Data Source Ref.	Data Category	Potential Data/ Information Source	Description	Frequency of the Data Availability	Data Owner	Source of Data	Potential Data Use (subject to review and SWOT)	Potential Data Source (1st Internal Sift)	BCC Comment	PF Comments	Strengths (Does data fulfil its purpose?)	Weaknesses (What does data lack?)	Opportunities (How can we use the data for the purposes of project?)	Threats (Could data be mis-used / mis-interpreted)	SWOT Summary	Go / No-Go
1	Safety	STATS19 Road Safety Data	Validated detailed road safety data about the circumstances of personal injury collisions in Great Britain	Annual	Department for Transport	Data.gov Road safety data	Can get info from TfWM's RTC online tool	Backup	None	Data source not used, refer to Data Source References 95 and 231.	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
2	Public Transport	TfWM Data Insight All Traveller Segmentation Dashboard (also known as Persona data)	Analyses the propensity of resident groups to uptake new services and technologies and their propensity to change travel behaviour	Data compiled in 2018/2019	TfWM	TfWM Data Insight	Enables the identification of areas in Birmingham where there is opportunity to implement certain types of transport other interventions	Yes	None	None	Aligns with other TfWM studies. More recent then 2011 Census Data available.	Doesn't account for potential behaviour change post-covid.	Can use to understand what type of people live in an area where new development is proposed and assess what type of transport they would likely use.	Data represented by postcode area represents the majority demographic, potential to overlook minority demographic.	Reliable data source that is consistent with other studies. Although the data has some limitations, it is still the most up-to-date demographic data set available.	Go
3	Housing and Employment Land	Indices of Deprivation	Index of Multiple Deprivation (IMD) 2019 is measure of relative deprivation for small areas (or neighbourhoods) in England	Typically updated every 3 to 4 years, current data for 2019.	Department for Communities and Local Government	Indices of Deprivation	IMD Rank/ decile could indicate where there is a higher likelihood of walking or cycling and dependence of public transport.	No	None	None	Similar data is available in Data Source Reference 2 which has been analysed in the study	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
4	Public Transport	Locations of Bus Stops	Location of bus stops in Birmingham	Always available (stops via NAPTAN)	Department for Transport	National Public Transport Access Notes (NaPTAN) data (2014) https://data.gov.uk/dataset/ff93ffc1-6656-47d8-9155-85ea0b8f2251/national-public-transport-access-nodes-naptan	Help identify areas that are and aren't accessible by Public Transport	No	None	None	Data Source Reference 218 includes equivalent and more useful data.	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
5	Public Transport	Train Station Locations and Volume 2020-21	Office of Rail and Road estimates of station usage	Annual	Office of Rail and Road	Train Station Locations	Help identify areas that are and aren't accessible by Public Transport	Yes	None	None	Reliable, validated dataset	Doesn't provide capacity and end-to-end journey information	Shows the usage of train stations in Birmingham	None	A reliable and validated dataset which is the only dataset available which shows the usage of train stations in Birmingham.	Go
6	Environmental indicators	Carbon emissions, by mode	A 2019 baseline carbon study undertaken by Midlands Connect which calculates the carbon emissions of the metropolitan areas in the Midlands.	One-off study	Midlands Connect	Midlands Connect	Provides an understanding about the level of Birmingham's carbon emissions and their sources	Yes	None	None	Data aligns to other studies to ensure consistent approach	Carbon emission calculations are based on a number of assumptions as detailed in the Midlands Connect "The Quantification of Current and Future Baseline Carbon Output from Transport Emissions 29th April 2021 Project Methodology Report".	Provides an understanding about the level of Birmingham's carbon emissions and their sources	None	Provides a baseline for Birmingham's carbon emissions which is consistent with other studies.	Go
9	Environmental indicators	BCC Air Quality monitoring/ modelling	Information about current and historic air quality levels collected at different locations across Birmingham	Annually	BCC	BCC Air Quality monitoring	Can be used to understand baseline air quality in different areas across Birmingham.	Yes	None	None	Provides an up-to-date understanding of air quality.	Data has a limited geographical coverage.	Can be used to identify areas in Birmingham that have poor air quality.	None	Limited dataset but the only dataset that provides up-to-date air quality information in Birmingham. The geographical limitations of the dataset need to be made clear in the report.	Go
10	Accessibility Analysis	Census Data, method of travel to work	Where people travel to work by metropolitan area recorded in the 2011 Census.	Decennial	Office for National Statistics	NOMIS Method of travel to work	Identify where people who work in Birmingham are travelling from.	Yes	BCC happy for 2011 Census data to be used as it can be updated with 2021 Census data at a later date when released	Data is effectively 11 years old	National, validated dataset	Data presented is aggregated to metropolitan area	Provides a baseline understanding of where people who are travelling to Birmingham are coming from	Data is effectively 11 years old and could provide an unrepresentative baseline	A National, validated dataset which provides a baseline understanding of where people who are travelling to Birmingham are coming from. Data will need updating when possible and findings should be validated using other datasets.	Go
11	Active Travel	National Cycle Network map	Location of existing National Cycle Network in Birmingham and surrounding areas	Always available	SusTrans	Sustrans National Cycle Network map	UK-wide Map of the National Cycle Network, showing locations and descriptions of routes.	No	None	BCC have provided cycle network data for Birmingham	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
12	Committed, planned and 'aspirational' mitigation measures	PRISM Uncertainty Log	Contains information about all of the future developments and schemes that have been assumed to be near certain, or more than likely to go ahead and are large enough to impact traffic distribution in the PRISM model	Dec-18	TfWM	TfWM	Can use the information in the Uncertainty Log to map future developments and transport schemes proposed in the West Midlands Combined Authority (WMCA) area.	Yes	None	None	Dataset is compiled by TfWM who have a good understanding of the developments and transport schemes proposed across the region.	The Uncertainty Log contains information about developments and schemes of lower certainty which may not be implemented	Use to map future developments and transport schemes proposed in the West Midlands Combined Authority (WMCA) area	None	Although dataset has limitations, it does provide a basis for understanding development and transport schemes in the WMCA area. Only schemes and developments classed as "Near Certain" and "More than likely" to occur have been mapped.	Go
13	Active Travel	Local Authority Cycle Network	Location of existing Local Authority Cycle Network in Birmingham and surrounding areas	Always Available	Open Street Map (OSM)	https://www.openstreetmap.org/#map=15/53.5707/-2.4328&layers=C	May indicate the presence of infrastructure for cyclists in Birmingham and surrounding areas.	No	None	BCC have provided cycle network data for Birmingham	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go

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15	Committed, planned and 'aspirational' mitigation measures	Birmingham Strategic Transport Model (BSTM) Uncertainty Log	Contains information about all of the future developments and schemes that have been assumed to be near certain, or more than likely to go ahead and are large enough to impact traffic distribution in the BSTM model	May-21	BCC	BCC	Can use the information in the Uncertainty Log to map future developments and transport schemes proposed in Birmingham.	Yes	None	None	Dataset is compiled by BCC who have a good understanding of the developments and transport schemes proposed in the City.	The Uncertainty Log contains information about developments and schemes of lower certainty which may not be implemented	Use to map future developments and transport schemes proposed in Birmingham and to supplement those already mapped using Data Source Reference 12.	None	Provides a basis for understanding transport schemes in Birmingham. Only schemes and developments classed as "Near Certain" and "More than likely" to occur have been mapped.	Go
16	Highways	BSTM performance indicators	Volume capacity and delay metrics for junctions in the BSTM	BSTM continually reviewed. The BSTM performance indicators have been extracted from the May 2021 version of the BSTM.	BCC	BCC	Volume capacity and delay metrics for junctions in the BSTM will provide an indication of where there will likely be congestion issues on the network.	Yes	None	None	None	None	Identify constraints on the network	It is understood that the BSTM is currently overestimating traffic levels so there is a threat that the performance indicators reported are not representative.	BCC data source which indicates junction performance in Birmingham. Data to be augmented with TrafficMaster data (Data Source Reference 37).	Go
19	Public Transport	TfWM Data Insight Real Journey Time Dashboard	Displays information about the real world performance of Birmingham's key bus routes	Continually	TfWM	TfWM Real journey time	Will enable the identification of unreliable and poor performing bus routes within Birmingham	No	None	On review of the website it was found that the data displayed on it cannot be downloaded. Even if the data could be downloaded it would take a lot of data processing to calculate the journey time reliability of all of the bus routes in Birmingham.	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
23	Public Transport	Latest Earnings Networked Nationally Overnight (LENNON) data	LENNON is the revenue settlement service for the train operating companies for GB passenger rail ticket sales and is the main source of data for GB rail fares revenue. The system processes information from the majority of GB train ticket sales, it then allocates daily revenue to each of the train operators within 24 hours of the ticket being purchased.	Annually	Office of Rail and Road	Office of Rail and Road	Can be used to calculate the number of journeys on a particular rail service. How many journeys undertaken to and from particular train stations.	No	None	On further review of this source the information is covered in Data Source Ref. 6	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
24	Public Transport	Transport for West Midlands Data Portal	Maps rail stations and bus stops across the West Midlands region	Always - open data source	TfWM	TfWM opendata map portal	Could provide the most up-to-date and most accurate information about bus stop locations	Yes	None	Data can be downloaded from the website	Up-to-date, accurate information.	Mapping all of the bus stops may make information indiscernible	Provides an understanding of public transport infrastructure in Birmingham.	None	Only map railway station information	Go
25	Active Travel	BCC Core Walking Zones / Proposed priority areas for walking improvements	A series of 'core walking zones' (priority areas for walking improvements) have been identified alongside a series of city-wide programmes. Core walking zones are based in growth areas, key local centres and High Streets, around public transport improvements and in locations previously identified as 'Green Travel Districts'	Jan-20	BCC	https://www.birminghambeheard.org.uk/economy/walkingcyclingstrategy/supporting_documents/Birmingham%20Walking%20Priority%20Areas.pdf	Can be used to identify areas with a high number of pedestrians and that are suitable for walking.	Yes	None	None	Areas identified for walking investment by BCC	None	Can be used to identify areas in Birmingham where there is a focus on pedestrian permeability and safety.	None	Areas identified for walking investment by BCC which can be used to identify areas in Birmingham where there is a focus on pedestrian permeability and safety.	Go
27	Public Transport	Annual Bus Survey	Survey of approx. 600 bus operators in GB, covering number of passenger journeys (no details of the passengers themselves), vehicle mileage, fleet features (such as wheelchair accessibility) and operator revenue.	Annual	Department for Transport	https://www.gov.uk/government/collections/bus-statistics https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/230300/bus-notes-definitions.pdf	Contains information about local bus passenger journeys, bus fares, reliability, revenue, staff employed, etc.	No	None	Analysis revelated that data is only provided at Metropolitan Area level	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
28	Active Travel	TfWM Data Insight 2020 Strava Metro vs. Cycle Counter Network	Provides cycle counts from TfWM cycle counters and compares them to equivalent cycle counts recorded on the Strava physical exercise tracking service	TfWM need to provide access to this data	TfWM	Data Insight Tableau Dashboard	Could be used to identify areas where lots of people cycle in Birmingham	No	None	Further analysis revealed that the data only covered four sites in Birmingham	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
29	Transport Modelling and Accessibility Analysis	TEMPro Version 7.2	TEMPro is a modelling tool designed to allow users to look at the growth in trip ends, using actual and forecast data supplied by the Department for Transport. Growth data can be looked at in a number of ways: - By selecting a geographical area of interest; - By selecting the modes of transport of interest; - By selecting the time of day of interest; and - By selecting the base and future years of interest.	Updated irregularly; latest version remains valid until next update	Department for Transport	Government publications	Can be used to identify predicted growth trips across in different areas across Birmingham	Yes	None	None	A UK Government dataset based on National Trip End Model information	Trip numbers are estimates (even in base year). Accuracy increases with size of area. No means of directly linking change in trip ends with increased trips on any particular route.	Can be used to identify predicted growth trips across in different areas across Birmingham	None	A national data source which can be used to predict areas of predicted growth within Birmingham.	Go
30	Active Travel	TfWM Data Insight Active Travel Fund - M&E Scheme Analysis Dashboard	Contains survey data collected at Active Travel Scheme sites (counts and modal splits)	Data collected between 28/06/2021 and 04/07/2021	TfWM	Data Insight Tableau Dashboard	Provides understanding of active travel mode usage at a number of locations in Birmingham	Yes	None	None	Dataset is consistent throughout all locations where data is collected.	Data was collected over a week period so may not be representative of longer-term trends	Can be used to identify areas in Birmingham that have high and low active travel usage.	None	A consistent dataset indicating active travel usage levels in different areas across Birmingham.	Go
32	Active Travel	TfWM Data Insight Cycling Dashboard Cycle Counts	Cycle count information recorded at a range of different cycle count sites located around Birmingham.	Different sites have different periods in which count data was collected. Data often covers between 2019 and 2022.	TfWM	Data Insight Tableau Dashboard	Could be used to identify areas where lots of people cycle in Birmingham	No	None	Upon detailed analysis of the count data it was found that count data for each site was not collected across a consistent comparable time period across the different sites so meaningful analysis could not be undertaken to identify areas with high and low cycle usage. It was also found that some sites were consistently recording zero cyclists over a long period of time which indicated the cycle counter may have been broken for that period of time.	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go

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33	Highways	West Midlands Combined Authority Key Route Network	Maps out TfWM's Key Route Network (KRN)	Open data	TfWM	WMCA Key Route Network	Provides understanding of where regionally important roads are located in Birmingham and the surrounding areas.	Yes	None	None	TfWM have identified the KRN and including the KRN will be consistent with other studies.	None	Use to identify strategically important roads in and around Birmingham	None	Established West Midlands data source	Go
34	Committed, planned and 'aspirational' mitigation measures	City Region Sustainable Transport Settlement Schemes	Contains information about all of the City Region Sustainable Transport Settlement Schemes (CRSTSS)	N/A	TfWM	TfWM map portal	Provides information about future transport schemes in and around Birmingham	Yes	None	None	TfWM dataset	None	Provides understanding of future transport network in Birmingham.	As CRSTS schemes have not been delivered yet there could be changes to what is shown and analysed.	Although potential for change, the dataset provides a good understanding of proposed CRSTS schemes.	Go
35	Highways	TfWM's Key Route Network Action Plans interactive tool	Stats and information around the West Midlands KRN	Data compiled in 2019/2020	TfWM	TfWM's Key Route Network	Provides a range of statistics about the areas surrounding the regionally important roads located in Birmingham and the surrounding areas.	Yes	None	None	TfWM dataset consistent with other studies	Data is only provided for KRN roads and a small area surrounding the KRN. Data not available across all roads in Birmingham	Can use to augment or challenge findings from alternative sources of data.	None	Relevant data will be extracted and used where appropriate.	Go
36	Highways	Department For Transport : UK Car Parks	Shows locations and capacity of car parks in England	Last updated September 2014	Department for Transport (DfT) (presented on TfWM website)	DfT UK car parks	Provides an understanding of existing levels of off-street car parking in Birmingham.	Yes	None	None	Dataset is compiled by the Department for Transport	Last updated September 2014	Can use to gain an understanding of existing levels of off-street car parking in Birmingham.	None	It has been decided not to use the dataset because it was last updated in September 2014 and there were some inconsistencies noted in regard to the location data for some car parks as well.	No-Go
40	Highways	TfWM Congestion Data Download Service	2019 Trafficmaster data showing average delay (seconds) on the SRN and locally managed A roads in study area	2019	TfWM	TfWM Congestion Data	Enables the identification of roads where congestion currently exists in Birmingham and the surrounding areas.	Yes	None	None	A nationally collated, consistent dataset used across multiple studies. The fact that data covers 2019 means it is not impacted/skewed by the Coronavirus pandemic and the associated national lockdowns.	None	Enables the identification of roads where congestion currently exists in Birmingham and the surrounding areas which can be used to influence what type of transport provision is provided at new developments depending on where they're located.	Data covers 2019 so is not fully up-to-date	A nationally collated, consistent dataset used across multiple studies which provides an understanding of road traffic congestion conditions in Birmingham	Go
43	Highways	Emergency diversion routes	Highways England Agreed Diversion Routes represent the recommended routes for road users when a section of road has been closed.		National Highways	Emergency Diversion routes	To understand key roads / routes in Birmingham that are required for Strategic Road Network (SRN) diversions	No	None	Dataset deemed as not relevant for the Birmingham Plan - Baseline Transport Assessment	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
44	Accessibility Analysis	Public Transport Accessibility analysis using TRACC software	Indicates how well areas are connected to strategic centres by public transport	Summer 2021	Basemap	Uses a range of national and local datasets	Enables identification of areas in Birmingham that are well-connected and not-so-well-connected by public transport	No	None	Similar data is available without having to access the TRACC software (see Data Source Ref. 78)	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
46	Demographics	ONS/ Nomis demographic indicators: Average Male & Female Life Expectancy	Shows the average male and female life expectancy in different localities in and around Birmingham	2018 to 2020 data available for use	ONS	Nomis demographic indicators	Enables identification of areas suffering from health issues and cross referencing analysis could reveal underlying transport causes for the health issues.	No	It is deemed that this dataset is not directly relevant for the purposes of the Birmingham Plan - Baseline Transport Assessment.	None	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
47	Demographics	ONS/ Nomis demographic indicators: Childhood Obesity	The National Child Measurement Programme (NCMP) measures the height and weight of over one million children each year in Reception (age 4-5 years) and Year 6 (age 10-11 years) in state maintained primary schools in England. Data collected from the NCMP enables detailed national and local monitoring of the patterns and trends in child obesity, overweight, healthy weight, and underweight.	2018 data is the latest set of data available	Public Health England	Nomis demographic indicators: Childhood Obesity	Enables identification of areas suffering from health issues and cross referencing analysis could reveal underlying transport causes for the health issues.	No	It is deemed that this dataset is not directly relevant for the purposes of the Birmingham Plan - Baseline Transport Assessment.	None	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
48	Demographics	ONS/ Nomis demographic indicators: Younger Population	Shows the percentage of the population per super output area that are aged between 16 and 24.	2011 Census	Census 2011	Nomis demographic indicators: Younger Population	Mapped data could be analysed to identify areas which may be more reliant on Public Transport and Active Mode travel.	Yes	None	None	National, validated dataset	None	Can use to identify areas in Birmingham where a lot of young people live and can draw conclusions about their likely travel habits.	Data is effectively 11 years old and could provide an unrepresentative baseline	A National, validated dataset which provides a baseline understanding of where young people live in Birmingham. Data will need updating when possible and findings should be validated using other datasets.	Go
49	Demographics	ONS/ Nomis demographic indicators: Older Population	Shows the percentage of the population per super output area that are aged between 65 and 90.	2011 Census	Census 2011	Nomis demographic indicators: Older Population	Mapped data could be analysed to identify areas which may be more reliant on Public Transport and Active Mode travel.	Yes	None	None	National, validated dataset	None	Can use to identify areas in Birmingham where a lot of older people live and can draw conclusions about their likely travel habits.	Data is effectively 11 years old and could provide an unrepresentative baseline	A National, validated dataset which provides a baseline understanding of where old people live in Birmingham. Data will need updating when possible and findings should be validated using other datasets.	Go
50	Demographics	IMD: Health, Deprivation and Disability	IMD focused on health (subset of Data Source Ref. 3)	Typically updated every 3 to 4 years, current data for 2019.	Department for Communities and Local Government	IMD: Health, Deprivation and Disability	Mapped data could be analysed to identify areas which may have barriers to accessing types of transport and services.	No	None	It is deemed that this dataset is not directly relevant for the purposes of the Birmingham Plan - Baseline Transport Assessment.	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go

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51	Demographics	IMD: Income Deprivation	IMD focused on income (subset of Data Source Ref. 3)	Typically updated every 3 to 4 years, current data for 2019.	Department for Communities and Local Government	IMD: Income Deprivation	Mapped data could be analysed to identify areas which may have barriers to accessing types of transport and services.	No	None	It is deemed that this dataset is not directly relevant for the purposes of the Birmingham Plan - Baseline Transport Assessment.	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
52	Demographics	IMD: Employment Deprivation	IMD focused on employment (subset of Data Source Ref. 3)	Typically updated every 3 to 4 years, current data for 2019.	Department for Communities and Local Government	IMD: Employment Deprivation	Mapped data could be analysed to identify areas which may have barriers to accessing types of transport and services.	No	None	It is deemed that this dataset is not directly relevant for the purposes of the Birmingham Plan - Baseline Transport Assessment.	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
53	Demographics	IMD: Barriers to housing and services	IMD focused on barriers to housing and services (subset of Data Source Ref. 3)	Typically updated every 3 to 4 years, current data for 2019.	Department for Communities and Local Government	IMD: Barriers to housing and services	Mapped data could be analysed to identify areas which may have barriers to accessing types of transport and services.	No	None	It is deemed that this dataset is not directly relevant for the purposes of the Birmingham Plan - Baseline Transport Assessment and similar but more relevant conclusions could be drawn from Data Source Reference 2.	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
54	Demographics	IMD: Crime Deprivation	IMD focused on crime (subset of Data Source Ref. 3)	Typically updated every 3 to 4 years, current data for 2019.	Department for Communities and Local Government	IMD: Crime Deprivation	Mapped data could be analysed to identify areas which may have barriers to accessing types of transport and services.	No	None	It is deemed that this dataset is not directly relevant for the purposes of the Birmingham Plan - Baseline Transport Assessment and similar but more relevant conclusions could be drawn from Data Source Reference 2.	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
55	Demographics	IMD: Education, Skills and Training	IMD focused on education and training (subset of Data Source Ref. 3)	Typically updated every 3 to 4 years, current data for 2019.	Department for Communities and Local Government	IMD: Education, Skills and Training	Mapped data could be analysed to identify areas which may have barriers to accessing types of transport and services.	No	None	It is deemed that this dataset is not directly relevant for the purposes of the Birmingham Plan - Baseline Transport Assessment and similar but more relevant conclusions could be drawn from Data Source Reference 2.	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
56	Demographics	IMD: Living Environment	IMD focused on living environment (subset of Data Source Ref. 3)	Typically updated every 3 to 4 years, current data for 2019.	Department for Communities and Local Government	IMD Living Environment	Mapped data could be analysed to identify areas which may have barriers to accessing types of transport and services.	No	None	It is deemed that this dataset is not directly relevant for the purposes of the Birmingham Plan - Baseline Transport Assessment and similar but more relevant conclusions could be drawn from Data Source Reference 2.	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
59	Demographics	2019 Mobile Phone Data	2019 mobile phone data which has been analysed to understand origin and destinations of trips made throughout the midlands area.	2019	Midlands Connect	Midlands Connect	Data will provide an understanding of trip patterns within the West Midlands area	Yes	None	None	A reliable data set with lots of data entries	Data only covers August 2019. May not cover typical journey to school trips.	Use to understand where people travel to and from in and around Birmingham	None	A reliable data set with lots of data entries that can be used to understand where people travel to and from in and around Birmingham	Go
60	Highways	Major Route Network	Implemented in 2018, the Major Road Network (MRN) is a classification of local authority roads in England which are economically and regionally important and join seamlessly with, and complement, the existing SRN which is made up of the nation's motorways and major A roads. The MRN was established by government to support a dedicated national investment programme for the country's busiest and most economically important local authority 'A' roads.	2018	Department for Transport	Data.gov Major Route Network	Allows for the identification of local authority roads in Birmingham and the surrounding areas which are regionally and economically important	Yes	None	None	A UK Government dataset which is consistent with other studies	None	Allows for the identification of local authority roads in Birmingham and the surrounding areas which are regionally and economically important	Much of the MRN is covered by the KRN so displaying both may obscure one another and confuse the reader.	A UK Government dataset which is consistent with other studies but is mostly already covered by the KRN (see Data Source Reference 33)	No-Go
61	Housing and Employment Land	Flood Zones	Designated flood zones located in and around Birmingham	Mar-20	BCC	BCC Senior Development Technical Officer (GIS)	Identifies areas at risk of flooding where it may not be suitable to introduce new transport infrastructure.	No	None	It is deemed that this dataset is not directly relevant for the purposes of the Birmingham Plan - Baseline Transport Assessment	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go

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64	Housing and Employment Land	**Strategic Housing Land Availability Assessment (SHLAA) 2021**	A Strategic Housing Land Availability Assessment (SHLAA) is a technical exercise to determine the quantity and suitability of land potentially available for housing development. It is not a site allocations exercise – the purpose is to provide a robust indication of aggregate housing capacity at local authority level.	Annually	BCC	Principal Planning Policy Officer at BCC	Use to identify locations of future housing development sites in Birmingham and the surrounding areas	Yes	None	None	A comprehensive dataset compiled by planners at BCC that captures all of the sites identified in 2021 in Birmingham that have been earmarked for housing developed.	Data is from 2021 so may not be fully representative of the 2022 SHLAA data (i.e. the most up-to-date current list of sites that have been identified for housing development).	Use to identify locations of future housing development sites in Birmingham and the surrounding areas, assess their current accessibility and identify suggestions for how to improve their future accessibility.	None	A comprehensive dataset which identifies potential housing development sites in in 2021 in Birmingham. Dataset to be updated or augmented with the finalised 2022 SHLAA data when available.	Go
65	Public Transport	**Capacity data on public transport**	Data about the numbers of people that use rail and metro services in Birmingham and where they use it	Data is based on one-off surveys and the website doesn't provide any indication that the surveys will be updated	TfWM	https://maps.tfwm.org.uk/portal/apps/webappviewer/index.html?id=16c40529893849d881785fa98191ff20#	Use to understand the capacity of different public transport modes and infrastructure in and around Birmingham	Yes	None	Data Source Ref. 6 can be used for rail user numbers if BCC don't have this data	A data source compiled by a contractor on behalf of TfWM which is consistent across other studies	Data is based on one day (20/10/2020) for buses and six days (02/08/2020 to 08/08/2020) for metro. This data was collected during the Covid pandemic so may not provide a reliable picture of capacity post-pandemic.	Use to understand the capacity of different public transport modes and infrastructure in and around Birmingham and can identify areas with good/bad capacity	None	A TfWM data source which provides an indication of capacity on different modes of public transport but data is based on one-off surveys that were undertaken during the Covid pandemic so may not provide a reliable picture of capacity post-pandemic.	No-Go
68	Active Travel	**Existing and Future Cycling Network in Birmingham**	A shapefile showing the existing cycle network in and Birmingham	2022	BCC	BCC Senior Development Technical Officer (GIS)	Use data to understand where existing and future active travel mode infrastructure is and will be located in Birmingham	Yes	None	None	A reliable BCC dataset consistent with other studies	A risk that not all of the areas identified as the future cycle network will be developed as Birmingham's cycle network	Can use to suggest how and where new development should be linked to current and planned future cycling infrastructure	None	A reliable BCC dataset which provides a good understanding of where Birmingham's existing and proposed cycling network is and will be	Go
69	Highways	**Information about Park and Ride sites in WMCA area**	Information about parking facilities (including park and ride facilities) in and around Birmingham	Monthly	TfWM	TfWM's Data Insight Team	Provides an understanding about Park and Ride site usage in the WMCA area	Yes	None	None	Data collected live from the Park and Ride sites located in the WMCA area by TfWM.	Data does not cover Park and Ride sites which may be used by people travelling to and from Birmingham that are located outside of the WMCA area.	Can use data to provide an indication as to whether an existing Park and Ride site can support additional users from potential new developments in earmarked development sites.	Overall usage data may be negatively skewed by data collected during the national lockdowns associated with the Covid-19 pandemic	A reliable TfWM dataset providing a good understanding of the usage of Park and Ride sites located in the WMCA area. Data will be augmented with data about Park and Ride sites in other neighbouring authorities and a caveat will be included about the data collected during the Covid-19 pandemic.	Go
70	Highways	**Committed network improvements**	GIS shapefile showing the schemes that are committed on the road network in and around Birmingham	2022	BCC	BCC Senior Development Technical Officer (GIS)	Provides an understanding of what Birmingham's road network will look like in the future.	Yes	None	Much of the data is covered by BCC's Capital Funding Programme (see Data Source Ref. 139)	An up-to-date data source compiled by BCC	Data is very detailed and contains very small-scale road improvements which are not necessarily key to knowing for the Birmingham Plan - Baseline Transport Assessment.	A good data source to understand what Birmingham's road network will look like in the future	Dataset could cause information overload for the reader of the Birmingham Plan - Baseline Transport Assessment.	Although the dataset is a reliable source of data detailing what improvement schemes are programmed on Birmingham's road network the data is too detailed for the purposes of the Birmingham Plan - Baseline Transport Assessment and could cause information overload. The larger schemes which are more relevant for the Birmingham Plan - Baseline Transport Assessment are covered in BCC's Capital Funding Programme (see Data Source Ref. 139).	No-Go
71	Environmental indicators	**TfWM Carbon Tool**	Overall purpose of spreadsheet is to estimate operational vehicle carbon emissions for TfWM area for Baseline and Test scenarios by combining 3 variables: - Forecast demand (vehicle kms by vehicle type) - Fleet composition - Emissions factors (by vehicle type and speed category)	One-off study	TfWM (Atkins)	TfWM (Atkins)	Could provide an understanding of Birmingham's current and projected carbon emissions	No	None	Analysis of the data source found that it doesn't produce output carbon emission results broken down by local areas (only produces output carbon emission results for the whole TfWM area) so it is not useful for the purposes of the Birmingham Plan - Baseline Transport Assessment.	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
72	Accessibility Analysis	**Health Centres / Facilities in Birmingham**	The locations of health facilities in and around Birmingham	2021	BCC	BCC Senior Development Technical Officer (GIS)	Analysis of this data alongside other data could highlight transport needs for specific localities in and around Birmingham to access health facilities	Yes	None	None	An up-to-date (2021) data source compiled by BCC	Data was mapped by postcode so may not show exact accurate locations of Health Centres	Analysis of this data alongside other data could highlight transport needs for specific localities in and around Birmingham to access health facilities	Data does not contain any information about the size of the health centres and the extent to which areas / how many of Birmingham's population it serves.	An up-to-date BCC data source which indicates where health centres are located in Birmingham	Go

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74	Highways	Blue Route Network	A designated network of 'Blue Routes' that will be kept free of all traffic calming measures in order to give priority to emergency vehicles.	Unknown	BCC	BCC	Identifies strategically important roads within Birmingham and the surrounding areas where congestion should be minimised	No	Doesn't exist anymore	As the dataset doesn't exist anymore it has not been included in the Birmingham Plan - Baseline Transport Assessment	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
75	Active Travel	Noise Action Planning Important Areas Round 2 England	Noise action plans provide a framework to manage environmental noise and its effects. They also aim to protect quiet areas in agglomerations (large urban areas) where the noise quality is good. Noise Important Areas (IAs) for roads and railways are based upon the strategic noise maps results and have been produced in line with the requirements set out in the noise action plans. The IAs highlight "hotspot" locations where the highest 1% of noise levels at residential locations can be found. In accordance with the noise action plans, the IAs provide a framework for further investigation.	Jul-22	Department for Environment, Food and Rural Affairs (DEFRA)	Noise Action Planning	Identifies areas in Birmingham which currently suffer from transport related noise pollution	Yes	None	None	A centrally collected data source which is consistent with other studies.	None	Can use data to highlight areas which shouldn't experience additional noise pollution due to new developments and/or transport infrastructure	None	A reliable, centrally collected dataset which highlights areas with existing environmental constraints in Birmingham	Go
76	Highways	Strategic Road Network (SRN)	GIS file showing all of the roads operated by National Highways	Nov-21	National Highways	Strategic Road Network	Good to understand where the SRN routes through / close to Birmingham	Yes	None	None	A centrally collected data source which is consistent with other studies.	None	Can use to understand how Birmingham's local road network connects to the SRN.	None	A reliable, centrally collected dataset which highlights how the SRN interacts with Birmingham.	Go
80	Environmental indicators	Kilos of CO2 per person emissions by car in 2018 Km travelled per year by people who travel to work by car or van (LSOA total)	The proportion of people who travel to work by car in 2011. Each area has a grade from A+ (low) to F- (high) in comparison to the England average. See the popup report for more details.	Uses 2011 and 2018 data	The Centre for Research into Energy Demand Solutions (CREDS)	Caron Place	Enables identification of areas in Birmingham of (likely) high vehicle emissions	Yes	None	Ask BCC's thoughts on about using Census data which is effectively 11 years old now.	Dataset is consistent for every Lower Super Output Area (LSOA) in England	Estimates are based on data collected in 2011 and 2018 so may not be representative of the current situation.	Can identify areas in Birmingham where lots of people drive and highlight need for improved public transport and active mode travel infrastructure in these areas.	Data is only estimates	A consistent dataset used by communities and policy makers to understand different LSOA's carbon footprints	Go
83	Housing and Employment Land	Income Levels	Mapped income levels of localities across the West Midlands	2018	Office of National Statistics	ONS Income levels	Enables understanding of income disparity across Birmingham and the surrounding areas which in turn enables the identification of areas which may have accessibility issues.	No	None	Similar data is available through the Persona data (see Data Source Ref. 2) so it has been decided not to include this data in the Baseline Transport Assessment	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
86	Highways	No car / van in household	Assume this is mapped 2011 Census Data but would need to see data to double check	Census 2011	ONS	Census 2011	Identify areas in Birmingham where there is a high number of people without access to a vehicle.	Yes	Census 2011 data can easily be updated with Census 2021 data when released	None	National, validated, consistent dataset used across multiple studies	None	Can be used to identify areas with Public Transport needs	Data is from 2011 meaning it may not be representative of current conditions	A national, validated, consistent dataset which can be used to influence what kind of transport infrastructure should be provided for new developments	Go
87	Highways	3+ cars / vans in household	Assume this is mapped 2011 Census Data but would need to see data to double check	Census 2011	Atkins	Census 2011	Identify areas in Birmingham where there is a high number of people with access to multiple vehicles.	Yes	Census 2011 data can easily be updated with Census 2021 data when released	None	National, validated, consistent dataset used across multiple studies	None	Can be used to identify areas with high reliance on private car travel	Data is from 2011 meaning it may not be representative of current conditions	A national, validated, consistent dataset which can be used to influence what kind of transport infrastructure should be provided for new developments	Go
92	Housing and Employment Land	Universal Credit Claimant and JSA as a percentage of the total working age population in LSOA	Shows Universal Credit Claimant and Job-Seekers Allowance (JSA) as a percentage of the total working age population in LSOA, taken from the 2011 Census.	Census 2011	ONS	Census 2011	Identifies areas in Birmingham which suffer from economic deprivation	Yes	Census 2011 data can easily be updated with Census 2021 data when released	None	National, validated, consistent dataset used across multiple studies	None	Can be used to identify areas that may rely more on public transport	Data is from 2011 meaning it may not be representative of current conditions	A national, validated, consistent dataset which can be used to influence what kind of transport infrastructure should be provided for new developments and can be updated with 2021 Census data when available.	Go
95	Safety	KSIs	Shows the locations of road traffic collisions that occurred in the Birmingham area between 2017 and 2019 (inclusive) where casualties were either Killed or Seriously Injured (KSI).	Data shown is between 2017 and 2019	DfT	Data.gov Road safety data	Enables the identification of locations where there is poor road safety in Birmingham.	Yes	None	Data was provided by Mott Macdonald who have mapped this data as part of TfWM's Local Transport Plan 5	National, validated, consistent dataset used across multiple studies (e.g. TfWM's LTP5).	None	Enables the identification of locations where there is constraints to establishing Local Centres/Healthy Living Zones	Does not include data from post 2019 (although much of this data will have been impacted/skewed by the Coronavirus pandemic and the associated lockdowns)	A national, validated, consistent dataset used across multiple studies (e.g. TfWM's LTP5) which will provide an understanding about road safety in Birmingham.	Go

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96	Accessibility Analysis	45-minute PT access to key amenities	PRISM jobs data showing the number of jobs accessible within a 45 minute journey on public transport from different areas throughout Birmingham. The 45 min PT accessibility plot is derived from PRISM PT skims for AM period, Bus, Metro and Train modes. We identified OD zone pairs with a min PT JT < 45 mins for these modes, during this period. The jobs in the matching D-zones for each origin were summed, and this was classed as the number of jobs accessible in 45 mins from the origin. The score is this count of jobs normalised using a minmax approach with min=0 and max=the maximum number of observed jobs accessible from across all origin zones.	Available for PRISM Base Model (2016)	TfWM	TfWM	Can establish different area's accessibility to jobs via public transport	Yes	None	None	A validated, consistent dataset used across multiple studies (e.g. TfWM's KRN Action Plans)	None	Use to identify areas in Birmingham with good or poor public transport accessibility to jobs and can influence what type of developments are implemented where.	Based on 2016 modelled data so may not be representative of current situation	A validated, consistent dataset used across multiple studies which will provide an understanding of Birmingham's public transport accessibility, specifically in regards to accessing jobs.	Go
99		City Region Boundary	A GIS Shapefile showing the boundary for Birmingham	2022	BCC	BCC Senior Development Technical Officer (GIS)	Identifies study area (area that BDP will cover / be applicable for)	Yes	Use official boundaries available	None	The official boundary provided by BCC which is consistent with other studies	None	Use to identify the study area	None	The official boundary which will be used to identify the study area	Go
100		District Boundaries	A GIS Shapefile showing the boundaries for the districts surrounding Birmingham	2022	BCC	BCC Senior Development Technical Officer (GIS)	Identifies areas surrounding the study area (area that BDP will cover / be applicable for)	Yes	Use official boundaries available	None	The official boundaries provided by BCC which are consistent with other studies	None	Use to identify relevant neighbouring authorities for which data relating to Birmingham will be presented in the Baseline Transport Assessment.	None	The official boundaries which will be used to identify relevant neighbouring authorities for which data relating to Birmingham will be presented in the Baseline Transport Assessment.	Go
102	Committed, planned and 'aspirational' mitigation measures	Midland Metro planned expansion	A GIS shapefile showing where new parts of the Midland Metro are planned to be built in the future	2022	TfWM	TfWM Data Insight Team	Good to understand likely future public transport network in and around Birmingham	Yes	None	None	A reliable, consistent data set used in other studies	Does not provide details of when the extensions are likely to be completed.	To understand likely future public transport network in and around Birmingham and how it may support, or otherwise, future development.	None	A reliable, consistent dataset which will provide an understanding of the future public transport network in Birmingham	Go
103		Any household travel diary surveys	Household surveys conducted recently which recorded peoples' travel behaviours / patterns	Unknown	BCC	BCC	Use to understand people's travel patterns in and around Birmingham	No	Not recently and surveys from a few years ago did not permit other uses	As household surveys have not recently been conducted and the ones from a few years ago did not permit other uses it has been decided that household surveys will not be used as a data source in the Birmingham Plan - Baseline Transport Assessment.	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
104	Demographics	Residential dwelling density	Information about dwellings, household spaces and the accommodation type of households, for England and Wales as at census day, 27 March 2011. The results for dwellings are classified by the number that are shared or unshared, with shared dwellings further categorised by the number of household spaces in each dwelling. Household spaces are classified by the number that are occupied or unoccupied, and by type of accommodation.	Census 2011	ONS	Census 2011	Could analyse data to identify areas of high density residential dwellings which could be cross referenced with other data to indicate transport needs.	Yes	Census 2011 data can easily be updated with Census 2021 data when released	None	National, validated, consistent dataset used across multiple studies	None	Use to understand the population density in different areas in Birmingham and assess their accessibility to goods and services	Data is from 2011 meaning it may not be representative of current conditions	A validated, consistent dataset used across multiple studies which will provide an understanding of Birmingham's population density and can be updated with 2021 Census data when available.	Go
105	Demographics	Population estimates for the UK, England and Wales, Scotland and Northern Ireland: mid-2020	National and subnational mid-year population estimates for the UK and its constituent countries by administrative area, age and sex.	Latest set of data is from 2020	Office for National Statistics	https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/bulletins/annualmidyearpopulationestimates/mid2020#:~:text=1.,%25)%20since%20mid%2Dyear%202019.	Provides population growth estimate (broken down by age group) for the whole of Birmingham which could be used to set the scene in the BDP	Yes	None	None	National, validated, consistent dataset used across multiple studies	Data is presented for Birmingham as a whole and not for the local areas within Birmingham	Use to set the scene in Birmingham Plan - Baseline Transport Assessment and to identify any transport related opportunities and constraints pertaining to Birmingham's population demographics.	Recent population trends could be impacted by the COVID-19 pandemic so do not provide a an understanding of the longer term trends.	A national, validated, consistent dataset used across multiple studies which provides an understanding of Birmingham's population demographics.	Go
106	Environmental indicators	UK local authority and regional carbon dioxide emissions national statistics: 2005 to 2019	The UK produces a breakdown of carbon dioxide emissions by Local Authority area as a subset of its annual inventory of greenhouse gas emissions.	2005 to 2019	Department for Business, Energy and Industrial Strategy	Carbon dioxide emissions	Provides an understanding of carbon dioxide emissions and air quality in Birmingham.	No	None	Data is for Birmingham as a whole so unable to use it to distinguish different areas of high emissions within Birmingham. Other data sources, such as Data Source Reference 9, can be used as a proxy for this data.	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
107	Housing and Employment Land	Enterprise Zones / Economic Zones / Regional Investment Sites	GIS shapefiles of the boundaries of Enterprise Zones, Economic Zones, and Regional Investment Sites located in Birmingham.	2022	BCC	BCC Support for business	Would help identify areas in Birmingham which are sources of employment trips and where there is likely to be high employment growth.	Yes	None	Much of this data is covered by the SHLAA and ELAA data	A consistent dataset used across other studies	None	Can be used to identify areas in Birmingham which are sources of employment trips and where there is likely to be high employment growth.	None	A consistent dataset which can be used to identify areas in Birmingham which are sources of employment trips and where employment development is likely to happen.	Go
108	Accessibility Analysis	Recreation Grounds	A GIS shapefile showing the locations of recreation grounds in Birmingham	2022	BCC	BCC Senior Development Technical Officer (GIS)	Can use to understand recreation ground accessibility in Birmingham.	Yes	None	None	A centrally compiled, consistent dataset used across other studies	None	Can use to assess recreation grounds accessibility needs and to establish whether recreation grounds will be accessible to new developments (particularly residential developments).	None	A centrally compiled, consistent dataset that can be used to assess the accessibility of recreation grounds in Birmingham.	Go

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110	Housing and Employment Land	Birmingham Conservation Areas	A GIS shapefile showing the locations of all the conservation areas located within Birmingham	2022	BCC	BCC Conservation Areas	Could highlight act as a constraint to future development	No	None	Data deemed as not directly relevant for the Birmingham Plan - Baseline Transport Assessment and will likely be presented in the Birmingham Plan main document.	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
111	Housing and Employment Land	Listed Buildings, Scheduled Monuments and World Heritage Sites	A GIS shapefile showing the locations of Listed Buildings, Scheduled Monuments and World Heritage Sites located in and around Birmingham	2022	BCC	BCC	Could highlight act as a constraint to future development	No	None	Data deemed as not directly relevant for the Birmingham Plan - Baseline Transport Assessment and will likely be presented in the Birmingham Plan main document.	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
112	Housing and Employment Land	Waterways and Registered Historic Parks & Gardens	A GIS shapefile showing the locations of Listed Buildings, Scheduled Monuments and World Heritage Sites located in and around Birmingham	2022	BCC	BCC	Could highlight act as a constraint to future development	No	None	Similar data has been mapped as part of Data Source References 136 and 137.	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
113	Housing and Employment Land	West Midlands Green Belt	A GIS shapefile showing the West Midlands Green belt.	18-Mar-22	Ministry of Housing, Communities and Local Government	Data.gov Greenbelt dataset	Can use to gain understanding of areas that won't be developed in and around Birmingham.	Yes	None	None	A centrally compiled, consistent dataset used across other studies	None	Use to gain understanding of areas that won't be developed in and around Birmingham.	None	A centrally compiled consistent dataset which can be used to understand areas that won't be developed in and around Birmingham.	Go
114	Housing and Employment Land	Sites of Importance for Nature Conservation (SINC), Sites of Special Scientific Interest (SSSI), Local Nature Reserves (LNRs), Sites of Local Importance for Nature Conservation (SLINCs)	GIS shapefiles showing the locations of SINCs, SSSIs, LNRs, and SLINCs located in and around Birmingham.	2022	BCC	BCC	Could highlight act as a constraint to future development	No	None	Data deemed as not directly relevant for the Birmingham Plan - Baseline Transport Assessment	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
115	Housing and Employment Land	West Midlands Strategic Employment Sites Study: Market; Junction and Existing Sites	A shapefile of the 'Strategic Employment Land' that was adopted for the purpose of the West Midlands Strategic Employment Sites Study	Data last updated in May 2021	TfWM	West Midlands Strategic Employment Sites Study	Would indicate where employment growth is currently and is likely to occur in the future in and around Birmingham	No	The sites identified in the study are considered to be at too much of an early stage to include in the Birmingham Plan - Baseline Transport Assessment evidence base (i.e. there is no guarantee that the sites will be developed to include employment development).	None	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
116	Accessibility Analysis	Location of education facilities and sizes	A GIS shapefile showing the locations of schools and colleges in Birmingham	2022	BCC	BCC Senior Development Technical Officer (GIS)	Can use to understand school accessibility in Birmingham.	Yes	None	None	A consistent dataset used across other studies	None	Can use to identify the locations of schools in Birmingham which are likely to be high trip generators.	None	A consistent dataset used across other studies which can be used to identify potentially high trip generators in Birmingham.	Go
117	Accessibility Analysis	Higher Education student enrolments by HE provider	List of Higher Education providers and number of students (by gender) in Birmingham	2022	BCC	BCC	Understanding of number of students could result in potential likelihood for walking and cycling demand.	No	None	Data was not provided by BCC upon request. Known locations of Higher Education facilities will be referenced in the Birmingham Plan - Baseline Transport Assessment where appropriate.	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
120	Accessibility Analysis	TfWM Corridors	TfWM have produced more detailed statistics and analysis for selected corridors along some of their KRN	Presents 2019 and 2020 data	TfWM	https://maps.tfwm.org.uk/portal/apps/sites/#/covid19/pages/a45-corridor	Identifies key corridors in and around Birmingham and provides some already done interesting analysis on them	No	Make sure to not call the "key corridors" if they don't tally-up with key corridors identified in TfWM's LTP 5	When further, more in-depth analysis was undertaken it was found that the key corridors were part of the KRN which are being mapped and assessed as part of the Birmingham Plan - Baseline Transport Assessment.	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
121	Housing and Employment Land	Sustainable Urban Extensions (SUEs)	Location of any current and/or planned future Sustainable Urban Extensions (SUE) in and around Birmingham	2022	BCC	BCC	Shows locations of current and planned future large residential developments in and around Birmingham	No	Langley SUE is the only planned SUE in Birmingham.	The Langley SUE area is included in other data sources such as the 2021 SHLAA data (Data Source Reference 64)	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
122	Housing and Employment Land	Recycling and Waste Disposal Centres in Birmingham	Location of Recycling and Waste Disposal Centres in Birmingham	2022	BCC	BCC	Identify locations of Recycling and Waste Disposal Centres in Birmingham which could be used to guide development proposals in the Development Plan	No	None	Data deemed as not directly relevant for the Birmingham Plan - Baseline Transport Assessment	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go

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123	Housing and Employment Land	Greater Birmingham Housing Market Area (HMA)	The National Planning Policy Framework and the Localism Act 2011 requires local authorities to work together through the 'Duty to Cooperate' across the relevant Housing Market Area (HMA) to identify and then meet housing need where it is sustainable to do so. Birmingham's functional HMA extends to include the Black Country and parts of Worcestershire, Warwickshire and Staffordshire. It comprises local authorities within the Greater Birmingham and Solihull LEP area and Black Country LEP area together with South Staffordshire; as well as North Warwickshire and Stratford-on-Avon Districts which fall within an area of overlap between the Birmingham and Coventry/Warwickshire HMA.	2018	Greater Birmingham HMA	Greater Birmingham HMA Strategic Growth Study (2018)	To understand the area where new housing developments could impact travel between Birmingham and neighbouring authorities.	Yes	Would be good to overlay the 2019 mobile phone data to understand travel patterns within the Greater Birmingham HMA	None	Dataset consistent with other studies	None	Can be used to identify an area of influence for new housing developments	None	Consistent dataset which can be used to identify an area of influence for new housing developments.	Go
124	Housing and Employment Land	Growth Areas	Key areas in and around Birmingham where there is targeted employment and residential growth	2017	BCC	BCC Senior Development Technical Officer (GIS)	Good to understand key areas in and around Birmingham where there is targeted employment and residential growth	No	None	This data is effectively covered in the SHLAA data	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
125	Housing and Employment Land	Area Action Plans (AAPs)	Strategic plans for regeneration of certain areas in Birmingham	AAPs established in various years	BCC	BCC Senior Development Technical Officer (GIS)	Good to understand regeneration areas in Birmingham	No	None	Data is effectively covered by SHLAA and ELAA data as well as other data such as Economic Zones and Core Employment Areas.	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
126	Housing and Employment Land	Areas of Transformation	As set out in The Big City Plan (2011), five areas of transformation will deliver over 1.5 million square metres of new development, investing in new high quality buildings and public spaces, enhancing the city's environment and connectivity	2011	BCC	The Big City Plan (2011),	Good to understand areas of targeted transformation within Birmingham City Centre (if still current)	No	None	Data is effectively 11 years old so it was decided not to map this data	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
127	Public Transport	Sprint / Rapid Transit services	Location of planned future Sprint / Rapid Transit Services	2022	TfWM	TfWM Data Insight	Help establish future public transport accessibility of different areas in and around Birmingham	Yes	None	None	TfWM collated dataset consistent with other studies	Data doesn't indicate when the different Sprint routes are likely to be delivered.	Can identify whether any of the proposed future development sites could be connected to any Sprint routes.	None	A consistent TfWM collated dataset which will provide an understanding of the future public transport network in and around Birmingham.	Go
128	Active Travel	Walking Routes	Location of walking routes in and around Birmingham	2022	BCC	BCC	Help establish active travel mode accessibility across the city	No	Too detailed for this project (e.g. every pavement is a walking route)	Too detailed for purpose of the study	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
130	Active Travel	Cycle parking facilities at railway stations	Data regarding cycle parking facilities at railway stations	Unknown	TfWM	TfWM	Provide an understanding about which stations are accessible by cycling	No	None	Considered to be too detailed for the purposes of this project so this dataset has not been mapped and analysed.	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
131	Public Transport	General facilities at rail stations	Data regarding general facilities at railway stations	Unknown	TfWM	TfWM	Provides an understanding of different railway stations' accessibility	No	None	Considered to be too detailed for the purposes of this project so this dataset has not been mapped and analysed.	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
134	Accessibility Analysis	Location of retail centres in and around Birmingham	Data showing the location of retail centres/hubs in and around Birmingham	Unknown	BCC	BCC	Provides an understanding about where likely trip generators / attractors are located in and around Birmingham and can analyse their accessibility when overlaying transport infrastructure	No	Could map the urban centres detailed in the Urban Centres Framework document as well / instead (see Data Source Ref. 143)	As suggested by BCC, Data Source Ref. 143 has been mapped and analysed which covers information about retail centres in Birmingham.	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
135	Housing and Employment Land	Community assets	Location of community assets (which are defined as "buildings or other land which are mainly in actual use for the social, well-being or social interests of the local community" in and around Birmingham	Unknown	BCC	BCC	Provides an understanding about where likely trip generators / attractors are located in and around Birmingham and can analyse their accessibility when overlaying transport infrastructure	No	None	It was found in discussions with BCC that this dataset does not exist.	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
136	Accessibility Analysis	Green Infrastructure Network	The location of green spaces in and around Birmingham which can be defined as a "a green network covering open spaces and parks, linear corridors, blue infrastructure and open spaces including playing fields, allotments and cemeteries"	2022	BCC	BCC Senior Development Technical Officer (GIS)	Enables identification of green spaces in and around Birmingham and their accessibility to/from current and future planned developments	Yes	None	None	BCC collated dataset consistent with other studies	None	Can use to identify green infrastructure that links to existing or future planned active mode travel infrastructure and identify opportunities for green infrastructure to be used by active travel modes.	None	A consistent BCC collated dataset which enables the identification of green spaces in and around Birmingham and their accessibility to/from current and future planned developments	Go
137	Accessibility Analysis	Blue Infrastructure	Blue infrastructure refers to waterways, rivers, streams, watercourses and canals including their towpaths and environs.	2022	BCC	BCC Senior Development Technical Officer (GIS)	Enables identification of blue spaces in and around Birmingham and their accessibility to/from current and future planned developments	Yes	None	None	BCC collated dataset consistent with other studies	None	Can use to identify blue infrastructure that links to existing or future planned active mode travel infrastructure and identify opportunities for blue infrastructure to be used by active travel modes.	None	A consistent BCC collated dataset which enables the identification of blue spaces in and around Birmingham and their accessibility to/from current and future planned developments	Go
139	Committed, planned and 'aspirational' mitigation measures	BCC Capital Funding Programme	A programme that detail the future schemes that BCC are planning to fund	22-23 Programme updated annually	BCC	BCC	Enables the understanding of what the future road and transport network will look like in Birmingham	Yes	None	None	BCC collated dataset consistent with other studies	Only contains information about schemes programmed in the next 2-3 years. Provides short-term lookahead.	Can use to understand how new developments could link-in with and use programmed new schemes	None	A consistent BCC collated dataset which provides an understanding about the future road and transport network in Birmingham	Go

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143	Accessibility Analysis	Initial Priority Centres for Transformation	The location of urban centres identified in the Urban Centres Framework document "A series of initial 'centres for transformation' have been identified to direct investment decisions and target actions to create sustainable, inclusive and connected places."	Jan-20	BCC	BCC Urban Centres framework	Identifies key urban centres in Birmingham that BCC are targeting for growth, change and redevelopment.	Yes	None	None	BCC collated dataset consistent with other studies	None	Can use to identify urban centres in Birmingham that are likely to experience lots of development in the near future.	Data could miss/take focus away from other urban centres where lots of development is due to take place	BCC collated dataset consistent with other studies which can be used to identify areas of targeted growth in Birmingham.	Go
144	Accessibility Analysis	List of Local Centres	A list of local centres for which BCC are already collecting data for.	Jan-20	BCC	BCC Urban Centres framework	Identified local centres in Birmingham and provides some information around them.	Yes	None	None	BCC collated dataset consistent with other studies	Data doesn't cover some areas in Birmingham which may be used like a local centre	Can use to identify urban centres in Birmingham	Data could miss/take focus away from areas that are used as/like local centres but aren't classified as local centres	BCC collated dataset consistent with other studies which can be used to identify urban centres in Birmingham	Go
145	Accessibility Analysis	Healthy Living Zones	The locations of healthy living zones in and around Birmingham	May-22	BCC	Principal Development Planning Officer at BCC	Provides an understanding of different areas' accessibility to goods and services throughout Birmingham.	No	None	It was found, in discussion with BCC, that this data has not been developed to a level where it can be used in the Birmingham Plan - Baseline Transport Assessment project.	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
146	Environmental indicators	Future locations of EV Charging Points	BCC have information about where they plan on implementing EV Charging Points in the future	Unknown	BCC	BCC	Provides understanding of where EV infrastructure will be provided in the future	No	None	It was found in discussions with BCC that this dataset does not exist.	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
147	Accessibility Analysis	Origin and Destinations of Journeys to Work	Datashine graphically shows the origins and destinations of journeys to work recorded in the 2011 Census	2011 Census	ONS	NOMIS	Shows where people are travelling to and from when having either an origin or destination in and around Birmingham	Yes	2011 Census data can be updated with relevant 2021 Census data when available	None	National, validated, consistent dataset used across multiple studies	None	Use to understand people's travel patterns in and around Birmingham.	Data is from 2011 meaning it may not be representative of current conditions	A validated, consistent dataset used across multiple studies which will provide an understanding of people's travel patterns in and around Birmingham.	Go
149	Accessibility Analysis	Provision for public open space, public and private playing fields expressed in hectares (ha) per 1,000 population by ward.	Information regarding the provision for public open space, public and private playing fields expressed in hectares (ha) per 1,000 population by ward. A minimum 2 ha per 1,000 population standard is a simple, initial indicator of adequacy of provision. It serves to identify where there are supply problems.	Oct-20	BCC	Principal Planning Policy Officer at BCC	It highlights accessibility to green spaces in different areas of Birmingham	Yes	None	None	BCC collated dataset consistent with other studies	Data is only provided by ward level, it's not available at a more granular level.	Can use to identify different areas' needs (within Birmingham) to access green space	Access to green space may vary between different areas within a ward which cannot be deduced through the analysis of this data.	BCC collated dataset consistent with other studies which highlights accessibility to green spaces in different areas of Birmingham.	Go
150	Housing and Employment Land	Core Employment Areas	Core employment areas have been identified by BCC as the focus of Birmingham's industrial activity and contain some of the City's major employers such as Jaguar, Kraft, Specialist Computer Holdings and GKN.	2017	BCC	BIRMINGHAM DEVELOPMENT PLAN Part of Birmingham's Local Plan Planning for sustainable growth Adopted January 2017	It highlights areas where employment growth is likely to occur	Yes	None	None	BCC collated dataset consistent with other studies	Data doesn't include employment types which are not classed as 'industrial'.	Can use to identify areas in Birmingham where there is likely to be industrial employment development growth in the future.	It could be interpreted that all types of employment development will occur in the Core Employment Areas or that Core Employment Areas are the only areas in Birmingham where employment development is going to happen.	BCC collated dataset consistent with other studies which will highlight areas in Birmingham where employment growth is likely to occur. A clear definition of what the dataset does and doesn't show will be provided prior to the data being presented and analysed.	Go
151	Housing and Employment Land	Hierarchy of centres	The hierarchy of centres is made up of Regional Centre, Sub-Regional Centre, District Centre Growth Point, District Centre, and Local Centre.	2017	BCC	BIRMINGHAM DEVELOPMENT PLAN Part of Birmingham's Local Plan Planning for sustainable growth Adopted January 2017 (See Plan 16 on page 99)	Highlights key centres in Birmingham and distinguishes their differing uses	Yes	None	None	BCC collated dataset consistent with other studies	Data doesn't cover some areas in Birmingham which may be used like a local centre	Can use to identify urban centres in Birmingham and their differing uses	Data could miss/take focus away from areas that are used as/like local centres but aren't classified as local centres	BCC collated dataset consistent with other studies which can be used to identify urban centres in Birmingham and their differing uses. Data will be referenced in the Baseline Transport Assessment rather than mapped.	Go
154	Highways	Information about freight traffic	Origin and destinations of freight traffic by PRISM zone extracted from the 2016 base year PRISM model.	2016	TfWM	TfWM	Provides an understanding about areas in Birmingham which experience high volumes of freight traffic movements	Yes	None	None	TfWM collated dataset consistent with other studies and based on surveys undertaken	Data doesn't enlighten end-to-end trip route, only the number of freight trips that originate of finish in a specific zone.	To understand which areas in Birmingham which experience high volumes of freight traffic movements	Data is from 2016 meaning it may not be representative of current conditions	A consistent, TfWM collated dataset based on surveys which provides an understanding of freight travel patterns in and around Birmingham.	Go
155	Active Travel	Footways and Bridleways	Locations of footways and bridleways in Birmingham	Unknown	BCC	BCC	Could help identify areas that are well connected for walking	No		Considered too detailed for purpose of the study	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
156	Public Transport	Interurban coach routes and usage statistics	Information about interurban coach services including routes in and out of the city as well usage numbers	Unknown	BCC	Unknown	Could help identify routes that should be kept free of congestion to support the interurban coach services	No		Considered too detailed for purpose of the study	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
158	Public Transport	Cross-city bus routes	Locations of planned cross-city bus routes	2022	TfWM	Pell Frischmann on behalf of TfWM	Helps understand the future transport network in Birmingham	Yes	None	None	Consistent dataset owned by TfWM	Data lacks detail about when the proposed cross-city bus routes are likely to be operational	Can use to identify if new developments can link in to the proposed cross-city bus routes are likely to be operational	It's not guaranteed that all the cross-city bus routes will actually get developed.	A consistent dataset owned by TfWM which provides an understanding of the future transport network in Birmingham.	Go
159	Highways	Highway Improvement Lines	Highway improvement line identify land set aside for possible future highway use. The purpose of a Highway Improvement Line (HIL) is to protect land required for highway and public transport schemes from other development(s).	Data from 1975 to 2022	BCC	BCC Senior Development Technical Officer (GIS)	Helps understand areas that is guarded for aspirational highway improvements	No	None	It is deemed that this information is too detailed for the purpose of this Birmingham Plan - Baseline Transport Assessment project.	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
160	Highways	Locations of 20mph schemes/areas	The locations in Birmingham where the default speed limit is 20mph	2022	BCC	BCC Senior Development Technical Officer (GIS)	Helps understand existing highway network in Birmingham	No	Could just talk about the principle of 20mph areas rather than map it as BCC have set out its aspirations to make all roads in residential areas have a 20mph speed limit (see The Birmingham Transport Plan)	Data has not been mapped and analysed due to BCC's aspirations to make all roads in residential areas have a 20mph speed limit.	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go

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165	Public Transport	HS2 Route	Plot the current proposed HS2 route to show where it routes in and around Birmingham.	Last updated October 2021	ArcGIS	Map portal HS2 route	Provides an understanding of Birmingham's future transport network and could act as a constraint new development and its accessibility.	Yes	None	Need to delete phase 2b route as this is no longer going ahead	A centrally collated dataset consistent across other studies.	Data has not been updated to reflect the fact that phase 2b is no longer going ahead.	Use to understand how new developments could link to new HS2 infrastructure.	None	A centrally collated dataset consistent across other studies which provides an understanding of Birmingham's future transport network.	Go
166	Accessibility Analysis	Leisure Centres	Location of council-run leisure and sports centres in Birmingham	2022	BCC	BCC Senior Development Technical Officer (GIS)	Good to make sure all centres are accessible via active modes and public transport	Yes	None	None	An up-to-date BCC dataset	None	Can use to understand people's accessibility to health facilities in Birmingham.	Data is mapped by postcode (rather than coordinates) so the location of the leisure centres may not be 100% accurate	An up-to-date BCC dataset which can be used to understand people's accessibility to health facilities in Birmingham.	Go
167	Accessibility Analysis	Adopted non-statutory framework areas in Birmingham	Locations of areas that have been targeted / identified / has a set framework to guide development in which have been adopted but are non-statutory.	Data ranging from 1991 to 2016	BCC	BCC Senior Development Technical Officer (GIS)	Can analyse to make sure all these areas are accessible via active modes and public transport.	No	None	Once the data was mapped it was found that these areas were already covered by other datasets which indicated where future development was likely to take place (e.g. the SHLAA and ELAA datasets)	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
168	Accessibility Analysis	Adopted SPD SPG	Locations of Spatial Development Plans in Birmingham that have been adopted	Data ranging from 1992 to 2020	BCC	BCC Senior Development Technical Officer (GIS)	Can analyse to make sure all these areas are accessible via active modes and public transport.	No	None	Once the data was mapped it was found that these areas were already covered by other datasets which indicated where future development was likely to take place (e.g. the SHLAA and ELAA datasets)	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
169	Housing and Employment Land	Aerodrome Obstacle Limitation Surfaces	Obstacle limitation surfaces (OLS) means a series of surfaces that define the volume of airspace at and around an aerodrome to be kept free of obstacles in order to permit the intended aeroplane operations to be conducted safely and to prevent the aerodrome from becoming unusable by the growth of obstacles around the aerodrome.	2022	BCC	BCC Senior Development Technical Officer (GIS)	Helps provides an understanding about what type of development is permitted where	No	None	Data deemed not relevant for the Birmingham Plan - Baseline Transport Assessment project	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
172	Housing and Employment Land	Brownfield	Locations of brownfield sites in Birmingham	2020	BCC	BCC Senior Development Technical Officer (GIS)	Could analyse to indicate where development is likely to happen. Could include on the opportunities mapping.	No	None	This data is covered by the ELAA and SHLAA data	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
173	Housing and Employment Land	City Wide Major Sites at April 2021	Locations of development sites with planning permission in April 2021 around Birmingham	2021	BCC	BCC Senior Development Technical Officer (GIS)	Could analyse to identify opportunities to make sure these areas are well connected by active modes and public transport	No	None	This data is covered by the ELAA and SHLAA data	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
174	Housing and Employment Land	Economic Land Assessment Availability (ELAA)	Locations of land throughout Birmingham that has been assessed as being suitable for economic development in 2020	2020	BCC	BCC Senior Development Technical Officer (GIS)	Use to identify areas in Birmingham that are likely to have sites of future economic development.	Yes	None	None	A reliable, consistent dataset collated by BCC	Data is for the 2020 ELAA so doesn't include additional sites that could have been identified in the 2021 and 2022 ELAAs.	Could analyse to identify opportunities to make sure these areas are well connected by active modes and public transport	Data is from 2020 so may not show an accurate representation of sites in Birmingham deemed suitable for economic development.	A reliable, consistent dataset collated by BCC that can be used to identify areas in Birmingham that are likely to have sites of future economic development. 2020 ELAA data will be updated/augmented with latest ELAA data when available.	Go
175	Housing and Employment Land	Areas with Neighbourhood Plans	A GIS shapefile showing the areas in Birmingham that have an adopted neighbourhood development plan. Neighbourhood planning is a process where communities can come together and prepare plans that will guide the type of development they would like to see in their area.	Data from 2015, 2017 and 2022	BCC	BCC Senior Development Technical Officer (GIS)	Could analyse the plans to understand what / if they have any opinions on transport connectivity within the plan area.	No	None	Upon review data deemed not relevant for the purposes of the Birmingham Plan - Baseline Transport Assessment.	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
176	Housing and Employment Land	Tyseley Environmental Enterprise District	The Birmingham Development Plan and Tyseley Environmental Enterprise District (TEED) Economic Zone has identified Tyseley Industrial Area as a principal location in Birmingham for CO2 reduction as part of a low carbon, low waste economy through encouraging recycling, energy production and renewables including manufacturing and supply chain development. The primary aim of the Local Development Order (LDO) is to increase flexibility within the LDO area by allowing certain changes of use without the need for specific planning permission. Please note there are some specific changes excluded from the LDO.	2015	BCC	BCC Senior Development Technical Officer (GIS)	Could analyse to make sure this area is well connected by suitable transport connections for its function	No	None	Data is covered by much of the other development data (GIS shapefiles) so it has been decided not to map this data. Reference to the Tyseley Environmental Enterprise District will be made in the Birmingham Plan - Baseline Transport Assessment.	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
177	Active Travel	Green Travel Districts	A GIS shapefile showing the Green Travel Districts in Birmingham which are areas acting as a catalyst in reducing private car use by prioritising investment in sustainable modes of travel.	2014	BCC	The Green Travel Districts were established in the Birmingham Connected (2014) document and the GIS Shapefile was provided by the BCC Senior Development Technical Officer (GIS)	Identifies areas in Birmingham where there will likely be/have been lots of investment in sustainable travel schemes	Yes	None	Data is from the 2014 Birmingham Connected document. Due to how old it is many schemes have now been implemented in these areas which will be covered by other datasets and/or referenced in the Birmingham Plan - Baseline Transport Assessment.	A BCC collated dataset consistent across other studies	Data lacks detail about what type of sustainable transport measures have been implemented in the Green Travel Districts, if any.	To identify areas in Birmingham where there will likely be/have been lots of investment in sustainable travel schemes.	The data may not provide an accurate indication of the current conditions in Birmingham due to how old the data is.	A BCC collated dataset consistent across other studies but due to its age is probably out-of-date now. Data not mapped as its likely that sustainable transport schemes that have actually been implemented will be covered by other data sources.	No-Go
178	Housing and Employment Land	HS2 Safeguarding Region	A GIS shapefile showing the HS2 Safeguarding Region. Safeguarding is an established part of the planning process, designed to ensure that land which has been identified for major infrastructure projects is protected from conflicting developments.	2022	BCC	BCC Senior Development Technical Officer (GIS)	Shows areas that is protected from development in Birmingham	No	None	Data deemed not relevant for the Birmingham Plan - Baseline Transport Assessment project	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go

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179	Public Transport	Existing Metro Route	Shows the existing Metro route in Birmingham	2022	BCC	BCC Senior Development Technical Officer (GIS)	Helps establish existing transport network in Birmingham	Yes	None	Data missing New Street to Edgbaston section of Metro. This section has been manually added.	BCC collated dataset consistent with other studies	Data missing New Street to Edgbaston section of Metro	Use to establish existing transport network in Birmingham and identify opportunities for how new developments can utilise the existing Metro Route	None	BCC collated dataset consistent with other studies which helps establish the existing transport network in Birmingham.	Go
181	Active Travel	Public Rights of Way	Shows the locations of Public Rights of Way in Birmingham	Data last updated in November 2021	BCC	BCC Senior Development Technical Officer (GIS)	Helps establish existing transport network in Birmingham and understand where active travel connections could be made	No	None	Too detailed for purpose of the study	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
182	Public Transport	Railway Lines	Shows the locations of existing railway lines	Data last updated in May 2021	BCC	BCC Senior Development Technical Officer (GIS)	Helps establish existing transport network in Birmingham	Yes	None	None	BCC collated dataset consistent with other studies	None	Use to establish existing transport network in Birmingham and identify opportunities for how new developments can utilise the existing railway infrastructure.	None	BCC collated dataset consistent with other studies which helps establish the existing transport network in Birmingham.	Go
183	Housing and Employment Land	District heating Network Pipe Route	Shows the locations the district heating network pipe routes running through Birmingham	2022	BCC	BCC Senior Development Technical Officer (GIS)	Could be mapped as a constraint	No	None	Data deemed not relevant for the Birmingham Plan - Baseline Transport Assessment project	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
184	Housing and Employment Land	Gas Pipelines	Shows the locations of gas pipelines running through Birmingham	2022	BCC	BCC Senior Development Technical Officer (GIS)	Could be mapped as a constraint	No	None	Data deemed not relevant for the Birmingham Plan - Baseline Transport Assessment project	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
185	Housing and Employment Land	Oil Pipelines	Shows the locations of oil pipelines running through Birmingham	2022	BCC	BCC Senior Development Technical Officer (GIS)	Could be mapped as a constraint	No	None	Data deemed not relevant for the Birmingham Plan - Baseline Transport Assessment project	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
186	Active Travel	Location of Cycle Hire Docking Stations	Shows the locations of the West Midlands Cycle Hire Stations across Birmingham and the surrounding areas	2022	TfWM	TfWM Data Insight Team	To understand different areas' accessibility to cycle hire infrastructure	Yes	None	None	TfWM collated dataset consistent with other studies	None	Can use to identify opportunities for which new developments to could utilise the cycle hire infrastructure and how they could utilise it.	None	TfWM collated dataset consistent with other studies which provides an understanding of existing cycle hire infrastructure in Birmingham.	Go
187	Active Travel	Locations of Voi scooter hire hubs/stations/trial area in Birmingham City Centre	Shows the locations of Voi Scooter hire hubs/stations/trial area in and around Birmingham City Centre	2022	Voi	BCC Transport Planning and Investment Manager	Mapping these would identify areas with good/poor accessibility to the Voi electric scooter hire network in and around Birmingham City Centre	No	BCC thinks that the Voi e-scooter trial will have been made permanent everywhere in Birmingham or would have been scrapped completely by the time the Birmingham Plan is published/adopted	It was decided not to map and analyse this information because it is thought that the Voi e-scooter trial will have been made permanent everywhere in Birmingham or would have been scrapped completely by the time the Birmingham Plan is published/adopted.	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
189	Housing and Employment Land	Constituency data: broadband coverage and speeds	The mean average download speed being received by fixed broadband lines (Mbps), May 2021, by constituency across Birmingham	May-21	UK Parliament	Broadband coverage and speeds	Used as an indication of different areas' current digital accessibility.	Yes	None	None	A national, central Government collated dataset which is consistent across multiple studies.	The data is shown at constituency level which cover quite large areas of Birmingham and thus does not highlight any potential differences in digital connectivity between localities within constituencies.	Data can be analysed in conjunction with persona population and demographic data to understand if there are any opportunities and constraints that new development can capitalise on or address regarding encouraging people to work from home (who are able) and to reduce overall demand for travelling.	None	A national, central Government collated dataset which is consistent across multiple studies and is a good indicator of varying digital connectivity across Birmingham.	Go
190	Accessibility Analysis	BCC Stations with 800m buffer around them	A GIS shapefile containing all of the railway stations within Birmingham with an 800 meter radius from the station around it. An 800 meter buffer was chosen to be in line with the CIHT Planning for Walking guidance which states: "People will walk up to 800 metres to get to a railway station, which reflects the greater perceived quality or importance of rail services."	2022	BCC	From Arcadis' SharePoint Site for the LTP5	Could be analysed to find out which proposed new development sites may be accessible to/from the existing railway stations in Birmingham	Yes	None	None	Dataset consistent with other studies	None	Data can be analysed to find out which proposed new development sites may be accessible to/from the existing railway stations in Birmingham	Data doesn't take into account actual route accessibility to and from the stations, it just draws an arbitrary 800 metres buffer around the stations. It could be wrongly interpretated that stations are accessible from everywhere in within the 800 metre buffer.	A consistent dataset which can provide an indication as to the accessibility of train stations in Birmingham.	Go
192	Highways	Corridors Hex Option	A GIS shapefile showing "Corridors" in Birmingham with hexagons overlayed on them	2022	BCC	From Arcadis' SharePoint Site for the LTP5	Could be analysed to find out what services / housing are located within close proximity to the corridors	No	None	Data was not mapped because the Corridors data was not mapped	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
193	Accessibility Analysis	Healthy Living Zones Hexagon	A GIS shapefile showing hexagons which cover the Birmingham area and contains some information about the population within each hexagon	2022	BCC	From Arcadis' SharePoint Site for the LTP5	Data illustrates BCC's Healthy Living Zone aspiration and could be used for some demographic and accessibility analysis if the data is completed	Yes	None	Data was not mapped because the underlying data for each hexagon was not complete and/or consistent	Data consistent with BCC's aspirations of establishing hexagon Healthy Living Zones.	Data is not complete in regards to all the data that is required for BCC's Healthy Living Zones aspiration.	Data illustrates BCC's Healthy Living Zone aspiration and could be used for some demographic and accessibility analysis if the data is completed	There is no guarantee that BCC's Healthy Living Zones aspirations will be delivered	Data consistent with BCC's aspirations of establishing hexagon Healthy Living Zones but is in complete so has not been mapped and analysed.	No-Go
194	Accessibility Analysis	Local Centres_Hex_Option	A GIS Shapefile showing hexagons which cover the Local Centres within Birmingham	2022	BCC	From Arcadis' SharePoint Site for the LTP5	Could be used to understand what services and housing are accessible from the local centres	No	None	On further analysis it was found that this GIS shapefile only shows hexagons overlaying the local centres and doesn't have any associated data mapped to it. Therefore it was deemed not useful for the Birmingham Plan - Baseline Transport Assessment.	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go
195	Demographics	LSOA_2011_Birmingham Key Variables_region	A GIS Shapefile showing the LSOAs in Birmingham and containing different information pertaining to the LSOAs	2011 Census	ONS	From Arcadis' SharePoint Site for the LTP5	Can be used to understand different demographic information about Birmingham	No	None	On further analysis of the dataset it was found that the information pertaining to the different LSOAs in Birmingham had already been mapped and analysed as part of other datasets.	Not Assessed	Not Assessed	Not Assessed	Not Assessed	Not Assessed	No-Go

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198	Highways	Electric Vehicle (EV) Charging Points	A GIS Shapefile which shows the Electric Vehicle Charging Points in the WMCA area taken from the National Chargepoint Registry (NCR)	Aug-20	The Department for Transport	From Arcadis' SharePoint Site for the LTP5	Can be analysed to show EV charging accessibility	Yes	None	None	A nationally collated, consistent dataset used across multiple studies.	None	Can be analysed to assess different areas' in Birmingham access to EV charging infrastructure	Data is now effectively two years old so may not be representative of the current situation.	A consistent, nationally collated dataset which provides an understanding of EV charging infrastructure in the West Midlands region	Go
199	Accessibility Analysis	Triple Access	Dataset prepared by Mott MacDonald for WMCA's Local Transport Plan 5 and sets out a measure of 'Triple Access', i.e. 15-minute physical accessibility, 45-minute transport activity (public transport) and digital access, all scaled to a consistent range and combined in an equal weighted sum.	2022	TfWM	From Arcadis' SharePoint Site for the LTP5	Use to understand the accessibility needs of different areas within Birmingham	Yes	None	None	Dataset consistent with other studies	None	Use to understand the accessibility needs of different areas within Birmingham	As data from the three datasets is combined in an equal weighted sum,	A consistent dataset which provides an understanding of the accessibility needs of different areas within Birmingham	Go
201	Public Transport	WEST MIDLANDS RAIL INVESTMENT STRATEGY 2022 - 2050	This Rail Investment Strategy sets out the rationale for ongoing transformation of West Midlands rail services and connectivity to meet the region's forecast growth over the next 30 years to 2050.	2022	West Midlands Rail Executive (WMRE)	Provided by a Senior Transport Planning Officer at BCC	Provides an understanding of how rail will be developed in the future within Birmingham and the wider West Midlands area	Yes	None	None	Reliable WMRE collated dataset consistent with other studies	None	Use to understand future aspirations for rail in the West Midlands area	The aspirations of WMRE detailed in this document may never actually come to fruition	WMRE consistent dataset which provides a reliable understanding of how the rail network in Birmingham and the wider West Midlands area will likely look in the future.	Go
202	Public Transport	West Midlands Bus Service Improvement Plan	This prospectus sets out the West Midland Combined Authority's (WMCA) proposed Bus Service Improvement Plan (BSIP) programme of bus investment – to be delivered through our award-winning West Midlands Bus Alliance with Transport for West Midlands (TfWM), our local bus operators and our constituent Local Authorities.	Published on 05/11/2021	TfWM/WMCA	TfWM Bus improvement plan	Provides an understanding of future bus services in Birmingham and the wider West Midlands area	Yes	None	None	Reliable TfWM/WMCA collated dataset consistent with other studies	None	Use to understand future aspirations for bus in the West Midlands area	The aspirations of TfWM/WMCA detailed in this document may never actually come to fruition	TfWM/WMCA consistent dataset which provides a reliable understanding of how the bus network in Birmingham and the wider West Midlands area will likely look in the future.	Go
203	Public Transport	Report about local bus services being reduced after covid grants finish	Report highlights how local bus services in the West Midlands may be reduced once the covid grants stop	Board Meeting undertaken on 10/06/2022	TfWM	WMCA Governance Reports	Provides an understanding of future bus services in Birmingham and the wider West Midlands area	Yes	None	None	Reliable WMCA collated dataset	None	Use to understand future conditions of the bus network in the Birmingham and wider West Midlands area	None	WMCA dataset which provides a reliable understanding of how the bus network in Birmingham and the wider West Midlands area will likely look in the future.	Go
204	Highways	Midlands Connect Freight Strategy (August 2021)	The Freight Strategy comprises a high-level study of freight in the Midlands as a whole; including where we [Midlands Connect] are currently, where we [Midlands Connect] are heading and where we [Midlands Connect] would like to be.	Aug-21	Midlands Connect	Midlands Connect	Provides some understanding of existing freight movements in the Midlands area (including Birmingham) and Midlands Connect's aspirations for the future of freight movements in the Midlands area (including Birmingham)	Yes	None	None	Reliable Midlands Connect collated dataset	None	Use to understand existing freight movements in the Midlands area (including Birmingham) and Midlands Connect's aspirations for the future of freight movements in the Midlands area (including Birmingham)	None	Midlands Connect dataset which provides a reliable understanding of existing and future aspirational freight movements in the Midlands area (including Birmingham)	Go
205	Public Transport	New Train Stations in the West Midlands	A PDF'd PowerPoint showing the locations of new train stations proposed in the WMCA area	Mar-22	WMCA	Provided by BCC	Provides an understanding of the future public transport network in Birmingham	Yes	None	None	Reliable TfWM collated dataset consistent with other studies	Data lacks detail about when the proposed new train stations are likely to be operational	Can use to identify if new developments can link in to the proposed new train station locations.	It's not guaranteed that all the locations will be developed as train stations.	A reliable TfWM collated dataset consistent with other studies which provides an understanding of the future transport network in Birmingham.	Go
209	Highways	Modal Share	Information about the modal share of journeys made in Birmingham in 2021 based on 2021 cordon count surveys	2021	TfWM	TfWM Modal Share	A good and up-to-date source of information which provides an indication about the modal share of journeys made in Birmingham	Yes	None	Pell Frischmann will analyse data and extract relevant data to feed into the Birmingham Plan - Baseline Transport Assessment and will make sure to caveat its use noting its limitations regarding when and where the data was collected.	Reliable TfWM collated dataset consistent with other studies and based on survey data	None	Can use data to set the scene in the Birmingham Plan - Baseline Transport Assessment.	The Public Transport Cordon Survey Counts, Automatic Traffic Count (ATC) and Manually Classified Count (MCC) surveys from which the modal share data is derived from are undertaken on all major and minor roads entering Birmingham City Centre and are only undertaken during a one week period during November. There is a risk that this data is not representative of the whole of Birmingham and for Birmingham all year round.	A reliable and consistent TfWM collated dataset which provides an indication about the modal share of journeys made in Birmingham.	Go
210	Highways	Birmingham Cordon Survey 2021	Count information for different modes from the 2021 Birmingham Cordon Survey	2021	TfWM	Data Insight Tableau Dashboard	Provides an understanding about the levels of different transport mode usage at different locations around Birmingham	Yes	None	Having looked at the data in more detail it was decided against using it in the project because the data did not cover a wide enough and enough different areas in Birmingham for it to be useful for the project	Reliable TfWM collated dataset consistent with other studies and based on survey data	None	Use to gain an understanding about traffic conditions in Birmingham.	Tis data was only collected at sites on minor roads entering Birmingham City Centre and are only undertaken during a one week period during November. There is a risk that this data is not representative of the whole of Birmingham and for Birmingham all year round.	Although the dataset is a reliable, consistent TfWM collated dataset it has been decided not to use it in the Birmingham Plan - Baseline Transport Assessment due to the limitations in its spatial coverage.	No-Go

Data Source Ref.	Data Category	Potential Data/ Information Source	Description	Frequency of the Data Availability	Data Owner	Source of Data	Potential Data Use (subject to review and SWOT)	Potential Data Source (1st Internal Sift)	BCC Comment	PF Comments	Strengths (Does data fulfil its purpose?)	Weaknesses (What does data lack?)	Opportunities (How can we use the data for the purposes of project?)	Threats (Could data be mis-used / mis-interpreted)	SWOT Summary	Go / No-Go
213	Highways	**Car Emissions Grade**	Estimated average carbon footprint per person from driving cars. Each area has a grade from A+ (low emissions) to F- (high emissions) in comparison to the England average.	Last Updated: 07/07/2021		The data is available under the Open Data Commons Attribution License. It is an open data licence so you a mostly free to use the data as you wish. But you must cite the PBCC as the source of your data. E.g. "Morgan, Malcolm, Anable, Jillian, & Lucas, Karen. (2021). A place-based carbon calculator for England. Presented at the 29th Annual GIS Research UK Conference (GISRUK), Cardiff, Wales, UK (Online): Zenodo. http://doi.org/10.5281/zenodo.4665852" Carbon Place	Good to understand which areas in Birmingham are emitting most carbon through car travel	Yes	None	None	Nationally collated dataset consistent across other studies.	None	Use to understand which areas in Birmingham are reliant on car travel.	None	A nationally collated, consistent dataset that provides an understanding about which areas in Birmingham are emitting most carbon through car travel.	Go
214	Public Transport	**Transport Stops**	Shows public transport stops and frequency of service. Stops are coloured using the A+ (most) to F- (least) frequent grades.	Last Updated: 07/07/2021		The data is available under the Open Data Commons Attribution License. It is an open data licence so you a mostly free to use the data as you wish. But you must cite the PBCC as the source of your data. E.g. "Morgan, Malcolm, Anable, Jillian, & Lucas, Karen. (2021). A place-based carbon calculator for England. Presented at the 29th Annual GIS Research UK Conference (GISRUK), Cardiff, Wales, UK (Online): Zenodo. http://doi.org/10.5281/zenodo.4665852" Carbon Place	Good to understand frequency of bus services which serve bus stops in Birmingham.	Yes	None	None	Nationally collated dataset consistent across other studies.	None	Use to understand how useful a bus stop is.	None	A nationally collated, consistent dataset that provides a good understanding about the frequency of bus services which serve bus stops in Birmingham.	Go
215	Housing and Employment Land	**2022 SHLAA Sites**	Shows the sites assessed as being appropriate for housing development in the 2022 SHLAA	Annually	BCC	BCC	Provides an updated understanding of where the land that is likely to be developed into housing is located in Birmingham.	Yes	Treat as confidential information and do not include in maps presented in any of the reports	Pell Frischmann will only make reference to the rough location of the 2022 SHLAA that weren't identified in the 2021 SHLAA in Birmingham Plan - Baseline Transport Assessment due to the draft status of the 2022 SHLAA data received.	A comprehensive dataset compiled by planners at BCC that captures all of the sites identified in 2022 in Birmingham that have been earmarked for housing developed and will be used in the new Birmingham Plan.	None	Use to identify locations of future housing development sites in Birmingham and the surrounding areas, assess their current accessibility and identify suggestions for how to improve their future accessibility.	At the time of writing the Birmingham Plan - Baseline Transport Assessment the 2022 SHLAA data provided is currently in draft and is subject to change. Due to the data currently being in draft it is unable to be mapped as part of the Birmingham Plan - Baseline Transport Assessment so there is a risk there could be some misinterpretation around the description of certain SHLAA sites and sites aren't consistent between the draft and finalised 2022 SHLAA datasets.	A key dataset for use in the Birmingham Plan which identifies housing development sites in Birmingham. Dataset to be updated or augmented with the finalised 2022 SHLAA data when available.	Go
216	Public Transport	**TfWM Brand Tracking Survey Quarter 3- 2021/22 (January - March 2022) Results PowerPoint**	The Brand Tracking survey is a quarterly research study that monitors awareness and opinion of the West Midland Combined Authority (WMCA) and its key business areas. Relevant information contained within the PowerPoint includes: - Use And Awareness Of Swift Products - Awareness Of E-scooters And Cycle Hire Schemes - Use And Awareness Of TfWM Digital Platforms - Information Used To Plan Local Journeys - Weekly Travel By Mode	Quarterly	TfWM	TfWM Data Insight Team	Contains some potentially useful information regarding public transport use and modal share in the West Midlands region.	Yes	None	Pell Frischmann to analyse and extract relevant information for the Birmingham Plan - Baseline Transport Assessment.	A TfWM collated dataset consistent across other studies.	None	Can use to understand what and how people use public transport and the associated supporting infrastructure in the WMCA area.	Data is derived from 500 interview participants so may not be representative of Birmingham as a whole.	A consistent TfWM collated dataset which provides an understanding about what and how people use public transport and the associated supporting infrastructure in the WMCA area.	Go
218	Public Transport	**West Midlands Bus-Based Accessibility**	Accessibility estimates to selected POIs based on bus timetables and the ITN road network at OA level 2010-2016.	2016	Consumer Data Research Centre (CDRC)	https://mapmaker.cdrc.ac.uk/#/wm-accessibility?m=acall_oc16&lon=-1.8426&lat=52.4527&zoom=10.89	Useful to understand bus accessibility in different areas across Birmingham	Yes	None	None	Consistent dataset collated across the West Midlands	None	Useful to understand bus accessibility in different areas across Birmingham	Based on 2016 data meaning it may not be representative of current conditions	Consistent dataset collated across the West Midlands which provides an indication of bus accessibility in different areas across Birmingham.	Go
219	Public Transport	**NAO Public Transport Accessibility Metric**	Rates each LSOA from 0–7 based on the number of services for which the mean journey time to a service was longer for that LSOA than the national average. In short, our metric is a count of the number of services for which the mean journey time in the relevant LSOA is greater than the national average. NAO used a mean value so that outliers (that is, very long or very short journey times to services) were given weight in the calculation. The model has a maximum journey time of 120 minutes, so any extreme outliers are already automatically prevented from being included in the output data.	The tool uses the latest available national journey time data, based on the situation in 2017	National Audit Office (NAO)	https://www.nao.org.uk/transport-accessibility-to-local-services-a-journey-time-tool-raw-data-files/#	Potentially useful to understand different areas' in Birmingham public transport (bus) accessibility to key local services	Yes	None	None	Nationally collated dataset consistent across other studies.	Data is based on average bus journey times to key services and not actual bus journey times. Does not provide an understanding of actual bus journey times.	Use to understand different areas' in Birmingham public transport (bus) accessibility to key local services	Due to data not providing an understanding of actual bus journey times results good be misinterpreted. It may not be the case that places which look to have good or bad bus accessibility actually have good/bad bus accessibility if the mean bus journey time to key services across England is above/below people's acceptability in the first place.	Nationally collated consistent dataset which provides an understanding of different areas' in Birmingham public transport (bus) accessibility to key local services	Go
220	Accessibility Analysis	**Journey times to Employment Centres by lower super output area (JTS05)**	CSV. Files indicating different areas accessibility to different key local services by different mode	Latest set of data is from 2019	DfT	Journey times to emergency centres	Potentially useful to understand different areas' in Birmingham accessibility to employment centres	Yes	None	None	Nationally collated Government dataset consistent with other studies	None	Use to analyse different areas' in Birmingham job accessibility by different transport modes	Based on data from 2019 so may not be representative of the current situation	Consistent, nationally collated government dataset which provides an understanding of job accessibility in Birmingham	Go

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221	Public Transport	Number of people that board and alight at each bus stop in WMCA area (PRISM)	Using information extracted from PRISM we can map the number of people that board and alight at different bus stops in and around Birmingham	2016 Base Model Data	TfWM	Principal Transport Planner at TfWM	Good to understand differential in the level of bus usage across Birmingham and the wider West Midlands region.	Yes	None	None	TfWM collated dataset consistent with other studies and based on surveys undertaken	Does not provide information about the destinations of bus passengers	To identify the locations of well-used and not-so-well-used bus stops Birmingham	Based on data from 2016 so may not be representative of the current situation	A consistent, TfWM collated dataset based on surveys which provides an understanding of bus usage in Birmingham.	Go
223	Accessibility Analysis	Journey times to Primary Schools by lower super output area (JTS05)	CSV. Files indicating different areas accessibility to different key local services by different mode	Latest set of data is from 2019	DfT	Journey times to Primary Schools	Potentially useful to understand different areas accessibility to key local services	Yes	None	None	Nationally collated Government dataset consistent with other studies	None	Use to analyse Primary School accessibility by different transport modes	Based on data from 2019 so may not be representative of the current situation	Consistent, nationally collated government dataset which provides an understanding of Primary School accessibility in Birmingham.	Go
224	Accessibility Analysis	Journey times to Secondary Schools by lower super output area (JTS05)	CSV. Files indicating different areas accessibility to different key local services by different mode	Latest set of data is from 2019	DfT	Journey times to Secondary Schools	Potentially useful to understand different areas accessibility to key local services	Yes	None	None	Nationally collated Government dataset consistent with other studies	None	Use to analyse Secondary School accessibility by different transport modes	Based on data from 2019 so may not be representative of the current situation	Consistent, nationally collated government dataset which provides an understanding of Secondary School accessibility in Birmingham.	Go
225	Accessibility Analysis	Journey times to Town Centres by lower super output area (JTS05)	CSV. Files indicating different areas accessibility to different key local services by different mode	Latest set of data is from 2019	DfT	Journey times to Town Centres	Potentially useful to understand different areas accessibility to key local services	Yes	None	None	Nationally collated Government dataset consistent with other studies	None	Use to analyse Town Centre accessibility by different transport modes.	The dataset's definition of 'Town Centres' is different to BCC's definition of 'Local Centres' which could lead to some seemingly conflicting analysis presented in the Birmingham Plan - Baseline Transport Assessment causing confusion.	It has been decided not to use this dataset in the Birmingham Plan - Baseline Transport Assessment due to the differing classifications of 'Town Centres' and 'Local Centres' and the potential to present seemingly conflicting analysis.	No-Go
229	Accessibility Analysis	PRISM Origin and Destination Information	Origin and destinations by all modes for all zones within the Birmingham Metropolitan area and for all other trips outside of the Birmingham Metropolitan area who have an origin or destination located within the Birmingham Metropolitan area.	2016 Base Model Data	TfWM	Provided by TfWM	Good source of information which would indicate the likely travel patterns of people who travel to and from Birmingham as well as within Birmingham.	Yes	None	None	TfWM collated dataset consistent with other studies and based on surveys undertaken	None	Use to understand travel patterns of people who travel to and from Birmingham as well as within Birmingham.	Based on data from 2016 so may not be representative of the current situation	A consistent, TfWM collated dataset based on surveys undertaken that can be used to understand travel patterns of people who travel to and from Birmingham as well as within Birmingham.	Go
231	Active Travel	TfWM Data Insight Cycling Dashboard - Cycle Road Traffic Collision data	Data showing where road traffic collisions involving cyclists have taken place in Birmingham	Between 2018 and 2022	TfWM	CRASH sent from WM Police	Can analyse data to identify areas in Birmingham that currently suffer from poor cyclist safety.	Yes	None	None	Consistent dataset collated across the West Midlands by WM police	None	Can use to identify cyclist collision hotpots in Birmingham which new development should be aware of	None	Consistent WM collated dataset which provides an understanding of cyclist safety in Birmingham	Go
247	Public Transport	Active Travel Fund (ATF) Schemes	GIS Shapefiles showing the locations of the ATF schemes that were implemented in Birmingham	2022	TfWM	TfWM	Good to understand where active travel infrastructure is located in Birmingham	Yes	None	None	Reliable TfWM collated dataset.	None	Use to understand where active travel infrastructure is located in Birmingham	None	Reliable TfWM collated dataset which provides an understanding about where active travel infrastructure is located in Birmingham.	Go
248	Housing and Employment Land	Economic Land Assessment Availability (ELAA) 2022	Locations of land throughout Birmingham that has been assessed as being suitable for economic development in 2022		BCC	BCC Planning and Growth Team	Could analyse to identify opportunities to make sure these areas are well connected by active modes and public transport	Yes	None	None	A reliable, consistent dataset collated by BCC	None	Could analyse to identify opportunities to make sure these areas are well connected by active modes and public transport	At the time of writing the Birmingham Plan - Baseline Transport Assessment the 2022 ELAA data provided is currently in draft and is subject to change. Due to the data currently being in draft it is unable to be mapped as part of the Birmingham Plan - Baseline Transport Assessment so there is a risk there could be some misinterpretation around the description of certain SHLAA sites and sites aren't consistent between the draft and finalised 2022 ELAA datasets.	A key dataset for use in the Birmingham Plan which identifies economic land development sites in Birmingham. Dataset to be updated or augmented with the finalised 2022 ELAA data when available.	Go
250	Active Travel	Cycle Origin and Destination Data	Origin and Destinations of cyclists travelling in the Birmingham area recorded in intercept surveys. The survey is traditionally undertaken over a couple of week period in Summer (usually August) with interviewers intercepting cyclists and pedestrians and asking them the questions you can see in the survey. There was, however, a break due to COVID.	Data collected between 2014 and 2021	TfWM	TfWM	Use to understand cyclist's travel patterns in the Birmingham area	Yes	None	Due to the unique nature of the surveyed cyclists' journeys, the data is impossible to interpret when mapped (i.e. no clear patterns were able to be ascertained from mapping the data).	BCC collated dataset based on actual surveys	Some of the data entries lack full postcode details of origin and/or destinations of surveyed cyclists so unable to accurately map these surveyed cyclist's journeys.	Use to understand cyclist's travel patterns in the Birmingham area	Data only captures the journey details of survey participants (i.e. cyclists that agreed to stop at be part of the survey) and could miss journey patterns of other cyclists who are not part of the survey	Although the dataset is a BCC dataset based on actual surveys it has not been analysed as part of the Birmingham Plan - Baseline Transport Assessment due to the unique nature of the data and the inability to ascertain overall trends from the data)	No-Go