

Birmingham Walking and Cycling Strategy

2023 Progress Report



Report version: Final
Author: Ben Butler & Dan Hawes
Date: 2023 Report, Published 25/07/2024

Background

In January 2020, Birmingham City Council (BCC) 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 sets 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.

In 2022 Active Travel England (ATE) was established as an executive agency of the Department for Transport (DfT). Their overall objective is to enable achievement of the vision set out in the long-term walking and cycling plan, Gear Change. The vision is for half of all journeys in towns and cities to be cycled and walked by 2030, transforming the role that walking and cycling play in England's transport system, and making England a great walking and cycling nation.

ATE focus on technical advice, reviews, and inspections, therefore they should have direct relationships with local authorities that are distinct from that of the department.

This Year 4 progress report updates on the actions from the Walking and Cycling Strategy; highlighting positive stories from the City Council and its partners in 2023; 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 \(TfWM\)](#), [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. All schools in Birmingham can access support and resources through the national Modeshift STARS scheme, which rewards schools for taking steps to promote safer, greener, healthier travel. As part of this, schools produce a travel plan outlining what they will do to encourage more sustainable and active travel for the school journey. They are also able to access support and guidance to deliver various initiatives and campaigns, such as [Bikeability cycle training](#) (delivered by TAWS) and Living Streets' [Walk to School outreach programme](#).

Birmingham currently has 141 schools registered for Modeshift STARS comprising of: 103 primary schools, 23 secondary, 4 special educational needs schools, and 11 other (including nursery, infant, junior and all through schools) 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. To date there are a total of **62** schools that have completed a travel plan, of which **36** are of green (accredited) status, **17** bronze (good), **6** silver (very good) and **3** platinum (outstanding).
- WOW all year-round walking reward scheme is being offered to schools to encourage more pupils to walk to school and receive a badge for doing so.

The Sustrans '[Big Walk and Wheel](#)' event took place in March 2023, schools which are registered have access to resources for walking, wheeling, and cycling, as well as lesson plans.

The Walk to School Outreach 2023 (WTSO 23-24) – Living Streets

In the 2023 period, Living Streets has supported 87 Birmingham Schools to participate in WOW – the walk to school challenge. This represents **28,380** pupils logging journeys and almost 1.5 million journeys logged.

At its peak in March, **70** primary schools were actively recording their trips to school on the WOW Travel Tracker, with others due to start imminently.

Living Streets sends central emails to the schools with whom they work, on a regular basis. They have a half-termly newsletter that goes out to the WOW schools (currently approx. **1,800** schools) called [WOW Extra](#). It covers need-to-know information on the smooth running of WOW such as Travel Tracker updates, badge dispatches, evaluation work, updates on WOW events and features (Badge Design Competition, Walk of Fame, WOW Ambassadors etc). In WOW Extra they also share lots of nice-to-know news such as case studies, free classroom resources and other news.

Project Story: King Solomon International Business School

One of the schools that has engaged with the programme successfully is King Solomon International Business School, finding significant reductions in traffic at drop off time.

“We have a number of children now doing Park and Stride in the mornings, so it’s been a great success.” - Michelle Grannell, Headteacher

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

Photo Credit: Living Streets



Little Feet (LF) – Living Streets

Living Streets partnered with the West Midlands Combined Authority, to deliver [Little Feet \(LF\)](#). The LF project aims to work with early years settings to encourage more children to walk from a young age and complements the Walk to School Outreach programme.



Photo Credit: Living Streets

1.2. Support crossing patrols at high priority sites

Birmingham City Council continues to fund School Crossing Patrols. There is a high turnover of staff so numbers can vary even on a weekly or daily basis. The maximum number of sites covered/funded during 2023 was **107** locations. The Council will continue to fund the highest risk sites (Priority 1 – P1). 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 which is currently under revision.

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: BCC

1.3. Develop a training programme for community walk leaders

Sustrans have continued to deliver walk and wheeling leader training for both their staff and for Sustrans volunteers, it includes both in-person and online training. In November 2023, Sustrans began a walking support group programme funded by TfWM. Two organisations in Bordesley Green are receiving support to increase walking, with the programme running until 31st March 2024.

Living Streets delivered walk leader training for officers at BCC and TfWM helping people in the community get active and healthy, providing vital support that they otherwise may not receive.

Walk Leader Training - West Midlands Combined Authority at their offices.

‘This walk would be excellent to include in our induction programme for any new staff starting with the authority. It would give them an opportunity to learn about local area around the office, where the shops and green spaces are. The City Centre Gardens would make an excellent place to walk to and enjoy their lunch outdoors.’

- Course Organiser, Louise Brown.



Photo credit: Living Streets

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 group

Cycling UK through their community cycling clubs have continued to engage, teach and lead rides for children throughout 2023.

Engage the Next Generation – British Cycling

British Cycling supported children from local communities in Birmingham to take part in their first ever competitive cyclocross race at Redditch. These riders have been attending the Beacon RC community cycling sessions at Moseley Academy, and despite not owning their own bikes, were able to race using bikes loaned from British Cycling with the aim of giving children from ethnically diverse communities the opportunity to enjoy cycling as part of a healthier, more active lifestyle and help inspire those children to get involved in cycle sport within the region.

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

Bike rides, training and maintenance have all continued to be promoted this year.

Sustrans, as part of the National Cycle Network (NCN) improvements on route 5, from Birmingham to Smethwick, carried out community engagement activities to encourage walking, wheeling, and cycling. Events included Dr Bike checks, as well as milepost painting along the route with Sustrans volunteers.

TfWM have undertaken a series of led walks, as well as conducted community street audits throughout the year. Living Streets are delivering a series of 6 community street audits, aimed at walking improvements. The following routes were selected for Phase 1 of the project:

- Dartmouth Circus and A38 crossing
- Adderley Park Station to Bordesley Green B4128
- Victoria Street to St Andrew's Stadium

Cycling UK supports **24** active community cycling clubs in Birmingham. The community cycling clubs are continuing with led rides and teaching into 2024.

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. Several of the community cycling clubs (CCC) are now self-sufficient, releasing capacity for [Cycling UK](#), and allowing them to target the creation of additional CCC's in 2024. in 2024.

Through Cycling UK, 19 of the CCC's have delivered 1,605 sessions across Birmingham with 1,274 attendees, achieved from funding grants totalling over £33,000, between April 2022 and September 2023. Of the 24 active community cycling clubs, 13% of participants were non-cyclists when they came to a session, 64% were female, and 46% from Black, Asian and Ethnic Minority communities.



Photo Credit: Cycling UK. NHG CCC Ride

Grow Communities – British Cycling

Despite some cold winds and challenging conditions, the Ride Leaders and Breeze Champions got off to a great start. The Let's Ride Through Winter 2023 campaign encouraged people to keep riding in the colder months. Those taking part in 4 rides receive a 'Winter Challenge' pin badge in the post and anyone who rode during the period is in for a chance to win bike lights or a £50 coffee and cake voucher. January 2023 saw an impressive 26 led rides across the West Midlands Combined Authority.

Out on Your Loan is an inclusive programme that supports disabled people from across the West Midlands who want to travel and be active by making cycling journeys in their local area. The programme aims to empower disabled adults and people with long-term health conditions to cycle freely across their region, with the loan of an adapted cycle for up to six months.

British Cycling – Breeze Cathedral Challenge

A team of ladies from the Breeze Programme embarked on a monumental cycling challenge that would take them across the length and breadth of the country.

It started at the Navigation Inn pub in Kings Norton... Where they formed a plan and decided that there could be no better way to celebrate their forthcoming 70th birthdays than to take up the Cathedral Cycle Challenge – a journey of almost 2000 miles across the English landscape taking in 42 cathedrals.

They set themselves a target of completing the challenge in 15 months. What made it extra special is the fact that they were joined by other ladies from the Breeze programme during different stages of the challenge. It involved lots of planning, train journeys and overnight stays.

Their epic adventure saw them navigate through forests, disused railway tracks, roads, cycle paths, waterways as well as tranquil country lanes.

The group gathered interest from multiple media outlets, appearing on local TV, as well as featuring on local and national radio channels. [Women complete cathedral cycling challenge for 70th birthdays - BBC News](#)

From Beginner to Cycle Lead – Afsana Khan (New Hope Global), Cycling UK

After a long gap in employment, Afsana began her career as a part-time Community Development Officer, utilising this role to enhance her interpersonal and communication skills while actively contributing to community engagement and social well-being.

Afsana was presented with the opportunity to learn how to ride a bike and decided to take the challenge on. She dedicated her time to participating in cycling sessions for beginners organised by New Hope Global and Cycling UK despite it being something very daunting for her.

“While engaging in cycling sessions with New Hope, an organisation known for providing training and empowerment programs I successfully transitioned into a qualified Cycling ride leader with the support of Cycling UK and achieved a qualification to become a Cycle Lead, becoming an inspiration for personal and community development.

Through these sessions, I not only honed my cycling skills but also established connections with like-minded individuals who formed a supportive network”.

Afsana's consistent participation and motivation contributed to her growth both as a cyclist and as a passionate Cycle Lead for her community and delivering social rides to women from Aston, Erdington, Perry Barr, Lozells, Handsworth, Hamstead, Great Barr and surrounding areas.

The training encompassed cycling techniques, safety protocols, and effective instructional methodologies, first aid, risk assessment providing her with the proficiency needed to lead cycling sessions with confidence.

Afsana's influence extended beyond her personal journey. She took the role of Ride Leader and started delivering cycling sessions catering to individuals within the community. These sessions not only promoted physical well-being but also fostered social interaction and contributed to mental health. Afsana's innate ability to connect with participants and create an inclusive and supportive atmosphere resulted in the popularity of her sessions among community members. These efforts have paved the way for healthier lifestyles and stronger social connections.

Cycling UK – OLDP CCC ‘Fit 2 Bike Club’

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](#).

OLDP CIO are a charity working with Women and Girls to encourage them into careers in the built environment. Their Women’s hub is based in central Birmingham, where they are also developing their fledging cycling club ‘fit2bike’. The club encourages women who work and live in central Birmingham to join in on local bike rides or fitness sessions. OLDP recently joined forces with Eco-Birmingham to deliver 5 led cycle rides, as well as alongside Trikes and Bikes to offering free training on Tricycles.

In 2023 Cycling UK have hosted two successful well attended local meet ups at the OLDP Women’s hub, catering for 65-70 members.



Photo Credit: Cycling UK Photo Credit: Cycling UK

Kisharyi and Chantelle, mother and daughter, are both bike leaders and enjoy taking women out for rides around the city of Birmingham, showing them areas of the city you would not normally see by car. They have had a lot of experiences from being part of the cycling club, and have found it really beneficial, but also part of the wider network of CCC through Cyclink UK.

Living Streets delivered a small led walk programme for BCC in the Autumn of 2023 with AECOM, University of Birmingham, Royal Orthopaedic Hospital and HMRC with 31 beneficiaries.

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

Birmingham City Council's Travel Demand Management team encourages workplaces to participate in a range of activities to get people walking and cycling more.

Partner organisations coordinate activities including led walks, led bike rides, Dr Bike sessions, and cycle training sessions. Financial incentives (e.g., special offers on West Midlands Cycle Hire) and travel challenge apps (e.g., Active Travel Challenge Birmingham) have also been used to motivate people to walk or cycle for their commute or other work-related travel.

Workplaces participating in these activities are encouraged to register with the Modeshift STARS travel planning scheme and gain accreditation for their work to promote active and sustainable travel. To date **17** workplaces have submitted a Travel Plan for green (approved) accreditation, **18** for bronze (good) accreditation and **3** for silver (very good) accreditation.

National and local campaigns are supported throughout the year to get more people walking and cycling.

The TfWM Behaviour Change Hub continues to support businesses and communities with travel disruption advice. The Hub supports the navigation of inevitable disruption due to the volume of major improvements that are being implemented, enabling people to make positive travel choices.

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


There has not been any progress on this in 2023 but it remains an aspiration to deliver these activities in the future.

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

West Midlands Police continued to carry out 'Operation Close Pass' for car drivers throughout 2023.

There have been **17** Close Pass operations carried out as part of the Active Travel Fund Road Safety package by the Road Harm Prevention Team. **89** drivers were stopped; **5** were reported for driving without Due Care and Attention; and **83** were provided with Close Pass education. As well as **1** driver arrested for driving whilst disqualified.

The Road Harm Prevention Team have also been providing training to Neighbourhood Policing Teams, so that they are also able to run Close Pass Operations within their area.

 **WMP Traffic** @Trafficwmp · 17/07/2023 ...
#RHPT have been out on Pershore Road, Birmingham conducting Operation Close Pass. Several motorists stopped and educated re driving to close to pedal cyclists. @adamtranter @b



11 16 133 13K +

West Midlands Police Road Harm Prevention Team has worked closely with the Travel Demand Management Team at Birmingham Council to deliver [Car Free School Streets \(CFSS\)](#) interventions. Schools that have been visited by Road Harm Prevention Team officers are Colmore Junior & Infant School, Drayton Catholic Primary School, Court Farm Junior & Infant Schools and Brownmead Academy.

The majority of interactions resulted in education and in addition to this a number of additional offences were identified which were dealt with by way of fixed penalty notices. Due to the expansion of Car Free School Streets to other Local Authority areas, training will be provided to schools in relation to the Operation Snap online submissions portal. This portal empowers the community to report incidents where vehicles are illegally driving within the restricted zone. Further training will be provided to local Police neighbourhood teams, this will enable them to provide further support with Car Free School Streets.



Photo Credit: WM Police (CFSS)

The BCC TDM team work with the Central Motorway Policing Team to confirm the level of enforcement visits they can provide in future, as well as arranging the active support of local community policing teams where possible.

Birmingham City Council has continued to provide educational materials in relation to [20mph](#) and the [Car Free School Streets \(CFSS\)](#) campaign and to support the [National Police Chiefs' Council](#) campaigns with messaging and social media, particularly around [Road Safety Week](#) (November 2023) 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 helps progress the commitments set out in the Regional Road Safety Action Plan. Officers also attend quarterly West Midlands Road Safety Group meetings.

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**

The Big Birmingham Bikes initiative did not take place in 2023, however, it is expected to return in 2024. This programme has previously involved distributing 500 bikes to the residents of Birmingham living in the most deprived areas in order to encourage cycling.

TfWM launched their [Cycling for Everyone Go Cycle Scoot Scheme](#), which provides people within the West Midlands, who are eligible, help with the cost of cycling and scooting with the provision of free access to cycle and e-scooter hire.

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

Sustrans maintain an interest in pursuing opportunities to improve access for assistive cycle users on public transport. They are currently exploring opportunities to work alongside train providers, as well as furthering conversations with Midlands Metro regarding the tram network.

Currently there are around 45 e-bikes available within Birmingham on a daily basis under the West Midlands Cycle Hire Scheme. The number of bikes was impacted by higher-than-expected vandalism levels in 2023/24, which have incurred additional costs, as well as time to recover, but the position is improving.

Cycling for Everyone – British Cycling

British Cycling supported novice riders for their first taste of cyclocross racing at an entry-level Go-Ride Racing event. The event was organised by Redditch Road & Path CC at Abbey Stadium with youth racing in the morning and adults racing in the afternoon. British cycling supported riders of all ages with the loan of bikes for the day so that they could take part and experience racing for the first time. The course proved to be very wet and muddy on the day but despite the tough conditions, there were lots of smiles at the end with 6 novice women racing for their first time ever in the discipline.

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 as part of the West Midlands Cycle Hire scheme, will be launching new scooter docking stations in 2024, which should also facilitate additional parking for bikes.

West Midlands Cycle Hire

West Midlands Cycle Hire (WMCH) went live in March 2021. WMCH offers the hire of regular pedal bikes, as well as E-bikes. During 2023 the expansion of the scheme into Moseley and Harborne was facilitated.



Photo Credit: Transport for West Midlands

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

No Bike Banks were delivered in 2023.

2.5. Encourage pool bike provision (including E-bikes), bike loans and salary sacrifice purchase schemes at workplaces

Workplaces in Birmingham are encouraged to register (for free) with the Modeshift STARS travel planning and accreditation scheme. Support is provided by BCC's Travel Demand Management Team so that workplaces can identify an appropriate package of measures to promote active travel and sustainable travel as part of their Travel Plan. This can include participation in the government's Cycle to Work Scheme, salary sacrifice schemes for public transport and corporate bike loan schemes. West Midlands Cycle Hire, which includes E-bikes, offer a corporate package, and Early Bird offer which is regularly promoted.

Birmingham City Council employees are amongst those able to benefit from discounted bikes through the Cycle to Work Scheme. With office moves and more people working at home, BCC's Travel Plan requires updating, however staff continue to be encouraged to walk or cycle and 'Learn to Ride' and cycle maintenance sessions are being held throughout 2023.

BCC staff can benefit from discounted bikes through the Cycle to Work Scheme, route finding support and discounted bus tickets 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](#).

2.6. Signpost bike recycling projects

There has been no update in 2023.

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

The West Midlands [e-scooter hire trial](#) continued throughout 2023 in Birmingham.

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.

During 2023, 141 officers were trained to deliver [Community Speedwatch](#) and 94 Community Speed Watch operations were conducted during the year. In total, there are currently 205 volunteers trained across the West Midlands Police force area, this enables residents to deliver community Speed Watch in their local area.

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 as well as Community Speed Watch events including 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, BCC publishes a forward plan for future investment in transport. On 21st March 2023, Cabinet approved the [Annual Programme Update to the Transport and Highways Capital Programme](#) (THCP) (total estimated capital cost of £284.853m).

Updates in the programme included:

- Increase in development and delivery of active travel schemes to continue the city’s recovery from the COVID-19 pandemic;
- New and accelerated infrastructure schemes being a key part of the Commonwealth Games legacy.
- Programme alignment opportunities with WMCA, Network Rail and Highways England.

The City Regional Sustainable Transport Settlement is a five-year capital settlement between April 2022 and March 2027 aimed at supporting the region in delivering a sustainable transport investment programme. Transforming Cities Fund (TCF), Integrated Transport Block (ITB) and Highway Maintenance Grants (HMG) are now provisioned under CRSTS. The Local Network Improvement Plan (LNIP) replaced the funding for the ITB.

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

Sustrans have continued to conduct audits of the National Cycle Network (NCN) across Birmingham, primarily focused on the identification of barriers. Sustrans have been providing a presentation package of identified barriers to BCC officers as well as to the Canal and Rivers trust, where barriers have been identified to fall under their ownership. Sustrans have an active project running yearly which provides funding to landowners for the removal of barriers and redesigns, with successes across the Midlands.

Sustrans continue to hold conversations at neighbourhood level with stakeholders, to undertake further auditing of infrastructure to aid neighbourhood plans. These have mainly focused on the Harborne and Quinton wards, as well as discussions with the Colmore BID regarding Birmingham city centre.

Walking Audits: Living Streets and Sustrans provide a range of resources to assist with street audits. In 2023, three such audits took place: Green and St Andrews, Thursday 24 August, 2023 on behalf of West Midlands Combined Authority and Birmingham City Council and a Community Street Audit Report, Bordesley Green Road, Birmingham, Thursday 1 September, 2023.

Birmingham City Council have undertaken a refresh of the current Local Walking and Cycling Infrastructure Plan (LCWIP). The refresh included a review of the content and context of the current LCWIP and assessment of if any central government policies and strategies needed incorporating. It is available on the BCC website for further reading [Interim Local Walking and Cycling Infrastructure Plan 2023 | Birmingham City Council](#).

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

No significant schemes took place during 2023, however future neighbourhood schemes will aim to oversee the implementation of further 20mph zones.



Photo Credit: Birmingham City Council

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

Places for People

Lozells – In 2020, a system of one-way and narrowed streets were implemented in the area. In November 2021, the next phase was consulted on which expanded on the Phase 1 measures. The comments received were reviewed and used to inform the Phase 2 detailed design for both sides of Lozells Road. In September 2023 we delivered phase 2 of this scheme, post implementation feedback on the scheme was received and this will be used in order to inform modifications to the measures.

Bournville – In 2020 to 2021 two modal filters were implemented on Oak Tree Lane and Franklin Road and the Experimental Traffic Regulation Orders were made permanent on 11 April 2022. The next stage of the project is currently under development and consultation took place in Spring/Summer 2023; however further consultation is needed in order to finalise the details of this scheme.

Kings Heath & Moseley – In 2020, modal filters were introduced on several streets. The scheme also involved the pedestrianisation of a short section of York Road between Waterloo Road and the High Street. The second phase of the project seeks to extend the scheme to the east of the High Street with further implementation of modal filters, traffic calming and pedestrian facilities.

Car-Free School Streets (CFSS)

Since September 2019, roads outside selected schools in Birmingham have been closed to traffic at the start and end of the school day as part of BCC's [CFSS initiative](#). This has been delivered at 17 schools to date, with 12 of the schemes made permanent.

Schemes that have been implemented so far have been highly successful, particularly when measures have involved a form of temporary barrier (e.g. traffic cones) and personnel restricting vehicular access along the street. BCC are now looking to further develop and expand the CFSS programme across the city looking at all of the city's 445 schools.

The Travel Demand Management Team are continuing to provide schools with wider support to encourage people to leave the car at home and walk, cycle, or take public transport to schools where they can through the national Modeshift STARS scheme.

A detailed audit process has assessed the suitability and feasibility for CFSS at all schools across the city and will help to guide where future funding sources for CFSS delivery should be prioritised to help transform road safety, air quality and congestion outside schools in Birmingham. Going forward, an annual programme of delivery will also seek to tackle issues with traffic displacement at existing and future CFSS sites to deliver permanent changes to the streetscape and continue to explore potential funding for CFSS enforcement via collaboration with West Midlands Police.

City Centre Movement and Access Strategy

The current project to produce a City Centre Movement and Access Strategy has matured through multiple versions of the programme to provide the solutions needed by all the different users of the city. Measures to provide safer facilities for active travel, e.g. along Newhall Hill and Fleet Street in the Jewellery Quarter, or to provide better access for Public Transport, e.g. Upper Dean Street in Southside have been effectively introduced over the last few years. The current project – City Centre Movement and Access - builds on this to create an intuitive go anywhere network that's safe and reliable.

A series of measures across the City (within the A4540 Ring Road) will be introduced over the next couple of years that will further enhance the Public Transport and Active Travel provision and reduce the negative impacts of private vehicle congestion. These infrastructure and traffic management measures, such as Bus Gates and demountable bollards will be complemented by a comprehensive overhaul of the directional signage on approach to and within the A4540 Ring Road. Together, these interventions will complete the Movement and Access arrangement shown below and summarised by greater use of the ring road for car (private vehicle) trips between the different areas of the city.

Private vehicles will not be able to travel between areas directly, but Public Transport and Active Travel will be able to. Private vehicles will have to enter from the Ring Road only meaning the route to a particular destination might change slightly, but all locations will remain accessible. A streamlined, reliable, and efficient network of principle routes will make the experience better for all and keep the city thriving as it moves with the times and progresses into the coming decades.

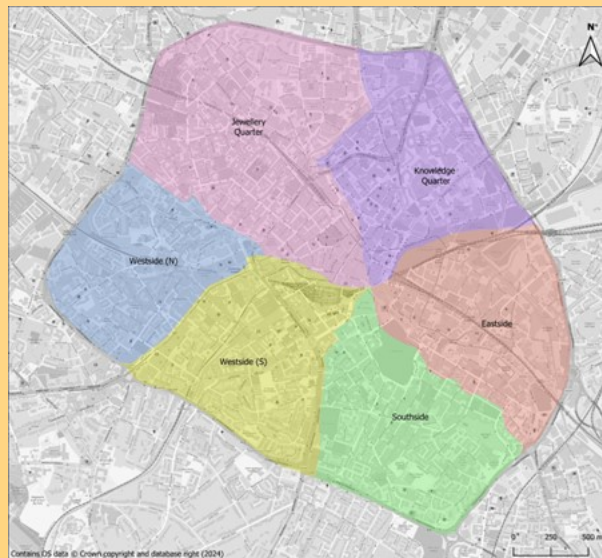


Figure 1 – City Centre Access and Movement Strategy

Figure 1 above shows the 6 different areas for which movement between them is allowed for Public Transport and Active Travel only. Other vehicles must enter the specific area directly from the Ring Road.

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)

Birmingham's LCWIP underwent a refresh in 2023. The LCWIP [Interim Local Walking and Cycling Infrastructure Plan 2023 | Birmingham City Council](#) includes proposed route improvements for cycling/walking designed to connect with new and upgraded public transport facilities and services. The aim of the proposed schemes is to link areas that are not well connected to the wider network, or lack specific infrastructure, and identify where there are gaps which are restricting sustainable travel.

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

The LCWIP consultation identified four key prioritisation criteria:

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

Prioritising Road Safety

During 2023 roads with at least nine collisions per kilometre over a three-year period, particularly those with large numbers of pedestrian and cycle casualties, were prioritised for investigation for local safety schemes (LSS). The Local Safety Scheme programme was closed for new schemes towards the end of 2023. A revised approach, as set out in the emerging Road Harm Reduction Strategy, will be pursued from 2024, where Road Harm Reduction is 'mainstreamed' as part of the application of the Healthy Streets approach across entire neighbourhoods and communities.

BCC's Transportation Projects team are now carrying out options appraisals, traffic surveys, preliminary design appraisals and consultation for these schemes.

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.

Several schemes are being funded through the City Regional Sustainable Transport Settlement (CRSTS), including the A38 Selly Oak to Longbridge Cycle Route, A45 Coventry Road Phase 3 Cycle Route, City Centre Active Travel Connections to Interchanges, One Station and SmallBrook Queensway and Sutton Gateway.

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 were made permanent in 2022, after reviewing feedback from a public consultation.

ATF pop-up cycle lanes:

- City Centre and Small Heath – delivery in 2023/24
- City Centre and Saltley – removed
- Bradford Street – funding has been secured through ATF3. Delivery in 2024.
- Selly Oak Local Centre – ATF3 funding confirmed. Delivery in 2024.

Regional Cycle Routes (WM and Birmingham LCWIP):

- City Centre A38 – A34 connections – part of the City Centre Active Travel Connections Interchanges and HS2 Readiness schemes both of which are funded through CRSTS
- A38 Selly Oak to Longbridge Cycle Route – this scheme is now funded through CRSTS and is in the early development stages
- A47, A38, B4148 Fort Parkway to Langley/Walmley – pop-up measures have now been removed

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.

Bus lanes are proposed as part of the [Cross-City Bus](#) Package 4 led by TfWM through the CRSTS programme for delivery by 2027. All Cross-City Bus concept designs are being reviewed by the Active Travel Implementation team for suggestions to incorporate.

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 delivering the updated Healthy City Planning Toolkit.

Regionally Sustrans are seeking to integrate best practice regarding accessibility in design from Wheels for Wellbeing. As well as integrating Healthy Streets and have been delivering projects which use the new ATE Tools, particularly the Route Check and Path Check Tools. Designs are underway for new public spaces in the city centre, and Curzon. Construction is underway for projects in [Digbeth](#). Major projects (incorporating various pedestrian improvements) have been completed in the [Snow Hill](#) and [Perry Barr](#) areas.

Walking routes within the boundary of the Perry Barr scheme are complete and will be opened up to the public in 2024 pending adequate occupation and removal of the hoarding around the site. In

addition to this, while the last section of the ped/cycle route along the Aldridge Road adjacent to the Perry Barr scheme has yet to be completed the rest of the highway works are complete.

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 is 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. The new national body [Active Travel England](#) was established in 2022 and their overall objective is to enable achievement of the Gear Change vision as explained at the start of this report.

In 2022, Sustrans had written an options appraisal for the section of NCN5 through Birmingham City Centre, whereby they looked at alternatives for the route, best practice, and design. Sustrans has secured funding to explore the future realignment of the National Cycle Network (NCN) through Birmingham. Intending to adopt routes developed by BCC and provide feedback where possible on schemes they feel could become part of the NCN.

TfWM published 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 provided to BCC officers. Healthy Streets training will supplement this and ensure that high quality design is delivered across the city. TfWM are working in partnership with Active Travel England to ensure appropriate feedback is shared with Local Authorities. This shall enable Local Authorities to provide high-quality cycling and walking infrastructure that is in line with LTN 1/20 and ATE guidance.

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

Sustrans are currently in conversations to adopt a new route through the Longbridge West housing development, managed by St Modwen's, to replace the substandard A38 route on NCN 5 in this section of the city. The NCN 5 has been realigned to the A38 after Cannon Hill Park, rather than using the Belgrave Middleway. Sustrans are considering plans for volunteers to undertake a full signage audit of the NCN in the city to ensure this is accurate. Sustrans are also working with the National Trust on their 8 Hills project to consider how the NCN 5 can integrate into their expanded spatial scope within Birmingham boundaries.

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

River Cole Trail

The [Love Your River Cole](#) project is aimed at actively improving the ecosystem quality of the River Cole and working with communities to invest in its future for wildlife and people.

Edgbaston Reservoir

Phase 2 of the Edgbaston Reservoir upgrades, comprising of extra surfacing along the dam, signage, and fencing, took place in Spring 2023. The [Edgbaston Reservoir Masterplan Supplementary Planning Document \(SPD\)](#) was adopted in October 2022.

Glebe Farm Project

The Landscape Practice Group at BCC is working closely with community groups including, The Environment Agency, and Wildlife Trust completed their work at the park. Phase 1 works were carried out by Wildlife Trust, comprised of a wetland scrape creation, a new path from the park up to the river, lectern signs and a wildflower grassland area. This phase is now under construction. The project also aims to provide a bridge to the other side of the river to link to the main River Cole Walking and Cycling Route. Phase 2 works are due to be carried out in early 2024.

Morden Road Project

The Landscape Practice Group has produced 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. There is a feasibility study being undertaken for this scheme.

Tame Valley, Bromford

The Environment Agency have constructed a flood bund with a cycle path from the junction of Bromford Road and Bromford Drive through an existing public open space to the Chester Road. This was completed in the late spring/early summer of 2021. Planting along the cycle route was carried out by the Environment Agency in Spring 2023. This project is part of a major regeneration of Bromford Housing Estate.

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. In addition to this the new Road Harm Reduction Strategy aims to embed the ethos of Healthy Streets and reallocation of road space across all the investment made by BCC and partners in the city's transport networks.

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. In 2023, BCC undertook a refresh of the LCWIP [Interim Local Walking and Cycling Infrastructure Plan 2023 | Birmingham City Council](#). The refresh includes a review of the content and context of the current LCWIP and assess if any central government policies and strategies need incorporating.

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](#) went live on 1 June 2021 and has seen an increase in air quality. The number of cars compliant with the scheme has increased from 85% in the first month of the scheme to 94.4% in December 2023 whilst compliance in vans has gone from 68.6% in the first month of the scheme to 80% in December 2023. Using funds from the scheme £4 million has been made available to council wards until 2025 with the goal of improving air quality.

The council will prioritise the delivery of systemic parking controls across the city to ensure the safe and efficient operation of the city's road network for all users.

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. 20mph zones are promoted to residents of 20mph roads, and they are encouraged to set up speedwatch initiatives alongside the police 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; through providing mechanisms for [reporting concerns about speeding](#) and taking part in Community Speed Watch activities.

For each road logged as a speeding concern BCC 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. During 2023, 141 officers were trained to deliver Community Speed Watch and 94 Community Speed Watch operations were conducted during the year. In total, there are currently 205 volunteers trained across the West Midlands Police force area, this enables residents to deliver community Speed Watch in their local area.

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](#).

“Parking will be used as a means to manage demand for travel by car through availability, pricing and restrictions. Where development potential exists, land currently occupied by car parking will be put to more productive use.”

Birmingham City Council adopted [the Birmingham Parking Supplementary Planning Document \(SPD\)](#) on 9 November 2021 which replaces the Car Parking Guidelines SPD (2012).

Work with schools also continued during 2023 to manage parent parking issues (see 1.1).

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 areas – including 'all out' days and 'Love Your Street' days, where fly tipping and other street cleaning issues are also addressed.

During 2023 Birmingham City Council continued to introduce physical measures where necessary, to protect verges and reduce pavement parking, including high kerbs, bollards, and railings.

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

Progress has continued 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.

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

Sustrans have worked alongside the Environment Agency and other stakeholders during works along Pebble Mill Lane to ensure the NCN5 along the River Rea is maintained and diverted where needed.

As part of the forthcoming Network Mitigation Strategies for:

- Eastside Developments (including Eastside extension of Midland Metro)
- Washwood Heath area that encompasses the HS2 viaduct works at Aston Church and Saltley

BCC officers alongside TfWM colleagues are working on a travel demand management campaign.

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 BCC's Safety Inspection Strategy. Kier Group Plc manage the [highways maintenance contract](#) which covers the city's traffic operations, planned and reactive maintenance, inspections and winter servicing.

Street cleaning is managed by BCC'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 BCC 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 currently being investigated.

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**

BCC adopted the [Birmingham Parking Supplementary Planning Document \(SPD\)](#) on 9 November 2021 which replaces Car Parking Guidelines SPD (2012). It includes information on types of cycle parking, as well as increased standards.

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.

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

The [Birmingham Parking Supplementary Planning Document](#), November 2021, proposed new cycle parking standards for a wide range of land uses.

New and current design guidelines for cycle parking are set out in the [Local Transport Note 1/20 Cycle Infrastructure Design](#) published by the Department for Transport in July 2020 and the [Birmingham Design Guide \(SPD\)](#) published by BCC, adopted on 6 September 2022.

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**

The Natural Rivers and Green Corridors project, a partnership project led by BCC and involving the Environment Agency, the Birmingham and Black Country Wildlife Trust, and part funded by the European Regional Development Fund, came to an end in April 2023. All on-the-ground delivery,

which aimed to protect and enhance green and blue corridors, was completed by the end of March 2023.



Project publicity at Senneleys Park (August 2023) – photo credit Andy Slater



Project publicity at Ten Acres (location of weir removal) (August 2023) – photo credit Andy Slater



New open section of Stonehouse Brook at Senneleys Park (March 2023)



Habitat works carried out by the Natural Rivers and Green Corridors partnership during April 2022 – March 2023:

- Senneleys Park – deculverting of a section of Stonehouse Brook to create a new section of open watercourse. Also enhancing plantation woodlands *Coppicing along cycle path at Wychall Reservoir (March 2023)* by planting woodland ground flora plants and sowing woodland wildflower seed.
- Woodgate Valley Country Park – delivery of a range of habitat interventions including enhancing plantation woodlands by undertaking thinning/coppicing, planting woodland ground flora plants, and sowing woodland wildflower seed; planting marginal planting along the BournBrook; creating two wetland scrapes and undertaking associated marginal planting.
- BournBrook Walkway – enhancing previously thinned woodland sections by planting woodland ground flora plants, sowing woodland wildflower seed and planting “missing” tree

and shrub species to enhance species diversity and provide habitat resources for butterflies, moths, and other pollinators.

- Manor Farm Park – thinning/coppicing in the Millennium Wood plantation and the lakeside woodland; grassland enhancement – hay strewing in areas of meadow and species-poor grassland with green hay from a local, species-rich grassland (Castle Vale Meadow)
- Ten Acres – removal of Dogpool Lane weir on the River Rea
- Along Public Open Space sections of the River Rea corridor, from Northfield (Mill Lane) through to Stirchley (Zoo Drive, southern end of Cannon Hill Park) – woodland/tree management works, including pollarding, crown raising, coppicing and thinning, to enhance habitat diversity – creating more varied habitats along the watercourse corridor
- Callow Brook corridor in Rubery – woodland/tree management works, including coppicing and thinning to restore the ancient semi-natural woodland habitat and enhance habitat diversity along the watercourse corridor
- Merritt’s Brook (Ley Hill Park and Meadow Brook Public Open Spaces) and Griffin’s Brook (Merritt’s Brook Greenway/Cob Lane Public Open Spaces) – woodland/tree management works, including pollarding, crown raising, coppicing and thinning, enhancing habitat diversity – creating more varied habitats along the watercourse corridor. Grassland enhancement has also been carried out at Ley Hill Park and Meadow Brook Public Open Space – hay strewing in areas of meadow and species-poor grassland with green hay from a local, species-rich grassland (Castle Vale Meadow)

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).

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 in 2021 included docks close to public transport interchanges.

10.2. Provide step-free access at public transport interchanges

Camp Hill Line Stations

£61 million is being invested into 3 new stations on the Camp Hill line in South Birmingham as part of the [West Midlands Rail Programme \(WMRP\)](#). The project aims to provide faster, more reliable transport for people who live or work in the area. It will also mean that train journeys could replace up to 25% of car journeys which will improve the local area, reducing congestion and pollution.

Work is progressing on all three stations (Kings Heath, Moseley Village and Pineapple Road) and the targeted opening date is the end of 2024.



Photo Credit: West Midlands Combined Authority

University Station

Another element of the WMRP is the rebuilding of University station. The new station provides easier access with new entrances and exits as well as a new pedestrian bridge over the canal which will provide direct access to the University of Birmingham campus. Passengers will also be able to get to the station from the canal towpath. A new footbridge, stairs and lifts will be installed between the platforms.



Photo Credit: West Midlands Combined Authority

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:

- HS2 Readiness

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

- Midland Metro - 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 university and new rail stations at Moseley, Kings Heath and Hazelwell.
- [Cross City Bus](#)
- [Sprint Bus Priority Corridor](#)

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 on the [new trains](#) starting to arrive on the railway network.

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 **141** schools registered for Modeshift STARS (see 1.1). Sustrans are also working with schools. The [Big Walk and Wheel](#) (previously called The Big Pedal) took place between 20 - 31 March 2023 which **1,972** schools registered to take part in, involving **660,126** pupils. Sustrans have also supported Bike to School Week and Car-Free School Streets.

Living Streets co-ordinate the annual Walk to School week, which took place in May 2023, and they support **86** schools in Birmingham through the national Walk to School outreach programme and [WOW](#) project, with 9 additional schools also participating (see 1.1).

In November 2023, Sustrans started work to support BCC compliance at some of their Car Free School Streets partner schools. In 2024 Sustrans will be working with schools to promote and encourage safer, greener, healthier travel, including promoting Modeshift STARS.

The Big Walk and Wheel (previously called The Big Pedal) took place in March 2023. With 13 schools in Birmingham participating. This incorporated 5,100 school pupils, achieving a total of 27,000 Active Travel Journeys. Which totals the equivalent of walking, wheeling, cycling or scooting, 2 around the world trips. If the children participating in active journeys were to have been travelling by Petrol or Diesel, this would have accounted for the equivalent of 22,000kg of Carbon Dioxide.

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

BCC and TfWM provide information through their websites to enable and encourage walking and cycling. This includes signposting to resources such as cycle route maps, cycle training, cycle parking and security and tips to encourage people to commute by bike. BCC's Travel Demand Management team send a monthly 'Birmingham Connected' transport and travel e-newsletter to subscribers, and TfWM produce a West Midlands Cycle and Walk newsletter. Business Improvement Districts (BIDs) in the city centre are involved in planning, delivery and promotion of improvements to support walking and cycling such as the Snow Hill Public Realm project

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

In 2023, as part of TfWMs Cycling for Everyone Year 2 programme, Sustrans delivered 6 Cycle Security sessions in Birmingham with 147 participants across the 6 events. Engaging with community organisations to host the sessions.

- 123 bikes were security marked
- 91 bikes received a Dr Bike health check

- 81 D-locks were given out to participants.

In December 2023 Sustrans ran a Winter Walking Challenge across the WMCA to encourage winter walking for everyday journeys.

Schools have continued to take part in the Living Streets walk to school challenge: WOW.

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 throughout 2023 was a mix of face-to-face contact but also continuing to make use of online platforms, in addition to direct contact via email and telephone.

Throughout 2023 the Council engaged in several consultations for projects aiming to increase the appeal of active travel

Sustrans captures public feedback from volunteers on the performance and condition of the network. They want to see how they can use this to influence and resolve challenges on the network. They have joined the Birmingham Cycle Stakeholders group and the Bicycle/Pedestrian Advisory Group (BPAC) to ensure the best quality infrastructure is designed. They regularly have discussions with Wheels for All, Wheels for Wellbeing and National Express West Midlands around accessibility for disabled people. Sustrans also, keep in touch with local cycling organisations such as Push Bikes, and Friends of Groups e.g. Friends of Edgbaston Reservoir.

TfWM have been relaying their cycling offer more robustly when providing communications as part of their public transport offer.

During any network issues such as strikes there has been messaging of how to make use of the wider public transport network including cycling, West Midlands Cycle Hire, walking and others.

The Cycling for Everyone programme involved TfWM and suppliers doing outreach and engagement in the identified wards. During which schools, organisations, and community groups were consulted on cycling activities. Delivery was tailored around the group's needs.

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 2023 have included:

National

- Big Bike Revival (see 1.5 and 2.6) – Cycling UK
- National Walking Month – May – Living Streets
- Cycle to School Week – 25th September – 29th September 2023 - Sustrans and the Bikeability Trust

- [Stay Kind, Slow Down](#) – Canal and River Trust
- [Walk To School Week](#) – 16 – 20th May 2023 - Living Streets.
- [Clean Air Day](#) – 16 June 2023.
- [Road Safety Week](#)- 14 – 20 November 2023 – Brake (the road safety charity).
- [Big Walk and Wheel](#) - 20 March – 31 March 2023 - Sustrans
- International Women’s Day – 8 March 2023 – Sustrans social media campaign

Regional

- Brum by Bike: [West Midlands Cycle Hire](#) have been promoting the many places to see in Birmingham by bike. Bikes are available [across the West Midlands](#).
- [Loneliness bus scheme](#) – partnership between TfWM and community transport operators to help connect people experiencing loneliness and social isolation

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

BCC uses social media to provide the latest up-to-date information to the public on Twitter and Facebook.

At the time of writing this report the @bhamconnected twitter account has **4,442** followers, and the Facebook account has **1,300** followers. Posts about walking and cycling events/activities are shared weekly, including promotion of the West Midlands Cycle Hire scheme, Cycle Confident sessions, organised led rides and bike maintenance sessions. Social media posts from partner organisation such as TfWM, Living Streets, and The Active Wellbeing Society are also regularly amplified from the accounts. The Connected Bulletin newsletter is another platform for sharing key walking and cycling information. New bulletins are released monthly and go out to **16,447** people/organisations at the time of writing this report – an increase of almost 2000 since the last report.

The [Brum Breathes](#) website is used for updates on air quality activities, including the Clean Air Zone, and the [BCC Website](#) also provides news articles.

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

Volunteers received bi-weekly newsletters from the British Cycling team called Breeze Bits or Quick Release (depending on which programme they’re part of).

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

Living Streets had 5.8k Birmingham users during this time frame.

Sustrans regularly share information, news and events on their regional social media platforms. Sustrans have also begun to share event details with Birmingham Connected who have supported promoting events through their channels.

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.

British Cycling currently provide information on [40+ risk-assessed routes](#) in the Birmingham area, and in 2023 launched a new routes product in conjunction with Ordnance Survey in 2023. This took place in Birmingham with various officers from BCC and WMCA attending the opening event. Details of the project and routes can be found here. [Let's Ride - West Midlands Cycling Routes \(letsride.co.uk\)](#)

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 [Transport for West Midlands](#) site.

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

West Midlands Walking and Cycling Commissioner

Former mayor of the West Midlands Andy Street appointed [a new cycling and walking commissioner](#) in December 2021 to accelerate plans to get more people moving around the region by foot or bike.

Adam Tranter was named the commissioner and supported the planning and delivery of the region's [Starley Network of safe cycling and walking routes](#) throughout 2023. He worked with TfWM, local council partners and the Department for Transport to steer the region's cycling and walking policies and plans.



Photo credit: West Midlands Combined Authority

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

13.1 Promote a city-wide walking programme

BCC continues to look at ways to update their [walking web pages](#) in order to signpost to such organisations and promote local walks and trails. There is key information online including, walking and jogging routes and details for some walking groups in the city.

BCC have secured funding for the Bordesley Green Area Connectivity ‘last mile’ measures for walking and cycling, for delivery by 2027.

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

Cycling activities have returned since the COVID-19 pandemic; Cycling UK local community cycling clubs and British Cycling programmes have played a key role in this (see 1.5).

The [Let’s Ride \(British Cycling\) programme](#) caters to those of all abilities. In addition to this, British Cycling (BC) have a Community Developer and Community Coach who attend various events throughout the year. BC regularly take a van full of bikes to festivals and community events so young people can use their fleet of balance and pedal bikes to tackle a skills course.

On the BCC cycling webpages, the public can discover nearby cycle centres and clubs, different cycle routes across the city, and information about cycling safely. There are currently details for **17** cycle centres on the website and **25** community cycle clubs which host different sessions such as led rides, cycling tuitions and learn-to-ride sessions. There are a range of sessions to cater to different cycling levels and abilities, and these cycling pages are regularly kept up to date.

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

British Cycling have provided some statistics for the West Midlands regarding their volunteers. Their statistics cover guided rides and ‘Breeze’ which is the biggest programme ever to get more women into riding bikes for fun. In 2023 7 volunteers were trained for Breeze, and 4 volunteers were trained for guided rides. The table below shows the number of volunteers at Breeze and Guided Rides:

	Total Volunteers (including those not running rides)	Active Volunteers organizing rides
Breeze	26	20
Guided Rides	37	29

The following table displays the participation levels for 2023:

	Breeze	Guided Rides	Community Groups	Total
January	11	39	0	50
February	42	87	3	132
March	35	92	11	138
April	28	99	0	127
May	35	112	4	151
June	30	115	0	145
July	33	78	73	184
August	24	59	11	94
September	27	107	0	134
October	7	87	12	106
November	1	50	0	51
December	0	0	0	0
Total	273	925	114	1,312

In the West Midlands, activity peaked in July with a total of **184** rides in the region.

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

Several notable events took place in the city during 2023, from the [Great Birmingham Run](#) to the [Birmingham Triathlon](#) to the [British Cycling Club Championships](#) – with many more smaller events which could be listed such as the seven 5k [Parkrun events](#) which occur weekly.

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

With the King's Coronation in 2023 several streets were opened for [celebrations](#) free of charge and pride.

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 BCC staff.

Analysis of the most recent data (2019-2022) shows that the 20% most deprived areas in the region account for 54.3% of all people killed or seriously injured in road traffic collisions. Almost half of those killed and seriously injured are pedestrians and cyclists (47.2%). TfWM intend to use this type of data to better further assess the safety levels for vulnerable road users and target specific locations where the level of risk experienced by vulnerable road users is greatest.

Regionally, pedestrian average annual fatal and serious injuries have decreased by 14% (365 to 313) when comparing 2015-2017 data with 2019-2022. Average annual cyclists fatal and serious injuries have reduced from 128 to 111 over the same period (a 13% reduction).

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. BCC staff can suggest locations and support these operations. A number of sites have been identified, but it has become clear the current approach isn't working, which is why the Road Harm Reduction Strategy has been prepared to replace it.

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.

West Midlands 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.

West Midlands Police – Operation Safer Junctions

During 2023 WM police ran 13 Safer Junction Operations in Birmingham. The operation aims to target drivers that fail to comply with red traffic lights, amongst other offences. It also aims to educate vulnerable road users in understanding the dangers at crossing points.



Photo Credit: WM Police

WM Police Launch Operation Triton – August 2023 (Press Release from West Midlands Police)

Our primary mission is simple yet crucial – to reduce the number of fatalities and serious injuries on our roads. We also aim to disrupt and deter criminals who abuse the road network. We are working with communities and partners, including local councils, charities and Transport for West Midlands, to create safer roads for everyone. Our proactive approach involves active patrolling of key areas, enforcing speed limits, and protecting our communities from the hazards of excessive speed and other road-related issues.

WM Police are conducting regular operations on the roads focusing on offences known as the ‘fatal four’, this includes:

- Speeding*
- Drink and drug driving*
- Using a mobile phone while driving*
- Not wearing a seatbelt*

We also target those who have inappropriate child safety measures and window tints that hinder visibility. In 2022 on our roads and motorways in the West Midlands area there were 65 people who were killed and 1021 who were seriously injured. Every life lost is one too many, and we’re determined to change that. As the summer season approaches, we’re gearing up our efforts and conducting even more operations across the region. Your safety matters to us, and we are determined to reduce the number of accidents, injuries, and fatalities on our roads. We don’t ever want to be knocking on someone’s door to deliver the worst possible news a family could hear so please take that extra time and care when on the roads – and help save lives.

We appreciate the support and cooperation of our communities in reporting any instances of dangerous driving. Your valuable information helps us take appropriate action and prevent potential harm.

[*Operation Triton Launch Video*](#)

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, 'Bike Life' 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 2023 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 took place in November 2023.

The Government regularly publish a summary of [national walking and cycling statistics](#).

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)

14.4 Analyse data from the Big Birmingham Bikes project and apps

While there was no action in 2023 BCC is planning a further round of Big Birmingham Bikes in 2024.

14.5 Publish regular monitoring reports and case studies

Although large amounts of data are collected by various partners (see 14.2 and 14.3), 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.

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.

Conclusion

This report highlights some of the key achievements from 2023 and demonstrates that good progress 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:

