

Birmingham Walking and Cycling Strategy

2021 Progress Report



Report version: 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 2021, 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 2 progress report updates on the actions from the Walking and Cycling Strategy; highlighting positive stories from the City Council and its partners in 2021; 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.

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. This tool promotes core messages focussed on walking cycling.

Modeshift STARS 5-minute 'Walking Bubbles'

Since Autumn 2020, parents have been asked to support 5-minute protective 'Walking Bubbles' around their children's schools. Bubble maps are provided.

Birmingham City Council encourages all our schools to promote the map to parents supporting the 5-minute 'Walking Bubbles' approach requesting parents and children to pledge to walk, cycle or scoot whenever possible. In turn reducing car use for school journeys and if they must drive, to park at least 5 minutes' walk from the school gates. There are supporting resources such as school railing banners, pavement stickers and lamppost signs, that can be used to signpost park and stride sites or alternative local roads to park in.



Birmingham currently has 272 schools registered for Modeshift STARS comprising: 211 primary schools (including nursery/infants), 48 secondary, 12 special and 1 other type of education setting. Key successes include:

- Tailoring messaging and support packages to schools experiencing issues with public transport or congestion at the school gate.
- Supporting schools to develop travel plans, either by producing new ones or reviewing and updating existing ones.
- Continuing to use the Agilysis Active Streets Assessment Tool to identify and prioritise schools for possible physical infrastructure measures.
- Delivering webinars for school staff including topics of road safety, clean air and using Modeshift STARS. This includes 'Developing and delivering a travel plan' and 'Gaining accreditation' which adds to the suite of CPD programme and further promotes Modeshift STARS.
- Schools can apply for funding through the Young Active Travel Trust for up to £1000 to support their travel plan delivery. From February 2019 to July 2021, 34 schools have received grants.
- FREE Bikeability training provided by The Active Wellbeing Society that delivers training to pupils enabling them to ride their bikes safely.
- WOW all year round walking reward scheme being offer free to schools to encourage more pupils to walk to school and receive a badge for doing so.

The Sustrans 'Big Pedal' event took place from 19 – 30 April 2021. [Bike to School Week](#) took place from 27 September to 1 October 2021. British Cycling delivered 29 sessions of 'Go Ride' at 13 primary schools. Within the West Midlands Combined Authority, 3137 participants received Go-Ride coaching in 2021.

The Walk To School Outreach 2021-2022 (WTSO 21-22) – Living Streets

The WTSO 21-22 project is funded through a £85m grant from the Department for Transport (DfT). It aims to **overcome barriers** to walking and help the government reach its target of **55% of children walking to school by 2025**. The project now incorporates Walking Back to School (£1m DfT funding) which runs until the end of August 2021. Both these projects are combined for delivery and reporting purposes, WTSO 21-22 will run to 31st March 2022.

Living Streets is **continuing work with these partner authorities** to deliver WTSO 21-22: West Yorkshire Combined Authority, Transport for Greater Manchester, Liverpool City Region Combined Authority, Transport for West Midlands, Birmingham City Council and Sheffield City Region Combined Authority, Essex County Council, North Tyneside Council, Gateshead Council, Warrington Council, BCP Council and Nottingham City Council.

New Partner Authorities for 2021-22 are: Hampshire County Council, Newcastle City Council, Northumberland County Council, Lancashire County Council and South Tyneside Council.

Further details on the Walk once a Week project (WOW), are available here: ([WOW](#)).

WALKING FROM HOME
WALKING ACTIVITIES FOR PRIMARY SCHOOL-AGE CHILDREN

LIVING STREETS LET'S WALK TO SCHOOL

PLAY
Although many events and tournaments are on hold at the moment, we can still celebrate the hobbies, sports, and games we love this summer. Let us know what you're playing by sharing your experiences on social media!
#WalkingFromHome @LIVINGSTREETS @LIVINGSTREETS LIVINGSTREETS

400 STEPS STOP
AGE 5-11
Did you know that during a football match, on average, the ball is passed between players around 400 times?
Where do you think 400 steps could take you on your walk? Try it out! Go for a walk with your family and walk exactly 400 steps from your front door. Where did you end up?
Keep in your mind what you see around you at the end of your walk. When you get home make a drawing of what you saw on your 400 steps stop. Ask an adult to share your drawing with us on social media!

THE SHOW MUST GO ON
AGE 5-11
Imagine Wimbledon isn't cancelled or the Olympics and Paralympics are still on, only they're now taking place in your local area and it's you who's the star.
Pick an event, go out for a walk, and challenge friends or family to take you on to your new 'local'!

INDOOR CHALLENGE
Every winner needs a prize!
Can you design and make your own medal or trophy to be awarded for taking part in the activities above?
See what materials you can make use of in the recycling bin, and get creative with pens and glue!

Living Streets is the UK charity for everyday walking and the people behind the Walk to School campaign. Visit our website to find out more:
LIVINGSTREETS.ORG.UK/PRIMARY-SCHOOLS

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The Walk To School Outreach 2021-2022 (WTSO 21-22) – Living Streets

2021 Highlights:

- Recruited 352 new primary schools to the project and continued to support 384 primary schools from 20.21, providing WOW resources and coordinator support.
- Grendon Primary have noticed a positive impact on active travel to school since launching WOW in their school in May 2021 – they have created a page dedicated to WOW on their school website [Grendon Primary - WOW - Login](#) (quotes on slide 10).
- First Eventbrite webinar to introduce WOW was hosted in July for all schools across the West Midlands – 5 schools from Birmingham registered to attend, one of them being The Olive School Small Heath. This school is part of the Star Academies Trust ([Star Academies - Not-for-profit-multi-academy trust](#)). There are two-star academies in Birmingham. The Olive School Birmingham launched WOW in their school back in 2018. BCC officers attended the session (quote on slide 10).
- 9 Eventbrite sessions delivered to schools across West Midlands (Sept. – Dec. 2021).
- National Eventbrite session delivered to local councillors to support recruitment.
- The Walk of Fame (WoF) Challenge ran very successfully again in Birmingham for a week in July 2021, with 50 schools participating. Ark Kings Academy were crowned the winners in Birmingham, logging the most active journeys during the week.

Challenges:

- Can be difficult at times to keep some schools motivated to keep logging journeys on Travel Tracker due to changes in school routines and bubbles isolating or staff absences – risk of schools dropping out but figures show how schools have persisted despite the challenges.
- Schools not responding to emails after initial contact, despite showing a keen interest in launching WOW in their schools due to staff absences/shortages as a result of Covid-19.
- Have contacted local councillor / cabinet member for support to recruit schools in their ward – no response received yet.

What's coming up next:

- Intensive work meeting with BCC to discuss potential schools within the Car Free School Streets scheme.
- Recruit more schools to launch WOW and support those schools logging below 5%, to increase engagement levels.
- Plan more Eventbrite sessions to support recruitment.
- Continue to support BCC webinars and encourage schools to achieve Modeshift accreditation.
- Promote Travel Tracker Training for staff to encourage greater engagement levels.
- WOW badge competition will be launched nationally.



Project Stories – Travel Tracker Leaderboards (Living Streets)

In October we launched our Travel Tracker Leaderboards. This is a feature the schools can see at the end of each month from their classroom accounts comparing their school against others in the local authority and the country.

To feature on the leaderboards, the schools currently need to have engagement levels of 20% per month. The engagement % is then multiplied by the active trips % to get their leaderboard place.

Lea Forest Primary Academy took it upon themselves to reach the top of the national leaderboard as soon as possible, and with the help of an **effective social media campaign** they got there by December 2021.

Our hopes are that this feature will continue to add some friendly competitive spirit to the project, increasing the engagement levels in schools.

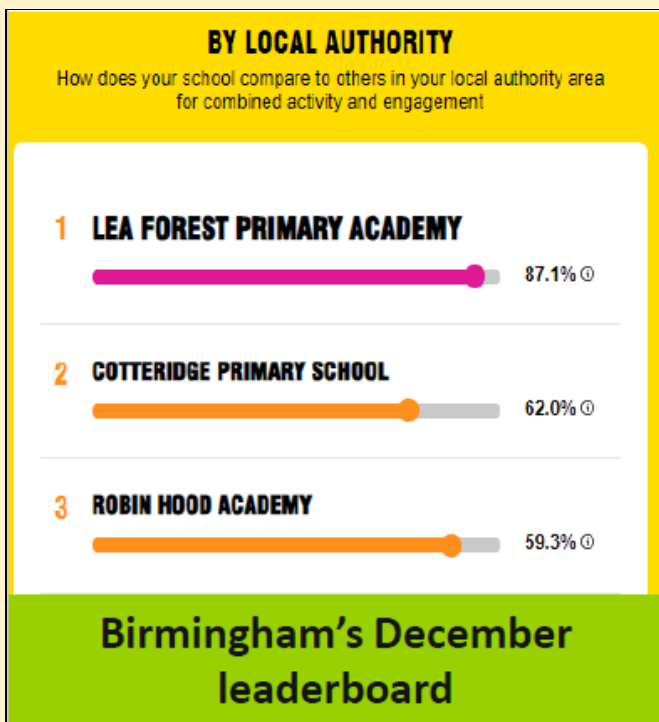


Image credit: Living Streets



Image credit: Living Streets

1.2. Support crossing patrols at high priority sites.

Birmingham City Council currently funds School Crossing Patrols. There is a high turnover of staff so numbers can vary weekly/daily. The maximum number of sites covered/funded during 2021 were 120 locations. The Council will continue to fund the highest risk sites (Priority 1), the current policy is only to fund patrols at the highest risk sites (P1) that are not already equipped with pedestrian controlled lights.

School Crossing Patrols

The School Crossing Patrol Service is one element of the Birmingham Road Safety Strategy. Crossing Patrols assist children and other pedestrians across roads on their journey to and from school by stopping traffic in the highway, and thus encourage children and their parents to walk to school rather than travel by car.



Photo credit: Birmingham City Council



Photo credit: Birmingham City Council

1.3. Develop a training programme for community walk leaders.

TAWS can provide training for walk leaders in Local Delivery Pilot areas. The volunteer walk leader requirements are available here: [TAWS Volunteer Walk Leader](#). 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. 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 in schools at all levels and in different settings, through [Bikeability](#) and [The Active Wellbeing Society](#).

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 weekly sessions are offered by two clubs (Sara Park and Yardley Wood) in partnership with TAWS. The sessions are well attended each week. British Cycling helped to set up Go Ride, but it is now a standalone with the Community Cycling Clubs and TAWS.

British Cycling continue to organise 'Go Ride' sessions in Birmingham schools (see 1.1).

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. Walks by individuals have continued to be encouraged and social media has been used successfully to promote these – for example, [TAWS on Facebook](#) and [Black Heritage Walks Network on Facebook](#).

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

Cycling UK supports 24 active community cycling clubs in Birmingham.

20 Community Activation volunteers were trained by British Cycling and 307 Community Activation rides took place, equating to 1,443 participants. 484 participants attended community group walks led by TAWS.

Cycling UK have 24 active community cycle clubs. They held 16 Dr Bike sessions, at which a total of 85 bikes were repaired. 107 participants attended TryCycle events as part of the Ride Ahead Together project. 15 attended Cycling with Confidence sessions and 14 attended Complex Needs sessions.

2021 community cycling activities in numbers

Cycling UK

- *Number of active Community Cycle Clubs = 24*
- *Sessions Delivered = 607*
- *Number of Overall attendances = 3764*
- *Unique attendees = 746*
- *Volunteers trained = 50 (Ride Leader & First Aid training)*
- *Volunteer Leaders = 77 active*
- *Big Bike Revival centres = 21*



Photo credit: Cycling UK

British Cycling

- *Club support sessions = 7 sessions*
- *Number of Rides = 95 (Breeze rides), 137 (guided rides) and 50 (Ride Social)*
- *Ride participants = 356 (Breeze rides), 759 (guided rides) and 267 (Ride Social)*
- *Volunteers trained = 26*



Photo credit: Cycling UK

The community cycling clubs are continuing with led rides and teaching into 2022. Cycling UK plans to carry out further training in: Ride Leader, First Aid and Basic Bike Maintenance to equip volunteers and to offer all round activity for participants. Cycling UK is also doing kids cycle sessions across 3 of the community cycling clubs.

Cycling UK – Women’s Festival of Cycling (WFOC)

Cycling UK has been supporting women to cycle for over 100 years. To get involved with events and activities or check out their expert advice, visit [Women's Festival Of Cycling](#).



Photo credit: Cycling UK – WFOC Ride July 2021

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

7 organisations have engaged with Go Ride and 12 businesses have engaged with Workplace Activation, delivered by British Cycling. Cycling UK has engaged with 19 businesses and delivered Dr Bike and webinar sessions to 10 businesses. 19 businesses have engaged with Walking Works and 18 businesses have received a communication plan and digital pledge event, through Living Streets. 67 businesses have been engaged and 46 are actively participating, as part of the Travel Planning Capacity project.

British Cycling, in partnership with HSBC, encouraged business engagement through TfWM referrals (via Mott Macdonald). 12 organisations engaged and they were provided with details of Let’s Ride website, Ride Leader courses and BC Commute Smart videos.

Royal Orthopaedic Hospital walking to work pledges

Living Streets hosted an event where hospital employees made pledges to change their walking habits for the better. The aim of this project was to improve employee wellbeing working at the Royal Orthopaedic Hospital and was funded by the Active Travel Fund.

Taking part in the project has encouraged the staff to change their behaviour with over 100 pledges from individuals expressing their commitment to changing their walking habits.

Takeaway quote: *“I pledge to walk every day for 30 minutes. It gives me time to de-stress and focus on positive things.” CM*



Photo credit: Transport for West Midlands (TfWM)

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

The Department for Transport, as part of the Government’s **Gear Change** Strategy, is investing in social prescribing pilot studies around the country. The West Midlands Combined Authority is submitting an application for funding to undertake several pilot studies within the West Midlands, expected to begin in September 2022. Birmingham City Council, a partner in this study, is developing its pilot which will focus the social prescribing activities and support within the Bordesley Green and Small Heath areas. By using existing infrastructure, Birmingham City Council hopes the pilot will improve people’s health by offering support to those with disabilities, in particular those with musculoskeletal conditions, where increased physical activities is proven to improve the health and wellbeing of the patient.

14 GP surgeries have been engaged as part of the Social Prescribing project and to date there have been 484 participants attending group walks as a result (led by TAWS).

Walking in your city – Anita’s Story

Anita was made redundant during Covid and left isolated at home. Grace, a local link worker invited her to a social walking group.

“I was referred by my GP surgery as part of a weight loss programme because I’m diabetic and was doing less physical activity during lockdown.

“I really enjoy being part of this group. It helps my mental wellbeing. I live alone, so, it’s nice to have a bit of banter and a good laugh.

“When I’m with the group I don’t feel fazed by the weather or feel like I’m exercising. I look forward to seeing this family, if I should use the word.”

Since joining the walking group, Anita has lost a stone in weight and her diabetes has improved.

The walking group is run by The Active Wellbeing Society, who are part of a social prescribing programme in Birmingham. GPs prescribe free-to-access cycling and walking activities, help, and guidance as non-clinical ways of tackling key health issues including obesity, poor health, and loneliness.

Takeaway quote – *“When I’m with the group I don’t feel fazed by the weather or feel like I’m exercising.”*



Photo credit: Transport for West Midlands (TfWM)

Katherine, WMCA Employee (West Midlands Combined Authority)

I have always been the “big girl” and dieting and getting healthy was always a foreign concept to me. Until one day I decided enough was enough, and alongside diet changes, started to take on exercise. This worried me as I was recovering from a knee injury - until I started walking.

I go for 45-minute walks every day, sometimes twice a day. I live in the countryside which helps. Not only is it good for you and healing for the mind to get fresh air but my knee pains are completely gone. Not only have I lost weight but I feel more focused throughout the day and it’s low impact so I’m not killing myself at the gym. Throughout this journey I have lost six stone and continue to walk my way to my target goal – it’s a marathon, not a sprint!

Takeaway quote – *“I have lost six stone and continue to walk my way to my target goal – it’s a marathon, not a sprint!”*



Photo credit: Transport for West Midlands (TfWM)

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.

There have been 5 Close Pass operations carried out as part of the Active Travel Fund Road Safety package. 32 drivers were stopped; 4 were reported for driving without Due Care and Attention; and 28 were provided with Close Pass education.

In terms of policing some of the local policing units were able to support education and enforcement around [Car Free School Streets](#). The Travel Demand Management Team (Birmingham City Council), have contacted all the local police teams over the last year to request support on this project. Where workload capacity has allowed, police teams have had an educational presence at Holy Cross, Hillstone, Somerville, and Featherstone schools. 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 2021) 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). Unfortunately the scheme was paused in 2021 although the [Active Travel Fund](#) (ATF) Tranche 2 includes £250,000 for around 600 further Big Birmingham Bikes to be distributed in 2022. 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).

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

Birmingham City Council applied for funding through the Department for Transport's (DfT) E-Cycle Extension Fund in December 2020 and it was announced in June that Birmingham City Council was successful in their application. The Council have used the £199,000 funding to continue the Council's work in supporting projects that provide access to groups likely to be excluded from cycling:

- The Active Wellbeing Society (TAWS) has purchased 9 E-bikes for their ‘cycling on prescription’ scheme. The scheme links the use of e-bikes to health benefits, working with local GP surgeries to provide people with long-term health conditions cycle training and bikes to help with their physical and mental wellbeing.
- E-Bike Brum, based in Erdington received 6 E-bikes which have been leased to people in deprived areas of the city, who otherwise would not have access to cycling.
- Midland Mencap have benefitted from 4 adapted E-bikes to expand their city-wide park ride cycling provision for disabled users and their families.
- Some of the funding has been used to provide 16 e-bikes to the West Midlands Cycle Hire scheme in Birmingham. The WMCH scheme E-Bikes have been very popular and well used in the Birmingham area.

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 and BCC continue to work with [Brompton bike hire](#) in the city centre.

There were 2 free cycle skills sessions held in conjunction with British Cycling on West Midlands Cycle Hire (WMCH) bikes.

West Midlands Cycle Hire

West Midlands Cycle Hire (WMCH) went live in March 2021, with the first 7 docking stations in Sutton Coldfield, and then expanded to Birmingham in May when a further 44 docking stations were added. More docking stations were added during the course of the year to the current total of 80. Initially, WMCH was pedal cycles only. E-bikes were introduced to the WMCH scheme on 6th December 2021. The current fleet of e-bikes in Birmingham varies week-to-week but is in the order of 56-60.

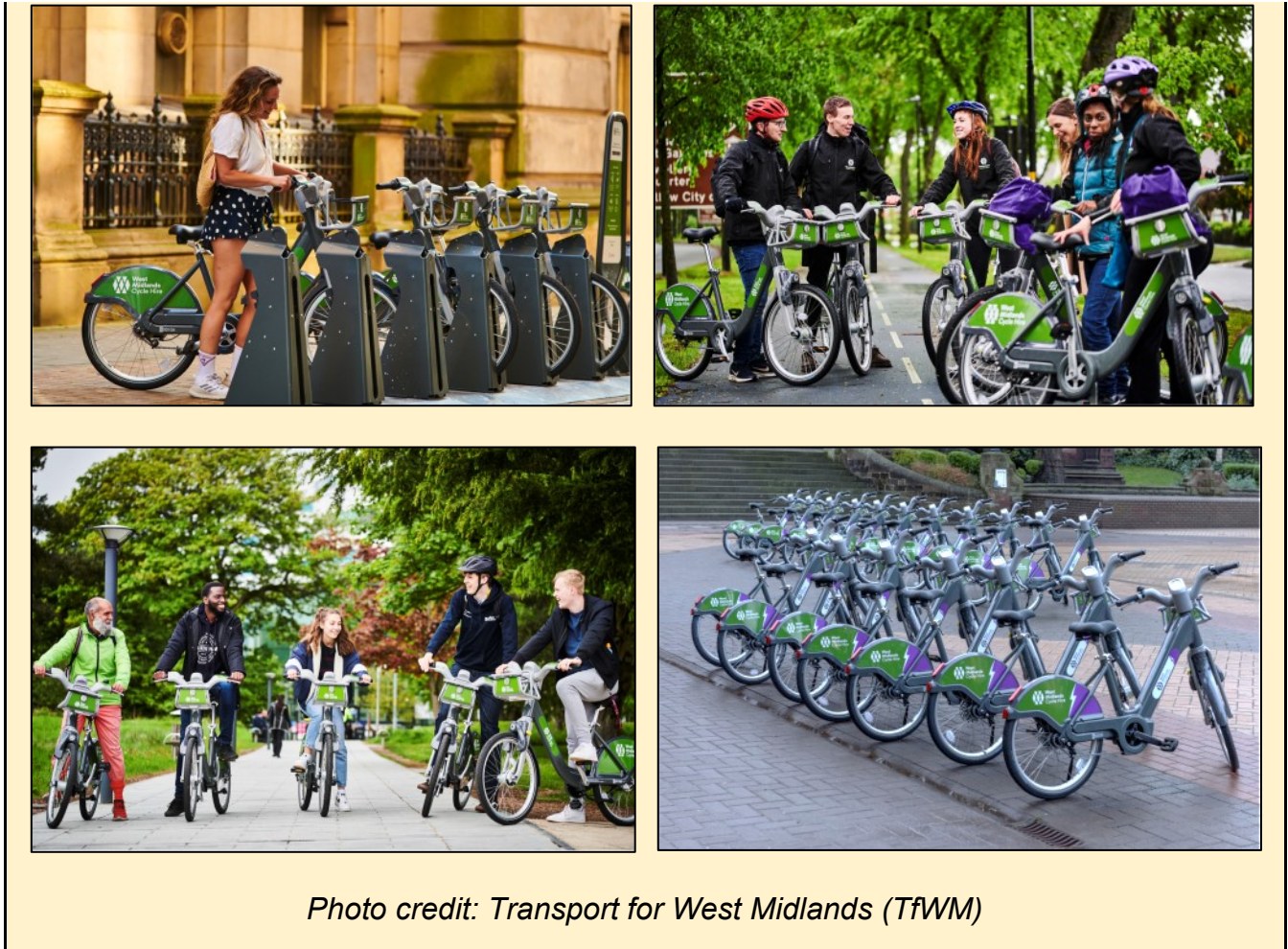
West Midlands Cycle Hire also launched on [University of Warwick campus](#) in September 2021.



Pedal bike



E – bike



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.

The Council will seek further opportunities for similar loan schemes throughout the lifetime of this strategy.

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

BCC Staff can benefit from discounted bikes through the Cycle to Work Scheme, e-bike trials, route finding a support, a Bike Buddy scheme, season ticket schemes, etc.

Free daily bike hire is available to adults with a Birmingham City Council Leisure Card at council owned cycle centres. People aged 17 and under may also hire a bike, but must be accompanied by a parent or guardian and be able to safely ride an adult bike. More details are available on [Short Term \(Day\) Bike Hire](#).

Transport for West Midlands has launched Park that Bike. This is a scheme that will send businesses and organisations bike racks free of charge. Bike racks can help staff to cycle to work as they know their bike will be secure. Applications are now open. Please visit [Transport for West Midlands](#) for more information and to apply.

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.

Cycling UK – Big Bike Revival Project

Cycling UK has continued to run the [Big Bike Revival Project](#) (BBR), with funding from the Department of Transport (DfT). They had centres and clubs applying for funding and have delivered a mix of Dr Bike, rides and teaching.

Cycling UK has worked with businesses across the City offering free bike checks for their staff including BBC, Interserve, Newman Uni, Aston Uni, South & City College and many more.



Photo credit: cycle chain BBR



Photo credit: pumped up – Dr Bike



Photo credit: Cycling UK - Big Bike Revival 2021

Cycling UK – Case Study

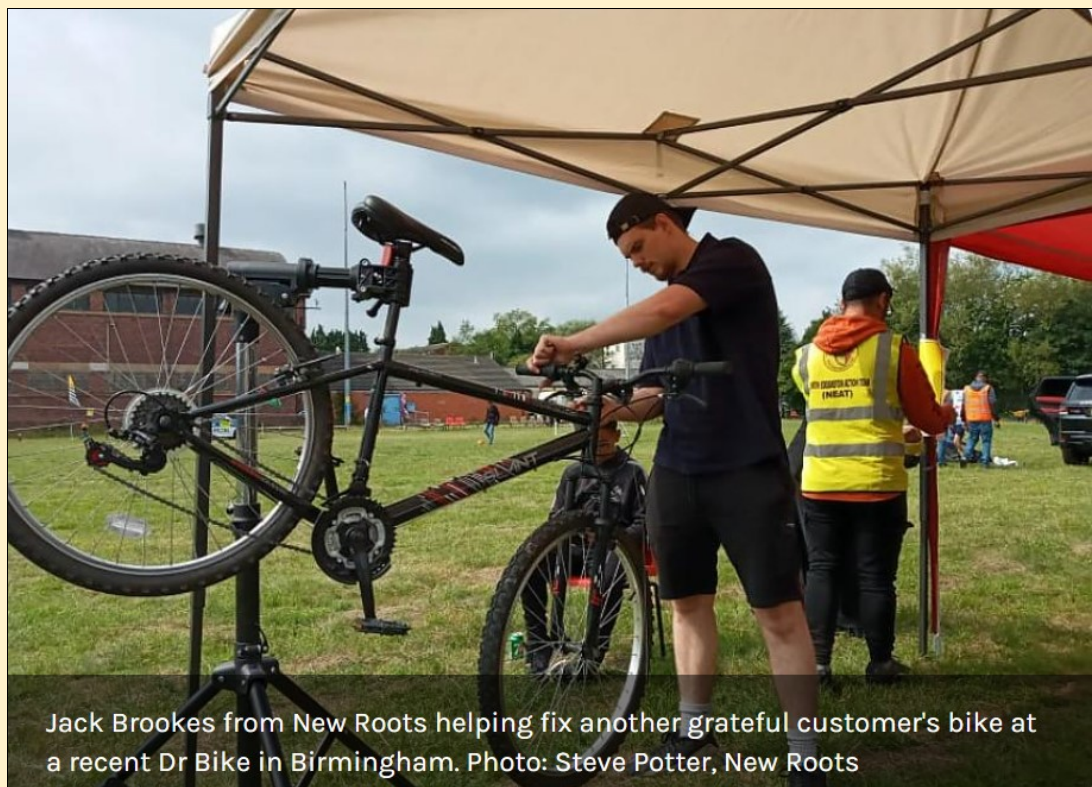
Inspiring Volunteers: Jack and Tony, bike mechanics at New Roots.

A bike fixing project set up by homelessness charity New Roots, with assistance from Cycling UK, was a lifesaver for volunteer bike mechanics Jack and Tony.

Full article available at: [Cycling UK - Jack & Tony Bike Mechanics](#).



Tony Price says volunteering as a bike mechanic for New Roots has improved his own mental health. Photo: Steve Potter, New Roots



Jack Brookes from New Roots helping fix another grateful customer's bike at a recent Dr Bike in Birmingham. Photo: Steve Potter, New Roots

Photo credit: Cycling UK

Cycling UK – Case Study

Inspiring Cyclists: How volunteering as a ride leader helps health and confidence.

Cycling UK volunteer Khalda Begum from Birmingham only started cycling again as an adult in October 2018. Now she is a ride leader and passionate about encouraging others to give volunteering in cycling a go. Khalda explains her journey back to cycling.

Full article available at: [Cycling UK - Inspiring Cyclists](#).



Photo credit: Cycling UK

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

E-scooter hire trial

The West Midlands e-scooter hire trial that was launched in September 2020 and will continue until at least September 2022 in Birmingham. The e-scooters that take part of the trial are operating legally on roads and are approved by the Department for Transport, but private e-scooters remain illegal to use on the public highway. The Department for Transport is expected to make a decision on the legal status of e-scooters within 2022.

The e-scooter operator, Voi, was appointed by the West Midlands Combined Authority in September 2020 and is currently operating in Birmingham, Sandwell and Warwick University Campus. The trial area in Birmingham covers the City Centre, and the areas to the north and south of the city along the A34 cycle route (up to Perry Barr), and the A38 cycle route (up to the University of Birmingham).

Voi offer short-term hires of e-scooters. To do so, users need to download Voi's mobile application to their smartphone, to allow them access and pay to use the e-scooters. Users have to prove through the app that they are over 18 years of age and hold either a provisional or full driving licence. Officers have worked with Voi to establish local rules that ensure the safety of both e-scooter riders and other road users. Voi have introduced different controls in the city, in the form of geofencing (i.e. programming the e-scooters to automatically adjust their speed in designated geographic locations using GPS technology). These include "slow zones" (speed is limited from 12.5mph to 5mph), incentivised parking zones, "no parking" zones, and "no ride" zones. Voi are also introducing other technological controls to ensure the appropriate use of e-scooters. Their 'parking cop' feature means users must take a picture of their parked e-scooter every time they finish a ride and can be fined up to £25 for poor parking. Voi also detect badly parked e-scooters using built-in tilt sensors and reports from the public. Finally, Voi deploy on-street staff (called ambassadors) who monitor the use of e-scooters and issue warnings and fines to users who are not following the rules of the trial (for example, if they are riding on pavements, or in instances of twin riding).

The trial has allowed the Council and Transport for West Midland to gain an understanding of how e-scooters are used and who they benefit. A survey carried out by Transport for West Midlands in summer 2021 showed that e-scooter users were younger (58% under 34), more likely to be male (76%), and students (24%) when compared to the West Midlands population. E-scooters were used most regularly for leisure purposes (27% weekly), while around a fifth of the respondents were using them regularly for work (22%) or shopping (19%).

The same survey showed that if e-scooters had not been available, around half of users that participated in the survey would have walked instead, however, about a third would have travelled by car, while a third would have travelled by public transport (participants were given the option of multiple responses).



Photo credit: Birmingham City Council

E-cargo bike pilot

In May 2020, Birmingham City Council secured £58,000 of funding from the Energy Saving Trust 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. All the e-cargo bikes and trikes have been allocated to local partners such as BIDs, the University of Birmingham, and The Active Wellbeing Society. By February 2022, the bikes have covered 1,764.3 miles in the city.



Photo credit: Cycling UK

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'

Community speedwatch continues to grow in the West Midlands, with activity being coordinated between Neighbourhood Policing teams and active citizens within the community. At present there are over 30 active community speedwatch groups across the West Midlands, with more staff and volunteers being trained on a monthly basis.

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.

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.

On 27th May 2020 the Department for Transport (DfT) informed local authorities that of the total ATF £250 million fund, £225 million will be provided directly to local transport authorities and London boroughs, while £25 million will help support cycle repair schemes.

The ATF £225 million allocated to combined and local authorities has been released in phases. The West Midlands Combined Authority (WMCA) was awarded £3.847 million through tranche 1 of the fund and a further £13.098 million through tranche 2. No further e-cargo bikes funding was received.

In 2021, DfT allocated £1,911,316, to West Midlands Integrated Transport Authority, as part of the Capability Fund. The aim of this revenue grant is to enable local transport authorities to promote cycling and walking in their areas by the development of infrastructure plans and carrying out behaviour change activities, such as training and promotion.

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.

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 be developed in 2022.

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.

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.

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 in 2022. 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.

The theme of 'No Need To Speed' in this year's ['National Road Safety Week'](#) (November 2021) was therefore particularly pertinent. Birmingham City Council's own ['Slower is Safer'](#) campaign was also promoted as part of this.

Further 20mph schemes are to be included in capital programme requests in 2022. In order to prioritise suggestions for infrastructure measures, assessment tools are being reviewed.

Preliminary work has started on a fifth area of the city for reducing the speed limits on residential roads, covering North Edgbaston, the Soho Road and Handsworth.

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.

In September 2020, 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 were 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.

A [review](#) of the initial schemes was published in 2021, and development continued on 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.

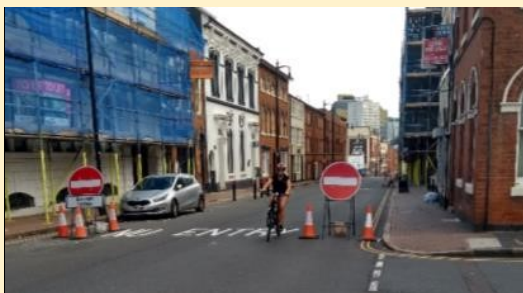


Photo credit: Sustrans

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 Phase one involved 6 schools which was launched in September 2019. Since then we have undertaken a phase 2 of a further six schools on 28th September 2020. From February 2022 are moving towards phase 3 of another six schools.

The phase 1 schools evaluation took place and all six schools have become permanent schemes. 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. Two schools (Somerville and Hillstone Primary schools) have been taking part in this research and the monitoring report is due to be completed shortly. This work will support our evaluation report being put together.

Living Streets supported Nelson School with some intense work in supporting parents to park and stride at their local Tesco store. Which was a short walk from the school site and signposting them with maps and rewarding them with a walking badge for doing so. Seven of the 12 schools in phases 1 and 2 of the project are actively participating in the WOW all year-round walking reward scheme. Furthermore, half of the schools in phase 3 are taking part in WOW too.

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 2020 and 2021 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 2020 and 2021, 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.

Following the ending of the social distancing requirements, these measures were removed over the course of 2021. Some of the measures in Moseley, Kings Heath and Sutton Coldfield are being made permanent through other funding.



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 2021 the following roads were identified for further appraisal of options:

- Bournville Lane, Bournville
- Stratford Road / Fox Hollies Road junction
- Heybarnes Road, Small Heath
- Edward Road / Lincoln Street junction, Balsall Heath
- Park Lane, Aston
- The Radleys, Sheldon
- Stoney Lane, Yardley
- Salisbury Road, Moseley

School Streets (formerly Safer Routes to School)

The School Streets Proposals programme (formerly Safer Routes to School) incorporates schools which qualify for named schemes (with a value up to approximately £100,000), to address major concerns, and minor measures (with a value up to approximately £20,000), to address smaller issues in the vicinity of schools across the city. It offers a suite of capital measures under the banner of [School Streets](#) which will also fund further phases of [Car Free School Streets](#) (CFSS) and alternative physical minor measures (e.g. parking restrictions) at schools not suitable or eligible for CFSS.

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

- The Active Streets Assessment tool is used to prioritise schools on safety grounds, including road traffic collisions, speed data and annual average daily traffic flow.
- With regards to sustainability, participation in Modeshift STARS initiatives, highway measures identified in the travel plan and the completion of a school travel survey are used.

Safer Routes to School schemes under development during 2021 have included:

- Improved signing and lining, parking restrictions including the use of double kerbing
- Central refuges
- Guardrail
- Extension of School Keep Clear markings and associated Traffic Regulation Orders.

School Streets Case Studies (2021)

Cotteridge Primary School (Cotteridge)

Cotteridge Primary had issues with the speed of vehicles turning into Breedon Rd from the main road (A441 Pershore Rd), and cars parked along the road meaning that there wasn't a safe place for pedestrians to cross. A raised junction was installed at the mouth of Breedon Rd to slow vehicles down as they turned in, plus reinforcement of the 20-mph speed limit with roundels on the road. A pedestrian refuge was installed on Breedon Rd along with associated double yellow lines to provide a safer place for pedestrians to cross.



Featherstone Primary School (Erdington)

Featherstone Primary School is one of the Car Free School Streets sites. The double kerbing on Marsh Lane was put in as mitigation against parking that was happening along the central reservation – churning the grass up and causing a safety issue for pedestrians crossing this road and for other vehicles travelling along it.



Kings Heath Boys' School (Kings Heath)

Kings Heath Boys' School has had issues with parents dropping off and picking up boys from the school parking on and blocking the junctions near to the school. This was made worse during Covid with this back entrance to the school being opened up and used for different year groups as their access to the school. Double yellow lines have been installed at the main junctions near to the school, and parents are also being encouraged by the school to park further away and let pupils walk the last part of their journey in the morning, and the first part of their journey in the afternoon to make the area around the school safer for those walking and cycling.



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 and 2021 as 'pop-up cycle lanes'.

Some of these are to be made permanent in 2022, after reviewing feedback from a public consultation, which was closed on 30 November 2021.

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

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 was launched on 1 June 2021.

- 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.**

Existing tools include, [European best practice guides](#), the [Walking Route Audit Tool](#) (Department for Transport), [Sustrans Walking and Cycling Infrastructure Design Guidance](#) and [Healthy Streets](#) indicators (Transport for London). Birmingham City Council's public health team are also updating the Healthy City Planning Toolkit.

Walking improvements and accessibility schemes during 2021 have ranged from temporary footway widening (see 5.4) to major public realm schemes in the city centre. There has been an

increase in the number of car-free school streets (see 5.3) and the first low traffic neighbourhoods are in progress (see 5.3).

Designs are underway for new public spaces in the [City Centre](#), [Southside](#) and Curzon. New 'parklets' were created in the city centre during 2020 - 2021, 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 [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. These remain in place. 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.



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 Future Parks Project](#).

- 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 2022.

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. Training on LTN 1/20 has been offered by Government and has been taken up by TfWM officers.

In Birmingham, the Pershore Road/Priory Road pedestrian and cycle safety measures scheme is currently under construction. This scheme seeks to address the safety concerns raised about the Pershore Road/Priory Road junction by implementing controlled pedestrian and cyclist crossing facilities on all four arms of that crossroads. The scope of the scheme has been extended to also include creation of a new segregated cycleway between the Birmingham Cycle Revolution (BCR) scheme on A38 Bristol Road, along Priory Road and Edgbaston Road to Cannon Hill Park. This will become part of the realigned National Cycle Network (NCN5) between Cannon Hill Park and the city centre. The scheme is due for completion in June 2022.

The A34 (Perry Barr highway improvements), in preparation for the Commonwealth Games, are also under construction. A key part of the highways improvements involves changing the road layout through Perry Barr to improve facilities for walking, cycling and public transport. This will make the area more accessible, opening up the heart of Perry Barr so that it is easy to reach through all modes of transport – by rail, bus, car, cycling and on foot.

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.

The schemes were developed further during 2021 under the Active Travel Fund Tranche 2 to enable delivery in 2022.



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.

A signage strategy is being developed by TfWM in collaboration with Local Authorities.

Sustrans has committed to substantially improving the National Cycle Network by 2040 including amending signage on all sections that are being removed and reclassified (R&R).

The Ordnance Survey (OS) online map of the Network was updated in July 2020 and all reclassification sections are now marked as a dotted line on the Sustrans Website OSMaps.

Sustrans are working with local authorities to remove and reclassify routes including installing and amending signage. Sustrans has carried out mapping/wayfinding workshops with the WMCA Bolstering project.

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

Highfields Recreation Ground, Quinton

A large Multi-Use Games Area was completed in Spring 2020. New play equipment and gym equipment was installed in 2021.



Edgbaston Reservoir

Path upgrades were finished in March 2020 with tar, spray and chip surface dressing added in August. The design work for Phase 2 is currently in progress. Phase 2 comprising of extra surfacing along the dam, signage and fencing, will take place in Summer/Autumn 2022. Works have been funded from developer contributions.

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 was completed in 2021. Funded from West Midlands Combined Authority Better Streets Fund, in partnership with Midland Mencap.



Photo credit: Landscape Practice Group.

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 and Morden Road link in Birmingham. **Glebe Farm Project:** The Landscape Practice Group (BCC), is working closely with Community Groups and Wildlife Trust. Wildlife Trust will be constructing a new path from the park up to the river. The project will provide a bridge to the other side of the river to link to the main Rive Cole Walking and Cycling Route. The project is still in consultation and design stage. **Modern Road Project:** The Landscape Practice Group is currently working on a design for the creation of a new route from Morden Road, over the bridge to the existing River Cole Walking and Cycling Route near Bordesley Green East.*

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. In terms of planting along the cycle route, this will now be carried out by the Environment Agency in winter 2022/spring 2023.

Sustrans are working on NCN signage and route improvements.

Sustrans is marking the Queen's Jubilee through the delivery of new artworks on the National Cycling Network (NCN). The first Portrait Benches were installed in 79 communities across the UK as part of the Connect 2 project in 2007 and provided a focus for wider community engagement and involvement in the NCN. The benches were all stylistically similar and featured three figures from the community, voted for by the public. Since then, they have created an enduring focal point for the community and visitors in each of the locations.

Sustrans is now seeking to install new Portrait Benches on the NCN to celebrate the Queen's Jubilee, with funding being provided by the Department for Transport. Local heroes will be identified with the community and should be drawn from the last 70 years with a public vote selecting the specific portraits.

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.

West Midlands Local Cycling and Walking Infrastructure Plan (LCWIP) was updated in 2021, to provide 1,4,10 year pipeline of schemes to DfT in the Active Travel Fund Capital 2021-22 Bid. With the investment in active travel infrastructure the time was right to move from Phase to timed delivery of schemes, although recognising longer schemes still need to be delivered in sections or Phases.

Sustrans has committed to completing Network Development Plans by 2023, but the Executive expects substantial progress towards this target by March 2021.

Stage 2 Network Development Plans should address every mile of the Network, even when no immediate action is required. This will help Sustrans build a complete picture of plans for the Network and enable Sustrans to track changes over time. It is recognised that significant resources are needed to complete this task and some local teams will need to focus on these areas most likely to progress in the short to medium term.

Sustrans are awarded grant funding to improve the national cycling network. The projects are subject to Ministerial approval. Following an assessment of strategic fit, deliverability and value for money, Sustrans aims to identify projects for funding.

In relation to design standards, Ministers will not fund or part-fund any scheme that does not meet the new practice set out in Local Transport Note 1/20.

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 started on 1st June 2021.

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

20mph zones are enforced by West Midlands Police (WM Police) neighbourhood policing colleagues and WM Police promote to residents of 20mph roads to set up community speedwatch initiatives along them in order to develop an evidence base to support further enforcement activity.

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.

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 2021 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 2021 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 2021 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.

As part of the TDM campaign, Transport for West Midlands has a dedicated webpage on the programme of works, which includes live traffic updates, information on current and upcoming works or changes to the traffic management and a journey planner for all modes of travel including

walking and cycling.” The website is: <https://www.tfwm.org.uk/plan-your-journey/major-roadworks-and-events/perry-barr-regeneration/>

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.

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

7.2. Provide clear information on how to report faults.

Highway defects can be reported online on the [City Council website](#).

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.

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 and there will be a public consultation in 2022.

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).

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.

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 - February 2021 consultation).

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 '20-minute city'. The Future Parks Accelerator team are looking at the application of '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. 4 stands (8 spaces) for cycle parking were installed at Stechford railway station in 2021.



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

Perry Barr Railway Station

No trains will call at Perry Barr Station from 10th May 2021 until May 2022, while the existing 1960s building is demolished and replaced with state-of-the-art new facilities.

Station operator West Midlands Railway (WMR) is urging passengers needing to access the rail network to use nearby Witton station during the work or make use of local bus services.

A dedicated website with information for WMR customers on alternative travel options, local bus routes, season tickets and refunds can be found [here](#).

Jonny Wiseman, WMR customer experience director, said: "The current station building at Perry Barr is in need of improvement work and this welcome modernisation project will make a real difference to our customers. Due to the scale of the work required it has not been possible to keep the station open and I am urging passengers who need access to the railway to plan their travel carefully. Our team at Perry Barr are already looking forward to welcoming customers back to their new station building next year."

New facilities in line for Perry Barr station include a revamped ticket office, accessible toilets, lifts, step-free access, attractive planters, improved passenger seating and cycle facilities.

The station is believed to be one of the oldest in the world which has been continuously operated from the same site, having first opened its doors to passengers in north Birmingham back in 1837.

The redevelopment of Perry Barr station is being managed by Transport for the West Midlands, part of the West Midlands Combined Authority, and the West Midlands Rail Executive.



Camp Hill Line Stations

Preparatory works for new Camp Hill Line stations (Moseley, Kings Heath and Hazelwell - which will be step-free) started in 2020/21 with main works starting this year with the stations to open in December 2023.

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.

A new £7.6 million park and ride site was opened at [Longbridge Railway Station](#), in August 2021, with provision for a multi-storey car park with more than 600 spaces, CCTV security cameras, electric vehicle charging points and lifts.

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 from 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 272 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 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 384 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 was awarded bronze accreditation in 2021.

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

[Big Pedal](#) took place in 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, Biketober and Winter Wheelers

Here's what we have achieved together in 2021:

- 611,509 people have now joined the Love to Ride community.
- 51,434 riders joined us in 2021.
- 12,104 of them were new to biking.
- We're really proud to say 50% of them were women!
- In fact, more women joined Love to Ride than men in 2021 - watch the video for the full gender breakdown.
- Together we rode 97,946,105 miles or 157,628,976 km across 35,272,721 trips.
- That's the same as 3,934 times around the planet!
- 1,386,463 of those trips were for transportation purposes.
- 21% of all riders have increased how often they bike for transportation purposes.
- 57% of all new riders are riding more often.
- 47% of all riders are more physically active.
- 18,969 riders were encouraged to get out on their bikes by a fellow rider.
- There were 959 stories shared by our riders and a huge 665,508 high fives were given.
- 12,043 riders set a biking goal and 56% achieved them.



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 2021 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.

Birmingham City Council stakeholder and consultative groups usually meet at these periods:

- Walking and Cycling Strategy groups: Cycling Delivery Group February and April, Walking Delivery Group February
- Cycling Stakeholders Scheme Advisory Group: April and October.
- 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.

Sustrans completed wider community engagement on two cycle routes in Birmingham for WMCA. Sustrans also attended the BCC Cycling Steering Group.

Sustrans captures public feedback from volunteers on the performance and condition of the network. They want to see how they can feed this to influence and resolve challenges on the network.

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 2021 have included:

National

- [Big Bike Revival](#) (see 1.5 and 2.6) – Cycling UK.
- [Let's Ride Through Winter](#) January and February 2021 (British Cycling).
- [Let's Ride Local](#) – 24 July – 22 August (British Cycling and HSBC). Tips and advice on cycling and a chance of winning new bikes.
- [National Walking Month](#) – May – Living Streets. Promotion of 'Try 20' (walking for 20 minutes as part of daily exercise during lockdown)
- [Choose cycling](#) – 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'.
- [Women's Festival of Cycling](#) – 17th July – 1st August – Cycling UK
- [World's Biggest Bike Ride](#) – 30th May – Cycling UK
- [Bike to School Week](#) – 27th September – 1st October - Sustrans and the Bikeability Trust
- [Stay Kind, Slow Down](#) – Canal and River Trust
- [Walk To School Week](#) – 17th – 21st May - Living Streets.
- [Clean Air Day](#) – 17th June.

- [Road Safety Week](#) – 15th – 21st November – Brake (the road safety charity).
- [Big Walk and Wheel](#) - 21 March - 1 April 2022 (Sustrans)

Regional

- [Cycling and walking on prescription launched in West Midlands to boost health and wellbeing](#) – September 2021.
- Brum by Bike: [West Midlands Cycle Hire](#) are promoting the many places to see in Birmingham by bike. Bikes are available [across the West Midlands](#).
- New mobility hub set for trial on the streets of the [West Midlands](#), in September 2021.

Local

- [Brum Breathes](#) – new web pages and air quality data visualisation - Birmingham City Council.
- Plans to get more people in the West Midlands cycling as part of the [legacy of the Birmingham 2022 Commonwealth Games](#) has been given a £2million boost from the Department for Transport.

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 delivered bi-monthly webinars to regional volunteers. In addition to this, the volunteers receive newsletters from the British Cycling National team. For Guided Rides and Breeze, 25 national newsletters were also sent out in 2021.

Local groups also publish information on public websites and social media including [British Cycling](#), [Living Streets](#), [PushBikes](#) and [Cycling UK](#).

Sustrans regularly shares information, news and events on their regional social media platforms. Their West Midlands platforms have more than 4 thousand followers. Sustrans content on Twitter regularly gets thousands of impressions, one in 2021 had over a quarter of a million impressions demonstrating the Sustrans outreach.

<p>Sustrans W Midlands @SustransWMid Want to #Cambridge to see some top examples of #cycling infrastructure! Had a good ride around the Dutch style roundabout! Can we bring any of this to the Midlands? @andy4wm pic.twitter.com/Jcfr0zJKx</p>	<p>Impressions</p>
	<p>Media views</p>
	<p>Total engagement</p>
	<p>Media engagement</p>
	<p>Detail expands</p>
	<p>Likes</p>
	<p>Retweets</p>
	<p>Profile clicks</p>
	<p>Replies</p>
	<p>Hashtag clicks</p>
	<p>Link clicks</p>
	<p>Follows</p>
	<p>Impressions</p>
	<p>Total engagement</p>
	<p>Media engagement</p>
	<p>Detail expands</p>
	<p>Likes</p>
	<p>Profile clicks</p>
	<p>Retweets</p>
	<p>Replies</p>
<p>Sustrans W Midlands @SustransWMid Joined the @WMCycleHire launch today! Lots of happy #cycling faces. Great to see @WassimZaffar @bikemayorbrum @BWMnetwork @ecobirmingham had a good ride on the A38 to the Sustrans office. Have you tried one yet? pic.twitter.com/3928LdEXE</p>	

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 40+ risk-assessed routes in the Birmingham area.

The Sustrans digital OS Map is available here: [Explore OS Map](#)

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.

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. His aims for his two-year post include:

- 1. To improve health and wellbeing through cycling activities.*
- 2. To deliver many community-based cycling projects.*
- 3. To improve cycling 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

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.

Sustrans has been working with Birmingham City Council and the 20 minute neighbourhood in Bordesley Green.

Sustrans is releasing a Walking for Everyone report with Living Streets in Spring at the Living Streets Annual Conference.

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

Despite Covid, some cycling activities have continued during 2021; 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, Let’s Ride Birmingham took place 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

During 2021, competition events took place at [Birmingham BMX Club](#) and at [Birmingham Monarchs Cycle Speedway Club](#).

In 2021, Commonwealth Games venues for cycling were confirmed as:

- Mountain biking, Cannock Chase Forest, Staffordshire (3 August 2022)
- Road cycling (road race), St Nicholas Park, Warwick (7 August)
- Road cycling (time trial), West Park, Wolverhampton (4 August)
- Track cycling, Lee Valley Velo Park, London (29 July – 1 August)
- Triathlon – para triathlon, Sutton Park, Birmingham (29 & 31 July)

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 Road Harm Prevention Team (West Midlands Police), continue to prioritise vulnerable road users, specifically cyclists and pedestrians as casualty groups that they want to see the biggest reductions in.

WM Police initiatives such as Operation Close Pass, Operation Zig Zag and Operation Safer Junction have all been developed to reduce harm to specific road user types, whilst delivering education and appropriate levels of enforcement to those who put vulnerable road users at risk. The team work to a prescriptive evidence base, generated from emerging and historic trends therefore making sure that their activity is at the right place at the right time to make the biggest difference.

Data-driven Birmingham cycle study reveals collision blackspots

A cycle safety study funded by the DfT has revealed some of the most dangerous locations for cyclists in Birmingham, in 2021.

Over a six-month period, 200 cyclists covered almost 42,000 kilometers as part of the Cycle Smart Brum study – relaying billions of lines of data through specially fitted sensors.

The technology – fitted on the bike's light – gathers data such as crash events, near-miss incidents, abrupt acceleration and deceleration, swerving, road conditions, average speeds, dwell time and other rider feedback.

The light operates in tandem with a smartphone app, which logs the data, while additional safety features include a brighter flash in high-risk situations, such as junctions and when riders brake.



Researchers from the [Royal Society for Prevention of Accidents \(RoSPA\)](#) and smart bike-light firm [See.Sense](#) say the findings from the project are currently being used by TfWM and Birmingham City Council to pinpoint potential collision blackspots.

They are using the data from this project to identify 'close pass' hotspots, so that the police know where to set up enforcement areas.



'Close pass' hotspots in Birmingham

Photos credit: SeeSense-small

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 2021 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 2021.

Usage levels, as would be expected, dropped significantly during the pandemic. The busiest stations during 2020 – 2021 were Birmingham New Street and Birmingham Moor Street.

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.

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 September 2021.

Sustrans is seeking access to Strava Metro to view cycling patterns. Sustrans would welcome access to cycling count data at regular periods to view performance of the NCN.

The next Bike Life report, now called Walking and Cycling index, is due to be published in 2022 for the West Midlands Combined area including Birmingham.

Sustrans has partnerships with WM Cycle and VOI Scooters and has accessed some of their customer usage data to see where users are cycling or scooting.

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 2021 Sustrans successfully commissioned a UK-wide YouGov online pupil survey. These figures were released ahead of Bike to School Week, which launched on 27 September 2021.

Sustrans Online Pupil Survey 2021 – UK-wide YouGov

1,305 children aged 6 – 15 were surveyed, to find out about their journey to and from school.

- Only 2% of pupils actually travel by bike, but 14% would like to.
- Whilst only 2% of UK children currently scoot to school, 10% would like to.
- 30% of UK children are ‘worried’ and 29% are ‘sad’ that vehicles on our roads make up the majority of greenhouse gases in the UK, with private cars making up the biggest part of this.
- 49% of children said they are worried about air pollution near their school.
- Over half (57%) describe the environment around their school as having too many cars.
- 40% of children surveyed said that the best way to bring down levels of air pollution near their schools is for more people to walk, cycle or scoot to school.

Air pollution from car fumes and tyre particles contributes to 40,000 premature deaths a year.

Sustrans is calling on local authorities to make walking, cycling and scooting the easiest and most attractive option for children and families travelling to and from school.



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](#)).

BCC is planning to give away more bikes in 2022.

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.

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 of the next set of Bike Life report in May 2022. (The report will change its name from 'Bike Life' and will now be called the **Walking and Cycling Index**). 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.*



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 was published in April 2021: [Review of Active Travel Measures in 2020](#).

Conclusion

This report highlights some of the key achievements from 2021 and demonstrates that as the city has started to recover from 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.

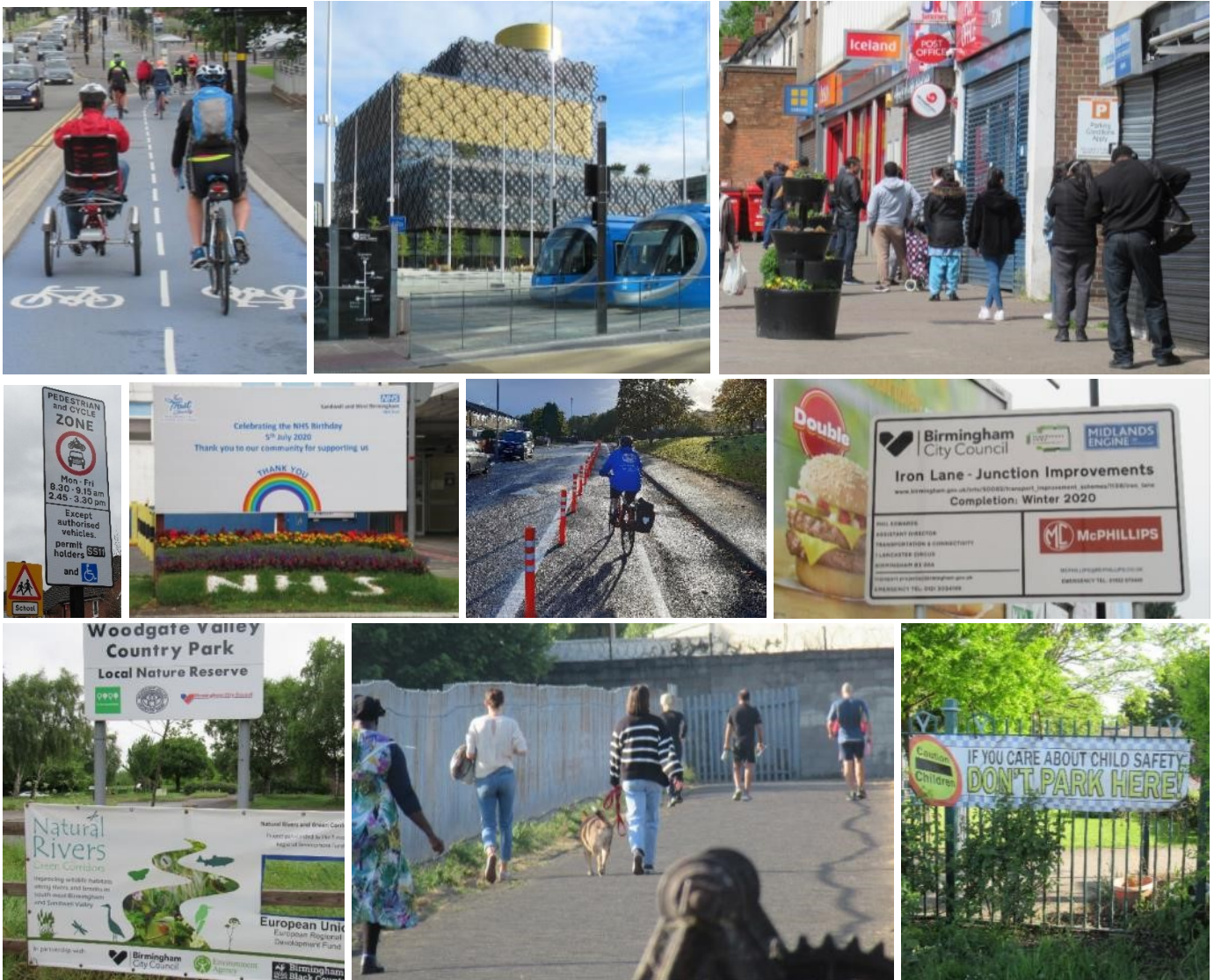
There's still plenty to do but, with the continued efforts of many partners (and a favourable funding and political environment), there are good reasons to be optimistic and to look forward to progressing this 10-year plan:

‘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:



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.

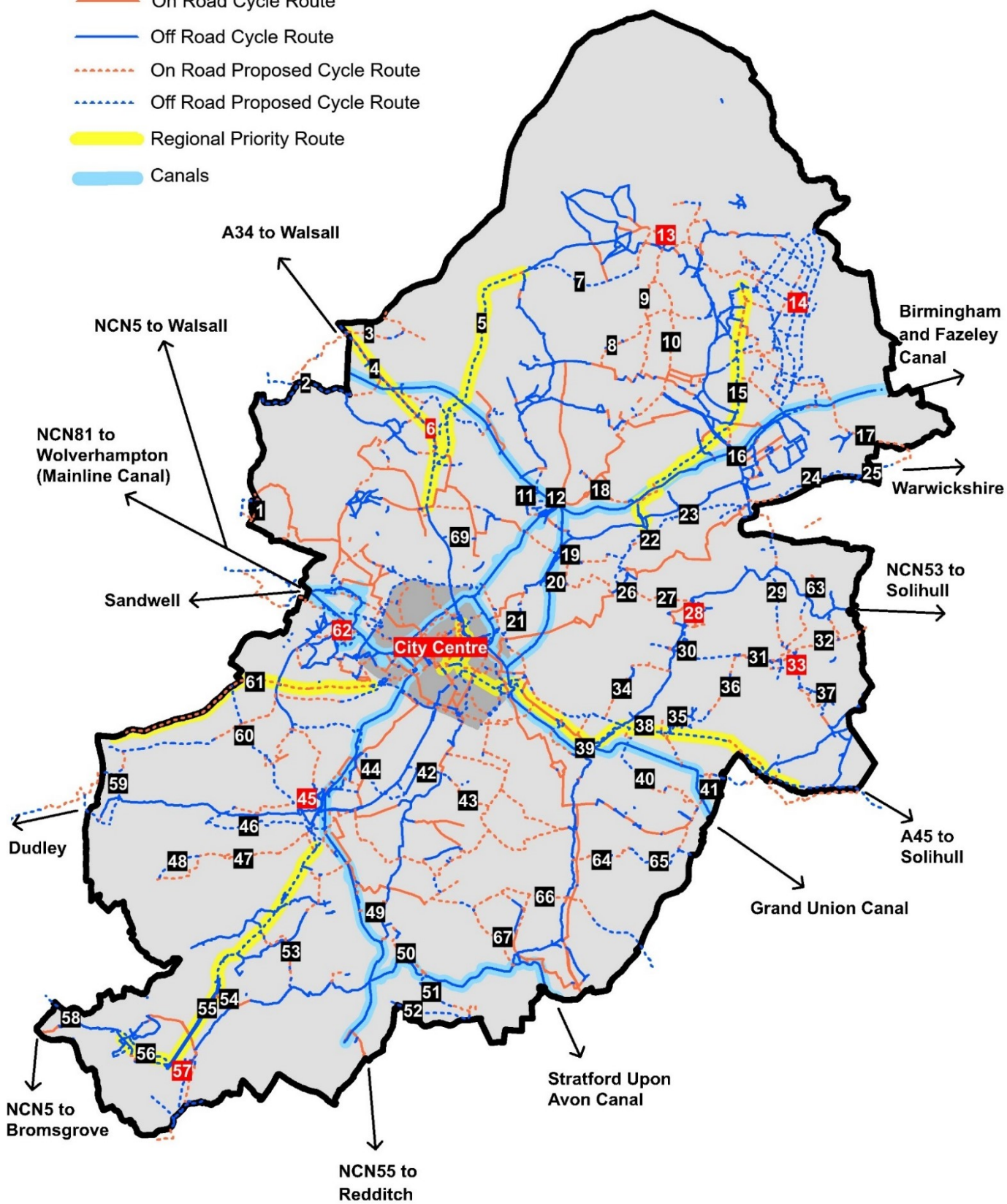
All schemes are listed in the tables with updates on progress during 2021, as well as RAG rating:

- 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 2021

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 2021
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 . Route to the north is no longer being progressed as part of existing schemes.
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). 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	Consultation on Sutton Coldfield Masterplan includes road space reallocation and cycling improvements

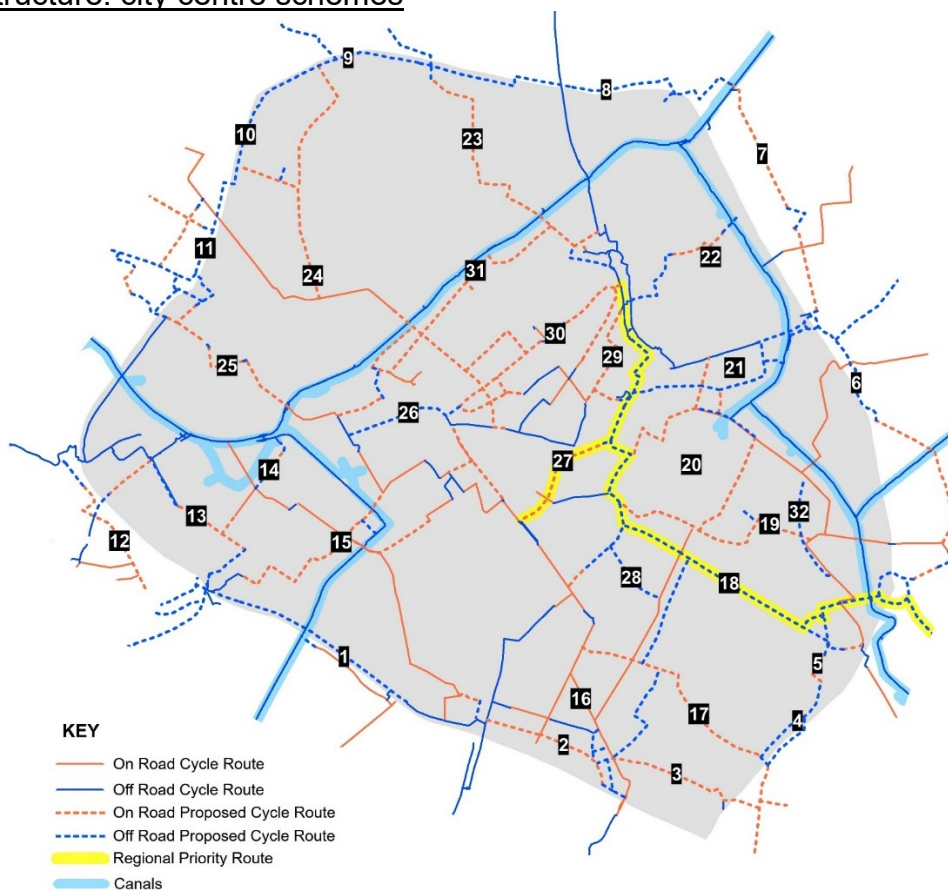
14	Local network: Langley and Peddimore	New green routes through Langley and Peddimore developments including existing Rights of Way and new cycle tracks/ footways and signed advisory routes between Langley, Peddimore and key Sutton destinations (Hospital, town centre, railway stations)	Planning approval granted for developer-led scheme at Peddimore including new cycle/ foot bridge. Design and access statement has been 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). Not currently being progressed.
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	Under construction, estimated completion date is December 2022
27	Local links: Ward End Park - Stechford	Green route improvements through park and signed advisory route to Stechford	Under construction, estimated completion date is December 2022
28	Local network: Stechford	Area-wide improvements including Iron Lane LGF and Urban Centres proposals	Construction complete 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	Not currently being progressed.
42	Cycle Safety Fund Project: Priory Road/ Edgbaston Road	Cycle track connecting Bristol Road to Rea Valley Route	Construction has commenced 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	
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	
58	Green route: Frankley	Green route - investigation of connection under M5	Highways England (Designated Funds)
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	Hagley Road Multi Modal Study
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 proposals (formerly Safer Routes to School)	Measures to improve safety and encourage active travel	Ongoing Safer Routes to School programme.
	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



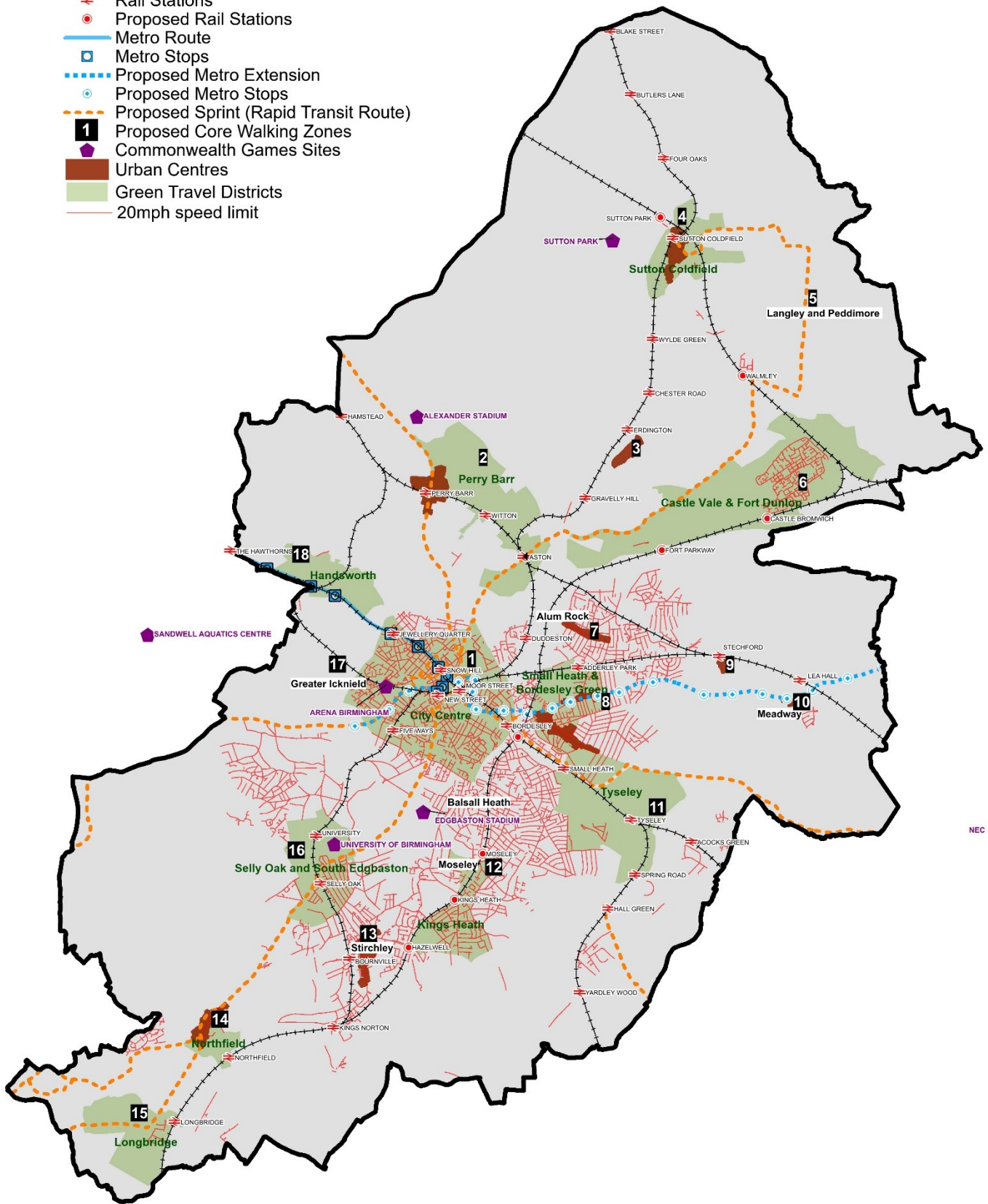
map ref + RAG	Proposed route	Potential measures	Progress 2021
1	Middleway route (A4540) Hagley Road (Five Ways) - Bristol Road	Cycle track along north side, and link on south side from Lee Bank to Five Ways Station and canal	
2	Middleway route (A4540) Bristol Road - St Luke's - Longmore Street	Signed 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	
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	Ongoing discussions with Midland Metro

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	
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 2021
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.

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
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).
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), • 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)

