

JANUARY 2020

BIRMINGHAM WALKING AND CYCLING STRATEGY

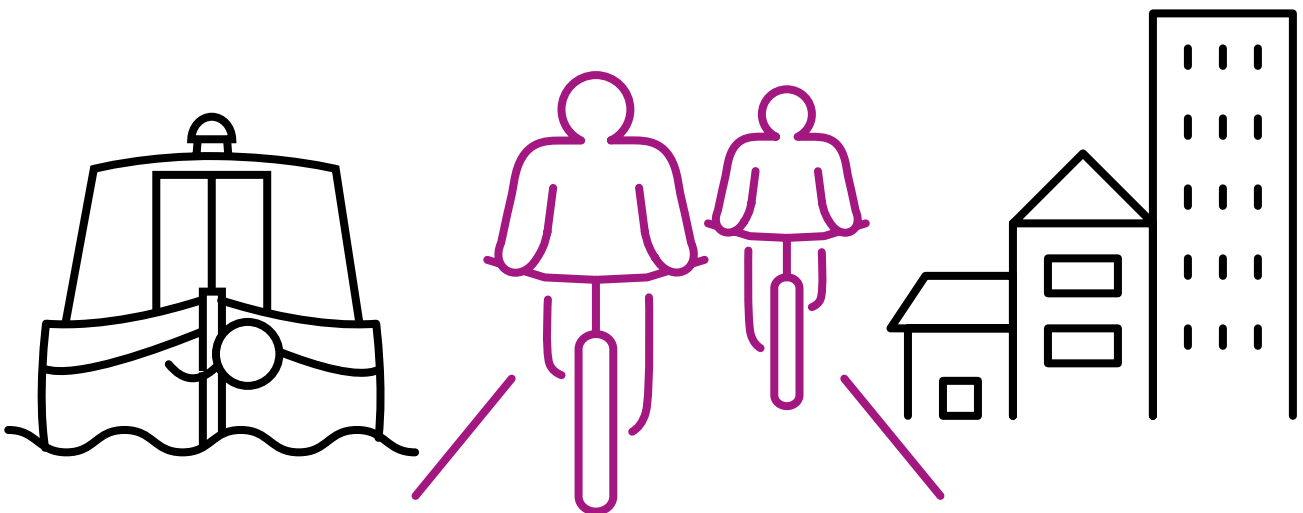
with Local Cycling and Walking Infrastructure Plan





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Foreword



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Cabinet Member for Transport and the Environment
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I am delighted to present the Walking and Cycling Strategy.

Birmingham is an amazing city, with a dynamic and growing population. Local people, and visitors, need to be able to move around safely and conveniently but for too long our dependence on the motor car (particularly for short urban journeys) has restricted opportunities for walking and cycling.

I want to rebalance this- and your feedback on the draft strategy supports an approach where walking and cycling, together with public transport, become the most convenient means of travel in our city. This will help reduce the negative impacts of car dependence on air quality, road safety and social interactions in our local neighbourhoods.

The Walking and Cycling Strategy, which sets the context for future investment in measures to enable, develop and inspire walking and cycling, is an integral part of the Birmingham Transport Plan. The Local Cycling and Walking Infrastructure Plan includes city-wide plans for cycle routes and walking improvements, and builds on the success of the Birmingham Cycle Revolution and major public realm schemes. Policies and proposals reflect online comments and face-to-face conversations about the draft strategy during summer 2019.

The benefits of increasing our levels of walking and cycling and investing in infrastructure are considerable, not only to the individual in terms of physical and mental health, but also to the wider community, in reducing social isolation, improving air quality, addressing the climate emergency and expanding travel choices. Walking and cycling, whether as transport or recreation, can also help to tackle problems of inactivity and obesity.

Birmingham is already rich in resources and community networks that provide opportunities for exercise and social contact (we have more canals than Venice and more green space than any other equivalent sized European city).

Birmingham has always been a forward-looking city. This strategy will help to plan a future city that is safer and better connected for walking and cycling, ready for the next generation.



Introduction

Birmingham is a growing city with a young and diverse population. It has aspirations to be renowned as an enterprising, innovative and green city. However, air quality is poor, safety and congestion are major concerns, levels of obesity are rising and there is overdependence on cars for short journeys.

The solution is not simple but increasing the levels of walking and cycling is an essential part of making Birmingham 'well connected'. The city already has a surprisingly varied and extensive network of paths, pavements, towpaths and tracks connecting people with places to live, work and enjoy. There is considerable scope to improve this network by making it easier, safer and better-connected so that more people will choose to walk and cycle, regardless of age, gender, fitness level or income.

The Birmingham Walking and Cycling Strategy sets out a ten-year plan to ensure that active travel becomes the popular choice for short journeys and to increase the opportunities for recreational cycling and walking. The strategy includes three key objectives with linked policies and actions. It is closely aligned with other regional and local strategies and will be delivered with a wide range of partners. Outline proposals and priorities for network investment are set out in the Local Cycling and Walking Infrastructure Plan (LCWIP).





Aim and objectives

Key Aim:

To make walking and cycling the everyday choice for local journeys and leisure activities, as part of a safe and integrated transport network for Birmingham.

Objectives:

These three objectives are all essential requirements to success:

1. Enable walking and cycling

Providing training, improving access to bikes, tackling safety issues and securing funding.

2. Develop a great city for walking and cycling

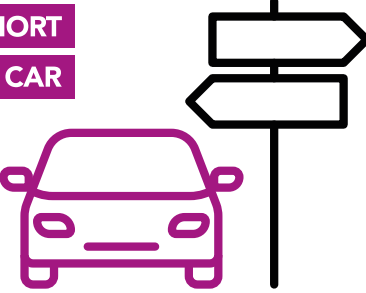


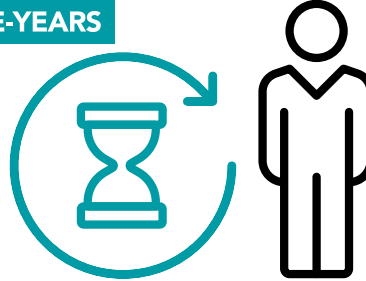


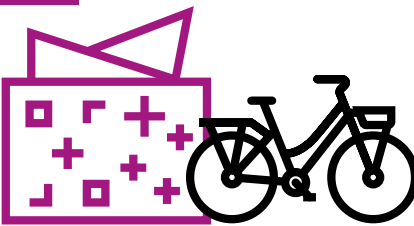
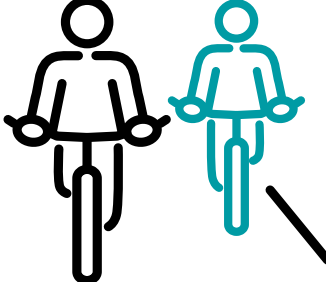


Providing safe infrastructure, managing traffic, and maintaining streets.

3. Inspire walking and cycling

Organising events, distributing information and evaluating outcomes.



Birmingham Walking and Cycling Strategy – Challenges and Opportunities

Challenges	Opportunities
<p>TOO MANY SHORT JOURNEYS BY CAR</p> <p>25% of daily car trips in Birmingham are less than a mile.</p> 	<p>WALKING one mile can take approximately 20 MINS</p> <p>CYCLING one mile can take approximately 06 MINS</p> 
<p>SAFETY</p> <p>Pedestrians and cyclists are more vulnerable.</p> 	<p>MORE LIFE-YEARS</p> <p>are gained from regular cycling than lost through injuries.</p> 
<p>LOW WALKING LEVELS</p> <p>6% of people in Birmingham walk to work.</p> 	<p>DAILY WALKS</p> <p>could increase productivity by up to 30%</p> 
<p>LOW CYCLE USE</p> <p>1% of people in Birmingham cycle to work.</p> 	<p>OVER 50% of Birmingham residents would like to cycle more.</p> 
<p>LIMITED TRAVEL CHOICES</p> <p>36% of households in Birmingham do not have access to a car.</p> 	<p>BIG BIRMINGHAM BIKES</p> <p>initiative provided over 7,000 bicycles to residents in the last five years.</p> 

Challenges

SOCIAL ISOLATION

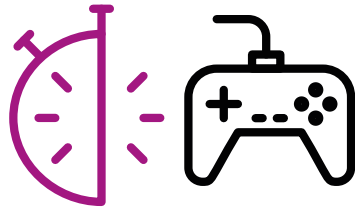
By 2020, over one third of people over 65 will be living alone in the city.

2020



INACTIVITY

One third of adults in the West Midlands spend less than 30 minutes per week on physical activity.



OBESITY

Over 25% of Birmingham residents are obese – the third highest rate in the UK.



POOR AIR QUALITY

Every year,

900

early adult deaths are linked with Birmingham's polluted air.



LACK OF ROUTES

Only

30%

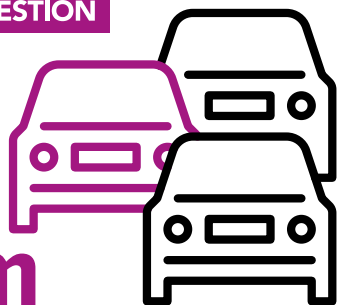
of residents think that the amount of cycle routes is good.



COST OF CONGESTION

Loss of work time due to traffic in Birmingham and Wolverhampton costs over £100m per year.

£100m



Opportunities

SEVENTY-TWO PERCENT

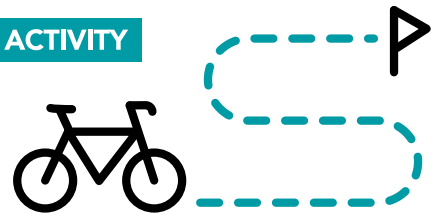
of Big Birmingham Bike users have reduced their social isolation.

72%



PHYSICAL ACTIVITY

levels have increased in users of Big Birmingham Bikes.



WALKING

two miles a day, three times a week can help reduce weight by one pound every three weeks.



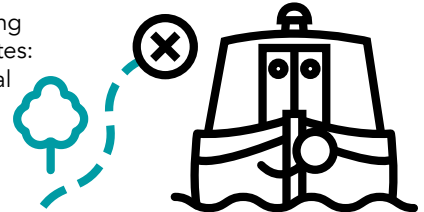
CO₂ EMISSIONS

per passenger km:



BIRMINGHAM CYCLE REVOLUTION

improved walking and cycling routes: 30 miles of canal towpaths and 20 miles of green routes.

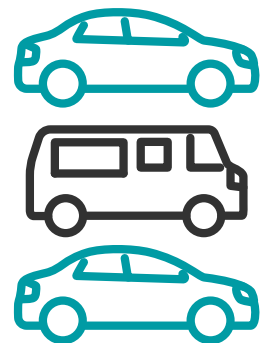


BICYCLES

Bicycles take

14,000

cars off Birmingham's roads every day, equal to a 43-mile tailback.





Policy framework

National Framework

The Government's first statutory Cycling and Walking Investment Strategy was published in April 2017. This details the Government's high level aspirations for cycling and walking up to 2040 and the ambition to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey.

Objectives include; increasing cycling activity; increasing walking activity; reducing the rate of cyclists killed or seriously injured on England's roads; and increasing the percentage of children aged 5 to 10 that usually walk to school. Alongside the Strategy, new guidance was published on Local Cycling and Walking Infrastructure Plans (LCWIPs).

In January 2018, the Department for Environment, Food and Rural Affairs produced a 25-year Environment Plan which supports better connections with green and blue spaces to improve health and wellbeing.

Regional Approach

The West Midlands Combined Authority (WMCA) through Transport for West Midlands (TfWM) outlined the regional vision for transport in Movement for Growth: the West Midlands Strategic Transport Plan (2015) and Delivery Plan (2017). In 2019, the Strategic Cycle Network plan was revised as part of the, 'Common Approach to Cycling and Walking in the West Midlands', setting out regional priority cycle routes and core walking zones.

The Movement for Growth Health and Transport Strategy (2018) sets out the health benefits from active travel, links good health to more inclusive growth and highlights groups who might benefit more from walking and cycling (such as the elderly and people with long term conditions).

The West Midlands Cycling Charter (2014) provides the strategic context for cycling in the West Midlands and is fully endorsed by Birmingham City Council. The Charter identifies targets to raise levels of cycling across the West Midlands Metropolitan Area to 5% of all trips by 2023 from the 1% baseline and to raise cycling levels to 10% of all trips by 2033 (targets also adopted for the Birmingham Cycle Revolution programme). Supporting the Cycle Charter and based on lessons

learnt from the Birmingham Cycle Revolution, is the West Midlands Cycle Design Guidance (2019).

A headline target is also included in the West Midlands Regional Road Safety Strategy (2018): to reduce KSI (killed and seriously injured) road casualties by 40% over the next ten years based on the 2015-2017 three-year average. There are targeted reductions for cyclist and pedestrian casualties.

The West Midlands on the Move: Physical Activity Strategic Framework (2017) sets out four ambitions; making it easier and more desirable to move around the West Midlands; making it easier and more enjoyable to be outdoors in our green and blue spaces and urban environments; improving how it feels to live in our streets and communities; and improving people's life chances, wellbeing, employability and access to work.

Local Policy

Birmingham Connected (2014) sets out clear objectives for efficient, equitable, sustainable, healthy and attractive transport. This 20- year transport strategy has a strong emphasis on multi modal approaches including 'Green Travel Districts' in priority areas and corridor assessments through 'Transport Space Allocation'.

The Birmingham Walking and Cycling Strategy, together with the Birmingham Road Safety Strategy (2016), is part of an emerging Birmingham Transport Plan which sets out a refreshed approach to travel in the city and is explicit about the problems caused by over dependence on private motor cars. The Birmingham Transport Plan focuses on reallocating road space, transforming the city centre, prioritising active travel in local neighbourhoods and managing demand through parking measures.

With Birmingham's population expected to grow by a further 156,000 people by 2031, the Birmingham Development Plan (BDP) (2017) sets out the city's spatial strategy for jobs and growth, meeting housing needs and sustainable development. The BDP will deliver 51,100 new homes and significant levels of industrial, retail and office floor space. It sets out the vision for 2031: that Birmingham will be renowned as an enterprising, innovative and green city that has delivered sustainable growth, meeting the needs of its population and strengthening its global competitiveness. As part of the City Council's commitment to neighbourhoods, each of the 69 wards will produce a Ward Plan and identify local priorities for 2018 to 2022.

Also supporting the BDP will be a Design Guide, Development Management Development Planning Document (DPD) and Parking Supplementary Planning Document (SPD). The Design Guide will become a key reference for street and parking layouts alongside the West Midlands Cycle Design Guidance. Revised cycle parking standards are included in the Parking SPD.

The 2018-2022 Council Plan states that, 'we will develop our transport infrastructure, keeping the city moving through walking, cycling and improved public transport'. Success will be measured by an increase in percentage of trips taken by bicycles (baseline April 2018). In June 2019, Birmingham City Council passed a Climate Emergency Motion and updated the Council Plan to take a leading role in tackling climate change.

BDP Policy TP39 Walking

The provision of safe and pleasant walking environments throughout Birmingham will be promoted.

BDP Policy TP40 Cycling

Cycling will be encouraged through a comprehensive city wide programme of cycling infrastructure improvements (both routes and trip end facilities) supported by a programme of cycling promotion, accessible cycling opportunities, training and travel behavioural change initiatives.

Six priorities for improving air quality are proposed in the draft Birmingham Clean Air Strategy (2019): reduction in the number of dirty journeys, improving the wider transport network, continuing to invest in our public transport network, ensuring that reducing emissions are key considerations when planning development of buildings and public space, embedding behaviour change and building support for the agenda at a local, regional and national level.

Increasing the numbers of people on foot and on bikes and providing better infrastructure will contribute to these air quality priorities, as well as the priority areas set out in the Birmingham Public Health Green Paper (2019) on child health, working age adults, ageing well and healthy environment.



The Strategy

OBJECTIVE 1: ENABLE WALKING AND CYCLING

Policy 1 Training and Education

We will develop the confidence of people to walk and cycle.

- Provide resources to schools on pedestrian training and road confidence.
- Support crossing patrols at high priority sites.
- Develop a training programme for community walk leaders.
- Offer national standard cycle training to all children and young people and create a pathway from Bikeability to Go Ride, Ride Active and community cycling groups.
- Encourage community groups to lead walks and bike rides and organise training, maintenance and social activities
- Encourage businesses to organise and support local walks and bike rides
- Offer walking and cycling activities on prescription for people with health conditions (mental and physical)
- Work with West Midlands Police (WM Police) to educate all road users, including 'Operation Close Pass' for car drivers and 'Exchanging Places' for commercial drivers and cyclists.

Policy 2 Access to Bikes

We will improve access to good quality bikes.

- Offer free bikes (with training and support) through the successful Big Birmingham Bikes initiative.
- Expand opportunities for loans of adapted cycles, tandems and e-bikes (with training and support).
- Promote bike hire; for residents (at Wellbeing Centres and community cycling hubs) ; for visitors (West Midlands bike share project and Brompton Bike Hire).
- Provide bike loans for children and young people through community Bike Banks.

- Encourage pool bike provision (including e-bikes), bike loans and salary sacrifice purchase schemes at work places.
- Signpost bike recycling projects.
- Review 'micro mobility' (small, electrically powered machines) and e-cargo options.

Policy 3

Personal safety

We will create a safe and welcoming environment for walking and cycling

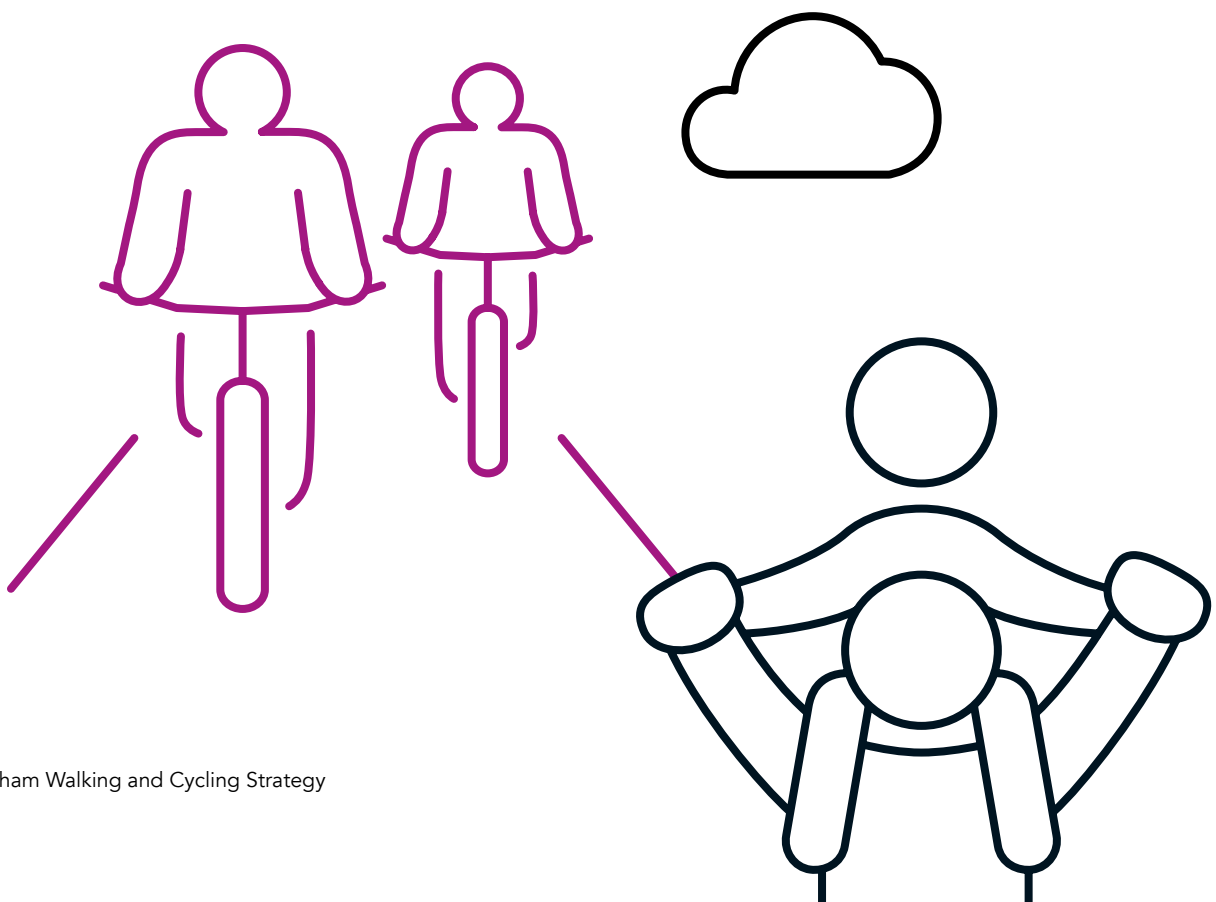
- Improve surveillance of local streets, parks, canals and public transport by supporting Police, wardens and rangers as well as community-led initiatives such as Street Watch, walking 'buses' and bike 'trains'

Policy 4

Funding

We will identify resources to deliver the Strategy and Cycling and Walking Infrastructure Plan.

- Obtain national and regional funding and identify local, long-term sources of both revenue and capital funding.
- Request developer contributions and seek business sponsorship.



OBJECTIVE 2:

DEVELOP A GREAT CITY FOR WALKING AND CYCLING

Policy 5 Walking and Cycling Infrastructure

We will design, develop and promote places to walk and cycle that are safe, convenient, comfortable, direct and coherent.

- Audit existing infrastructure to identify improvements including; removal of barriers; widening; lighting; wayfinding; new crossings; and changes to waiting and 'clearance' times at crossings.
- Extend 20mph limits across the city and reduce other speed limits where appropriate.
- Develop low traffic neighbourhoods and car-free school streets, through filtered permeability, parking management and streetscape improvements.
- Prioritise new infrastructure at locations with;
 - safety concerns and clusters of collisions with pedestrian/ cyclist casualties
 - inadequate facilities and poor connections to key destinations and open spaces
 - poor air quality
 - high levels of cycling and/or walking demand (existing and potential).
- Focus on high quality design including step-free, barrier-free accessible walking routes. Pedestrian priority and mobility assessments will be integral to the design of new residential areas, low traffic neighbourhoods and car-free school streets.
- Focus on high quality design including protected infrastructure for cycling (two-way segregated cycle tracks) on main corridors. On-road advisory cycle routes will form part of the local cycling network, but will require clear and consistent direction signing, slow speeds, low traffic levels and junction improvements. Training on the West Midlands Cycle Design Guidance and inclusive cycling requirements to be provided for engineers, planners, Councillors and stakeholders
- Provide clear and consistent wayfinding and direction signs between key destinations, and investigate use of digital technologies to assist blind and partially sighted people.
- Review and improve existing recreational facilities including parks, green spaces and rights of way, and consider viability and need for purpose-built facilities

- Ensure that highway improvements and local safety schemes apply the principles of Transport Space Allocation and Healthy Streets and that all Road Safety Audits and Equality Audits consider measures to encourage walking and cycling for people of all ages and abilities.
- Provide forward plans for infrastructure (Local Cycling and Walking Infrastructure Plan (see later) and Rights of Way Improvement Plan) and review these regularly, to reflect changes in policy and respond to the growth of the city and new funding opportunities.

Policy 6 Traffic management and enforcement

We will address the over dominance of motor traffic to make Birmingham's streets safer and more attractive for everyone.

- Reduce air pollution from motor traffic through introduction of car-free school streets, city centre Clean Air Zone and other measures to manage traffic and reduce car dependency (including bus priority, signalling upgrades, parking restrictions, workplace parking management, active travel promotions).
- Support the Police to enforce traffic speeds and roll out 20mph limits across the city
- Reduce pavement parking through wider enforcement and verge protection measures and reduce parking pressures and conflicts around schools, hospitals, public transport hubs and local centres with greater parking controls, introduction of low traffic neighbourhoods and implementation of car-free school streets and 'park and stride' sites.
- Prioritise walking and cycling during periods of disruption and through road works.

Policy 7 Maintenance

We will minimise obstructions and unevenness on routes.

- Undertake regular cleaning and inspections and provide prompt repair of potholes, lighting defects and other maintenance issues.
- Provide clear information on how to report faults.
- Review winter maintenance programmes on key walking and cycling routes.

Policy 8 Cycle Parking

We will provide a range of cycle parking opportunities around the city.

- Continue to provide new stands and shelters (in high footfall locations or with CCTV surveillance) within the public realm and on the highway and provide advice on funding and design for cycle parking on private land.
- Investigate opportunities for integrating cycle parking with e-bike charging points and public bike hire and providing facilities for adapted bikes and cargo bikes.

Policy 9 Land use planning and development

We will ensure that new developments enhance walking and cycling.

- Request walking and cycling provision within developments (including trip-end facilities such as showers and changing rooms), developer contributions towards wider infrastructure and effective Travel Plans to promote and monitor active travel.
- Set minimum standards and design guidelines for high quality, inclusive cycle parking.
- Protect and enhance green (parks and open spaces) and blue (canals and rivers) corridors as active travel routes, recreational spaces and ecological corridors.
- Ensure that new developments are accessible on foot and by bike from a range of local facilities, and apply the principles of Active Design (Sport England)

Policy 10 Public transport

We will facilitate multi-modal travel and linked trips to public transport interchanges.

- Support secure, long-stay cycle parking and bike hire at public transport interchanges.
- Provide step-free access at public transport interchanges.
- Connect walking and cycling routes to key bus and Metro stops and railway stations and use major public transport projects as exemplars for facilitating multi-modal travel.
- Encourage public transport operators to expand the space available for carriage of wheelchairs, pushchairs and bicycles on their services.

OBJECTIVE 3: INSPIRE WALKING AND CYCLING

Policy 11 Schools, business and local community

We will promote walking and cycling at places where people study, work and live.

- Support schools to promote safer, greener, healthier travel through Modeshift STARS.
- Share information and opportunities through Birmingham Connected Business Travel Network and Business Improvement Districts and develop a culture of walking and cycling at workplaces with Birmingham City Council leading by example.
- Incentivise walking and cycling with challenges and awards, at schools, workplaces and community groups

Policy 12 Campaigns and communication

We will engage with local people about walking and cycling.

- Listen and respond to views and ideas on walking and cycling. This includes meetings and site visits with stakeholders (such as the Birmingham Climate Taskforce, Local Access Forum, Cycle Stakeholders Group and disability groups), informal discussions and wider public engagement.
- Raise the profile of walking and cycling in Birmingham through national, regional and local campaigns on road safety, air quality and sustainable travel.
- Provide up-to-date information on walking and cycling events and activities.
- Provide a digital walking and cycling map, promote journey planning tools and support community groups to develop maps and leaflets for walks and rides.
- Provide multi-modal travel information.
- Raise the profile of walking and cycling through local advocates and regional ambassadors.

Policy 13

Events

We will support events that inspire more people to walk and cycle.

- Promote a city-wide walking programme
- Promote a city-wide cycling programme for all abilities – including training, rides and maintenance.
- Continue to develop mass-participation events – including charity walks, ‘Let’s Ride’, sportives, pop-up events and community festivals – with temporary secure cycle parking.
- Provide opportunities for local people to watch or compete in cycle sports in Birmingham – including closed road races, triathlon, cyclocross and BMX - and use major events such as Commonwealth Games to inspire participation and train volunteers
- Enable businesses and residents to plan street events, using temporary road closures.

Policy 14

Evaluation

We will use quantitative and qualitative data on walking and cycling to help focus resources.

- Investigate sites with clusters of pedestrian and cyclist casualties.
- Explore new ways to measure people rather than cars and continue data collection from: automatic cycle counters (to be requested in new developments and routes), user surveys, ‘BikeLife’ questionnaires, biannual cordon counts and cycle parking surveys.
- Monitor travel trends and actions at schools and workplaces using Modeshift STARS.
- Analyse data from the Big Birmingham Bikes project and apps.
- Publish regular monitoring reports and case studies.



Local Cycling and Walking Infrastructure Plan

Birmingham is a growing city. Patterns of movement are changing; the city centre is expanding as a residential, educational and cultural centre; new growth areas are becoming established; and digital advances are enabling more flexible use of personal time and public space. Within this growing city, we need to be smarter and more efficient in our use of transport space, to reduce dominance of motor traffic, to improve access for all and to connect people with the natural environment.

Improvements to walking and cycling, in combination with public transport, offer a real opportunity to move Birmingham forward and deliver transport that is efficient, equitable, sustainable, healthy and attractive. Walking and cycling also play a key role in social interactions, recreational activities and accessibility.

This Infrastructure Plan sets out Birmingham's aspirations for the development of cycling and walking infrastructure up to 2031, and supports the objectives of the Birmingham Walking and Cycling Strategy, particularly the objective to, 'develop a great city for walking and cycling'. The Infrastructure Plan is set out in six stages, based on the Department for Transport Local Cycling and Walking Infrastructure Plan (LCWIP) technical guidance.

LCWIP Process

Stage 1	Determining Scope
Stage 2	Information Gathering
Stage 3	Network Planning for Cycling
Stage 4	Network Planning for Walking
Stage 5	Prioritising Improvements
Stage 6	Integration and Application

Scope

This LCWIP covers the city of Birmingham and incorporates the Regional Priority Cycle Routes and Core Walking Zones identified in the West Midlands LCWIP.

Background information

A wide range of data and information has been gathered for the Birmingham and West Midlands LCWIPs. This has influenced the shape of the future cycling network and helped to identify focus areas for walking interventions, as well as the design of infrastructure.

Assessment of demand

Birmingham has an extensive network of automatic cycle counters which helps to guide investment and monitor trends. However, walking data is very limited.

Census data provides city wide statistics on journeys to work by foot and cycle (although not journeys combined with public transport). Many cycle journeys are for other purposes than commuting -

36% of cycle trips are for work and education, 39% for leisure purposes and 25% for shopping and other 'purposeful trips' (Bike Life Report, Sustrans, 2017).

Walking trips are likely to show a similar pattern.

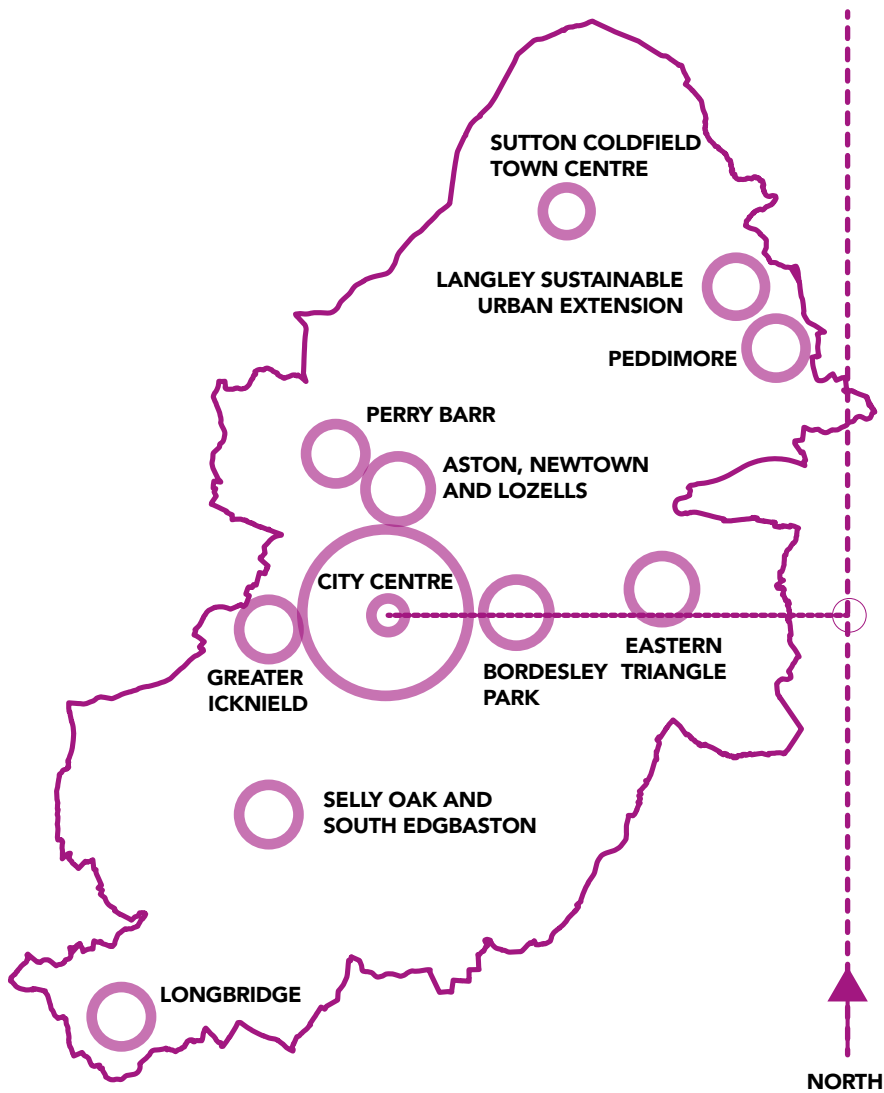
Bike Life surveys can also quantify the relative demand for routes to the city centre, local centres, employment zones, railway stations and green spaces. Census data (2011) and school travel surveys (2010) are used as a basis for the Department for Transport's Propensity to Cycle Tool, which identifies areas where cycling has the greatest potential to grow. New housing and employment growth areas in the Birmingham Development Plan will also generate increased demand for walking and cycling.

Collision and casualty data

Reducing causes of harm, managing risks and understanding perceptions of safety are essential in order to increase levels of cycling and walking. Collision data is regularly analysed to identify particular locations, trends and common factors.

Review of existing infrastructure

Birmingham has approximately 1,500 miles of highways (with pavements alongside most roads) and 162 miles of public footpaths. There are 71 miles of on-road cycle routes and 144 miles of traffic-free routes (68 on green routes , 41 on cycle tracks alongside roads and 36 on canal towpaths) . Existing cycle routes were reviewed and digitally mapped, including the latest Birmingham Cycle Revolution routes. The type and quality of cycle routes is wide ranging; from mixing with traffic along local roads, cycle lanes and bus lanes; to separation from traffic on shared use footways, green routes and canal towpaths. The National Cycle Network combines all types. Information was gathered at site visits, audits and stakeholder discussions and from planning proposals and area masterplans.



Birmingham Development Plan Growth Areas

Living Streets' community and street audits were reviewed as well as Sustrans' audit of the National Cycle Network. Physical barriers such as motorways, canals and railways were identified. These can sever natural desire lines and funnel pedestrians and cyclists onto heavily trafficked bridges and tunnels, or remote footbridges and underpasses.

The review of infrastructure helped to inform network planning but also highlighted the need for further audits in future, particularly for crossings, walking routes and recreational facilities.

Public cycle parking spaces in Birmingham have risen to 3,650, thanks to investment as part of the Birmingham Cycle Revolution. Demand is greatest in the city centre, at busy local centres and near public transport hubs.

Motivations and deterrents

The benefits of walking and cycling - improving air quality, reducing congestion and increasing physical activity - are widely recognised.

Analysis of individual motivations from Birmingham Cycle Revolution user surveys in 2018 showed the importance of exercise and environmental factors.

Responses also highlighted directness and convenience, indicating that new routes should be well-connected with key destinations.

Deterrents for people who already walk and cycle include safety, personal security, poor surfacing (unevenness, potholes and broken glass), lack of continuity and lack of lighting.



For people considering taking up walking and cycling, these factors are also important, alongside issues such as lack of a bike, limited knowledge of local routes and concerns over personal fitness, weather and carrying capacity.

Personal profiles

Bike Life Surveys provide useful profiles of age, gender and ethnicity of people already cycling in Birmingham. The design and location of new walking and cycling infrastructure could have a key role in attracting people to walk and cycle from under represented groups and areas of the city, and in facilitating more activity for people with disabilities.

Consultation Feedback

Over 500 individuals and organisations responded to consultation on the draft LCWIP during summer 2019.

The feedback highlighted the need for safer and more inclusive infrastructure and provided a wealth of information and ideas on specific improvements to develop better places to walk and cycle.





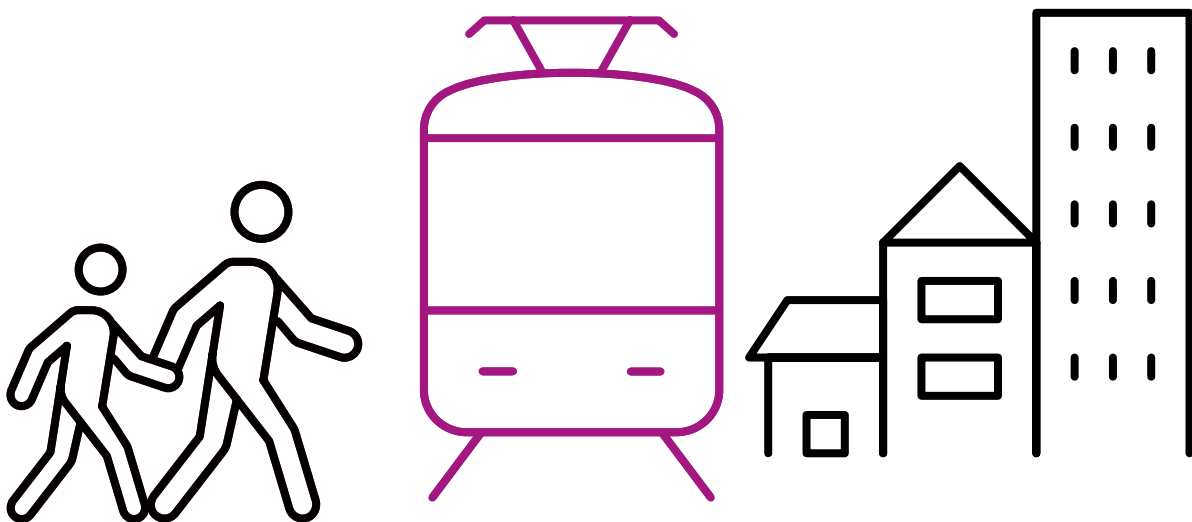
Network plans

The information gathering stage helped to identify the key factors for the design and location of improved infrastructure as detailed in the table.

These factors have been used in shaping the network plans for cycling and walking and will be used to prioritise future schemes, together with feedback from the local community.

The spatial growth of Birmingham is clearly set out in the Birmingham Development Plan and this helps to identify future demand. Network planning is therefore focussed on ensuring that all identified growth areas are easily accessible by foot and on bike. For example, the sustainable urban extension at Langley will have a comprehensive network of walking and cycling routes, both within, and adjoining, the development. In addition, the Commonwealth Games venues and legacy projects will add to existing destinations within the Perry Barr, city centre and Selly Oak growth areas, and provide opportunities to connect with the neighbouring local authorities of Solihull and Sandwell.

The Walking and Cycling Strategy aims to make walking and cycling the everyday choice for local journeys and leisure activities as part of a safe and integrated transport network. Proposed route improvements for cycling and walking are therefore designed to connect with new and upgraded public transport facilities and services. This includes new stops on the extended Midland Metro line, stations on the Camp Hill Rail Line and access to Curzon Station (HS2).



Design - key factors:

- Reduce conflict with other road users, particularly motorists
- Consider personal security and minimise opportunities for anti social behaviour
- Provide for leisure use and exercise
- Create attractive places
- Offer comfortable facilities (particularly surfaces)
- Support access for users of all ages and abilities

Location - key factors:

- Focus on areas with high current and potential demand
- Focus on key destinations including Commonwealth Games venues
- Address collision locations
- Overcome physical barriers and connect up missing links
- Improve level of service of existing routes
- Follow up National Cycle Network audit recommendations

Network Planning for Cycling

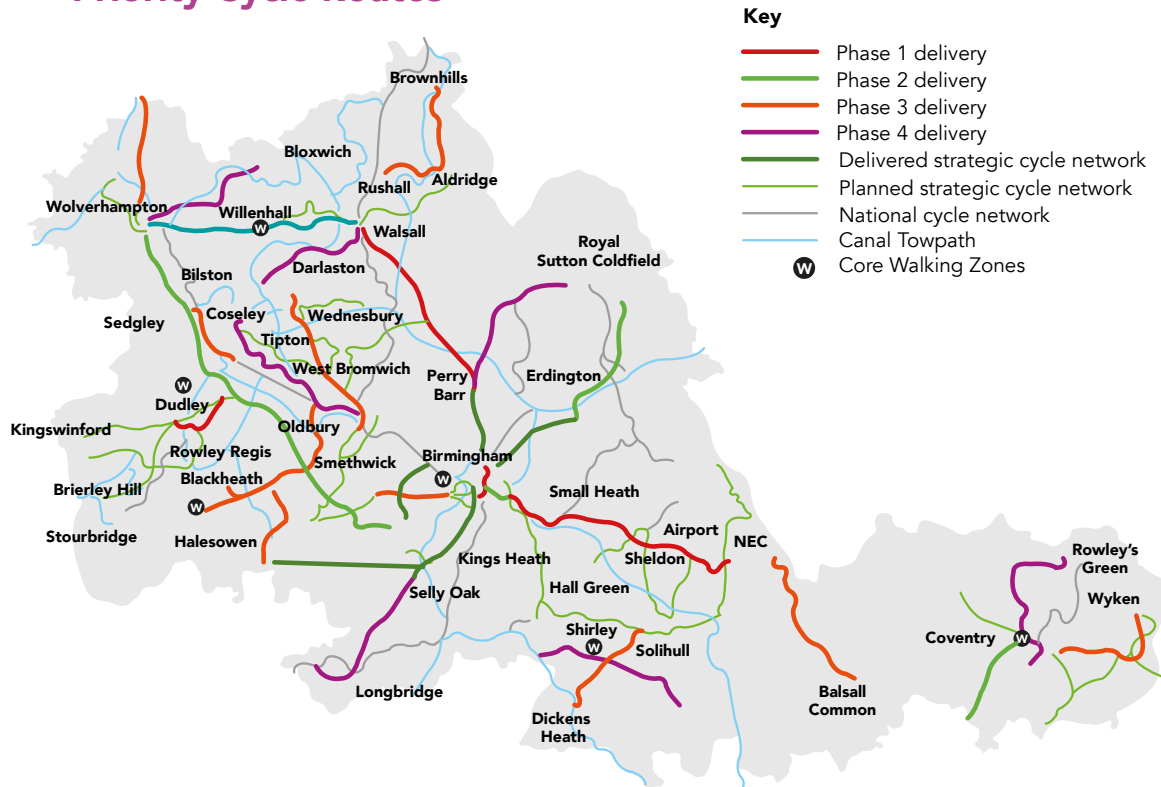
Existing cycle routes include canal towpaths (fully resurfaced as part of the Birmingham Cycle revolution programme), green routes, main corridors (including routes alongside the A47, A38 and A34) and a range of local linking routes on roads and cycle tracks. Various sections of the National Cycle Network pass through the city, using these routes.

The proposed city-wide cycling network consists of existing routes plus regional priority cycle routes, local cycling networks in growth areas, green routes and local links (to complete gaps in the existing network and provide improved connections to community facilities and public transport hubs, both in Birmingham and neighbouring local authorities).

An integral part of local cycling networks will be the creation or expansion of outdoor recreational facilities.

Further work is required to identify detailed alignments, type of infrastructure, junction improvements and costs, as well as complementary measures such as cycle parking, cycle hire and landscaping.

West Midlands LCWIP and Regional Priority Cycle Routes



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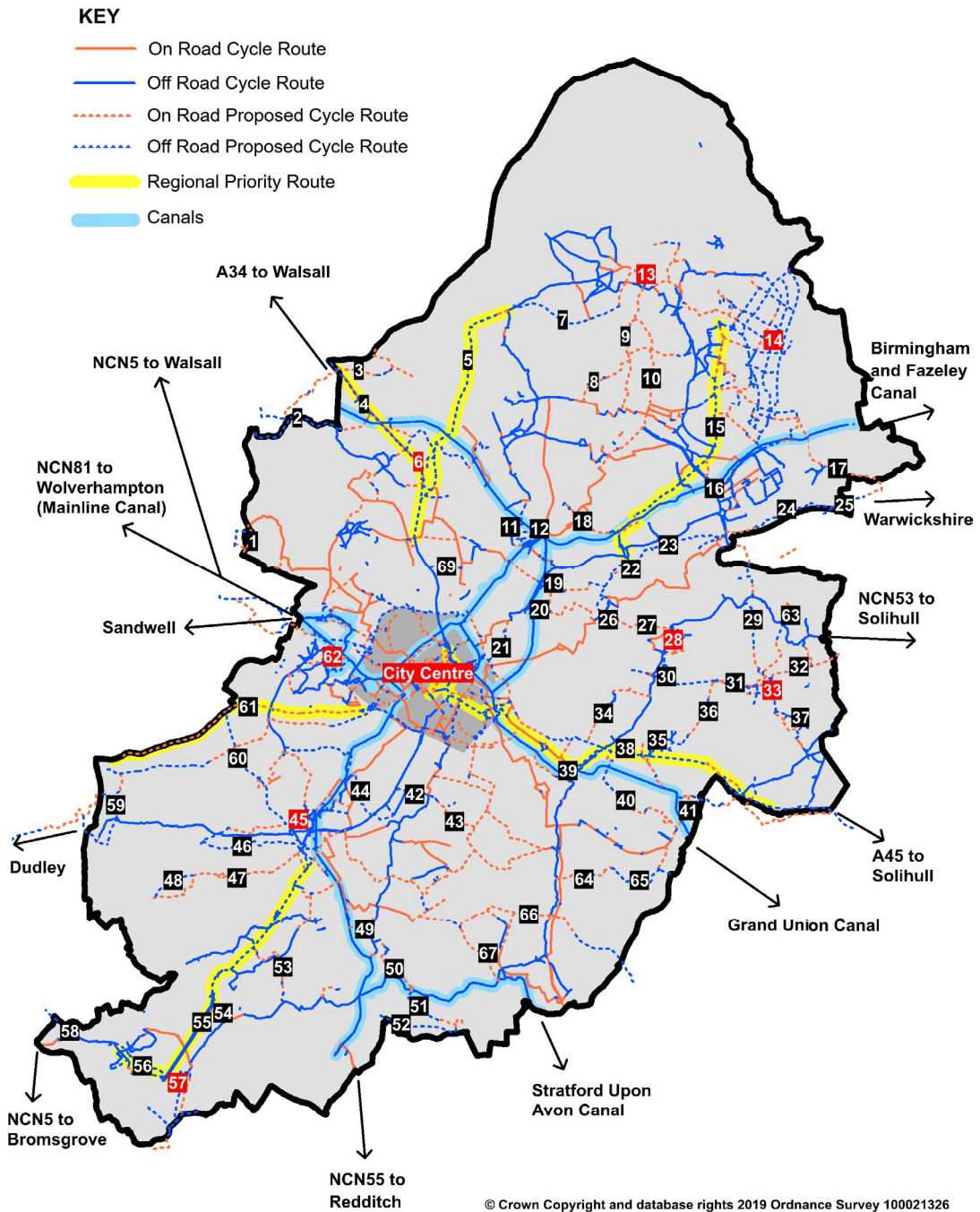
Regional Cycle Routes

The regional priority routes were set out in the West Midlands LCWIP (2019). They provide key links to the Birmingham Development Plan growth areas and neighbouring local authority areas as well as extending and connecting existing routes such as the A34 and A38. Eight routes are proposed in Birmingham over four phases of delivery.

Detailed alignments for each route corridor will be determined following feasibility studies. Design of regional routes will focus on fully inclusive, segregated two way cycle tracks with priority crossings.

Phase 1	A34 Perry Barr Extension through to Walsall A45 Birmingham to Solihull City Centre A38 to A34 Connection
Phase 2	A47, A38, B4148 Fort Parkway to Langley/Walmley Birmingham East Side
Phase 3	Hagley Road Corridor
Phase 4	A38 Extension from Selly Oak to Longbridge A453, B4138, Perry Barr to Sutton Coldfield

Birmingham Cycling Infrastructure Plan: city-wide



Local network areas

- City Centre
- Perry Barr
- Sutton Coldfield
- Langley and Peddimore
- Stechford
- Meadway and Lea Hall
- Longbridge and Rubery
- Selly Oak South Edgbaston
- Icknield

Ref	Proposed Route	Ref	Proposed Route
1	Local network: City Centre	34	Local links: Heartlands - Small Heath
1	Local links: Handsworth - Metro	35	Green route: Oakfields Recreation Ground, Yardley
2	Green route: Sandwell Valley - Tame Valley	36	Local links: Church Road, Yardley
3	Local links: Queslett-Great Barr	37	Local links: Garrets Green
4	Regional priority route: A34 Perry Barr Extension to Walsall	38	Regional priority route: A45 Birmingham to Solihull
5	Regional priority route: A453, B4138, Perry Barr to Sutton	39	Green route: Ackers and Cole Valley Canal access
6	Local network: Perry Barr	40	Local links: Tyseley - Acocks Green
7	Green Route: Monmouth Drive, Sutton	41	Local links: Woodcock Lane, Acocks Green
8	Local links: Wylde Green - Witton Lodge	42	Cycle Safety Fund Project: Priory Road/ Edgbaston Park Road
9	Local links: Chester Road Station - Sutton Coldfield	43	Local links: Moseley
10	Local links: Erdington - Sutton Coldfield	44	Green route: Chad Brook
11	Local links: near M6 Junction 6 (alternative via Salford Park)	45	Local network: Selly Oak and South Edgbaston
12	Local links: near M6 Junction 6 Salford Circus	46	Green route: Lapal Canal
13	Local network: Royal Sutton Coldfield Town Centre	47	Local links: Selly Oak - Bartley Green
14	Local network: Langley and Peddimore	48	Green route: Senneleys Park , Bartley Green
15	Regional priority route: A47, A38, B4148 Fort Parkway - Langley/Walmley	49	Local links: Stirchley
16	Local links: Chester Road	50	Local links: Brandwood Park Road, Allens Croft
17	Local links: Water Orton - Minworth	51	Green route: Chinn Brook, Allens Croft - Druids Heath
18	Local links: Wheelwright Road, Erdington	52	Local links: Bells Lane, Druids Heath
19	Local links: Aston Church Road viaduct (HS2 Interface)	53	Local links: Rea Valley - Valley Parkway - Manor Farm Park
20	Local links: Saltley Viaduct (HS2 Interface)	54	Local links: Northfield Station - High Street
21	Green Route: Vauxhall Road (HS2 Interface)	55	Regional priority route: A38 Extension to Longbridge
22	Local links: Bromford Lane/ Washwood Heath Depot (HS2)	56	Green route (re-route NCN5): Rea Valley, Longbridge
23	Green route: Tame Valley, Bromford Drive	57	Local Network: Longbridge and Rubery
24	Green Route: Tame Valley, Park Hall (HS2 Interface)	58	Green route: Frankley
25	Local links: Park Hall - Water Orton (HS2 interface)	59	Local links: near M5 Junction 3 (Halesowen - Woodgate)
26	Green route: Ward End Park	60	Local links: Bearwood - Selly Oak
27	Local links: Ward End Park - Stechford	61	Regional priority route: Hagley Road Corridor
28	Local network: Stechford	62	Local network: Icknield (including Edgbaston Reservoir)
29	Local links: Cole Hall Lane	63	Local links: Shardway - Packington Avenue - Lea Village
30	Local links: Heartlands Hospital, Bordesley Green East	64	Local links: Hall Green Station
31	Local Links: the Meadway	65	Green route: Fox Hollies
32	Local links: East Meadway/ Cooks Lane	66	Local links: Kings Heath - Shirley
33	Local network: Meadway and Lea Hall	67	Local links: Yardley Wood

Infrastructure Plan

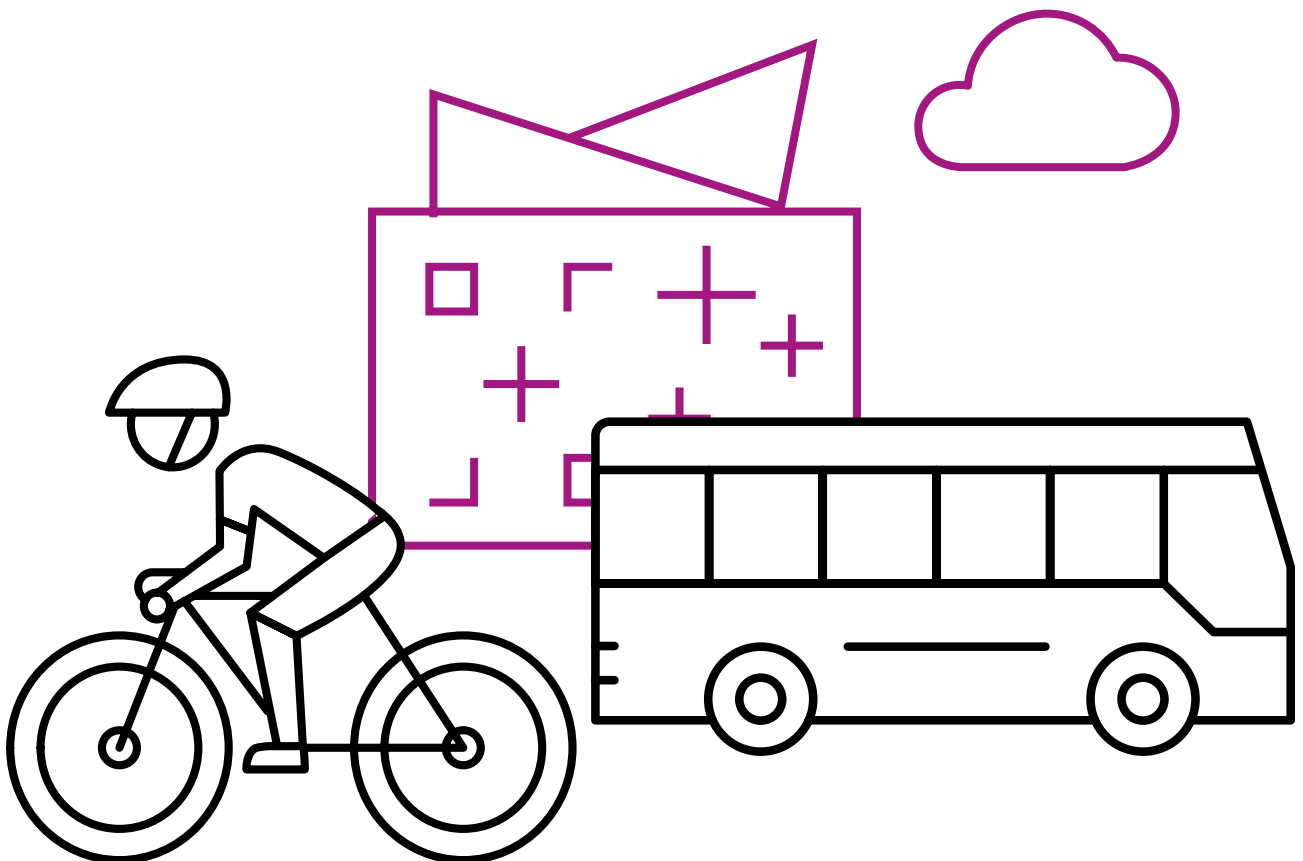
The city-wide Infrastructure Plan indicates types of proposed cycle route; on road (cyclists mix with traffic) including cycle lanes and signed advisory routes; and off-road (traffic-free) including green routes, cycle tracks alongside main roads and canal towpaths.

New routes will be designed to standards in the West Midlands Cycle Design Guidance and wherever possible will be suitable for a range of cycle types and varied ability of users.

Local cycling network areas

Safe and convenient access by foot and bicycle to local high streets and community facilities is essential. In order to reduce the dominance of motor traffic in these areas and residential neighbourhoods, slower speeds, parking controls and 'filtered permeability' measures will be introduced.

More detailed local cycling infrastructure plans will be developed for specific growth areas and local centres (including the city centre) in order to provide a finer mesh of connections within the regional route network, National Cycle Network and canal network. (All local network areas for cycling are also 'core walking zones').



City Centre Cycle Routes

Middleway - the A4540 has a key role in keeping traffic moving. From 2020 it will provide the boundary for the Clean Air Zone. It also presents opportunities for cycle movements - a Middleway Cycle Route, consisting mostly of cycle tracks but including short sections of quiet roads, will improve connections between key radial cycle routes and canals. Crossing improvements will improve access for people on foot as well as those on bikes.

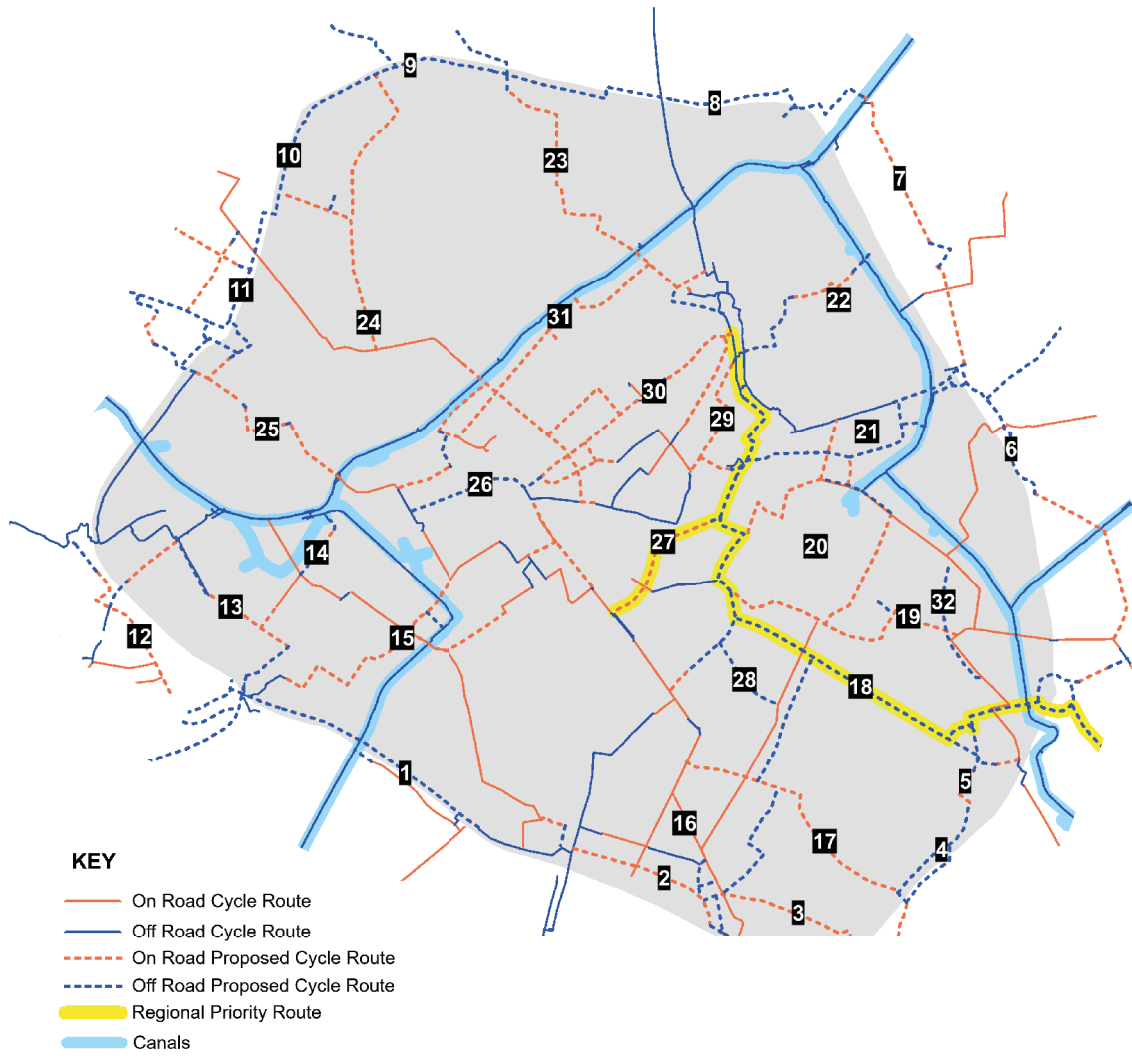
Last Mile - from the Middleway, access to the city centre can be confusing and difficult to navigate. The Last Mile links will provide a mix of signed back streets, cycle tracks and bus gates, improving permeability and enabling cyclists to safely access the city centre in both directions. This includes making existing one-way streets into two-way for cyclists. Wherever possible, the Last Mile links will provide alternatives to on street sections of the Midland Metro.

Cross City - in the heart of the city centre, pedestrian movements will take priority but a small number of signed advisory routes, contraflow cycle lanes and shared streets will enable people to cycle to, and through, the central area.

Cross city routes include a Regional Priority Route connecting the A34 and A38 cycle routes. Cycle provided in order to meet growing demand and to encourage people to dismount at the edge of busiest pedestrian areas and continue on foot. Cycle hire spaces will also be identified at key destinations and public transport hubs.

Canal towpaths - these will continue to provide traffic free, direct walking, running and cycling routes into the heart of the city. Access and lighting improvements will be considered, particularly around Curzon Station (HS2), Digbeth, Brindley Place, The Roundhouse and Icknield.

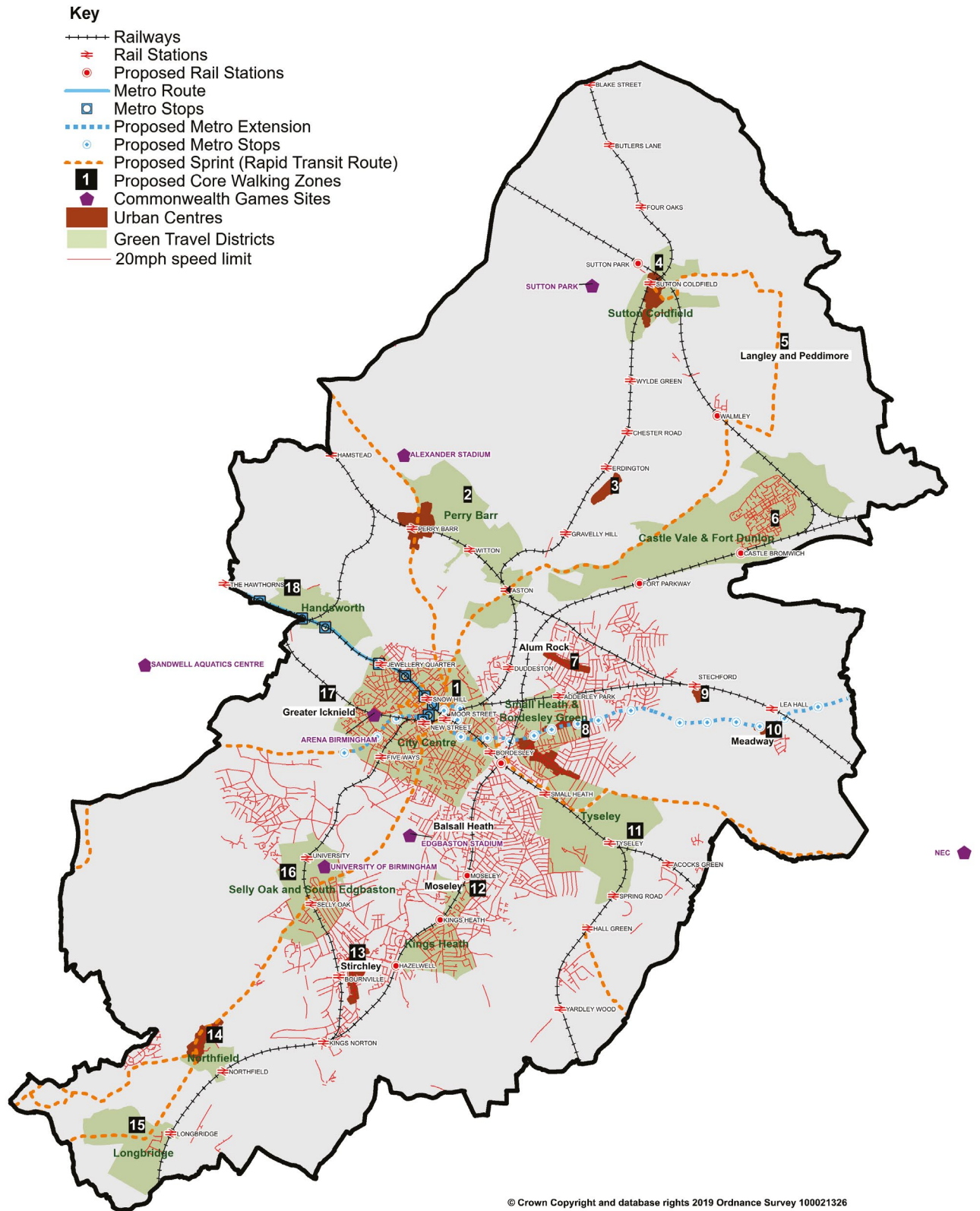
Birmingham Cycling Infrastructure Plan: City Centre



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Ref	Proposed Route
1	Middleway route (A4540) Hagley Road (Five Ways) - Bristol Road
2	Middleway route (A4540) Bristol Road - St Lukes - Longmore Street
3	Middleway route (A4540) Gooch Street - Upper Highgate Street
4	Middleway route (A4540) Leopold Street - Stratford Road (Camp Hill Circus)
5	Middleway route (A4540) Stratford Road (Camp Hill Circus) - Bedford Road
6	Middleway route (A4540) Garrison Circus - Curzon Circus
7	Middleway route (A4540) Windsor Street (Curzon Circus - Dartmouth Circus)
8	Middleway route (A4540) Dartmouth Circus - Summer Lane
9	Middleway route (A4540) Summer Lane - Key Hill Circus
10	Middleway route (A4540) Key Hill Circus - Pickford Street
11	Middleway route (A4540) Pickford Street - Spring Hill
12	Middleway route (A4540) Ladywood Circus - Hagley Road
13	Middleway route (A4540) Ladywood - Broad Street
14	Last Mile: Broad Street parallel (Five Ways - Brindley Place)
15	Last Mile: Broad Street parallel (Five Ways - New Street)
16	Last Mile: Gooch Street Green Routes
17	Last Mile: Macdonald Street - Moseley Road
18	Regional Priority Route/ Last Mile: Birmingham East Side
19	Last Mile: Digbeth High Street
20	Last Mile: Curzon connections, Digbeth
21	Last Mile: Curzon Street and Eastside Park
22	Last Mile: Ashted - Aston
23	Last Mile: St George's - St Chad's
24	Last Mile: Jewellery Quarter - Colmore Row
25	Last Mile: Library links - Spring Hill - Centenary Square
26	Cross City: Paradise/ Centenary Square
27	Regional Priority Route/ Cross City: City Centre A38 to A34
28	Cross City: Smithfield
29	Cross City: Dale End
30	Cross City: Colmore Row - Snow Hill - Cathedral - Corporation Street
31	Cross City: Arena to Alexander Stadium via Jewellery Quarter
32	Green route: Duddeston Viaduct
Canals	Canal towpath improvements

Proposed priority areas for walking improvements



Core Walking Zones

1. City Centre
2. Perry Barr
3. Erdington
4. Sutton Coldfield
5. Langley and Peddimore
6. Castle Vale and Fort Dunlop
7. Alum Rock
8. Small Heath and Bordesley Green
9. Stechford
10. Meadway and Lea Hall
11. Tyseley and Acocks Green
12. Kings Heath, Moseley and Balsall Heath
13. Stirchley
14. Northfield
15. Longbridge and Rubery
16. Selly Oak, Harborne and South Edgbaston
17. Icknield
18. Handsworth

Core Walking Zones

Walking improvements are difficult to comprehend on a city-wide scale and yet walking is probably the most evenly-spread mode of travel across the city. However, limited resources necessitate some form of prioritisation and therefore 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'.

In core walking zones, more detailed local area schemes will be developed with a focus on continuity, including improved crossing points, way marking and lighting. Fully inclusive infrastructure will be required (ramps, dropped kerbs, tactile paving and seating). Green infrastructure and public art should also be considered. In order to reduce the dominance of motor traffic, slower speeds, parking controls, freight restrictions, footway priority and 'filtered permeability' measures will be investigated.

In some of these areas, the bus interchanges and/or railway stations are located on the periphery of the local centre. A key focus in core walking zones will be the provision of high quality routes and crossings between public transport facilities and local shops and services. This meets the wider aim of the Walking and Cycling Strategy: to integrate short walking journeys with longer public transport journeys.

City Centre

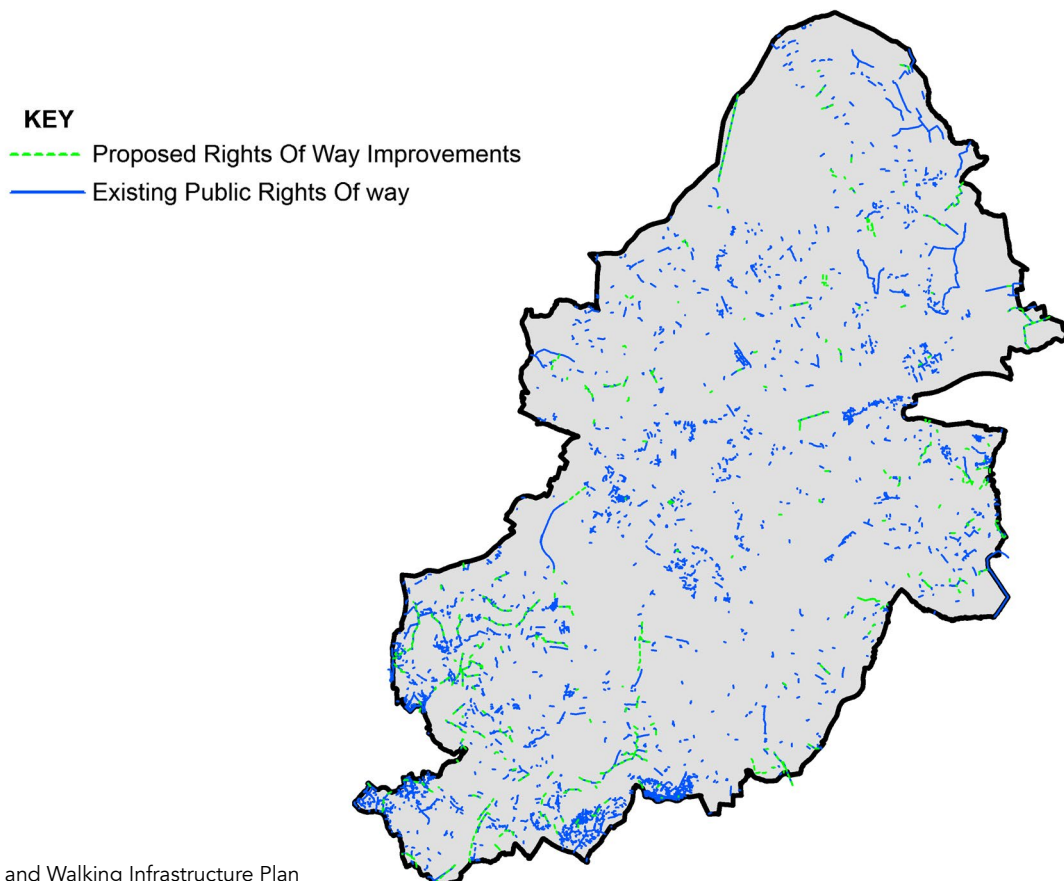
Major investment in pedestrian improvements and public spaces is already taking place within the city centre and will continue with the introduction of the Clean Air Zone in 2020 and further reallocation of transport space to walking, cycling and public transport. Key schemes within the LCWIP timescale include Centenary Square, Victoria Square, New Street, Snow Hill, Ladywell Walk, Curzon Promenade, Digbeth High Street and Smithfield. There is also potential for new green routes (particularly important in this densest part of the city) through the Rea Valley Urban Quarter and along the Duddeston Viaduct.

Pedestrian crossings

A comprehensive city-wide package for pedestrian crossings is required and frequently requested by local communities. New crossings, upgraded pedestrian facilities at signal controlled junctions and changes in timings at existing crossings (crossing times as well as waiting times) will particularly benefit the young, the elderly and people with disabilities.

Green Routes and Public Rights of Way

Birmingham has an extensive network of parks and green spaces, providing traffic-free walking and cycling routes across the city. These resources are integral to the Walking and Cycling Strategy, in providing spaces for recreational activities and local journeys away from the noise, air pollution and hazards of traffic.



Significant improvements (surfacing, signing and access) have taken place on green routes in recent years through the Connect2, Bike North Birmingham and Birmingham Cycle Revolution projects. However, there is potential to provide new green routes, particularly in Langley, Longbridge and along the Tame Valley corridor, and to upgrade existing routes, including lighting.

Some of the green routes are also Rights of Way. Birmingham has 170 miles of Public Rights of Way, 96% of which are footpaths, and these provide essential connections throughout the city. A new Rights of Way Improvement Plan is in development, identifying proposals to improve existing paths, create new paths, provide signs and remove obstructions.

Other walking and cycling infrastructure

Walking and cycling audits, analysis of road traffic collisions and feedback from local communities will be used to identify other targeted interventions and local safety schemes across the city.

There will continue to be a focus on journeys to school. A trial of car-free school streets (closed to traffic at the start and end of the school day) is already underway, and the successful 'Safer Routes to School' programme will be continued.

A 20mph default speed limit for all residential streets and local centres in Birmingham will be considered.

In some cases, relatively small scale infrastructure improvements such as new seating and smoother surfaces can make a huge difference to local people, particularly the young, elderly or those with disabilities. Improved lighting and better surveillance can help reduce fears for personal safety. For walking, it is also important that pavements are kept clear of parked cars and other obstructions, and there is minimal sharing with cyclists.

For cycling, the availability and security of cycle parking is a key consideration.

An integral part of local cycling networks will be the creation or expansion of outdoor recreational facilities.

Wider measures

The consultation feedback identified wider measures that would also help to improve conditions for walking and cycling, particularly less motor traffic and better public transport, which are included within the Birmingham Transport Plan.



Priorities

The Birmingham Cycling Infrastructure Plan, Walking Improvements and Rights of Way maps identify over 100 potential walking and cycling schemes, with an estimated cost of over £100million.

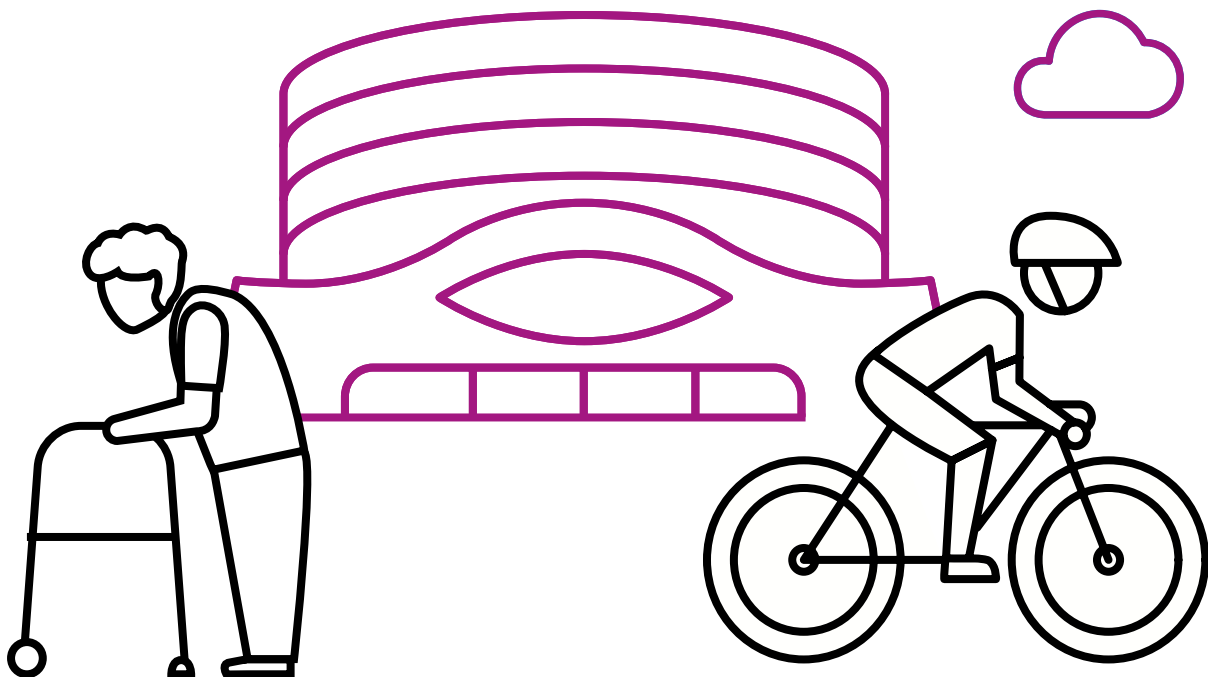
Due to limited funding and a need to co-ordinate and complement other projects, these schemes will be subject to a prioritisation process.

Discussions with stakeholders and feedback from consultation on the LCWIP have identified the following as the most important criteria to guide future investment:

- Road safety
- Lack of existing walking and cycling facilities
- Air quality
- High levels of cycling demand

There was also strong support for prioritising investment in the city centre.

Based on this feedback, the initial focus (0-3 years) will be on design and delivery of the Phase 1 and Phase 2 regional priority cycle routes and the development of plans for local cycling networks and core walking zones (including Birmingham city centre).



Integration

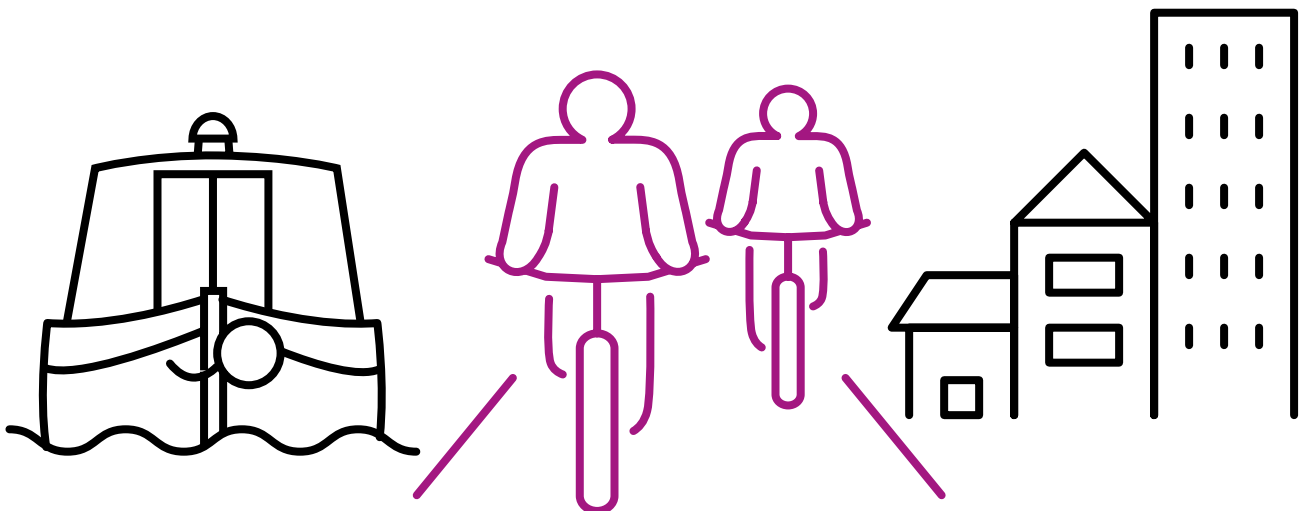
Some of the LCWIP schemes and interventions are already included within planning proposals, ward plans and area masterplans. The Regional Priority Routes are also being progressed as part of the West Midlands Combined Authority Transforming Cities Fund, alongside regional public transport projects.

Walking and cycling improvements will have a pivotal role in the emerging Birmingham Transport Plan.

Using the feedback from consultation, the LCWIP schemes will be developed in more detail. Funding will be sought to undertake audits and feasibility studies, followed by detailed design, based on the latest national and West Midlands guidance.

Future schemes will be delivered in partnership with a wide variety of organisations and individuals. Revenue funding will be essential in order to deliver supporting measures to enable and inspire walking and cycling. A future delivery programme based on the LCWIP themes will be progressed as part of the annual Transportation and Highways Capital Programme and Infrastructure Delivery Plan.

The adoption of the Birmingham Walking and Cycling Strategy, alongside the emerging Birmingham Transport Plan and new policies on air quality, public health and design, will enable much better integration and improve forward planning for walking and cycling initiatives and facilities both within the city, and the wider West Midlands region.





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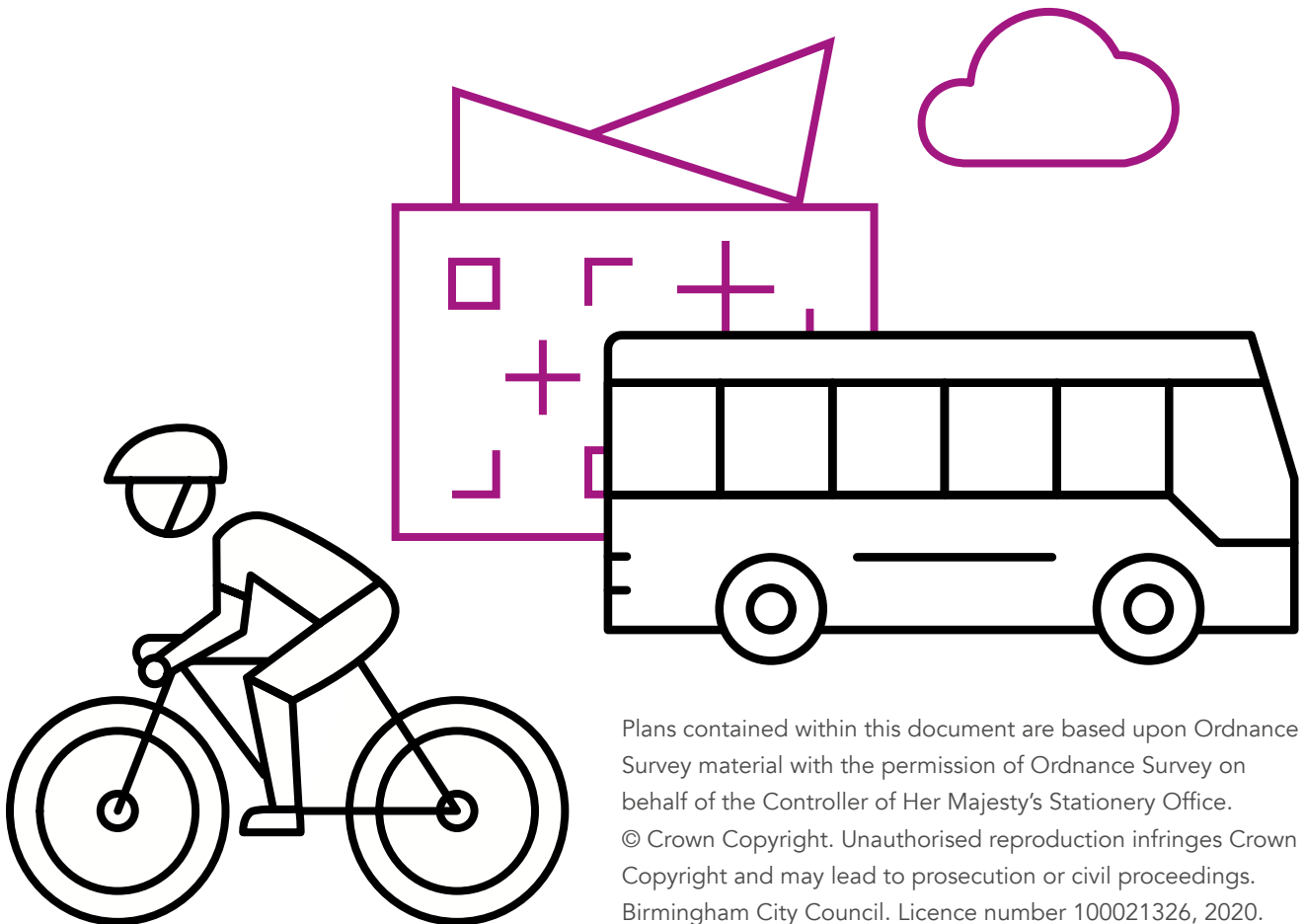
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