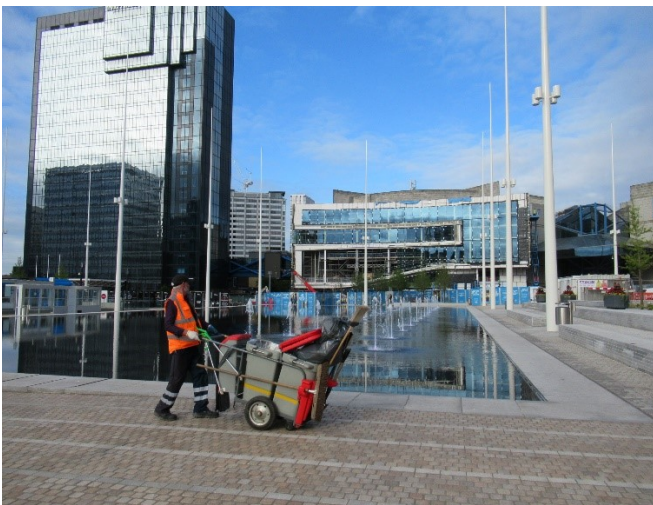


Birmingham Walking and Cycling Strategy

2020 Progress Report



Report version: Version 2 FINAL

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Background

In January 2020, Birmingham City Council adopted the Birmingham Walking and Cycling Strategy, incorporating the Local Cycling and Walking Infrastructure Plan. This was the culmination of several years' work in developing sustainable travel policies and delivering innovative walking and cycling projects including the Birmingham Cycle Revolution programme.

The Walking and Cycling Strategy set out a 10-year plan:

'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'

It included three overarching objectives; to enable, develop and inspire walking and cycling. Each objective was supported by a series of policies and actions, identified in discussion with a range of partners, who also play a key part in delivering these actions.

During 2020, the COVID-19 pandemic has impacted on all aspects of life in the city, including travel and recreation. However, support for active travel modes has continued, both for essential trips and local exercise, and additional provision has been made for social distancing and segregated cycling routes. Many partners have continued to enable and inspire walking and cycling through community networks and digital communications.

This Year 1 progress report updates on the actions from the Walking and Cycling Strategy; highlighting positive stories from the City Council and its partners in 2020; and looking forward to future developments.

Objective 1: enable walking and cycling

1. Training and Education: We will develop the confidence of people to walk and cycle.

1.1. Provide resources to schools on pedestrian training and road confidence.

Despite the partial closure of schools during 2020, Birmingham City Council, Transport for West Midlands (TfWM), The Active Wellbeing Society (TAWs), Living Streets, Sustrans and British Cycling have continued to engage with schools and provide resources.

Birmingham City Council promotes '[Modeshift STARS](#)' as the primary tool for school travel. This initiative, which includes travel surveys and accreditation, is now used across the West Midlands region. School restart in September 2020 included a back to school toolkit in partnership with Transport for West Midlands (TfWM). Core messages focussed on walking and cycling.

Modeshift STARS 5-minute 'Walking Bubbles'

In Autumn 2020, parents were asked to support 5-minute protective 'Walking Bubbles' around their children's school by pledging to walk, cycle or scoot whenever possible, reduce car use for school journeys and if they must drive, to park at least 5 minutes' walk from the school gates. Bubble maps were provided.

5-MINUTE WALKING BUBBLE
#StaySafeGetActive on your journey to school

#Stay Safe
Get Active

George Dixon Primary School

MODESHIFT STARS EDUCATION

Protect our children

If possible, walk, cycle or scoot to school

If you have to drive, park at least 5-minutes away

Supported by the Department for Transport

For more hints, tips and information please visit www.modeshiftstars.org/staysafegetactive
This 5-minute walking zone represents a distance of 400m measured as a straight line, based upon an average walking speed of 3-miles per hour

Birmingham currently has 262 schools registered for Modeshift STARS (this has increased from 247 in 2019) comprising: 203 primary schools (including nursery/infants), 43 secondary, 12 special and 4 other types of education setting. Key successes include:

- Communicating important school restart travel messages and promotion of resources, especially to 80 schools identified as high priority.
- Producing a specific risk assessment around pick up and drop off times, and the journey to and from school. Further guidance related to social distancing at the school gate.
- Tailoring messaging and support packages to schools experiencing issues with public transport or congestion at the school gate. Other bespoke messaging and offers of support have been given to schools near to the Active Travel Fund schemes, for example schools within low traffic neighbourhood areas.
- Supporting schools to develop travel plans, either by producing new ones or reviewing and updating existing ones.
- Trialling the Agilysis Active Streets Assessment Tool to identify and prioritise schools for possible physical infrastructure measures.
- Developing webinars for school staff including topics of road safety, clean air and using Modeshift STARS. Future topics will include 'Developing and delivering a travel plan' and 'Gaining accreditation' to add to the existing CPD programme and further promote Modeshift STARS.

By Spring 2020, TAWS had engaged with 6-7 schools through a cluster model including 4 involved in a clean air project in Kings Heath. 7 schools in East Birmingham and Solihull have been participating in a Young People's Hub (under 15s). Engagement includes assemblies and classroom work and supporting car-free school streets with school activities.

Living Streets have a national Walk to School Outreach project, funded for 2020/21 to provide locally based officers, including in Birmingham. Resources include a travel tracker (additional to Modeshift STARS). Data can be shared between partners if appropriate agreements in place. Between January and March 2020, 50 schools in Birmingham were signed up to the Walk once a Week ([WOW](#)) project and all were actively involved until lockdown came into force. From September to December 2020, 60 schools had signed up to WOW with 42 actively involved (some have said they will start at some point but are finding it difficult due to changes in routines due to the impact of COVID-19). More new schools are being recruited to start in 2021. All but 4 of the schools are also signed up to Modeshift STARS.

The Sustrans 'Big Pedal' event was cancelled in Spring 2020 due to COVID-19 but [Bike to School Week](#) took place in September 2020. During 2020, British Cycling staff worked with 7 schools in Birmingham and delivered 15 sessions of '[Ready, Set, Ride](#)' learn to ride – for a total of 723 pupils. They also delivered 11 sessions of '[Go Ride](#)' at primary schools - involving 617 pupils.

1.2. Support crossing patrols at high priority sites.

Birmingham City Council currently funds School Crossing Patrols at 110 locations. The Council will continue to fund the highest risk sites (Priority 1), including sites that are not equipped with pedestrian controlled signals.

1.3. Develop a training programme for community walk leaders.

TAWS can provide training for walk leaders in Local Delivery Pilot areas, although due to a transition of projects no walk leaders have been trained since March 2020. Sustrans have online walk leader training for staff and can provide face-to-face training for volunteers on specific funded projects. This can also be linked to walking audits.

In the past, Living Streets have trained volunteer walk leaders with corporate partners such as Phoenix Group in Wythall, but there has been a lack of funding to develop such projects in Birmingham. During 2021 this will be revisited as part of the Active Travel Fund '[Walking Works](#)' project. There may also be scope for Birmingham City Council's public health team to review community walks and walk leader training as part of wider work on active lifestyles.

1.4. 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.

TAWS deliver national standard cycle training at all levels and in different settings. 1,023 pupils received [Bikeability](#) training at schools during 2020 (delivered in two periods; from 13th January to 14th March; and 14th September to 18th December).

Although there has been a significant drop in child training due to COVID-19 disruption at schools, additional opportunities have been made available, including family sessions during the summer holiday and October half term, in partnership with Cycling UK community cycling clubs and British Cycling. 540 places were delivered in August and October 2020.

Cycling UK community cycling clubs have continued to lead rides and teach adults and children to cycle this year despite the restrictions. 'Go Ride' cycle sessions are offered by three of the clubs (Sara Park, Calthorpe Park and Yardley Wood) in partnership with British Cycling. Go Ride sessions have also provided a pathway from bike banks at Calthorpe Park.

British Cycling continue to organise 'Ready, Set, Ride' and 'Go Ride' sessions in Birmingham schools (see 1.1). 90 adult 'Ride Active' sessions took place during 2020, with 289 participants. In December, Go Ride sessions took place in partnership with the Cycling UK community cycling clubs, including cyclocross skills sessions and a led ride from Calthorpe Park along National Cycle Network Route 5 to Cannon Hill Park and back.

Go Ride at Blakesley Hall Primary School

British Cycling Community Coach Matt Blythe organised Go-Ride sessions with Year 6 at Blakesley Hall Primary School in Stechford. The aim is to teach to ride those that cannot yet do so and improve the skills and confidence of everyone taking part. There were 3 classes of 30 children in the year group, but the riders were grouped into 10 teams of 3.

Approximately 90% of the children are from ethnically diverse communities. There is a wide range of ability within the groups. In the first session one boy refused to carry on after his first attempt saying he couldn't do it. By the end of the session he was scooting along with a smile on his face.



Photo credit: British Cycling

1.5. Encourage community groups to lead walks and bike rides and organise training, maintenance and social activities

Community walking programmes have been particularly disrupted this year, due to limits on the size of social groups as well as participants' concerns – particularly the elderly and those identified as clinically extremely vulnerable. At the start of 2020, TAWS had around 20 community walks on weekdays, ranging in length, but mostly one-hour, gentle, low impact walks in local parks. Starting points included GP surgeries. Themed walks were also taking place based on nature trails and litter picking. Walks by individuals have continued to be encouraged and social media has been used successfully to promote these – for example, livestreaming of [sensory walks by TAWS](#) and the [Black Heritage Walks Network](#).

Birmingham Ramblers were planning to start a series of short morning walks (3-4 miles) in July 2020 (through to November 2020) in Birmingham Parks and Greenways, including a monthly Saturday walk and a fortnightly Thursday walk.

Bike rides, training and maintenance have continued, in line with restrictions.

Cycling UK supports 21 active community cycling clubs in Birmingham. Early on in lockdown, clubs were asked to encourage their members to cycle in pairs. Later, they were able to lead rides following the rule of 6 and teach people to cycle with up to 4 in a group. Measures were put in place to keep club members safe, for example anti-bacterial wipes and hand gel, wiping down of bikes, no sharing of helmets and hi vis vests.

2020 community cycling activities in numbers

British Cycling

- *Club support sessions = 6 sessions, 164 participants*
- *Ride Active adult learn to ride = 51 sessions, 101 participants*
- *Ride participants = 270 (Breeze rides), 462 (guided rides) and 571 (Ride Social)*
- *Volunteers trained = 23 (Ride Leader Training: 13 Guided Rides, 10 Breeze) and 4 (British Cycling Level 1 coaching course),*



Photo credit: Cycling UK

Cycling UK

- *Number of active Community Cycle Clubs = 21*
- *Sessions Delivered = 336*
- *Number of Overall attendances = 1784*
- *Unique attendees = 489*
- *Contact Hours = 3507 hours*
- *Volunteers trained = 11 (Ride Leader training)*
- *Number of Volunteering Hours = 620.5*
- *Demographics: 64% attendees from top 3 deciles of deprivation; 42% male, 50% female (8% didn't identify as either); Ethnicity = 20% White, 40% Asian/Asian British*
- *Big Bike Revival centres = 18*
- *Big Bike Revival – No. of pop up Dr Bike events = 98 (over 1,500 people reached and over 300 bikes fixed)*



Photo credit: Cycling UK

The community cycling clubs will carry on with led rides and teaching in 2021. Cycling UK plans further training: Ride Leader, First Aid, Basic Bike Maintenance and Route Planning.

Sustrans had fewer activities this year. Since July, the South Birmingham National Cycle Network volunteers have taken part in an activity about once a month. These are usually signage rides; checking on the condition of signs, cleaning them and fixing any issues. There have not been any led walks or rides and no specific training (except with a Network Planning App which the volunteers attended). There is currently no activity by North Birmingham volunteers, although there are plans in place for 2021. British Cycling organised rides were discontinued in April 2020 and restarted in July. Rides were also limited in November and December. There has been some engagement with new community initiatives including EBikeBum and Sports Key.

1.6. Encourage businesses to organise and support local walks and bike rides

Although the pandemic has severely limited the opportunities for walking and cycling activities at workplaces, Birmingham City Council and Transport for West Midlands have engaged with new businesses and continued to work closely with the Birmingham Business Improvement Districts. There has been a specific focus on the city centre - linked to the introduction of the Clean Air Zone. Three businesses have achieved the bronze [Modeshift STARS](#) award.

In addition, businesses near Active Travel Fund schemes were referred to partners such as Cycling UK and British Cycling for activities such as 'Dr Bike' checks, Go Ride sessions and staff support webinars (to promote and support active travel). A Birmingham 'Cycling Works' network is being set up by local businesses and a website is under development.

Living Streets have previously supported businesses such as the Phoenix Group to lead local walks and can provide walk 'doctors' (advisors) for businesses, subject to funding. This will be revisited with the West Midlands Combined Authority in 2021.

1.7. Offer walking and cycling activities on prescription for people with health conditions (mental and physical)

Birmingham City Council is currently mobilising for a walking and cycling social prescribing project to start in February 2020, using £50,000 from the Active Travel Fund (supporting measures). This will be offered in targeted wards and is overseen by the 'Creating a Physically Active City Forum'. British Cycling have trained 4 'activator' volunteers. Although they were unable to deliver the programme in 2020, they plan to recommence early in 2021.

1.8. 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.

'Be aware and share'

The low volumes of traffic in Spring 2020 led to concerns about increases in vehicle speeds and poor driver behaviour. In Summer 2020 Transport for West Midlands and local authorities launched a [road safety campaign](#) with messages: 'be aware and share' and 'when you drive, give at least 1.5'. Funded as part of Active Travel Fund Tranche 1, these messages will continue to be promoted by the Regional Road Safety Partnership during Active Travel Fund Tranche 2.



In terms of policing, emergency COVID-19 related activities have taken priority in 2020. However, some of the local policing units were able to support education and enforcement around [Car Free School Streets](#). Birmingham City Council has continued to provide educational materials in relation to [20mph](#) and the [Keep Clear](#) (school parking) campaign and to support the [National Police Chiefs' Council](#) campaigns with messaging and social media, particularly around [Road Safety Week](#) (November 2020) and speeding campaigns.

Birmingham City Council, alongside West Midlands Police and West Midlands Fire Service, continues to deliver the partnership speed monitoring initiative through compiling hotspot reports, data analysis, speed indicator device installation and referral for potential enforcement/safety scheme. The City Council is part of the [West Midlands Regional Road Safety Strategic Group](#) which was established in July 2020 to help progress the commitments set out in the Regional Road Safety Action Plan.

2. Access to Bikes: We will improve access to good quality bikes

2.1. Offer free bikes (with training and support) through the successful Big Birmingham Bikes initiative.

Early in 2020, TAWS were planning a new phase of Big Birmingham Bikes in targeted areas. However, the emphasis switched to [offering bikes to key workers](#) during COVID-19. 118 Bikes were given away by TAWS in 2020 (including 56 to key workers). The original Big Birmingham Bikes and neighbourhood hubs continue to be used by Cycling UK community clubs (see 1.5). The Birmingham Bike Bank pilot was delivered by TAWS in partnership with British Cycling and HSBC (see 2.4).

The [Active Travel Fund](#) (ATF) Tranche 2 includes £250,000 for around 600 further Big Birmingham Bikes. Aligning with a number of the ATF infrastructure schemes, and the expansion of the GP social prescribing pilot across Birmingham and the Black Country, this will also prioritise 10 of the most deprived wards in the city as part of a partnership project with the Birmingham Public Health team and Bloomberg Philanthropies to promote more active lifestyles.

2.2. Expand opportunities for loans of adapted cycles, tandems and e-bikes (with training and support).

Park Ride and Midland Mencap

With funding from the Active Travel Fund (Tranche 1), Midland Mencap offered adapted cycle try outs around the West Midlands. This was in addition to the existing Park Ride scheme at [Sutton Park](#) and 2019 Neighbourhood Network Scheme (Ageing Better in Birmingham) pilot at Woodgate Valley Country Park.

The 'Summer Extravaganza' included opportunities for people to ride in parks and along the A38 cycle route. [Park Ride](#) continues to support local families - providing half-term sessions in October 2020 at Edgbaston Reservoir, Cannon Hill Park and Pype Hayes Park.



A working partnership has been established between Cycling Projects, an accessible cycling charity, and Sustrans.

In December 2020, Birmingham City Council applied for e-cycle extension funding from the Department for Transport to purchase e-bikes for the following projects:

- Midland Mencap – adding e-cycles to their adapted bike provision (see above)
- The Active Wellbeing Society (TAWS) – cycling on prescription
- E-Bike Brum – accessing hard to reach communities
- West Midlands Cycle Hire scheme – to increase availability of e-cycles in Birmingham

The funding announcement is expected at the beginning of February 2021 and funding must be committed by the end of March 2021.

2.3. Promote bike hire; for residents (at Wellbeing Centres and community cycling hubs); for visitors (West Midlands bike share project and Brompton Bike Hire).

TfWM continues to work with [Brompton bike hire](#) in the city centre. An increase in use was reported in the summer of 2020 as the bicycles were utilised to support key workers, with free longer-term hire.

Big Birmingham Bike daily loans are normally offered at Handsworth, Nechells and Shard End Wellbeing Centres, although recent figures are not available.

West Midlands Cycle Hire

The West Midlands Combined Authority announced in December 2020 that it would start the roll out of West Midlands Cycle Hire, with an initial trial from February 2021 of 25 bikes in Sutton Coldfield and a launch across Birmingham later in 2021.

As the scheme is rolled out, the plan is to provide 800 bikes in Birmingham (including 80 e-bikes from July 2021) at approximately 83 docked locations. Bikes will be built in Stratford-upon-Avon and will be fully integrated with the Swift payment mechanism.



Image credit: TfWM

2.4. Provide bike loans for children and young people through community Bike Banks.

A one-year bike bank trial ended in Spring 2020. The partnership of HSBC, British Cycling and TAWS enabled the loan of 300 bikes, including 150 in 2020. Loan bikes were available to those aged 15 and below, with a limit of two per household.

2.5. Encourage pool bike provision (including e-bikes), bike loans and salary sacrifice purchase schemes at work places.

West Midlands Cycle Hire

The University of Birmingham actively encourages staff and students to cycle to work and study. Members of the university community choose cycling in no small part because of outstanding facilities on site: over 1,800 cycle parking spaces, 50+ showers, pumps and repairs stands, and (until March 2020) a bike repair business offering full services and free bike checks from the heart of the campus.

Staff can access the cycle-to-work scheme and see if they like cycling to work with a free loan bike. Students can hire one of 31 hybrid bikes for a term or academic year or buy a second-hand bike at a start-of-year auction. Departments can borrow a folding Brompton bike for staff business travel.

There is an active bike user group, which champions cycling on campus. For national awareness days, a Bikeability instructor leads cycle training and social rides for all.

Despite the difficulties of 2020, the University organised a second-hand bike sale and D-lock giveaway in September for students, launched a new Cycle to Work scheme for staff and provided loan bikes (fourteen staff members have given cycling to work a go since the campus reopened post lockdown). A survey also took place of over 400 members of staff to learn how COVID-19 had affected travel behaviour. Maintaining the sustainable travel message through the pandemic has been key.



Photo credit: University of Birmingham

2.6. Signpost bike recycling projects

There are already several local businesses that recondition old bikes, although further work is needed to signpost these. There are also charities that collect old bikes such as the [Bike Project](#), established in Balsall Heath in 2019, which provides recycled bikes for refugees.

In addition, the Cycling UK [Big Bike Revival](#) funded a huge range of community events in Autumn 2020 to recycle old bikes and revive underused bikes. 19 Big Bike Revival centres provided 98 pop-up Dr Bike events, reaching over 1,500 people and fixing over 300 bikes. Dr Bike sessions were run at hospitals, neighbourhood shops and in local parks. Many more are planned for 2021.

Big Bike Revival in the news

Vanessa Morris of Cycling UK and Mick Stanford from Cannon Hill Cycling Club were interviewed on 6th May 2020 by Giles Latcham for BBC Midlands Today.

Cycling UK have published case studies of the benefits to individuals such as [Julie in Walsall](#) and [Tracy in Birmingham](#).



Earlier in the year (April to August 2020), Cycling UK ran the Big Bike Revival for keyworkers engaging local businesses and clubs: Gear Up, Cycle Chain, Trikes and Bikes, Ladywood New Roots CCC, Cannon Hill CC, Civic Square and Venture Bikes. They serviced bikes for keyworkers at hospitals and Big Bike Revival centres. In addition, New Roots and Cannon Hill were able to refurbish donated bikes (including some from West Midlands Police) and give them out to keyworkers.

2.7. Review 'micro mobility' (small, electrically powered machines) and e-cargo options.

E-Scooter hire trial

A West Midlands one-year trial of public e-scooter hire was launched in September 2020 in Birmingham City Centre.

A commercial operator, VOI, was appointed by the West Midlands Combined Authority and the trial started with 200 e-scooters. The trial is fully supported by the DfT as part of wider testing of this mode.

However, outside of such pilot schemes, the use of e-scooters and other similar types of micromobility remains illegal. TfWM and Birmingham City Council will be monitoring the trial.

The e-scooter hire scheme is operated through an app-based service. Users must be over the age of 18 and must hold a provisional or full driving licence. E-scooters can currently be parked at virtual hubs or safely on the footways, and at the end of each day vehicles are tracked and returned to these hubs by VOI.

All vehicles are GPS tracked and geo-fencing technology enables speed limits to be managed, allowing maximum speeds of 12.5mph but restricting these in some areas (such as pedestrianised spaces where speeds are 5mph). The 'VOI 4 Heroes' scheme offers free rides to NHS and emergency service staff, the 'VOI 4 All' scheme offers 75% discount to people from low income backgrounds and 'VOI 4 students' offers 20% off monthly and daily passes.

The trials have generated a lot of interest and rapid uptake - with over 50,000 rides from September to December 2020, and an increase in vehicles to 600 by end of 2020.

More than half of all users are repeat customers. The average journey time per ride is 20 minutes, and average ride distance is 2km.

Phase 2 was launched in December 2020, extending the trial area north towards Perry Barr, west towards the City Hospital and south to Selly Oak, the QE Hospital and University of Birmingham.

[Consultation](#) started in November 2020, and continues until May 2021, for experimental Traffic Regulation Orders - to convert 'cycle tracks' to 'cycle lanes' and amend various 'pedestrian zones' and bus only roads to allow use by e-scooters.



E-cargo bike pilot

In May 2020, Birmingham City Council secured £58,000 in Department for Transport funding to run an [e-cargo bike pilot](#) in the city. The funding has enabled the purchase of 13 e-cargo bikes and 7 e-cargo trikes from Raleigh. In [December 2020](#), TAWS received an early allocation of two bikes and two trikes (to support the delivery of food in the community over the festive period).



3. Personal safety: We will create a safe and welcoming environment for walking and cycling

3.1. 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'

During 2020, West Midlands Police actively recruited local volunteers to new areas to add to the existing 80 [Street Watch](#) groups in Birmingham. The Street Watch programme has been running successfully for some years and, similar to Neighbourhood Watch, involves members of the public volunteering to support Police with community observations. Street Watch members also take part at least once a month in street patrols with the local policing team (each Street Watch group has a dedicated PCSO) as well as Community Speed Watch events, litter picks etc. Street Watch patrols were suspended during periods of national lockdown. Sustrans officers took part in two walks with PCSOs in Castle Vale in Autumn 2020 as a part of the low traffic neighbourhood work.

The [Safer Travel Partnership](#) continues to provide specialised support for journeys by public transport. The team includes officers from West Midlands Police, British Transport Police officers and Transport for West Midlands. In August 2020, the Partnership published a one year Safer Travel Plan which included a [pledge](#) to provide four extra special constables.

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

4.1. Obtain national and regional funding and identify local, long-term sources of both revenue and capital funding.

Each year, Birmingham City Council publishes a forward plan for future investment in transport. On 11 February 2020, Cabinet approved the [Annual Programme Update to the Transport and Highways Capital Programme](#) (total estimated capital cost of £256m). This included approval of the allocation of 2020/21 integrated Transport Block funding and set out different sources of funding, including developer funding and Local Growth Funds from Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP). A number of walking and cycling projects (design and/ or delivery) are now being funded through the Transforming Cities Fund co-ordinated by the West Midlands Combined Authority.

In May 2020, the Government announced additional (capital and revenue) funding to protect and increase transport services, level up infrastructure and regenerate local economies after the coronavirus outbreak. This included funds; for local authorities to create pop up and permanent cycle lanes and reallocate road space; for people to get bikes repaired; for provision of 1,180 cycle parking spaces at 30 railway stations across England. The West Midlands Combined Authority was awarded £3,850,997 from the [Active Travel Fund](#) Tranche 1 (to be spent in Summer 2020) and £13,097,650 in Tranche 2 (schemes to be delivered by end of March 2022). This followed a regional joint application process in partnership with the seven constituent local authorities.

Further walking and cycling funds are expected as part of the Department for Transport settlement for 2021-22 financial year, based on £257m announced in the budget in November 2020.

Additional funds were provided towards social distancing highway measures and economic support in local high streets, using the European Regional Development Fund. Birmingham City Council was awarded £1,016,937 from the 'Reopening High Streets Safely Fund' in May 2020.

The City Council was also successful in being awarded small grants such as the Department for Transport e-cargo bike fund.

4.2. Request developer contributions and seek business sponsorship.

Planning officers continue to request walking and cycling improvements as part of new developments; both on-site, to be provided by developers; and off-site, using section 278 and section 106 agreements.

Objective 2: develop a great city for walking and cycling

5. Walking and Cycling Infrastructure: We will design, develop and promote places to walk and cycle that are safe, convenient, comfortable, direct and coherent.

5.1. Audit existing infrastructure to identify improvements including; removal of barriers; widening; lighting; wayfinding; new crossings; and changes to waiting and 'clearance' times at crossings.

As part of the development of the West Midlands and Birmingham Local Cycling and Walking Infrastructure Plans, a series of infrastructure audits were undertaken. In addition, Sustrans undertook a comprehensive audit of the entire 16,575 miles of the National Cycle Network (NCN) which led to the publication in 2018 of the [Paths for Everyone](#) report. This identified 50 activation projects to help upgrade the network, including two on NCN Route 5 in Birmingham; at Longbridge and Edgbaston. In March 2020, Sustrans launched a [fundraising appeal](#) to help remove barriers on the NCN. Sustrans has also completed master planning for the NCN during 2020 and is now focusing on concept plans for areas of focus. These will start to become available in 2021.

Walking Audits

Living Streets and Sustrans provide a range of resources to assist with street audits. Living Streets are working with University College London to develop a 'walkability' tool. The City Council has also been using the Government's [Walking Route Audit Tool](#) for walking audits of the Core Walking Zones identified in the Birmingham Local Cycling and Walking Infrastructure Plan (LCWIP). All audits will be used to inform future projects and funding applications and support the [Urban Centres Framework](#) and Future High Streets programme.

The pandemic has delayed plans for bimonthly walking audits, but the following areas have been reviewed:

- Sutton Coldfield, July 2018.
- Icknield – audit undertaken as part of West Midlands LCWIP in August 2018 and further audits and detailed Options Appraisal by Birmingham City Council in 2020.
- Castle Vale and Fort Dunlop (Tyburn), [audit report](#) published by Sustrans, July 2019.
- Erdington, January 2020.
- Stechford, October 2020.



West Midlands Stations Alliance is developing a series of prospectuses for every station on the network. The [‘stations as places’ programme](#) includes an audit of facilities and access to station. Prospectuses are currently available for Longbridge, Kings Norton, Selly Oak and University stations in Birmingham.

5.2. Extend 20mph limits across the city and reduce other speed limits where appropriate.

The reduction in speeds remains a priority for Birmingham and 2020 saw the completion of a number of speed surveys in order to evaluate the 20mph pilot scheme. The full results will be shared later in 2021. A letter was submitted to the [Secretary of State for Transport](#) in May 2020, asking for central Government to support the introduction of a 20mph default speed limit. (There were widespread concerns by various partners including NHS doctors about the increase in traffic speeds during lockdown, and a [‘Lower the Baseline’](#) campaign in April 2020).

The theme of ‘No need to speed’ in this year’s [‘National Road Safety Week’](#) (November 2020) was therefore particularly pertinent. Birmingham City Council’s own [‘Slower is Safer’](#) campaign was also promoted as part of this. In advance of Road Safety Week, all school staff in Birmingham were invited to attend a special road safety webinar. This gave information on existing support and resources available, plus further guidance and information on the issue of speeding.

Further 20mph schemes are to be included in capital programme requests in 2021. In order to prioritise suggestions for infrastructure measures, assessment tools are being reviewed.

Temporary speed limit reduction, Bristol Road

Speed limits on the A38 Bristol Road were temporarily reduced in September 2020 as part of the Active Travel Fund scheme (20mph in Selly Oak local centre and 30mph in Bournville).



5.3. Develop low traffic neighbourhoods and car-free school streets, through filtered permeability, parking management and streetscape improvements.

Low traffic neighbourhoods

Living Streets defines low traffic neighbourhoods as, ‘groups of residential streets, bordered by main or “distributor” roads, where “through” motor vehicle traffic is discouraged or removed’.

At the start of 2020, low traffic neighbourhoods in Birmingham were at a very early stage, with a small-scale 5-day pilot in Castle Vale (March 2020) as part of the Sustrans ‘Age-Friendly Tyburn’

project. However, the [Emergency Birmingham Transport Plan](#) and the [Active Travel Fund](#) led to fast-tracking of a [‘Places for People’](#) programme and city centre traffic segments. Consultants from Phil Jones Associates, Pell Fischmann and Urban Movement helped to map the city into local neighbourhoods which were used as a basis for identifying trial areas. Local communities were closely involved, with comments invited at online meetings and via a bespoke [website](#). Sustrans supported Birmingham City Council with local discussions and the design of ‘modal filters’ to restrict through traffic.

Evaluation of the initial schemes is underway, alongside development of future schemes to be delivered with Tranche 2 of the Active Travel Fund.

TAWS continues to offer [‘Active Streets’](#) packages, which enable one-day road closures of local roads linked to community activities.

Places for People

Two low traffic neighbourhood pilots in Kings Heath and Lozells were delivered alongside some early demonstration measure to address traffic problems in Bournville, Castle Vale and Moseley. Schemes are being delivered on a temporary trial basis initially, with potential for them to be made more permanent in future along with other measures in these areas.



City Centre Segments

This initiative divided the city centre into several segments or zones, with each area still accessible from the A4540 Middleway (ring road), but with temporary restrictions on movement from one segment to another in a private vehicle. Walking, cycling and public transport access was retained.



Photo credit: Sustrans

Car-free school streets

The [Car Free School Streets](#) initiative enables roads outside schools to be closed to traffic at the start and end of the school day. An initial pilot with 6 schools was launched in September 2019, and this was expanded to include an additional 6 schools from September 2020.

An evaluation of Phase 1 schools took place after 6 months. Car Free School Streets. At least 5 of the Phase 1 schools will be made permanent from Easter 2021. In June 2020, [Sustrans received Road Safety Trust funds](#) to support Birmingham City Council and undertake research on car-free school streets in the city. Living Streets have also supported the pilot schools.

5.4. 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 and high levels of cycling and/or walking demand (existing and potential).

Due to limitations on staffing and financial resources, and the need to co-ordinate with, and complement, other projects, all infrastructure schemes are subject to prioritisation.

The LCWIP consultation identified four key criteria:

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

An additional priority that became evident in Spring 2020 was the need to reallocate road and pavement space to enable safer social distancing due to COVID-19.

Social distancing for pedestrians

During the COVID-19 lockdown period in Spring 2020, individuals, councillors and members of campaign groups (including Living Streets and Cycling UK) asked the City Council to consider temporary changes to road layouts to increase space; to enable safe social distancing, encourage active travel by key workers and support daily exercise by the wider population.

An officer working group was set up to investigate. Councillors, local engineers, Birmingham Control Centre, TfWM and Business Improvement Districts were contacted to identify locations with concerns about insufficient space:

- *for safe social distancing for walking and cycling*
- *for safe social distancing for outdoor queues*
- *for segregation between vulnerable users and motor vehicles*

After assessment, two High Streets were prioritised: Kings Heath and Erdington. Local engineers drew up schemes, including reallocation of on-street car parking spaces to pedestrian space. Temporary barriers, kerb markings and signs were installed in May 2020. These measures are still in place.

Further schemes were introduced in June, on Ladypool Road, Sutton Coldfield, Acocks Green and the city centre. In July, the Reopening High Streets Safely Fund became

available and all local centres were assessed or re-assessed. Social distancing markings were introduced at a further 15 local centres (Soho Road, Northfield, Shard End, Aston, Meadway, Cotteridge, Longbridge, Harborne, Small Heath/Coventry Road, Bordesley Green, Sparkhill, Selly Oak, Perry Barr, Stechford and Alum Rock).

In a small number of these centres, suspension of parking spaces allowed widening of footways. Pavement widening in Moseley and Stirchley was introduced as part of the Active Travel Fund.



Prioritising Road Safety

Roads with at least nine collisions per kilometre over a three-year period, particularly those with large numbers of pedestrian and cycle casualties, are prioritised for investigation for local safety schemes. In 2020 the following roads were identified for further appraisal of options:

- A5127 Gravelly Hill and Gravelly Hill North in the Gravelly Hill ward
- Bunbury Road in Northfield and Bournville and Cotteridge wards.
- Eachelhurst Road in the Pype Hayes and Sutton Walmley & Minworth wards
- Foxton Road and Ward End Park Road, in Alum Rock ward
- Heath Way in the Bromford and Hodge Hill and Shard End wards
- Rednal Road in the Longbridge and West Heath, Kings Norton North and Kings Norton South wards
- Sarehole Road in the Hall Green North ward.

The Safer Routes to School programme provides funding (up to approximately £100,000) for large schemes as well as minor measures (up to approximately £20,000), with the overall aims of improving the safety of the highway and the quality of walking and cycling routes around schools.

The Safer Routes to School programme now offers a suite of capital measures under the banner of [School Streets](#) which is being used to develop further phases of [Car Free School Streets](#). In light of the COVID-19 outbreak, this programme is also considering measures to increase safe space for social distancing in the vicinity of the school gates.

In order to prioritise schools, the following criteria are considered:

- [Active Streets Assessment tool](#) (road traffic collisions, speed data and traffic flow).

- Size of the local school population
- Participation in Modeshift STARS initiatives including completion of school travel survey
- Highway measures identified in the school travel plan

Safer Routes to School schemes under development during 2020 ranged from parking restrictions to 20mph limits to pedestrian crossing improvements and school warning lights and signs. Some schools have also purchased road safety resources using grants of up to £1,000 from the [Young Active Travel Trust](#).

The Department for Transport’s Cycle Safety Fund (together with developer funding and Sustrans NCN Activation Fund) is being used to upgrade the crossing facilities for pedestrians and cyclists at the Pershore Road/ Priory Road junction in Edgbaston, and to provide a high-quality segregated cycle track between Bristol Road and Cannon Hill Park. Design work continued during 2020 and it is hoped to construct during 2021.

Prioritising locations that lack existing walking and cycling facilities

The West Midlands and Birmingham LCWIPs identified considerable potential for extension of the regional and local cycling networks to complete gaps in existing facilities. Regional cycle routes were phased in order to complement upgrades on key public transport corridors, such as the Sprint bus rapid transit programme.

The Transforming Cities Fund is also being used to develop and deliver a number of cycling and walking schemes, including some of the regional cycle routes (A34, A45), Icknield Core Walking Zone and smaller-scale Better Streets projects identified by individuals and community groups.

Pop-up cycle lanes

The Active Travel Fund enabled sections of proposed regional cycle routes (or missing links in the network) to be brought forward during 2020 as ‘pop-up cycle lanes’.

Regional Cycle Route (WM and Birmingham LCWIP)

A45 Birmingham to Solihull

ATF pop-up cycle lane

Between city centre and Small Heath



Regional Cycle Route (WM and Birmingham LCWIP)
City Centre A38-A34 connection

ATF pop-up cycle lane

Minor improvements to connect Digbeth to New Street Station, Moor Street Queensway, Dale End and Aston



Regional Cycle Route (WM and Birmingham LCWIP)
A47, A38, B4148 Fort Parkway to Langley/ Walmley –

ATF pop-up cycle lane

Between city centre and Saltley. Further signing and spur towards Walmley are proposed in Tranche 2



Regional Cycle Route (WM and Birmingham LCWIP)
Birmingham East Side

ATF pop-up cycle lane

Bradford Street



Regional Cycle Route (WM and Birmingham LCWIP)

A38 extension from Selly Oak to Longbridge

ATF pop-up cycle lane

Selly Oak local centre



Regional Cycle Route (WM and Birmingham LCWIP)

A38 extension from Selly Oak to Longbridge

ATF pop-up cycle lane

Bus/ cycle lanes between Selly Oak and Northfield



Prioritising areas with poor air quality

Although the introduction of the Clean Air Zone was delayed due to COVID-19, the city centre remains a priority for measures to improve air quality through reduction both in traffic volumes and the number of polluting vehicles.

The introduction of the city centre segments (Active Travel Fund) has helped to reduce traffic impacts on many streets and provided safer and less polluted routes for walking and cycling. Further measures to support bus priority are planned as part of the [Clean Air Zone](#) which is now scheduled to commence in June 2021.

Prioritising areas with high levels of cycling demand

The [propensity to cycle tool](#), Strava data and existing automatic cycle counters enable analysis of areas of the city with greatest demand for cycling, now and in the future. Generally, the highest

cycling demand is from residents in south Birmingham (Harborne, Edgbaston, Cotteridge, Bournville, Kings Heath and Moseley) and the most popular routes are those between south Birmingham and the city centre. Green routes and canal towpaths are also proving popular, for both leisure activities and local journeys.

In order to maximise potential for cycling, future infrastructure needs to connect with, and extend, high quality routes that are already popular. During 2021, more signing is proposed and various 'spurs' and route extensions are under investigation to enable existing routes to extend to other key destinations. For example, construction is underway and planned for a northern extension of the A34 blue cycle route to Perry Barr railway station and shopping centre, as well as a spur from the A38 blue cycle route to Edgbaston Stadium and Cannon Hill Park.

5.5. 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.

New local, national and international design resources for walking were published in 2020:

- [Planning for Walking Toolkit](#) – Transport for London, March 2020
- [Designing streets for kids](#) – NACTO, August 2020
- [Birmingham Design Guide](#) – Birmingham City Council, draft published in November 2020 for consultation until 5 February 2021

These complement existing tools such as [European best practice guides](#), the [Walking Route Audit Tool](#) (Department for Transport) and [Healthy Streets](#) indicators (Transport for London). Birmingham City Council's public health team are also updating the Healthy City Planning Toolkit. Living Streets are working with University College London to develop a 'walkability' tool.

Walking improvements and accessibility schemes during 2020 have ranged from temporary footway widening (see 5.4) to major public realm schemes in the city centre. There has been a doubling in the number of car-free school streets (see 5.3) and the first low traffic neighbourhoods are being trialled (see 5.3).

Chamberlain Square, Paradise

A refurbished Chamberlain Square re-opened to the public during 2020 and Phase 1 of the [Paradise](#) development was completed. This is a key pedestrian link and gathering space within the city centre, providing attractive space for outdoor events, socialising and business activities.

Planning applications have been submitted for further buildings and construction continues around the site.



Designs are underway for new public spaces in the [City Centre](#), [Southside](#) and Curzon. New 'parklets' were created in the city centre during the summer, and Chamberlain Square at Paradise was reopened. Construction started on major projects (incorporating various pedestrian improvements) in the [Snow Hill](#) and [Perry Barr](#) areas and continued in [Selly Oak](#) and [Stechford](#).

Parklets

2020 saw the trial of 'parklets' within the city centre, created by turning on-street parking spaces into outdoor seating areas for hospitality.

Each parklet has capacity for up to 20 people, includes seating and tables and is designed to be accessible for wheelchair users. Other footway widening took place around the city centre to enable safe social distancing for outdoor queueing and to help pedestrians pass safely.



Accessible walking routes and attractive open spaces are key elements in new housing developments. Birmingham Municipal Housing Trust is now the largest housebuilder in the region, building approximately 400 homes a year. Major schemes are underway in Shard End, Kings Norton, Meadway and Bromford, with plans in progress in Bartley Green and Druids Heath.

Major schemes include provision of public open space, and research is currently being undertaken on ways of integrating urban green space and parks to better serve local communities, as part of the [Future Parks Accelerator project: Naturally Birmingham](#).

- 5.6. 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 be provided for engineers, planners, Councillors and stakeholders

The publication of [Local Transport Note 1/20 Cycle Infrastructure Design](#) by the Department for Transport in July 2020 was a major step forward in design standards and this was reinforced in [Gear Change](#), the Government's new vision for cycling and walking. Both documents set an expectation of higher quality design, for all highway and government funded projects. This will be overseen by a new national body, Active Travel England, to be set up in 2021.

TfWM is now seeking to update the West Midlands Cycle Design Guidance to align with LTN 1/20, and to work with local authorities to provide further training.

Sustrans have also developed LTN 1/20 design training, provided a [summary](#) of design resources and set out specific [design principles for NCN routes](#).

In Birmingham, high quality two-way segregated cycle tracks are in design for Priory Road and Edgbaston Road, and under construction on the A34 (Perry Barr highway improvements).

Green routes continue to be upgraded wherever possible, using path specifications developed during the Birmingham Cycle Revolution programme (see 5.8) by Birmingham City Council's Landscape Practice Group.

Pop-up cycle lane design

The rapid delivery required for Active Travel Fund schemes meant that innovative designs were developed for the pop-up cycle lanes – including trials of the following elements:

- *Light segregated on-carriageway cycle lanes (two-way, one-way with-flow and one-way contra-flow) - using vertical wands as segregation between cycles and motor traffic.*
- *Bus stop buildouts – enabling passengers to step across the pop-up cycle lane.*
- *Floating car parking – providing car parking on the outside of a cycle lane.*
- *Priority across side road junctions - using blue surfacing.*

Feedback from the Birmingham cycle stakeholders' scheme advisory group and other partners was invaluable, both in developing these designs and testing the schemes.

Longer timescales for Active Travel Fund Tranche 2 schemes should enable the pop-up cycle lanes to be enhanced further in 2021 – including signing and crossing improvements.



5.7. Provide clear and consistent wayfinding and direction signs between key destinations and investigate use of digital technologies to assist blind and partially sighted people.

Progress on wayfinding, direction signing, and digital technologies has been limited during 2020. However, there are still plans to provide direction signs on green routes and along the A34 and A38 cycle routes. On pop-up cycle lanes, it is hoped to provide signs as surface markings, as part of the Active Travel Fund Tranche 2.

TfWM are looking at a pilot for 'West Midlands Cycle' direction signs in Wolverhampton. Sustrans used a temporary wayfinding project as part of Age Friendly Tyburn and have been auditing NCN signs with the help of volunteers including a Millennium Milepost project – which looks to refresh and potentially repaint these signs.

Interconnect pedestrian totems are being considered as part of new projects in the city centre.

5.8. Review and improve existing recreational facilities including parks, green spaces and rights of way, and consider viability and need for purpose-built facilities

Edgbaston Reservoir

Path upgrades were finished in March 2020 with tar, spray and chip surface dressing added in August. A second phase, including extra surfacing along the dam, signage and fencing, will take place in Spring/ Summer 2021. Works have been funded from developer contributions.



Highfields Recreation Ground, Quinton

A large Multi-Use Games Area was completed in Spring 2020. Further works (improvements to play area, outdoor gym equipment, planting and seating) are planned for Spring 2021.



Bourn Brook Walkway Harborne Lane Link

The new metal bridge over the Bourn Brook has created a more accessible link between Harborne Lane and Bourn Brook Walkway. Construction was completed in March 2020, just a week before the first lockdown. Tar, spray and chip surface dressing was completed in July. Funded from the Birmingham Cycle Revolution programme.

River Cole Trail

In December 2020, Warwickshire Wildlife Trust's [Love Your River Cole](#) project became one of the first environmental projects to be awarded a grant (£705,000) from the government's [Green Recovery Challenge Fund](#). Between January 2021 and March 2022, the project will deliver a range of environmental improvements including creation or restoration of 2km of footpaths, trails and boardwalks to improve public access at key locations including Glebe Farm Recreation Ground in Birmingham.

Tame Valley, Bromford

The Environment Agency are currently constructing a flood bund with cycle path from the junction of Bromford Road and Bromford Drive through an existing public open space to the Chester Road. It is due to be completed in the late spring / early summer of 2021. Birmingham City Council's Landscape Practice Group will be completing the planting element during 2021.

Woodgate Valley Country Park

This project includes widening the existing path and resurfacing it with an all-weather surface for better access in all weather conditions. Construction started in October 2020 and was substantially completed by December 2020. Tar, spray and chip surface dressing will be carried out in spring 2021. Funded from West Midlands Combined Authority Better Streets Fund, in partnership with Midland Mencap.



Photo credit: Landscape Practice Group.

British Cycling published a [review of recreational facilities in Birmingham](#) in March 2020. They have provided equipment packages at Sara Park, Calthorpe Park and Yardley Wood to support Go Ride activity, and transponders for Birmingham BMX Club (Perry Barr), all funded through the Places to Ride programme.

Sustrans are working on NCN signage and route improvements.

5.9. 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.

Road Safety Audits and Equality Assessments are standard requirements for all highway projects.

During 2020, the Emergency Birmingham Transport Plan restated the four big moves from the Draft Birmingham Transport Plan (reallocating road space, transforming the city centre, prioritising active travel in local neighbourhoods and managing demand through parking measures). It also included a commitment to review and enhance all existing scheme proposals to maximise walking, cycling and public transport elements.

This has now taken place and has led to significant changes to the [Dudley Road](#) scheme, including additional provision for cycling.

5.10. Provide forward plans for infrastructure (Local Cycling and Walking Infrastructure Plan 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.

The Birmingham Local Cycling and Walking Infrastructure Plan was adopted alongside the Walking and Cycling Strategy in January 2020. An update on schemes is provided in Appendix 1.

The [Sandwell LCWIP](#) was approved in February 2020 and Solihull Council asked for comments on their [Cycling and Walking Strategy and LCWIP](#) in November 2020. Sustrans are working with Dudley Council on NCN Route 54 and LCWIP feasibility plans.

TfWM rebranded the regional cycle network as the '[Starley Network](#)' in August 2020.

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.

6.1. 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).

The Clean Air Zone was postponed due to COVID-19 but is now due to start in June 2021. However, [applications for exemptions](#) could be made during 2020. Automatic Number Plate Recognition cameras are being installed to ensure compliance.

Further investigation into workplace parking management in Birmingham has been delayed.

Please see section 5.3 for details of the car free school streets programme and Places for People.

6.2. Support the Police to enforce traffic speeds and roll out 20mph limits across the city

Section 5.2 outlines plans and aspirations for reduction in traffic speeds in Birmingham. Enforcement is the responsibility of the Police. However, the City Council and local communities can assist with this; in providing mechanisms for [reporting concerns about speeding](#); and taking part in Community Speed Watch activities.

For each road logged as a speeding concern, City Council officers review the collision data. Certain roads are then prioritised for installation of a Speed Indication Device (SID) which shows the extent to which speeding is a real or perceived issue. Some locations will then be forwarded to the Police for enforcement.

In terms of Community Speed Watch, the majority of Local Policing Units (LPU) have been trained to deliver this. The Birmingham Road Safety Partnership has helped provide equipment. The LPU's tend to tie Community Speed Watch into any established Street Watch groups. Community Speed Watch activities were on hold for a large part of 2020 due to COVID-19 restrictions.

6.3. 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.

Managing demand through parking measures is one of the four big moves set out in the draft [Birmingham Transport Plan](#) and restated in the [Emergency Birmingham Transport Plan](#).

Birmingham City Council responded to the [Government's pavement parking consultation](#) in November 2020. Given the impact of pavement parking and current lack of effective interventions across the city, Birmingham City Council supported, in principle, the prohibition of pavement parking. The benefits include: pavements would be prioritised for pedestrians (and cycling where this is permitted), drivers and civil enforcement officers would have greater clarity, there would be less need for proactive protection measures or reactive maintenance, and there would be consistency with existing legislation in London.

However, the City Council recognised that any city-wide prohibition would need a considerable lead-in time and extensive investment. If substantial funds are not provided to enable the implementation of this option, then Birmingham City Council would consider support for a second option: allowing local authorities to enforce against 'unnecessary obstruction of the pavement', particularly if there was greater clarification of ambiguities around 'unnecessary obstruction'.

Work with schools continued during 2020 to manage parent parking issues (see 1.1). The introduction of Bubble Maps helped to promote the benefits of park and stride. Please see section 5.3 for details of the car free school streets programme and Places for People.

Birmingham City Council employs Civil Enforcement Officers to ensure that parking restrictions are being adhered to and issue Penalty Charge Notices for illegal parking. Where there are no parking restrictions, then the Police may be able to issue tickets for inconsiderate parking – usually where the pavement or road are obstructed. Police and parking teams can combine resources to target particular areas – including 'all out' days and 'Love Your Street' days, where fly tipping and other street cleaning issues are also addressed.

During 2020 Birmingham City Council continued to introduce physical measures where necessary, to protect verges and reduce pavement parking, including high kerbs, bollards and railings.

Consultation took place in February 2020 on the [Draft Birmingham Parking Supplementary Planning Document](#). This included a comprehensive review of previous parking policies. It set out measures and standards to reflect new national guidance and support the delivery of the Birmingham Development Plan as well as wider air quality and climate change objectives. The

Parking SPD is being revised after comments received from the consultation and at the public hearing into the [Development Management in Birmingham Document](#)

6.4. Prioritise walking and cycling during periods of disruption and through road works.

Some progress has been made during 2020 to keep walking and cycling routes open through major road works, although the scale of developments, particularly in the city centre (including HS2 construction works and Midland Metro extensions, as well as private residential developments) have made this very challenging.

The Perry Barr Regeneration Programme includes a dedicated budget for a Travel Demand Management (TDM) campaign and officers working within both Birmingham City Council and TfWM for two years, from 2020. This will enable a deepening of business engagement and tailoring of multi-modal travel choices to large trip generators as well as engagement with schools and community groups. A bespoke walking and cycling map is being developed (print and online) for Spring 2021.

For HS2, an Eastside Co-ordination Group (which also incorporates representatives from Midland Metro and Sprint) is reviewing access around Curzon Station.

Midland Metro and Birmingham City Council have introduced a temporary diversion of NCN Route 5 to avoid tram works on Broad Street and are working with Sustrans on a permanent realignment of NCN Route 5, as well as alternative routes for cyclists between Five Ways and the city centre.

7. Maintenance: We will minimise obstructions and unevenness on routes.

7.1. Undertake regular cleaning and inspections and provide prompt repair of potholes, lighting defects and other maintenance issues.

Highway inspections and repairs are undertaken in accordance with the City Council's Safety Inspection Strategy. In April 2020, Kier took over the [highways maintenance contract](#) which covers the city's traffic operations, planned and reactive maintenance, inspections and winter servicing. This interim arrangement runs until June 2021.

Street cleansing is managed by the City Council's Fleet and Waste Management team.

In addition to regular cleaning and highway inspections, Birmingham City Council is committed to the roll out of the '[Love Your Street](#)' programme during 2021. This programme involves multi-disciplinary teams (including Highways, Police, local volunteers and Veolia) to target various issues on individual streets. The intention is to organise 69 'all out' days each year (covering each of the 69 council wards).

7.2. Provide clear information on how to report faults.

Highway defects can be reported online on the [City Council website](#). There are no current plans to change these reporting forms, but it is hoped to improve the mapping functionality in 2021.

Other issues on walking and cycling routes can be reported via a range of web pages on the City Council website:

- Highways – [Reporting road and pavement issues](#) (including potholes, faulty street lights, tree problems and flooding)
- Highways – [Requesting street cleaning](#)
- Parks and green routes – [Keeping parks safe](#) (requesting repairs, reporting accident or incident and fallen trees)
- Parks and green routes – [Keeping parks clean](#) (reporting litter and dog fouling)

7.3. Review winter maintenance programmes on key walking and cycling routes.

Winter maintenance is prioritised in accordance with the Winter Maintenance Service Operational Plan. This is reviewed annually. [Gritting](#) routes and grit bin locations are published [online](#).

Pedestrian areas with the highest footfall are prioritised. There is currently no specific winter maintenance for cycle routes, unless they form part of the carriageway.

8. Cycle Parking

- 8.1. 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.

Cycle parking for organisations

Free cycle stands, for installation on private land, were offered by [TfWM as part of the Active Travel Fund Tranche 1](#). Organisations were offered various types of parking: from Sheffield stands to wall-mounted stands and 'plant locks'.

These were extremely popular. 260 organisations across the West Midlands were provided with 1,300 spaces. 47% of applications were from organisations in Birmingham, including schools.



Large numbers of cycle stands in public spaces were installed as part of the Birmingham Cycle Revolution programme. Further locations are now being investigated as part of Active Travel Fund Tranche 2.

8.2. Investigate opportunities for integrating cycle parking with e-bike charging points and public bike hire and providing facilities for adapted bikes and cargo bikes.

The [Draft Birmingham Parking Supplementary Planning Document](#), February 2020, included information on types of cycle parking, as well as increased standards. It is hoped to include further details about e-bike charging/ parking in the revised document in 2021.

The launch of the City Council's e-cargo bike fleet in December 2020 (see 2.7) and West Midlands Cycle Hire in 2021 (see 2.3), including e-bikes, is likely to increase demand for more flexible cycle parking facilities.

9. Land use planning and development: We will ensure that new developments enhance walking and cycling.

9.1. 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.

Planning officers continue to request walking and cycling improvements as part of new developments; both on-site, to be provided by developers; and off-site, using section 278 and section 106 agreements (see also 4.2).

Selly Oak– footbridge and public space

A new footbridge over the Birmingham Worcester Canal was opened in December 2020, improving connections between Selly Oak local centre and the canal towpath and providing an attractive new canal side public space.

The bridge was provided as part of the adjacent Selly Oak Shopping Park development.



9.2. Set minimum standards and design guidelines for high quality, inclusive cycle parking.

The [Draft Birmingham Parking Supplementary Planning Document](#), February 2020, proposed new cycle parking standards for a wide range of land uses. These standards are now being revised to accommodate feedback from consultation and the Government's change in planning land-use classes in September 2020.

New design guidelines for cycle parking are set out in the [Local Transport Note 1/20 Cycle Infrastructure Design](#), Department for Transport, July 2020 and the draft [Birmingham Design Guide](#), Birmingham City Council, November 2020.

9.3. Protect and enhance green (parks and open spaces) and blue (canals and rivers) corridors as active travel routes, recreational spaces and ecological corridors.

Key projects that are currently underway in Birmingham to protect and enhance green and blue corridors are the:

- [Future Parks Accelerator project: Naturally Birmingham](#) from May 2019 until May 2021
- [Natural Rivers and Green Corridors project](#) until July 2021
- [Love Your River Cole](#) project (see 5.8) from January 2021 until March 2022.

9.4. 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)

Planning officers continue to request walking and cycling improvements as part of new developments (see also 4.2). In addition, there is growing interest in the development of local 'cells' and low traffic neighbourhoods (see 5.3) and the concept of a '15-minute city'. The Future Parks Accelerator team are looking at the application of '15-minute or 20-minute neighbourhood' approach.

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

10.1. Support secure, long-stay cycle parking and bike hire at public transport interchanges.

The launch of West Midlands Cycle Hire (see 2.3) in 2021 will include docks close to public transport interchanges.

Two-tier cycle parking

TfWM has recently provided additional cycle parking in the form of two-tier racks at Four Oaks, Selly Oak and Yardley Wood railway stations. Cycle parking will be provided at Stechford railway station in 2021.



10.2. Provide step-free access at public transport interchanges.

Stechford Railway Station

[New passenger lifts were opened in July 2020.](#) This marked the conclusion of a £3.9m 'Access for All' upgrade scheme.



10.3. 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.

Walking and cycling connections that are currently being planned or under construction near public transport interchanges include the [highway improvements around Perry Barr](#) Railway Station and bus interchange at One Stop Shopping Centre. This includes the extension of the A34 segregated cycle route.

Major public transport projects underway which provide opportunities to become exemplars for multi-modal travel include:

- Midland Metro - Westside extension to Edgbaston and Eastside extension to Digbeth
- HS2 – various interfaces along the route including Park Hall, Bromford Lane/ Washwood Heath depot, Aston Bridge viaduct, Saltley viaduct and the Curzon Station area
- Railway station upgrades at Perry Barr and University and new rail stations at Moseley, Kings Heath and Hazelwell.

Further work is needed to ensure that these opportunities are maximised.

10.4. Encourage public transport operators to expand the space available for carriage of wheelchairs, pushchairs and bicycles on their services.

Additional bike spaces and accessible toilets are proposed as part of [new trains](#) being provided in 2021.

Objective 3: inspire walking and cycling

11. Schools, business and local community: We will promote walking and cycling at places where people study work and live.

11.1. Support schools to promote safer, greener, healthier travel through Modeshift STARS.

Birmingham currently has 262 schools registered for Modeshift STARS (see 1.1). Sustrans are also working with schools and although the Big Pedal was cancelled in 2020, dates have been set for April 2021. They have also supported Bike to School Week and car-free school streets. British Cycling have an ongoing programme of Ready Set Ride and Go Ride and work with selected schools. Living Streets co-ordinate the annual Walk to School week, which took place in October 2020, and support 60 schools in Birmingham through the national Walk to School outreach programme and [WOW](#) project (see 1.1).

11.2. 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.

The Active Travel Fund enabled additional business engagement with a continued focus on the use of Modeshift STARS for travel planning and surveys. Birmingham City Council is one of the organisations working on a travel plan and aiming for bronze accreditation in 2021. A repeat travel survey of Council staff will also take place during 2021.

11.3. Incentivise walking and cycling with challenges and awards, at schools, workplaces and community groups

Unfortunately, the Big Pedal and Walk to School week were cancelled in the Spring 2020 lockdown. However, Bike to School Week and Walk to School Week took place in the Autumn with school challenges organised by Sustrans and Living Streets. [Big Pedal](#) is also planned for April 2021, and [Walk to School Week](#) in May 2021. Schools have continued to take part in the Living Streets walk to school challenge: [WOW](#).

Love to Ride – Cycle September and Winter Wheelers

Birmingham City Council has previously promoted 'Love to Ride' cycle challenges with local workplaces. In 2020, TfWM coordinated a regional challenge using the Active Travel Fund.

Across the West Midlands, a total of 103 organisations took part in Cycle September (961 individual participants). 141,204 miles had been logged by the end of September.

Further challenges were organised in December 2020 as part of a 'Winter Wheelers' campaign.



12. Campaigns and communication: We will engage with local people about walking and cycling.

12.1. 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.

Engagement with local communities has been challenging during 2020 due to the lack of opportunities for face-to-face contact. However, online platforms have been used for meetings, webinars and feedback on schemes, in addition to direct contact via email and telephone. Some meetings and public events did take place early in the year, including consultation on the Birmingham Transport Plan and Cycling UK network meeting for community cycling clubs.

Birmingham City Council stakeholder and consultative groups continued to meet during 2020:

- Walking and Cycling Strategy groups: Cycling Delivery Group February and April, Walking Delivery Group February
- Cycling Stakeholders Scheme Advisory Group: February, May, June, September and November
- Local Access Forum: March
- [The Route to Zero Taskforce](#): January, April, June, July, August, October, November and December

Walkable Birmingham email bulletins were issued in March, May, September and November.

Regional groups also continued online including the West Midlands Cycle Charter group. TfWM organised a 'Winter Webinar' series with two sessions on walking and cycling in December.

The Active Travel Fund required intensive engagement, although Tranche 1 timescales and lockdown restrictions made this very difficult. However, multi-disciplinary team workshops, consultation on designs, online community meetings, user reviews, Commonplace feedback, household surveys and formal consultation on Traffic Regulation Orders have all taken place. Birmingham City Council's ['Be Heard'](#) online consultation hub was supplemented with the ['Commonplace'](#) online platform, which provided a one-stop site for all regional schemes and a public forum for comments, both positive and negative. (Commonplace was also used earlier in 2020 for the [West Midlands Cycling and Walking Network Plan](#)).

In October 2020, British Cycling launched a new [national project to tackle the diversity gap in cycling](#).

12.2. Raise the profile of walking and cycling in Birmingham through national, regional and local campaigns on road safety, air quality and sustainable travel.

Key campaigns and awareness days/ weeks in 2020 have included:

National

- [Big Bike Revival](#) (see 1.5 and 2.6) – Cycling UK
- [Breeze through winter](#) - January and February – British Cycling (31 rides were logged with 165 participants). [Let's Ride Through Winter](#) has been launched for 2021
- [Let's Ride Local](#) – launched in April - British Cycling. Tips and advice to keep people riding in line with local and national restrictions.
- [National Walking Month](#) – May – Living Streets. Promotion of 'Try 20' (walking for 20 minutes as part of daily exercise during lockdown)
- [Choose cycling](#) – relaunched in May - British Cycling. This campaign aims to support commuters, communities and councils to help more people get around by bike and – to support the Prime Minister's plan for, 'a golden age for cycling'.
- [Review of the Highway Code](#) – July – October. Many walking, cycling and horse-riding organisations campaigned for their members to participate in this Government consultation. Birmingham City Council also responded.
- [Women's Festival of Cycling](#) – 17th July – 1st August – Cycling UK
- [Pumped Up](#) – launched in August – Cycling UK – incorporating other campaigns and events, including [World's Biggest Bike Ride](#) and [Big Bike Revival](#)
- [Managing pavement parking](#) – August – November. Many walking, cycling and disability organisations used this Government consultation to highlight the issues with pavement parking and invited people to respond. Birmingham City Council also responded (see 6.3).
- [World's Biggest Bike Ride](#) – 12th September – Cycling UK
- [Bike to School Week](#) – 28th September – 2nd October - Sustrans and the Bikeability Trust
- [Stay kind, slow down](#) – launched in October - Canal and River Trust
- [Walk to School Week](#) – 6th – 10th October - Living Streets. This moved to October 2020 from usual slot in Spring
- [Clean Air Day](#) – 8th October
- [Road Safety Week](#) – 16th – 22nd November – Brake (the road safety charity).

Regional

- [Big Summer of Cycling and Walking](#) – launched in June 2020 by TfWM and incorporating other campaigns and activities such as Roll and Stroll, Be aware and share (see 1.8), Park Ride (see 2.2), Love Your Bike, Cycle September and Winter Wheelers.

Local

- [Brum Breathes](#) – new web pages and air quality data visualisation were launched on 8th October for Clean Air Day - Birmingham City Council.

Big Summer of Cycling and Walking and Roll and Stroll

The 'Big Summer of Cycling and Walking' is a regional brand used for the Active Travel Fund, and incorporates the strapline, 'Roll and Stroll'.

It has been used to promote various activities such as Park Ride (inclusive cycling try-out sessions) and Love Your Bike (security marking and bike checks at stations) as well as road safety messages (Be aware and share) and online challenges (Love to Ride: Cycle September and Winter Wheelers).

The branding has been developed by the marketing team at TfWM and is available for social media and print. Bespoke copy has also been developed for each local authority.



12.3. Provide up-to-date information on walking and cycling events and activities.

Birmingham City Council continues to use social media to provide the latest information – this includes Birmingham Connected and Birmingham Cycle Revolution tweets and Facebook posts, as well as regular [Birmingham Connected e-mail and online bulletins](#). Walkable Birmingham email bulletins are sent out quarterly. The [Brum Breathes](#) website is used for regular updates on air quality activities and the [City Council website](#) also provides news articles.

TAWS provide information on walking and cycling events through their [website](#).

British Cycling send out a regional volunteer newsletter to over 300 people and have regional social media pages. Let's Ride Midlands average reach is just over 500 people. Local groups also publish information on public websites and social media including [British Cycling](#), [Living Streets](#), [PushBikes](#) and [Cycling UK](#).

12.4. Provide a digital walking and cycling map, promote journey planning tools and support community groups to develop maps and leaflets for walks and rides.

Birmingham City Council is continuing to look at opportunities to make mapping information more accessible online, possibly in partnership with public health and Canal and River Trust. A walking and cycling map is being developed for the Perry Barr area.

British Cycling currently provide information on 39 risk-assessed routes in the Birmingham area.

12.5. Provide multi-modal travel information.

TfWM continue to provide journey planning information on the [West Midlands Network](#) site.

12.6. Raise the profile of walking and cycling through local advocates and regional ambassadors.

The contract for the [West Midlands Cycling and Walking Ambassador, Shanaze Reade](#), expired in March 2020. In Birmingham, [Councillor Shabrana Hussain](#) has a role as walking and cycling advisor to Cabinet Member for Transport and Environment, [Councillor Waseem Zaffar](#). Councillor Hussain is also an active member of a community cycling group. Cycling UK have many local advocates within the community cycling groups and have been celebrating their successes during 2020 (see 1.5 and 2.6).

Birmingham Bicycle Mayor: Chris Coyle

The bicycle mayor project is coordinated by [BYCS](#), an organisation in Amsterdam. The bicycle mayors are a global network with monthly meetups to share and discuss experiences.

[Chris Coyle](#) took on the role as Bicycle Mayor for Birmingham in 2020 and has proposed 3 aims:

- 1. Improve health and wellbeing*
- 2. Promote community activities*
- 3. Support better infrastructure*



Photo credit: Chris Coyle

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

13.1. Promote a city-wide walking programme

The COVID-19 pandemic has severely disrupted walking activities during 2020 (see also 1.3 and 1.5). However, organisations such as [TAWS](#), [Birmingham Open Spaces Forum](#) and [Good Gym](#) continue to organise walking (and running) events whenever possible.

Birmingham City Council continues to look at ways to update their [walking web pages](#) in order to signpost to such organisations and promote local walks and trails. The public health and transportation teams are also investigating opportunities for social prescribing – in tandem with a walking marketing campaign funded by Bloomberg Philanthropies' [Partnership for Healthy Cities](#).

13.2. Promote a city-wide cycling programme for all abilities – including training, rides and maintenance.

Some cycling activities have continued during 2020; Cycling UK local community cycling clubs and British Cycling programmes have played a key role in this (see 1.5).

However, details of training, rides and maintenance activities are not updated regularly, and further work is needed to review the [City Council cycling web pages](#) and signpost to the wide range of opportunities available in the city.

13.3. Continue to develop mass-participation events – including charity walks, 'Let's Ride', sportives, pop-up events and community festivals – with temporary secure cycle parking.

Mass participation events were all cancelled during Summer 2020, including Let's Ride and [Velo Birmingham](#). However, plans are being considered for Let's Ride Birmingham in 2021.

13.4. 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

The HSBC UK [National Road Championships](#) planned for June 2020 in Birmingham were cancelled, as were many other events. However, three competition events took place at [Birmingham BMX Club](#) (409 participants) and one event took place at [Birmingham Monarchs Cycle Speedway Club](#).

In 2020, Commonwealth Games venues for cycling were confirmed as:

- Mountain biking, Cannock Chase, Staffordshire
- Road cycling (road race), St Nicholas Park, Warwick
- Road cycling (time trial), West Park, Wolverhampton
- Track cycling, Lee Valley Velo Park, London
- Triathlon, Sutton Park, Birmingham.

It is hoped to use Commonwealth Games to kickstart a, 'Cycling for everyone' legacy project. TfWM and Birmingham City Council are developing options for bikes and cycling support.

13.5. Enable businesses and residents to plan street events, using temporary road closures.

TAWS continues to offer '[Active Streets](#)' packages, which enable one-day road closures of local roads linked to community activities.

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

14.1. Investigate sites with clusters of pedestrian and cyclist casualties.

Roads with at least nine collisions per km over three years, and those with large numbers of pedestrian and cycle casualties, are prioritised for investigation for local safety schemes (see 5.4). Collision data is provided regularly by the Police and analysed by TfWM's Data Insight Service and Birmingham City Council staff.

City Council officers are part of the Birmingham Road Safety Partnership, together with the Police and Fire Service, which meets to discuss specific safety issues. The Police also organise regular Multi Agency Road Safety Operations at hotspot locations. Birmingham City Council staff are able to suggest locations and support these operations.

The Birmingham group of Living Streets have raised concerns about high levels of pedestrian casualties in the city. The West Midlands Regional Road Safety Strategy Action Plan has also identified pedestrian casualty data from 2019 as not in line with targets.

Although 2020 has seen a significant decrease in road traffic collisions (due to lower volumes of traffic), the severity of injuries, particularly for pedestrian and cyclist casualties, is a concern.

14.2. 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.

Every year, Birmingham City Council and partners collect a huge amount of data (including counts, surveys and feedback) and 2020 has been no exception.

The TfWM [Data Insight Team](#) is the regional lead on data collection and analysis. Every two years, a full cordon count takes place of journeys to and from Birmingham City Centre. Unfortunately, pedestrian data is not available, but users of all other modes are counted, including pedal cyclists and bus passengers. This enables transport mode proportions to be calculated based on people rather than vehicles. The most recent cordon count for Birmingham was in November 2019 with the next count due in November 2021.

TfWM monitor numbers of cycle spaces, bike thefts and levels of use at railway stations and Metro stops (43 locations in 2020). Surveys took place bimonthly in 2019 and monthly from June 2020. Cycle parking provision increased at Birmingham public transport interchanges by 17% between 2019 and 2020 (now totalling 916 spaces). Usage levels, as would be expected, dropped significantly during the pandemic, although the busiest stations are still Birmingham New Street and University.

A cycling 'dashboard' is being piloted for all cycling data. However, there are ongoing problems with the maintenance and reliability of automatic cycle counters; consistent data is no longer collected at many sites. However, 6 new types of counters were installed on A34 and A38 BCR routes in 2019 and have been providing daily data during 2020. New automatic cycle counters will also be installed at various locations as part of a regional network (TfWM will be procuring 21 new cycle counters for the West Midlands in 2021) and counters are also proposed for all extensions of segregated cycle routes in Birmingham.

Cycle counts were undertaken in August and October on the Active Travel Fund pop-up cycle lanes. Traffic surveys also took place near Places for People schemes and NOx diffusion tubes have been installed in Kings Heath.

The baseline survey for [Bike Life West Midlands](#) report was undertaken by Sustrans in 2019 with the next survey due in 2021.

Birmingham City Council commissioned user surveys ('intercept' surveys) at 15 sites in August and September 2020. These surveys have now taken place for several years and have provided key insights into travel behaviours and lessons learnt for the Birmingham Cycle Revolution programme.

2021 is a key year for national data collection: [Census Day](#) on Sunday 21 March 2021. Census outputs are expected in 2022.

The Government published a summary of the [latest national walking and cycling statistics](#) in August 2020.

14.3. Monitor travel trends and actions at schools and workplaces using Modeshift STARS.

The use of Modeshift STARS travel surveys is essential not only for monitoring trends and engaging with schools (see 1.1) and workplaces, but to help provide evidence for prioritising infrastructure measures (see 5.4) and targeted promotions (11.1 and 11.2)

In addition, Living Streets also use a travel tracker and in 2020 Sustrans successfully trialled an online parent survey.

Sustrans Online Parent Survey

5,994 parents responded across the West Midlands sharing their experiences of the school run.

- *More than eight out of ten parents (80.3%) want to ditch the car on the school run*
- *More than a third (36.6%) of parents drive their children to school, but only one in five (19.7%) wanted to. (As 79.5% of parents live within two miles of their child's school it raises a simple question. Why do they drive if they don't want to?)*
- *41% wanted safer road crossings.*
- *27.8% felt that fewer cars near to schools would encourage their child to travel actively.*
- *24.4% said wider pavements kept in good order would make it easier for their child to walk, cycle or scoot.*

One parent who spoke to Sustrans said: "We would love to cycle more but the roads are too congested with parked cars and fast-moving cars. The pavements are too narrow, it's just not safe". Another added: "We moved to be able to walk / scoot / cycle to school. It's the volume of cars around school drop off time that is just overwhelming and creates stress."



14.4. Analyse data from the Big Birmingham Bikes project and apps.

TAWS maintain records of all bike giveaways and undertake analysis of demographic and other data. 118 Bikes were given away in 2020 (including 56 to [key workers](#)).

14.5. Publish regular monitoring reports and case studies.

Although large amounts of data are collected by various partners (see 14.2, 14.3 and 14.4), there are currently limited resources to analyse the data and publish results. However, when data is published and case studies are reported, these can provide inspiring stories and valuable evidence for future initiatives.

In January 2020, Birmingham City Council published a review of the [Birmingham Cycle Revolution: Our Journey](#). This celebrates the ambition and achievements of the programme, both in terms of infrastructure and wider supporting measures such as Big Birmingham Bikes and community cycling activities.

Bike Life West Midlands

In March 2020, Sustrans published the 20-page [Bike Life West Midlands](#) report. This clearly sets out both the benefits of cycling and the barriers, based on surveys from a full cross-section of local residents.

A progress report for Sustrans' overall Bike Life programme has been drafted and will be shared with partners early in 2021. Sustrans also used the Bike Life network of partner authorities to organise group video-calls in spring and summer 2020 to discuss experiences and learn more about design and monitoring of the infrastructure being created in response to the COVID-19 pandemic. Other webinars, open to the public, were held on the beneficial impact for business of road-space re-allocation in high streets, and on the developing use of cargo bikes. Videography is now being compiled from recent road space re-allocation schemes in Bike Life cities.

Planning and preparation is underway for collation of data in 2021, for publication in the next set of Bike Life reports in early 2022. This will include the West Midlands and 17 other places. Bike Life 2021 will ensure consistency with 2019 data so that comparisons can be made.

Developments are also being finalised for the gathering of extra metrics on walking and the wider liveability of streets and neighbourhoods. This will include some subjective measures from new Bike Life survey questions on behaviour and perceptions, and some extra objective measures.



Photo credit: Sustrans

Partner organisations including British Cycling, Cycling UK, Living Streets, Sustrans and TAWS all regularly publish case studies, celebrating the achievements of individuals and community groups.

Active Travel Fund evaluation is currently underway, and it is intended to publish more information about these schemes in 2021.

Conclusion

This report highlights some of the key achievements from 2020 and demonstrates that despite COVID-19, a positive start has been made to realise the objectives (enable, develop and inspire walking and cycling) and deliver the actions in the Walking and Cycling Strategy.

There's still plenty to do but, with the continued efforts of many partners (and a favourable funding and political environment), there are good reasons to be optimistic and to look forward to progressing this 10-year plan:

‘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’.

Thanks to



Walkable Birmingham and Cycling Stakeholders Group



Appendix 1: Local Cycling and Walking Infrastructure Plan – update on schemes



The Birmingham Local Cycling and Walking Infrastructure Plan (LCWIP) was adopted in January 2020 as part of the Walking and Cycling Strategy. The LCWIP included network plans for city-wide cycling infrastructure, city centre cycling infrastructure and priority areas for walking improvements (core walking zones). The network plans identified over 100 potential walking and cycling schemes, with an estimated cost of over £100million.

Prioritisation of schemes is based on certain criteria (safety, lack of existing facilities, air quality and cycling demand) as well as opportunity (in terms of funding and development). Initial focus for 2020-2023 is on the design and delivery of regional cycle routes and further development and auditing of local area cycling networks and core walking zones, including the city centre.

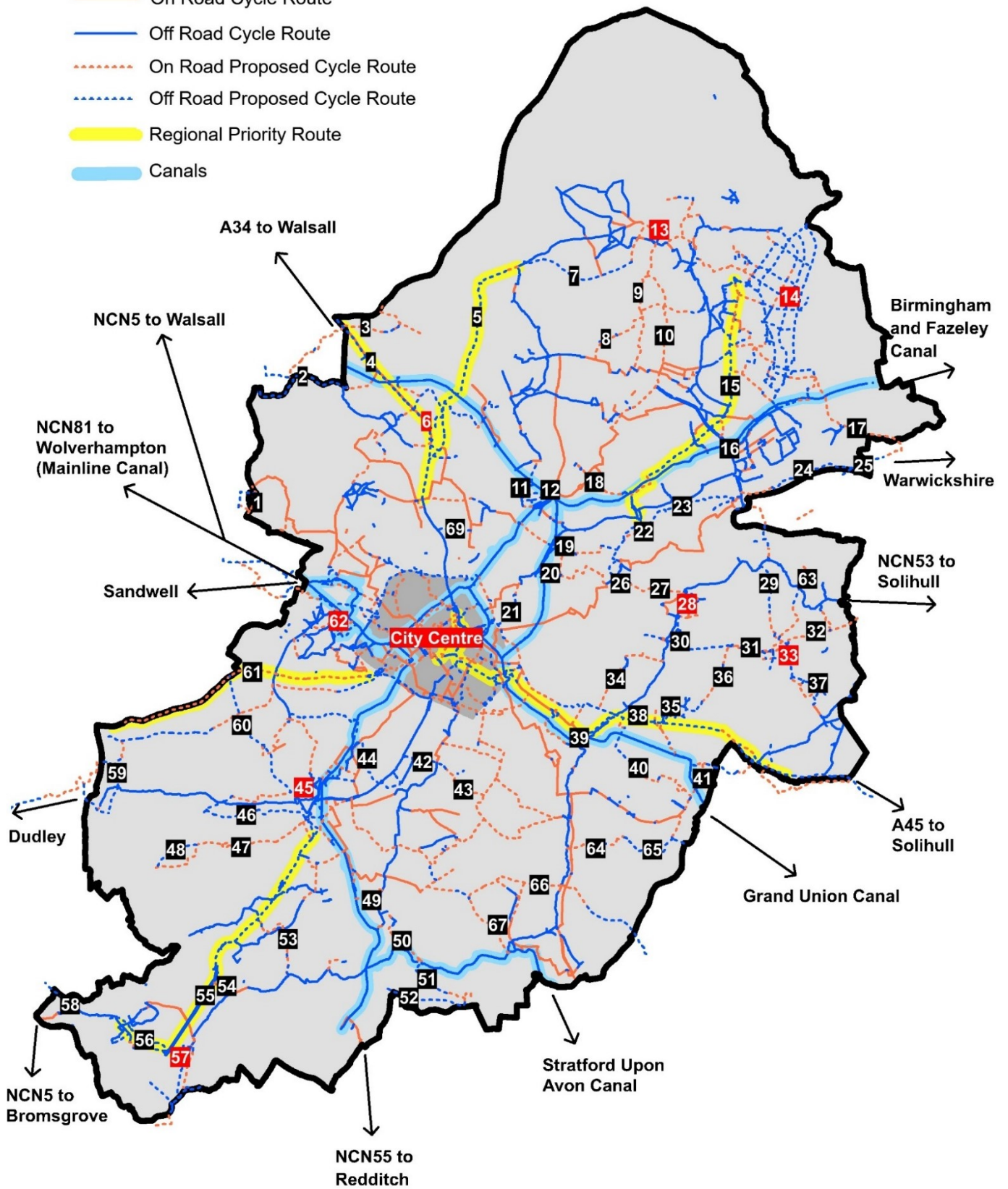
All schemes are listed in the tables with updates on progress during 2020, as well as RAG rating:

- GREEN – scheme (partial/ full) is in delivery stage
- AMBER – scheme (partial/ full) is in design stage and/ or funding has been identified
- RED – no substantial progress to report for 2020

Cycling infrastructure: city-wide schemes

KEY

- On Road Cycle Route
- Off Road Cycle Route
- - - On Road Proposed Cycle Route
- - - Off Road Proposed Cycle Route
- Regional Priority Route
- Canals



map ref + RAG	Proposed route	Potential measures	Progress 2020
City Centre	Local network: City Centre	Various area-wide improvements	See separate table below.
1	Local links: Handsworth - Metro	Signed advisory route to connect Handsworth with green route (Metro parallel) to West Brom	
2	Green route: Sandwell Valley - Tame Valley	Green route	
3	Local links: Queslett-Great Barr	Signed advisory route along various roads	Potential Highways England scheme (Designated Funds)
4	Regional priority route: A34 Perry Barr Extension to Walsall	Two-way segregated cycle track	Construction underway as part of the Perry Barr regeneration . Consultants undertaking full route review in partnership with TfWM, Sandwell Council and Walsall Council (Transforming Cities Fund (TCF)).
5	Regional priority route: A453, B4138, Perry Barr to Sutton Coldfield	Two-way segregated cycle track	Design review in progress for section along Aldridge Road, between Perry Barr and Tame Valley canal, (TCF). Pop-up cycle lane was planned for Sutton Coldfield (Active Travel Fund Tranche 1 (ATF T1)). Consultation on Sutton Coldfield Masterplan includes road space reallocation and cycling improvements
6	Local network: Perry Barr	Including new east-west connection through BCU site/ new housing site, Connections to Alexander Stadium/ Perry Park from A34 and Aldridge Road, Link to Food Hub via Oscott Road, signed advisory route to Perry Hall Park via One Stop/ Regina Drive	Construction underway as part of the Perry Barr regeneration . Design review in progress for section along Aldridge Road. Planning approval granted for developer-led schemes for Perry Park access and walking and cycling routes within BCU site/ new housing
7	Green Route: Monmouth Drive, Sutton	Footway/ cycle track in verge (north side)	
8	Local links: Wylde Green - Witton Lodge	Signed advisory route along various roads	
9	Local links: Chester Road Station - Sutton Coldfield	Signed advisory route along Green Lanes, the Boulevard, Eastern Road, Goldieslie Road	
10	Local links: Erdington - Sutton Coldfield	Signed advisory route along Orphanage Road, Beech Hill Road, Hillcrest Road, Hawthorn Road, St Bernards Road, Pilkington Avenue	
11	Local links: near M6 Junction 6 (alternative via Salford Park)	Development of a new green route between Lichfield Road (via Salford Park and canal) and Brookvale Park, CCTV	Potential Highways England scheme (Designated Funds)
12	Local links: near M6 Junction 6 Salford Circus (Aston - Erdington)	Improvements to subways and their connections	Potential Highways England scheme (Designated Funds)
13	Local network: Royal Sutton Coldfield Town Centre	Various area-wide improvements	Pop-up cycle lane was planned for Sutton Coldfield (ATF T1). Consultation on Sutton Coldfield Masterplan includes road space reallocation and cycling improvements

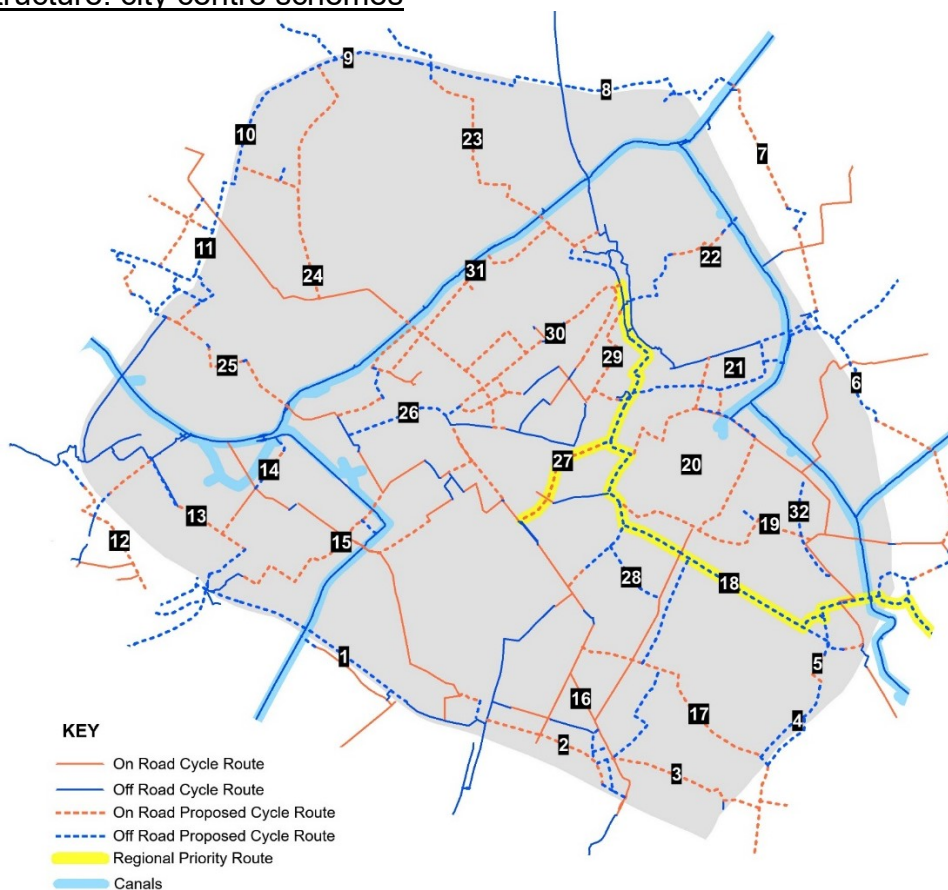
14	Local network: Langley and Peddimore	New green routes through Langley and Peddimore developments including existing Rights of Way and new cycle tracks/ footways and signed advisory routes between Langley, Peddimore and key Sutton destinations (Hospital, town centre, railway stations)	Planning approval granted for developer-led scheme at Peddimore including new cycle/ foot bridge. Design and access statement being prepared by consultants for Langley (including on-site and off-site cycling connections) in line with Birmingham Development Plan evidence base
15	Regional priority route: A47, A38, B4148 Fort Parkway - Langley/Walmley	Cycle track	Temporary light-segregated cycle track Jennens Road and A47, between city centre and Saltley (ATF T1).
16	Local links: Chester Road	Completion of missing links, upgrades and enforcement of existing cycle tracks	Proposal for spur from A47 (ATF T2). Also, unsuccessful funding bid for HS2 cross-community fund with Castle Vale Pioneer Group.
17	Local links: Water Orton - Minworth	Signed route	
18	Local links: Wheelwright Road, Erdington	Signed advisory route along Wheelwright Road connecting Bromford Lane, A47, canal and Gravelly Hill Station	
19	Local links: Aston Church Road viaduct (HS2 Interface)	Mixed route including Aston Church Road viaduct (HS2) – extended cycle tracks, advisory route on Warren Road	Ongoing discussions with HS2 and DfT regarding cycling provision at this interface
20	Local links: Saltley Viaduct (HS2 Interface)	Mixed route including Saltley Viaduct (HS2) – extended cycle tracks, and advisory routes to Alum Rock	Ongoing discussions with HS2 and DfT regarding cycling provision at this interface
21	Green Route: Vauxhall Road (HS2 Interface)	Cycle track linking green spaces in Nechells	Potential HS2 scheme
22	Local links: Bromford Lane/ Washwood Heath Depot (HS2 Interface)	Bromford Lane – connections to HS2 depot, Washwood Heath	Ongoing discussions with HS2 and DfT regarding cycling provision at this interface. Potential Highways England scheme (Designated Funds)
23	Green route: Tame Valley, Bromford Drive	Green route alongside Bromford Drive between Bromford Lane and Chester Road, with links to schools on Dreghorn Road	Construction of a flood bund with cycle path from the junction of Bromford Road and Bromford Drive through an existing public open space to the Chester Road (Environment Agency).
24	Green Route: Tame Valley, Park Hall (HS2 Interface)	Green route Chester Road - Water Orton	Potential HS2 scheme
25	Local links: Park Hall - Water Orton (HS2 interface)	Cycle track along B4118 Birmingham Rd	Potential HS2 scheme
26	Green route: Ward End Park	New paths and park enhancements	Outline costs prepared by Landscape Practice group for Ward End Park improvements
27	Local links: Ward End Park - Stechford	Green route improvements through park and signed advisory route to Stechford	Outline costs prepared by Landscape Practice group for Ward End Park improvements
28	Local network: Stechford	Area-wide improvements including Iron Lane LGF and Urban Centres proposals	Construction underway as part of Iron Lane scheme (Local Growth Fund).
29	Local links: Cole Hall Lane	Cycle track along Cole Hall Lane	Potential developer funded scheme
30	Local links: Heartlands Hospital, Bordesley Green East	Cycle track along Bordesley Green East	Outline costs prepared by Landscape Practice group for green route upgrades between Morden Road Stechford, Cole Valley and Heartlands Hospital

31	Local Links: the Meadway	Signed advisory route along service roads	
32	Local links: East Meadway/ Cooks Lane	Signed advisory route	
33	Local network: Meadway and Lea Hall	Area-wide improvements including housing regen. and Urban Centres proposals	Potential developer funded scheme
34	Local links: Heartlands - Small Heath	Signed advisory route	
35	Green route: Oakfields Recreation Ground, Yardley	Green route improvements through park	
36	Local links: Church Road, Yardley	Signed advisory route	
37	Local links: Garrets Green	Mixed route, mostly off-road	
38	Regional priority route: A45 Birmingham to Solihull	Mixed route: cycle track and signed advisory route on side roads	Temporary light-segregated cycle track Trinity Terrace, Bolton Road and Byron Road, between city centre and Small Heath (ATF T1). Consultants commissioned for full route, preliminary design and Outline Business Case (TCF).
39	Green route: Ackers and Cole Valley Canal access	New ramp or bridge for Cole Valley	Funding bid prepared by University of Birmingham for access improvements and 'Lost World' project.
40	Local links: Tyseley - Acocks Green	Mixed route	
41	Local links: Woodcock Lane, Acocks Green	Signed advisory route	Proposal for Places for People scheme (ATF T2).
42	Cycle Safety Fund Project: Priory Road/ Edgbaston Road	Cycle track connecting Bristol Road to Rea Valley Route	Design in progress for two-way segregated cycle track and junction improvements at Pershore Road
43	Local links: Moseley	Including A38 to Moseley (mixed cycle track and quiet roads) via Priory Road, Edgbaston Road, Park Hill and Chantry Road, and connections to Kings Heath via School Road	Temporary modal filters introduced – Places for People scheme (ATF T1). Proposal for pop-up cycle lane spur between Edgbaston Road and Moseley (ATF T2).
44	Green route: Chad Brook	Green route Harborne to Edgbaston	
45	Local network: Selly Oak and South Edgbaston	Various area-wide improvements including Selly Oak Triangle, Life Sciences access paths and crossings, Vincent Drive cycle track, Bournbrook High Street crossings, Bournville connections from old Selly Oak Hospital, signed routes to Harborne Walkway, Selly Park, Kings Heath	Construction of cycle tracks on Selly Oak New Road (Local Growth Fund). Completion of bridge over Bourn Brook at Harborne Lane (Birmingham Cycle Revolution). Temporary light-segregated cycle tracks in Selly Oak local centre, and bus/ cycle lanes on A38 Northfield-Selly Oak (ATF T1). Completion of canal footbridge (developer funded).
46	Green route: Lapal Canal	Green route along reinstated Lapal Canal	Funding awarded to Lapal Trust for canal improvements at Selly Oak
47	Local links: Selly Oak - Bartley Green	Signed advisory route with junction improvements via Gibbins Road, Weoley Park Rd, Weoley Castle Road, Senneleys park Road, Cromwell Lane	
48	Green route: Senneleys Park, Bartley Green	Green route from Newman University towards Weoley	
49	Local links: Stirchley	Signed advisory route NCN 5 to Bournville Station	

50	Local links: Brandwood Park Road, Allens Croft	Advisory route from NCN5 along Brandwood Park Road	
51	Green route: Chinn Brook, Allens Croft - Druids Heath	Green route across open space	Commencement of discussions with local users and BCC Housing regarding potential cycling improvements
52	Local links: Bells Lane, Druids Heath	Cycle track along north side	Commencement of discussions with local users and BCC Housing regarding potential cycling improvements
53	Local links: Rea Valley - Valley Parkway - Manor Farm Park	Mostly signed advisory route with crossing improvements via Popes Lane, Woodlands Park Road, Mulberry Road, Windmill Hill, Wynds Point, Royal Orthopaedic Hospital, Manor Farm Park	
54	Local links: Northfield Station - High Street	Signed advisory route, potentially using Quarry lane and A38	Some signs in place but further audit required to link with other routes
55	Regional priority route: A38 Selly Oak Extension to Longbridge	Two-way segregated cycle track	Temporary light-segregated cycle tracks in Selly Oak local centre, and bus/ cycle lanes on A38 Northfield-Selly Oak (ATF T1). Proposal for investigation of spur to Longbridge (ATF T2)
56	Green route (re-route NCN5): Rea Valley, Longbridge	Two-way segregated cycle track	Ongoing discussions with St Modwen and Sustrans
57	Local Network: Longbridge and Rubery	Green route from NCN5 to Morrisons/ Rubery Great Park, Longbridge Station to Cofton Hackett (mixed cycle track and quiet road route) via Thurleston Road, Fountain Close, Groveley Lane and Lowhill Lane	Ongoing discussions with St Modwen and Sustrans
58	Green route: Frankley	Green route - investigation of connection under M5	
59	Local links: near M5 Junction 3 (Halesowen - Woodgate)	Green route between Quinton Expressway and Bournebrook Crescent, and upgraded paths in Woodgate Valley Country Park	Substantial completion of upgraded path between Woodgate Valley Country Park Visitor Centre and Bourn Brook (TCF Better Streets). Ongoing discussions with Highways England (Designated Funds) and Dudley Council
60	Local links: Bearwood - Selly Oak	Cycle tracks alongside A4040 Lordswood Road and Harborne Park Road	
61	Regional priority route: Hagley Road Corridor	Potential bus/ cycle lanes on Hagley Road or mixed route along Augustus Road/ Harborne Rd	
62	Local network: Icknield (including Edgbaston Reservoir and Dudley Road)	Various area-wide improvements, including reservoir path and upgrades, new accesses and paths on canal loop	Completion of path upgrades at Edgbaston Reservoir (developer funded). Preparation of Icknield Core Walking Zone options appraisal report, including outline costs (TCF). Consultation on Dudley Road scheme.
63	Local links: Shardway - Packington Avenue - Lea Village	Mixed route	

64	Local links: Hall Green Station	Mixed route	Potential developer funded scheme
65	Green route: Fox Hollies	Green route – upgraded paths through open spaces	
66	Local links: Kings Heath - Shirley	Mixed route	
67	Local links: Yardley Wood	Mixed route	
69	Green route: Victoria Road	Green route connecting Aston Park with A34 cycle route	
	Local safety schemes and targeted interventions	Measures to improve safety at specific locations based on collision analysis and community concerns.	Ongoing Local Safety Schemes programme and ward minor measures
	School streets and Safer Routes to School	Measures to improve safety and encourage active travel	Ongoing Safer Routes to School programme. Phase 2 of car-free school streets (6 schools)
	Places for People (Low Traffic Neighbourhoods and modal filters)	Removal of through motor traffic from local streets	Temporary modal filters introduced in Bournville, Moseley and Castle Vale (ATF T1) and proposed in Northfield and Acocks Green (ATF T2). Low Traffic Neighbourhoods trialled in Kings Heath and Moseley (ATF T1)
	20mph limits	Roll-out of 20mph limits city-wide	Evaluation of 20mph limits
	Cycle parking	City-wide programme	Cycle parking delivered for organisations on private land (ATF T1). Proposal for cycle parking provision in public areas (ATF T2).

Cycling infrastructure: city centre schemes



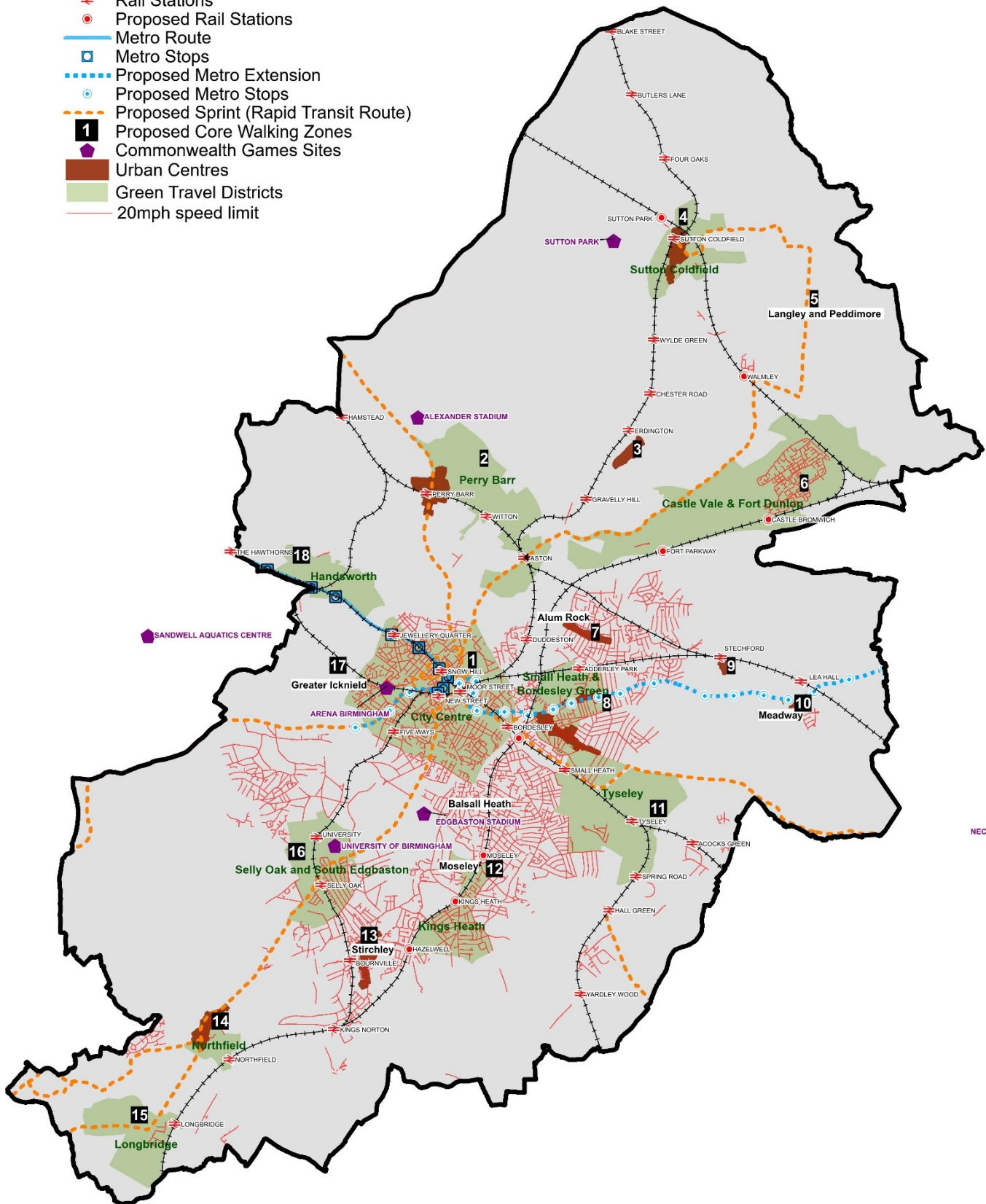
map ref + RAG	Proposed route	Potential measures	Progress 2020
1	Middleway route (A4540) Hagley Road (Five Ways) - Bristol Road	Cycle track along north side, and link on south side from Lee Bank to Five Ways Station and canal	
2	Middleway route (A4540) Bristol Road - St Luke's - Longmore Street	Signed advisory route and green route through St Luke's	
3	Middleway route (A4540) Gooch Street - Upper Highgate Street	Signed advisory route through Highgate	
4	Middleway route (A4540) Leopold Street - Stratford Road (Camp Hill Circus)	Cycle track along west side	
5	Middleway route (A4540) Stratford Road (Camp Hill Circus) - Bedford Road	Mixed route, mostly back streets	
6	Middleway route (A4540) Garrison Circus - Curzon Circus	Cycle track along east side	Potential HS2 scheme
7	Middleway route (A4540) Windsor Street (Curzon Circus - Dartmouth Circus)	Signed advisory route along Windsor Street	
8	Middleway route (A4540) Dartmouth Circus - Summer Lane	Cycle track along north side	
9	Middleway route (A4540) Summer Lane - Key Hill Circus	Cycle track along south side	
10	Middleway route (A4540) Key Hill Circus - Pickford Street	Cycle track along east side	
11	Middleway route (A4540) Pickford Street - Spring Hill	Cycle track along west side or parallel route using quiet roads	Preparation of Icknield Core Walking Zone options appraisal report, including outline costs (TCF). Consultation on Dudley Road scheme.
12	Middleway route (A4540) Ladywood Circus - Hagley Road	Mixed route, Francis Road, Ladywood Road	
13	Middleway route (A4540) Ladywood - Broad Street	Mixed route, cycle track upgrade and Ryland Road	
14	Last Mile: Broad Street parallel (Five Ways - Brindley Place)	Mixed route along Broad Street, Ryland Street, Grosvenor Street West, Brunswick Street	Ongoing discussions with Midland Metro and Sustrans
15	Last Mile: Broad Street parallel (Five Ways - New Street)	Signed advisory route along St Martin's Street, Tennant Street, Bishopsgate Street, William Street, Holliday Street (and link to Mailbox via Granville Street and Commercial Street)	Ongoing discussions with Midland Metro and Sustrans
16	Last Mile: Gooch Street Green Routes	Upgrade on-street routes to cycle tracks, re-provide routes through St Luke's housing development and create new Rea Valley links	Completion of new paths (developer funded) through St Luke's/ Sherlock Street housing development
17	Last Mile: Macdonald Street - Moseley Road	Signed advisory route Moseley Road, Leopold Street, Macdonald Street	
18	Regional Priority Route/ Last Mile: Birmingham East Side	Two-way segregated cycle track on Bradford Street	Temporary light-segregated cycle track on Bradford Street (ATF T1).

19	Last Mile: Digbeth High Street	Mixed route with Sprint, Metro	Consultation on design for Digbeth High Street public realm and crossing improvements
20	Last Mile: Curzon connections, Digbeth	Signed advisory routes, contraflows and cycle tracks	Potential HS2 scheme
21	Last Mile: Curzon Street and Eastside Park	Cycle track on Curzon Street and through Curzon promenade	Design in progress for Curzon HS2 Station and public realm. Ongoing discussions with HS2 and DfT regarding cycling provision at this interface
22	Last Mile: Ashted - Aston	Mixed route	Temporary light-segregated cycle track Jennens Road and A47, between city centre and Saltley (ATF T1).
23	Last Mile: St George's - St Chad's	Mixed route New John Street West, Uxbridge Street, Hospital Street, William Street North, Lower Loveday Street, Lench Street, underpass, St Chad's Queensway	
24	Last Mile: Jewellery Quarter - Colmore Row	Signed advisory route Pitsford Street, Vyse Street, Frederick Street, Newhall Street	Temporary light-segregated cycle tracks connecting Jewellery Quarter and City Hospital/ Harborne Walkway (ATF T1). Temporary reallocation of road space – city segments (ATF T1).
25	Last Mile: Library links - Spring Hill - Centenary Square	Mixed route King Edwards Road	Temporary light-segregated cycle tracks connecting Jewellery Quarter and City Hospital/ Harborne Walkway (ATF T1). Temporary reallocation of road space – city segments (ATF T1).
26	Cross City: Paradise/ Centenary Square	Shared space	Completion of Chamberlain Square and Phase 1 of Paradise . Ongoing discussions with Midland Metro and Sustrans
27	Regional Priority Route/ Cross City: City Centre A38 to A34	Two-way segregated cycle track	Temporary cycle route (minor improvements including bus gate and cycle lanes) (ATF T1). Design underway for Southside Public Realm .
28	Cross City: Smithfield	Cycle track and crossings	Ongoing discussions with developers
29	Cross City: Dale End	Signed advisory route Dalton Street, Newton Street, Dale End	Temporary cycle route (minor improvements including bus gate and cycle lanes) (ATF T1).
30	Cross City: Colmore Row - Snow Hill - Cathedral - Corporation Street	Signed advisory route westwards along Colmore Row and eastwards along Waterloo Street, Temple Row, Bull Street and Corporation Street	Construction underway for Snow Hill public realm including reallocation of road space and reduction in motor traffic access
31	Cross City: Commonwealth Connections Arena to Alexander Stadium via Jewellery Quarter	Signed advisory route along Cambridge Street, Fleet Street, Lionel Street, Shadwell Street, A34	
32	Green route: Duddeston Viaduct	Path along viaduct between Upper Trinity Street and Liverpool. Walkways, public art and feature lighting	Potential developer funded scheme
Canals	Canal towpath improvements	Various access and lighting improvements	Ongoing discussions with Canal and River Trust

Walking improvements: priority areas

Key

- +++++ Railways
- ⊞ Rail Stations
- Proposed Rail Stations
- Metro Route
- Metro Stops
- ⋯ Proposed Metro Extension
- Proposed Metro Stops
- Proposed Sprint (Rapid Transit Route)
- 1 Proposed Core Walking Zones
- ◆ Commonwealth Games Sites
- Urban Centres
- Green Travel Districts
- 20mph speed limit



map ref + RAG	Priority Area	Potential measures	Progress 2020
1	City Centre (Clean Air Zone)	Public realm improvements at Curzon Promenade, New Street, Ladywell Walk (Southside), Centenary Square, Digbeth High Street and Smithfield. Middleway crossings. Duddeston Viaduct Skypark (path along viaduct between Upper Trinity Street and Liverpool including public art and feature lighting)	<ul style="list-style-type: none"> • See also cycling infrastructure: city-centre schemes • Temporary social distancing measures introduced including reallocation of road space • Temporary parklets installed (Colmore BID area) • Temporary reallocation of road space – city centre segments (ATF T1). • Gooch Street/ St Luke's - completion of new paths (developer funded) • Consultation on design for Digbeth High Street public realm and crossing improvements • Design in progress for Curzon HS2 Station and public realm. • Completion of Chamberlain Square and Phase 1 of Paradise. • Design underway for Southside Public Realm. • Construction underway for Snow Hill public realm
2	Perry Barr	New public space through BCU site/ new housing, public transport interchange, River Tame access improvements and upgraded pedestrian crossings, better legibility and signing of direct routes between shops, Station, Sutton Park and New Hall Valley Country Park	<ul style="list-style-type: none"> • Publication of Urban Centres Framework • Temporary social distancing measures introduced • Construction underway as part of the Perry Barr regeneration. • Planning approval granted for developer-led schemes for Perry Park access and walking and cycling routes within BCU site/ new housing
3	Erdington	Enhanced High Street pedestrian environment including public space in front of St Barnabas. Improved walking routes from the west to reduce the barrier effect of Sutton New Road, particularly between Erdington Station and the centre.	<ul style="list-style-type: none"> • Publication of Urban Centres Framework • Walking Audit undertaken January 2020 • Bid submitted for Future High Streets Fund • Temporary social distancing measures introduced including reallocation of road space • Proposal for local centre improvements (ATF T2)
4	Sutton Coldfield	New Town Square, public transport interchange, Beeches Walk public realm, enhancement of key routes to Sutton Park and various recommendations from Walking Audit in 2018	<ul style="list-style-type: none"> • Publication of Urban Centres Framework • Temporary social distancing measures introduced including reallocation of road space • Consultation on Sutton Coldfield Masterplan includes road space reallocation and walking improvements
5	Langley and Peddimore	New footways, crossing and green routes	<ul style="list-style-type: none"> • Planning approval granted for developer-led scheme at Peddimore including new footbridge. • Design and access statement being prepared by consultants for Langley (including on-site and off-site walking connections) in line with Birmingham Development Plan evidence base

6	Castle Vale and Fort Dunlop	Maintenance to improve existing routes, signage, mapping information, speed management, links to new rail and Sprint services	<ul style="list-style-type: none"> Continuation of age-friendly Tyburn project (see audit report) low traffic neighbourhood pilot and temporary wayfinding Temporary modal filters introduced – Places for People (ATF T1). Design options prepared for zebra crossing, Tangmere Drive (TCF Better Streets) Unsuccessful funding bid for HS2 cross-community fund with Castle Vale Pioneer Group.
7	Alum Rock	Improved footways and street crossings, through provision of additional off-street public car parking and improvements to loading and servicing areas of commercial premises. HS2 - potential to improve walking routes across Saltley Viaduct	<ul style="list-style-type: none"> Publication of Urban Centres Framework Temporary social distancing measures introduced including reallocation of road space
8	Small Heath and Bordesley Green	Bordesley Green: Five Ways junction public space, Denbigh Street open space improvements, better connections to Adderley Park Station and future Metro stops. Coventry Road/ Small Heath: Improvements to street, frontages along Coventry Road, St Andrew's Stadium and the retail park, Small Heath Park and Sara Park. Enhancement of green infrastructure including Grand Union Canal.	<ul style="list-style-type: none"> Publication of Urban Centres Framework Temporary social distancing measures introduced
9	Stechford	Upgraded pedestrian routes and civic space on Station Road. Enhanced routes alongside River Cole	<ul style="list-style-type: none"> Publication of Urban Centres Framework Temporary social distancing measures introduced Walking Audit undertaken October 2020 Outline costs prepared by Landscape Practice group for Ward End Park improvements and green route upgrades between Morden Road Stechford, Cole Valley and Heartlands Hospital Construction underway as part of Iron Lane scheme (Local Growth Fund).
10	Meadway and Lea Hall	New public square at Poolway shops and enhanced Kents Moat recreation ground. Plus, connections to A Metro stop at Meadway, better connections to Lea Hall Railway Station and future Metro stops.	<ul style="list-style-type: none"> Publication of Urban Centres Framework Temporary social distancing measures introduced
11	Tyseley and Acocks Green	Cole Valley access and public realm improvements (Ackers)	<ul style="list-style-type: none"> Funding bid prepared by University of Birmingham for access improvements and 'Lost World' project. Temporary modal filter proposed in Acocks Green (ATF T2).

12	Kings Heath, Moseley and Balsall Heath	Crossing improvements, parking management and public realm improvements along High Street, at Kingsway and new railway stations at Moseley, Kings Heath and Hazelwell.	<ul style="list-style-type: none"> • Design options reviewed, Wheelers Lane (TCF Better Streets) • Temporary modal filters and low traffic neighbourhood introduced – Places for People (ATF T1). • Temporary social distancing measures introduced including reallocation of road space in local centres (Moseley ATF T1 and Kings Heath) • Planning approval granted and design underway for new stations on the Camp Hill line – Moseley, Kings Heath and Hazelwell • Design in progress for Balsall Heath Town Square
13	Stirchley	Pershore Road public realm improvements including new public square at the junction of Pershore Road and Hazelwell Street, improved access to Stirchley Park, improved walking routes to Bournville rail station, canal and Rea Valley Route.	<ul style="list-style-type: none"> • Publication of Urban Centres Framework • Temporary social distancing measures introduced including reallocation of road space in local centre (ATF T1)
14	Northfield	Improvements to public spaces including Prices Square, wider pavements and waymarking of walking routes to Northfield rail station and Victoria Common	<ul style="list-style-type: none"> • Publication of Urban Centres Framework • Temporary social distancing measures introduced including reallocation of road space • Temporary modal filter proposed in Northfield (ATF T2).
15	Longbridge and Rubery	New links within Longbridge town centre as well as green routes to Rubery and Frankley.	<ul style="list-style-type: none"> • Temporary social distancing measures introduced • Publication of Longbridge Station prospectus as part of the 'stations as places' programme • Ongoing discussions with St Modwen and Sustrans about green routes and public realm improvements
16	Selly Oak, Harborne and South Edgbaston	Improved paths along Vincent Drive, upgraded public plaza between the new rail station and Queen Elizabeth Hospital and Westgate and new bridge over the canal at University Station. New paths and canal footbridge at Life Sciences and Selly Oak Shopping Park. Other canal access improvements at Bristol Road and The Oaks residential development. Improved way-finding.	<ul style="list-style-type: none"> • Temporary social distancing measures introduced (Selly Oak and Harborne) • Publication of Selly Oak and University Station prospectuses as part of the 'stations as places' programme • Construction of new crossings on Selly Oak New Road (Local Growth Fund). • Completion of bridge over Bourn Brook at Harborne Lane (Birmingham Cycle Revolution). • Completion of canal footbridge at Selly Oak Retail Park (developer funded). • Funding awarded to Lapal Trust for canal improvements at Selly Oak
17	Icknield Port Loop	New canal side paths, bridges and crossings	<ul style="list-style-type: none"> • Completion of path upgrades at Edgbaston Reservoir (developer funded). • Preparation of Icknield Core Walking Zone options appraisal report, including outline costs (TCF). • Consultation on Dudley Road scheme.
18	Handsworth	Signage to Benson Road Metro, parking management, speed management, surfacing and crossing improvements.	<ul style="list-style-type: none"> • Temporary social distancing measures introduced including reallocation of road space on Soho Road

	Local safety schemes and targeted interventions	Measures to improve safety at specific locations based on collision analysis and community concerns.	<ul style="list-style-type: none"> Ongoing Local Safety Schemes programme and ward minor measures
	School streets and Safer Routes to School	Ongoing SRTS programme, pilot school streets from September 2019	<ul style="list-style-type: none"> Ongoing Safer Routes to School programme. Phase 2 of car-free school streets (6 schools)
	20mph limits	City-wide	<ul style="list-style-type: none"> Evaluation of 20mph limits
	Places for People (Low Traffic Neighbourhoods and modal filters)	Removal of through motor traffic from local streets	<ul style="list-style-type: none"> Temporary modal filters introduced in Bournville, Moseley and Castle Vale (ATF T1), proposed in Northfield and Acocks Green (ATF T2). Low Traffic Neighbourhoods trialled in Kings Heath and Moseley (ATF T1)
	Pedestrian crossings	Review of pedestrian facilities at all signal-controlled junctions. Review of signal timings at Pelican, Puffin and Toucan crossings	
	Parklets	Conversion of on-street parking spaces into outdoor seating and pedestrian space	<ul style="list-style-type: none"> Temporary parklets installed (Colmore BID area)

Green Routes

- See also cycling infrastructure schemes

Completed

- St Luke's/ Sherlock Street (housing development)

Under construction

- Tame Valley (Environment Agency).
- Woodgate Valley Country Park (Landscape Practice Group/ Birmingham City Council)

In design

- Langley and Peddimore (consultants)
- Lapal Canal: Selly Oak canal basin ([Lapal Trust](#))
- Direction signing: Bourn Brook Way, Cole Valley, Sheldon Country Park, Hatchford Brook, Harborne Walkway (Landscape Practice Group/ Birmingham City Council)

Outline costs prepared

- Access improvements: Cole Valley and Bourn Brook Way (LPG)
- Path upgrades:
 - Cole Valley: Cowley Road Public Open Space (LPG)
 - Cole Valley: Yardley Road West (LPG)
 - Cole Valley: Bordesley Green East to Morden Road (LPG)
 - Cole Valley: Glebe Farm Recreation Ground (LPG)
 - Bourn Brook Way: Northfield Road to Arosa Drive (LPG)
 - Bourn Brook Way: QE to Harborne Lane (LPG)
 - Bourn Brook Way: Woodgate Valley to Highfield Farm Rec (LPG)
 - Ward End Park (LPG)
 - Ackers (University of Birmingham)

Discussions with partners

- Druids Heath (local users and housing development)
- Longbridge (St Modwen and Sustrans)
- Woodgate Valley/ Halesowen (Highways England and Dudley Council)