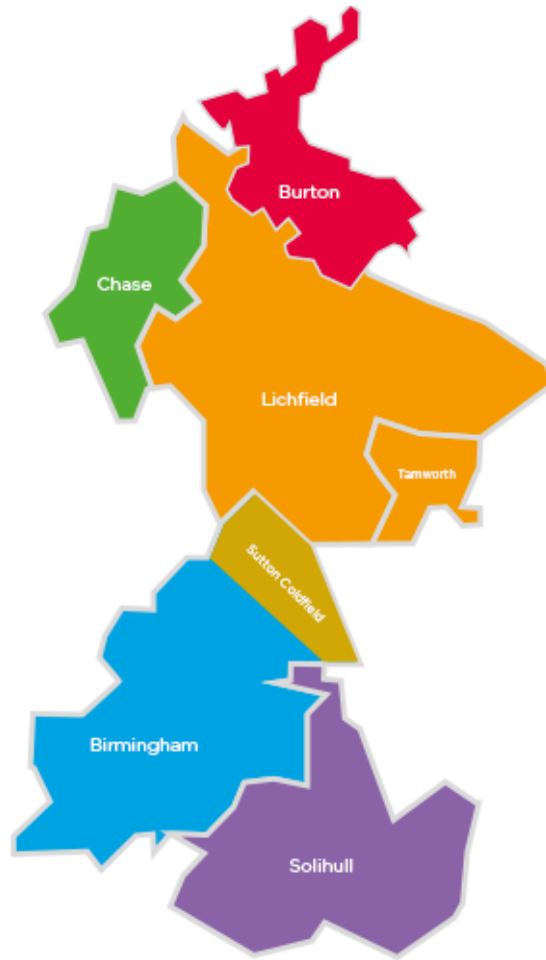
3.1 Methodology

The research was conducted via a set of questions which were included in the Greater Birmingham Chambers of Commerce Q2 Quarterly Economic Survey. The majority of responses came through a web based questionnaire and businesses in the region were invited to participate via email. Additionally, hard copies were provided to representatives from local firms at various Greater Birmingham Chambers of Commerce events. A roundtable discussion also took place on 23rd February at the Greater Birmingham and Solihull Business Transport Group which discussed the objectives of the research and how the response rate could be increased.

3.2 Sample and Response Rate

The fieldwork for the surveying took place between 6th February and 27th February. Of all of the businesses which responded to the survey, 77% of respondents were listed as Greater Birmingham Chamber of Commerce members. The survey was sent out to the businesses based in six geographical areas, Birmingham, Burton, Chase, Litchfield, Tamworth, Sutton and Solihull as represented in Figure 1.

Figure 1: A breakdown of the six geographic areas represented by the Greater Birmingham Chambers of Commerce



The majority of businesses that participated were of smaller size, with 234 having less than 200 employees. Please see Appendix 1 for a full sample profile.

Section Four

Analysis and Reporting

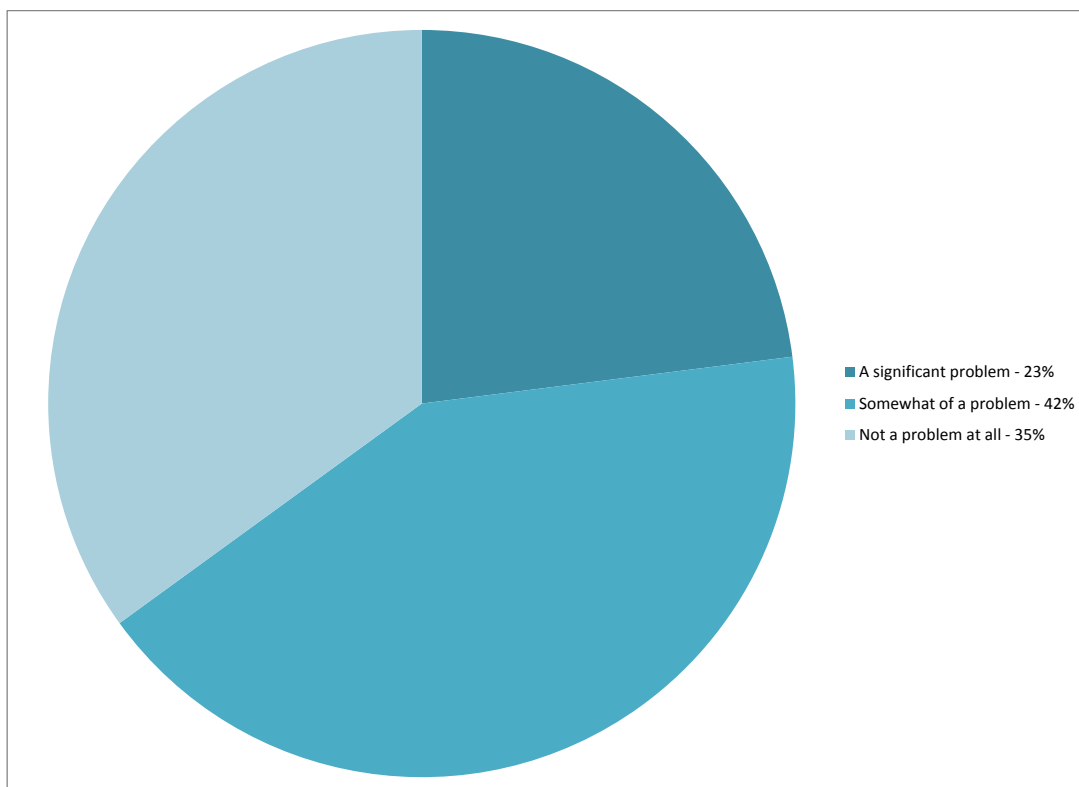
This report provides the findings given by the total sample (businesses based in the Greater Birmingham and Solihull region). It also provides the findings of sub-groups of the total sample, defined by number of employees and business sector. As the majority of surveys typically only represent the views of a sample of the population, sampling errors must be taken into account when evaluating findings.

Analyses of the findings in this report are based on all respondents less those who chose not to answer specific questions. Where figures do not sum to 100%, it is due either to rounding and/or participants being able to select multiple answers. The following graphs show results from the total number of participants involved. For the purpose of analysis, sector comparisons have also been included (a breakdown between service firms and manufacturing firms).

4.1 The Congestion Problem

How significant do you think the problem of congestion is for your business?

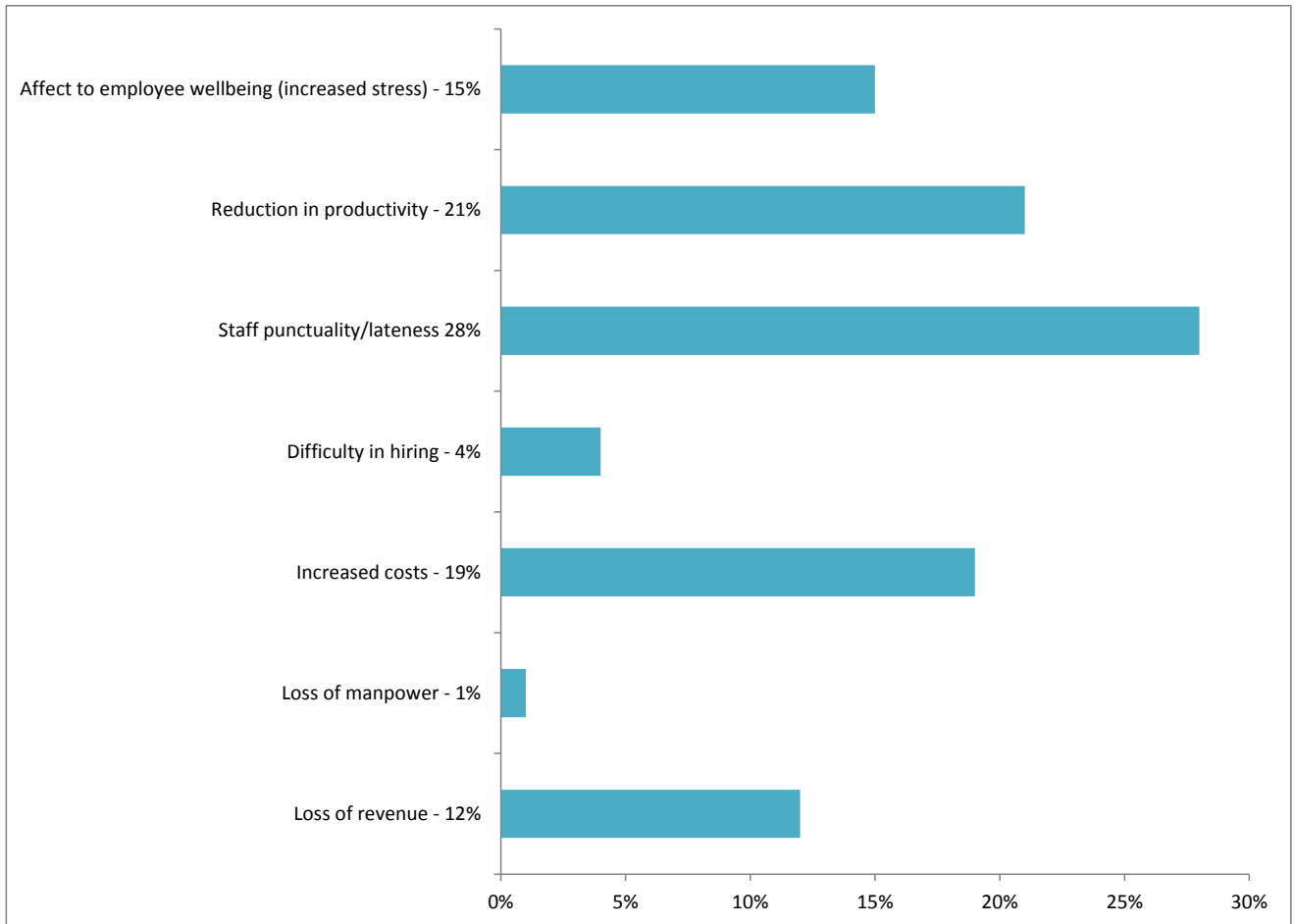
- (i) A significant problem
- (ii) Somewhat of a problem
- (iii) Not a problem at all



65% of all businesses noted that congestion was a problem for their business, with 42% suggesting it was somewhat of a problem and 23% citing it as a significant problem. However, there were differences from a geographical and sectoral perspective; 61% of businesses based in Solihull suggested that congestion was not a problem at all, whereas 77% of firms based in Birmingham felt the problem of congestion was significant. There were also differences from a sector perspective as 75% of manufacturing firms noted that congestion was a problem (with 17% listing it as a significant problem) compared to 61% of professional firms that were faced with congestion problems (with 24% saying it was significant problem).

4.2 Problems that businesses in Greater Birmingham face as a result of congestion

What are the main problems your business faces as a result of congestion in Greater Birmingham?



Answer Choices

Response Percentage

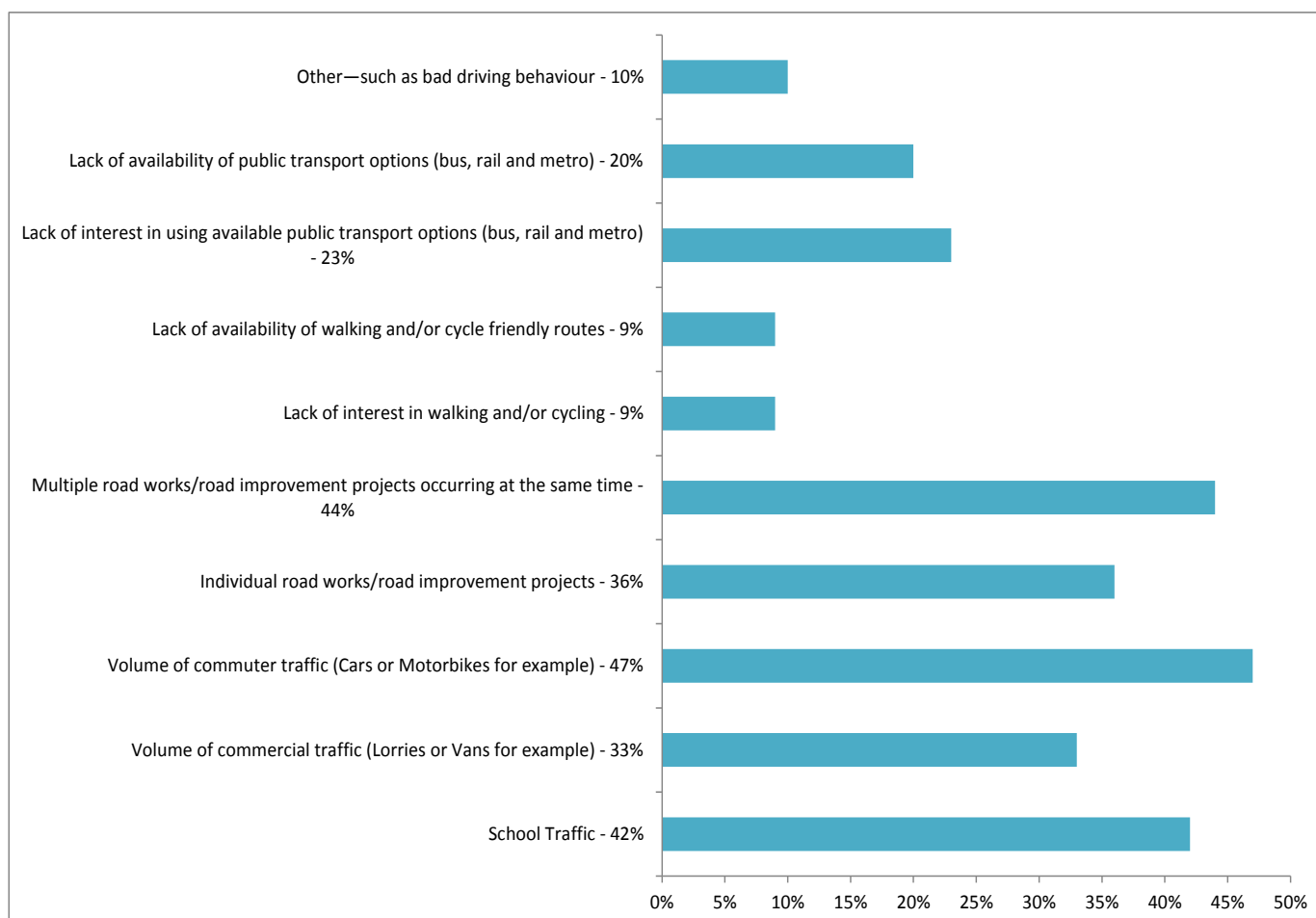
Loss of revenue	12%
Loss of manpower	1%
Increased costs	19%
Difficulty in hiring	4%
Staff punctuality/lateness	28%
Reduction in productivity	21%
Affect to employee wellbeing (increased stress)	15%

28% of total respondents listed staff punctuality as the main problem their business faced due to congestion problems. This was followed by 21% citing a reduction in productivity as a key issue and 19% listing increasing costs as a concern. However, from an individual sector perspective, both services and manufacturers named affect to employee wellbeing as a key factor in problems caused by congestion, as individual commuters become increasingly stressed about arriving on time for work. Difficulty in hiring and loss of manpower were less frequently mentioned.

4.3 The main causes of congestion cited by businesses in Greater Birmingham

What do you see as the main causes of congestion in Greater Birmingham? (Please choose 3 options)

Answer Choices	Response Percentage
School Traffic	41%
Volume of commercial traffic (Lorries or Vans for example)	33%
Volume of commuter traffic (Cars or Motorbikes for example)	47%
Individual road works/road improvement projects	36%
Multiple road works/road improvement projects occurring at the same time	44%
Lack of interest in walking and/or cycling	9%
Lack of availability of walking and/or cycle friendly routes	9%
Lack of interest in using available public transport options (bus, rail and metro)	23%
Lack of availability of public transport options (bus, rail and metro)	20%
Other—such as bad driving behaviour	10%



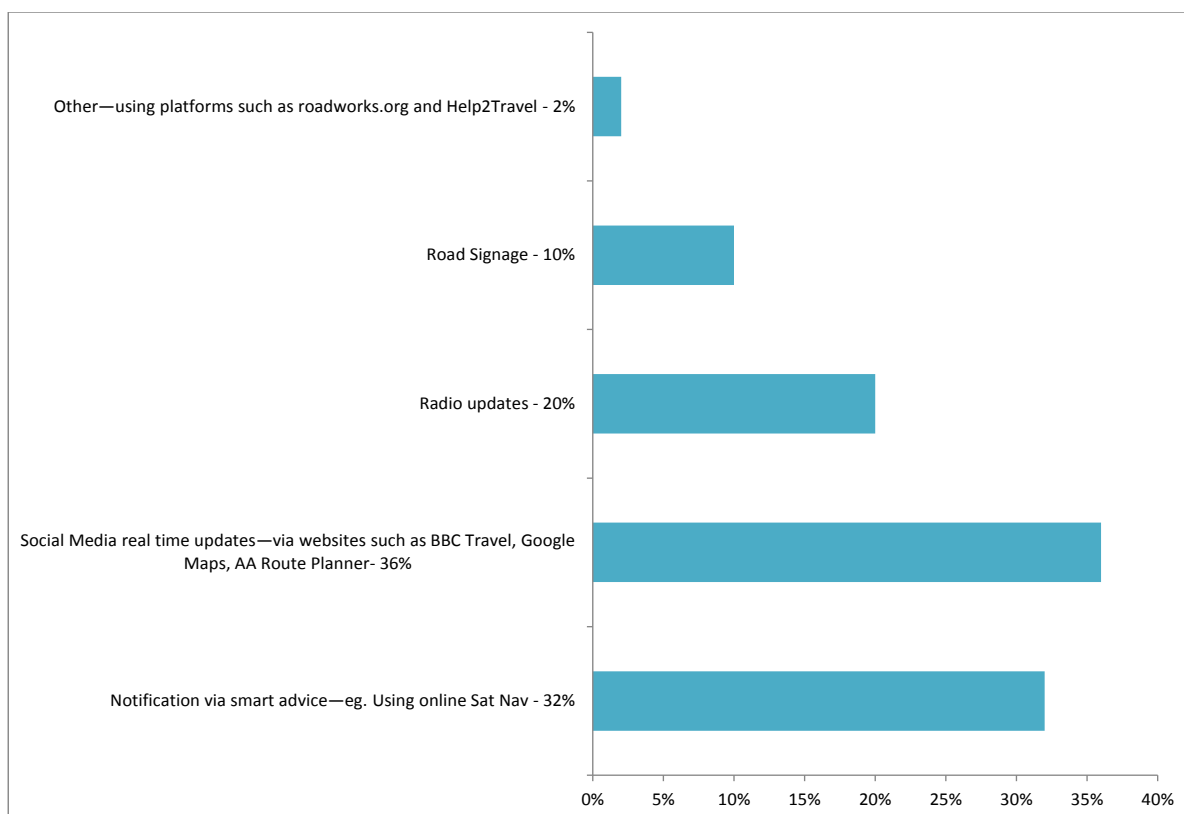
Overall, 47% of businesses identified the volume of commuter traffic as the main cause of congestion. This was closely followed by 43% of respondents choosing multiple road works as a key driver of congestion and 41% cited school traffic as a key reason behind congestion problems. Similar trends were also noted from a sector perspective, as manufacturing and service firms both highlighted roadworks, school traffic and commuter traffic as significant contributors to traffic problems.

On the other side of the scale, less than 10% of firms recorded a lack of interest in walking and lack of availability of cycle friendly routes as reasons behind congestion issues.

4.4 Problems that businesses in Greater Birmingham face as a result of congestion

What is the main channel that you and your colleagues use to access information on Congestion in Greater Birmingham?

Answer Choices	Response Percentage
Notification via smart advice eg. using online Sat Nav	32%
Social Media real time updates via websites such as: BBC Travel, Google Maps, AA Route Planner	36%
Radio updates	20%
Road Signage	10%
Other - using platforms such as roadworks.org and Help2Travel	2%



In total, 36% of firms surveyed said they obtained traffic updates via social media real time updates using websites such as BBC Travel, Google Maps and AA Route Planner. This was closely followed by 32% of participants using a smart device as the main channel in which they received notifications on congestion issues. A fifth of business relied on radio bulletins to provide them with traffic notices and one in ten used road signs. Very few businesses (less than 2%) that were surveyed used platforms such as roadworks.org or Help2Travel.

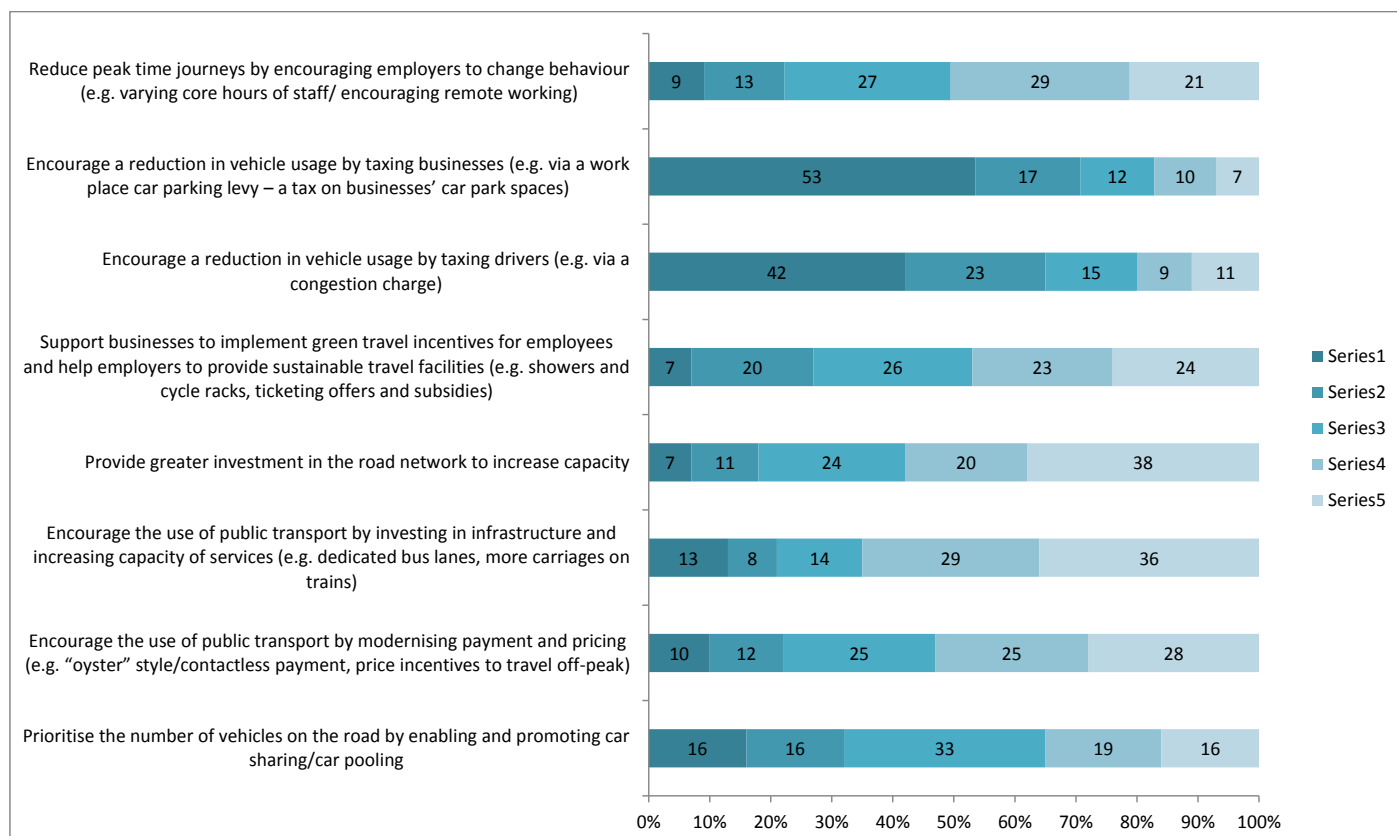
There were slight differences from a sectoral perspective. 34% of manufacturers specified radio updates as their main source of information regarding congestion issues whereas 38% of professional service firms said that they used social media updates as the main channel to access travel information.

4.5 Solutions proposed by businesses in Greater Birmingham in order to tackle congestion

Please rate the following statements from 1 to 5 with 1 being “strongly disagree” and 5 being “strongly agree”

In order to tackle congestion, policy makers should:

- Reduce peak time journeys by encouraging employers to change behaviour (e.g. varying core hours of staff/ encouraging remote working)
- Encourage a reduction in vehicle usage by taxing businesses (e.g. via a work place car parking levy – a tax on businesses’ car park spaces)
- Encourage a reduction in vehicle usage by taxing drivers (e.g. via a congestion charge)
- Support businesses to implement green travel incentives for employees and help employers to provide sustainable travel facilities (e.g. showers and cycle racks, ticketing offers and subsidies)
- Provide greater investment in the road network to increase capacity
- Encourage the use of public transport by investing in infrastructure and increasing capacity of services (e.g. dedicated bus lanes, more carriages on trains)
- Encourage the use of public transport by modernising payment and pricing (e.g. “oyster” style/contactless payment, price incentives to travel off-peak)
- Prioritise the number of vehicles on the road by enabling and promoting car sharing/car pooling



Overall, the most popular solutions put forward by businesses in both sectors combined was to see greater investment in the road network to increase capacity (38%), followed closely by investment in transport infrastructure networks to boost the use of public transport (36%). There was considerable support for modernising pricing and payment structures to encourage more people to use buses, coaches and trains (28%). There was also broad agreement amongst manufacturers and service firms that more investment in the region's infrastructure networks were required to encourage a reduction in the reliance of cars as a form of travel.

Advocating a reduction in vehicle usage by taxing businesses proved to be an unpopular suggestion with 53% of all respondents saying they strongly disagreed with this proposal. A significant number also strongly disagreed (42%) with the introduction of a congestion charge. Interestingly, 16% of respondents both strongly agreed and strongly disagreed with promoting car share initiatives. It was clear that businesses were open to the idea of implementing green travel incentives for their staff (24% strongly agreed and 26% agreed). 21% were strongly in favour of encouraging new ideas around changing working hours and allowing staff to work from home.

Section Five

Appendix and Sample Profile

5.1 Breakdown of size of company and number of employees

TOTAL	1- 19	20-199	200-499	500+	Unknown	Total
No. of employees	839	5191	1630	14675	0	22335
No. of companies	152	82	5	25	0	264

5.2 Breakdown of company sectors of participants

Production of raw materials (e.g. agriculture, fishing, mining, utility)	1.14%	3
Manufacture of electronic or IT goods	1.52%	4
Manufacture of other goods	14.02%	37
Construction	0.76%	2
Other manufacturing	3.03%	8
Transport and distribution	3.03%	8
Retailing/wholesaling	5.3%	14
Tourism/hotels/catering	5.3%	14
Professional services (e.g. finance, accounting, legal, surveying, IT support, consultancy)	32.2%	85
Marketing/media (e.g. marketing, PR, market research, advertising, media)	9.85%	26
Consumer services (e.g. cleaning, decorating, plumbing, repairs, private leisure/education/health)	2.65%	7
Public or voluntary sector services	5.3%	14
Other services	14.02%	37
Cultural/creative	1.89%	5
	Total answered	264

ⁱTransport for West Midlands Press Release – 3rd August 2017

<https://www.tfwm.org.uk/news/mayor-launches-action-plan-to-tackle-traffic-congestion/>

ⁱⁱINRIX – Global Traffic Scorecard www.inrix.com/scorecard. See also INRIX Global Traffic Scorecard Press Release - <http://inrix.com/press-releases/traffic-congestion-cost-uk-motorists-more-than-30-billion-in-2016/>

ⁱⁱⁱThe Impact of Congestion on Bus Passengers – Professor David Begg, 2016

http://www.greenerjourneys.com/wp-content/uploads/2016/09/TTBusReport_Digital-FINAL-With-Changes-1.pdf

^{iv}The draft Local Transport Bill and the Transport Innovation Fund – Ninth Report of Session 2006-07, Volume II – Transport Committee Evidence 339, House of Commons

<https://books.google.co.uk/>

^vDepartment for Transport Press Release – 10th August 2017

<https://www.gov.uk/government/news/more-seats-for-rail-passengers-as-nearly-1-billion-is-invested-in-midlands-services>

^{vi}Midlands Connect Strategy: Powering the Midlands Engine – March 2017, p.30

<https://www.midlandsconnect.uk/media/1100/midlands-connect-strategy-march-2017.pdf>

^{vii}2016 West Midlands Travel Trends – Transport for West Midlands, 2016

<https://www.tfwm.org.uk/media/2376/travel-trends-web.pdf>

^{viii}National Express – Press Release – 2nd September 2016

<http://www.nationalexpressgroup.com/newsmedia/news-across-the-group/2016/jam-tomorrow-traffic-up-20-as-the-west-midlands-goes-back-to-school/>

^{ix}BBC News Article – ‘M6/A38 – Why so many road works into Birmingham?’ 30th September 2016

<http://www.bbc.co.uk/news/uk-england-birmingham-37473710>

^xTransport for West Midlands – Movement for Growth – 2026 Delivery Plan for Transport, p. 11

<https://www.tfwm.org.uk/media/2430/2026-delivery-plan-for-transport.pdf>

^{xi}Road Investment Strategy for the 2015/16- 2019/20 Road Period – March 2015, p. 28

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/408514/ris-for-2015-16-road-period-web-version.pdf

^{xii}The Centre for Business and Research – The Economic Impact of Road Investment – February 2017

<https://www.fairfueluk.com/publications/files/assets/common/downloads/publication.pdf>

^{xiii}Department of Transport – Statistical Release – 18th May 2017 https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/614596/travel-time-measures-local-a-roads-april-2016-to-march-2017.pdf

^{xiv}See Institute of Mechanical Engineers – UK Freight in the Long Haul- Philippa Oldham – June 2016

<https://www.imeche.org/docs/default-source/1-oscar/reports-policy-statements-and-documents/uk-freight---in-for-the-long-haul.pdf?sfvrsn=2>

^{xv}Birmingham City Council has produced a Delivery and Service Planning Toolkit which helps businesses save money and improve the reliability of deliveries. Click on the link below to access it:

https://www.birmingham.gov.uk/info/50028/transport_information/573/freight_and_logistics/2

^{xvi}London Assembly, London Stalling: Reducing Traffic Congestion in London – Transport Committee, January 2017

https://www.london.gov.uk/sites/default/files/london_stalling_-_reducing_traffic_congestion_in_london.pdf

^{xvii}Guardian Article – ‘The car is ingrained into people here’ West Midlands Faces Air Pollution Crisis – 4th April 2017

<https://www.theguardian.com/environment/2017/apr/04/the-car-is-rained-into-people-here-west-midlands-faces-air-pollution-crisis>

^{xviii}BBC News Article - 'Council Ponders Workplace Parking Levy - 22nd November 2016
<http://www.bbc.co.uk/news/uk-politics-38056897>

^{xi}West Midlands Bus Alliance Annual Report - WMCA, 17th February 2017
<http://wolverhampton.moderngov.co.uk/documents/s37237/Item%205.4%20-%20WMCA%20Board%20Bus%20Alliance%20Report%20Feb%202017%20FINAL.pdf>

^{xx}BBC News Article - 'Birmingham HS2 Curzon Street Station plans approved - 6th July 2017
<http://www.bbc.co.uk/news/uk-england-birmingham-40524039>

Additional Resources:

Birmingham Connected - https://www.birmingham.gov.uk/info/20013/roads_travel_and_parking/498/birmingham_connected

Department for Transport - <https://www.gov.uk/government/organisations/department-for-transport>

HS2 - www.hs2.org.uk

Highways England - <https://www.gov.uk/government/organisations/highways-england>

Midlands Connect - <https://www.midlandsconnect.uk/>

Transport for West Midlands - <https://www.tfwm.org.uk/>



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