

Emergency Active Travel Fund and Reopening High Streets Safely Fund Review

April 2021



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1. Executive Summary

1.1. Introduction

During 2020, as part of the response to the COVID-19 pandemic, Birmingham City Council used a number of funding streams to introduce a variety of schemes across the city with the aim of making active travel modes, such as walking and cycling, more appealing to the public and facilitating social distancing.

The purpose of this review is to help inform which schemes should be kept in place and also to identify what can be done to improve those schemes should they be brought forward into the next round of funding which runs during the financial year 2021/2022.

The review considered the schemes under the following four elements:

- Traffic and Transport Data
- Technical / Engineering Review
- Equality Impact Assessments and
- Engagement Analysis.

1.2. Traffic and Transport Data

The timescales in which the council was required to deliver these schemes, coupled with the various restrictions that have been in place during this period, restricted the surveys that could be commissioned. Where possible, use was made of available data sources, although it was not possible to draw full conclusions. This experience is being used to develop a monitoring strategy for Tranche 2.

Recommendation: A robust monitoring strategy, including collection of baseline data, needs to be developed for Tranche 2, to assess the success of the schemes, to address the DfT's reporting requirements and to respond to queries from members of the public.

1.3. Technical/Engineering Review

The technical aspect of the review was undertaken by an external consultant and looked at design standards overall as well as which schemes should be changed, removed, or made more permanent for the second round of funding.

Many 'snagging' issues were identified which can readily be addressed through existing council procedures. Maintenance issues were also raised, both relating to the schemes themselves, particularly cycle routes, and where maintenance of existing council assets was made more difficult following scheme implementation. An example of this is where the introduction of a pop-up cycle lane on a dual carriageway left one lane available to motor vehicles, which then had to be closed to allow for maintenance of street lighting.

The technical review also incorporated the Road Safety Audits carried out in accordance with industry standard procedures. Again, many of the issues raised related to 'snagging' and maintenance, and apart from the interaction of bus stops and associated build outs where pop-up cycle lanes have been introduced, can be easily addressed.

In some instances, the boarding/alighting area at bus stops lies directly in the path of the pop-up cycle lane, presenting a danger to cyclists and bus users, particularly people with pushchairs and those with visual impairments.

The technical/engineering review has identified some 'snagging' issues that remain outstanding, but are currently being addressed, 'Quick wins' that can be implemented in the short term and further, more substantial recommendations to be incorporated into the development of schemes being brought forward in the second round of funding.

The implications of new schemes on existing maintenance regimes is considered as part of the usual design process and any issues that arise post-implementation are addressed as appropriate. The council is aware of the issues around the build-up of leaves and debris in cycle lanes and other schemes and is working to address it.

Recommendation: The interaction between pop-up cycle lanes and bus stops should be carefully considered and potential conflicts between bus users and cyclists removed through the design process where possible.

1.4. Equality Impact Assessments

The EIAs for each scheme are an established and credible tool for demonstrating 'due regard' to the public sector equality duty and were undertaken by an external consultant, who independently reviewed each project. To assess the effects of the schemes on each protected characteristic group, a qualitative methodology was adopted. A workshop was also held with representatives of a number of interest groups.

Overall, the schemes have a positive impact on all protected characteristic groups. The assessment identified some implementation issues which may have some adverse impacts on protected characteristic groups, in particular, people with disabilities. These adverse impacts include loss of on-street parking and lack of appropriate tactile paving. The issues raised are being incorporated into the design process for the second round of funding.

A further issue raised during the workshop was the lack of an identifiable point of contact in relation to the EATF schemes, which has precluded effective engagement with these groups both in relation to the EATF schemes and to highway schemes in general.

Recommendation: A point of contact should be identified to ensure effective liaison with representative groups during the second round of the funding programme and for highway schemes in general.

Recommendation: Consideration should be given to more effectively embedding the findings of EIAs into the design process as appropriate.

1.5. Engagement Analysis

The timescale that the council was required to deliver these schemes in, coupled with the various restrictions that have been in place during this period, did restrict the extent to which consultation and engagement with citizens and stakeholders could take place in the normal way prior to implementation. Meetings that would previously have been held face-to-face

were moved online, and other in-person activities, e.g. community planting, curtailed due to restrictions. The impact of this approach needs to be considered in view of the proportion of people, approximately a tenth in the West Midlands, that do not use the internet.¹

Despite these restrictions on engagement activities, over 7,600 comments have been made by members of the public on the Commonplace platform and over 1,000 emails were received via the Birmingham Connected inbox. These comments and emails have been analysed with a view to gauging levels of public support for the schemes as well as identifying suggestions for changes and improvements. It is clear that the nature of the Experimental Traffic Regulation Orders (TROs) and associated consultation period is not readily understood by members of the public and further information on this should be included in the consultation strategy for the second round of funding.

Due to the experimental and temporary nature of these schemes, feedback from members of the public is an important tool in refining the measures. Some changes have already been made to schemes in response to such feedback and this has also been used to identify some of the 'quick wins' mentioned above.

Recommendation: A robust communications strategy should be developed and implemented for the second round of funding, with a view to reaching those that may have been excluded from commenting on the initial round of schemes, and returning to face-to-face engagement activities as soon as COVID-19 restrictions allow.

Recommendation: For experimental or temporary schemes, comments from members of the public should be monitored throughout the period of the scheme, with a view to identifying issues that can be easily rectified (quick wins) and those that need to be considered through further design revisions. These should be reviewed at agreed intervals, through existing council structures.

1.6. Conclusion

Overall, the schemes delivered under the EATF and RHSSF provided a positive response to the COVID-19 emergency within the parameters of the funding. They also provide a step towards the visions outlined in the draft Birmingham Transport Plan (Jan 20).

Given the urgency of the situation and the timescales of the funding, a great deal has been delivered, albeit not always to the expected standards in terms of delivery and engagement. Many of these issues arose as a result of the emergency nature of the situation faced and the challenging timescales for delivery and would not have arisen in the usual course of business. However, this review has identified many useful lessons that will be brought forward into the second round of funding and more widely.

1

<https://www.ons.gov.uk/businessindustryandtrade/itandinternetindustry/bulletins/internetusers/2019#northern-ireland-shows-the-largest-regional-increase-in-recent-internet-use-since-2011>

The past year has afforded the opportunity to trial some innovative solutions and this has resulted in radical changes in some places. It is recognised that it may take some time for members of the public to adapt their travel behaviours and choices and make use of these schemes to their full advantage, thus unlocking the potential benefits. Care needs to be taken to fully engage with the communities affected and involve them in the delivery of further changes needed to achieve the vision of a sustainable, green, inclusive, go-anywhere transport network.

The outcome of the review of EATF schemes is listed in the table below. Schemes to be retained will be subject to further consultation and approvals.

	Scheme Name	Scheme Type	Outcome
1	Moseley	Local Centre	Progress to making more permanent in 2021/22*
2	Stirchley	Local Centre	Progress to making more permanent in 2021/22*
3	Lozells	Low Traffic Neighbourhood (LTN)	Progress to developing further in 2021/22*
4	Kings Heath	Low Traffic Neighbourhood (LTN)	Progress to developing further in 2021/22*
5	Moseley, Bournville and Castle Vale	Places for People	Progress to developing further in 2021/22*
6	City Centre Traffic Segments	City Centre Traffic Segments	Progress to developing further in 2021/22*
7	Sutton Coldfield	Pop-up Cycle Lane	Withdrawn (removed prior to completion)
8	City Centre to Small Heath (A45 Corridor)	Pop-up Cycle Lane	Progress to making more permanent in 2021/22
9	Selly Oak to Northfield (A38 Corridor)	Pop-up Cycle Lane	Remove bus/cycle lane Selly Oak town centre elements to progress to making more permanent in 2021/22*
10	City Centre to Fort Dunlop (A47 Corridor)	Pop-up Cycle Lane	Progress to making more permanent in 2021/22*
11	City Centre to City Hospital via Jewellery Quarter	Pop-up Cycle Lane	Progress to making more permanent in 2021/22*
12	Bradford Street	Pop-up Cycle Lane	Progress to making more permanent in 2021/22*

	Scheme Name	Scheme Type	Outcome
13	A38 to A34 City Centre Connection	Pop-up Cycle Lane	Further development and delivery to be aligned with other programmes, including HS2

*Through the DfT Active Travel Fund, further development of these schemes will now be carried out and, subject to consultation and approvals, further measures will be delivered during 2021/22. This will include appropriate mitigation measures where identified.

2. Introduction

During 2020, as part of the response to the COVID-19 pandemic, Birmingham City Council used a number of funding streams to introduce a variety of schemes across the city with the aim of making active travel modes, such as walking and cycling, more appealing to the public and facilitating social distancing.

The purpose of this review is to help inform which schemes should be kept in place and to identify what can be done to improve those schemes should they be brought forward into the next round of funding which runs during the financial year 2021/2022.

2.1. Emergency Active Travel Fund

As part of Birmingham's emergency response to COVID-19, BCC has delivered £1.6m of temporary pop-up transport schemes since June 2020, predominantly funded through the Department for Transport's (DfT) Emergency Active Travel Fund (EATF). The DfT's fund was intended to be used for pop-up and temporary interventions to create safer environments for both walking and cycling. Local authorities were instructed to demonstrate that they had swift and meaningful plans to introduce such measures, including reallocating road space using the fund. Work was required to be undertaken quickly, with updated guidance for traffic orders being introduced by central government to enable these schemes to be delivered.

Birmingham City Council delivered a number of temporary and experimental schemes under the EATF Tranche 1 programme, including pop-up cycle lanes, low-traffic neighbourhoods, and social-distancing measures in local centres.

Further funding has now been secured through the Active Travel Fund Tranche 2 ((it should be noted that the DfT have renamed the EATF funding 'Active Travel Fund' for the second tranche)) to further improve these measures and to make them more permanent. This review has been carried out to help inform the development of those schemes.

The EATF Tranche 1 schemes to be reviewed are listed in Table 1 below:

Table 1: EATF schemes

	Scheme Name	Scheme Type
1	Moseley	Local Centre
2	Stirchley	Local Centre
3	Lozells	Low Traffic Neighbourhood (LTN)
4	Kings Heath	Low Traffic Neighbourhood (LTN)
5	Moseley, Bournville and Castle Vale	Places for People
6	City Centre Traffic Segments	City Centre Traffic Segments
7	Sutton Coldfield	Pop-up Cycle Lane
8	City Centre to Small Heath (A45 Corridor)	Pop-up Cycle Lane
9	Selly Oak to Northfield (A38 Corridor)	Pop-up Cycle Lane

	Scheme Name	Scheme Type
10	City Centre to Fort Dunlop (A47 Corridor)	Pop-up Cycle Lane
11	City Centre to City Hospital via Jewellery Quarter	Pop-up Cycle Lane
12	Bradford Street	Pop-up Cycle Lane
13	A38 to A34 City Centre Connection	Pop-up Cycle Lane

Schemes 1 and 2 relate to social-distancing measures in local centres. Schemes 3 to 5 consist of local road closures and other restrictions in residential areas to create low-traffic neighbourhoods, and Scheme 6 covers similar measures within the city centre. The remaining schemes 7 to 13 are pop-up cycle facilities including light segregated cycle lanes and other measures.

2.2. Reopening High Streets Safely Fund

The Reopening High Streets Safely Fund (RHSSF) provided £50 million from the European Regional Development Fund to Local Authorities across England to support the safe reopening of high streets and other commercial areas after the first lockdown in spring 2020.

The Fund provided additional funding to support business communities with measures that enable safe trading in public places. The Fund particularly focussed on high streets, as well as other public places that are at the heart of towns and cities gearing up to reopen as safe, welcoming spaces.

The Fund supported four main strands:

1. Support to develop an action plan for how the local authority may begin to safely reopen their local economies.
2. Communications and public information activity to ensure that reopening of local economies can be managed successfully and safely:
3. Business-facing awareness raising activities to ensure that reopening of local economies can be managed successfully and safely.
4. Temporary public realm changes to ensure that reopening of local economies can be managed successfully and safely.

To ensure that public spaces that are next to businesses are as safe as possible, temporary changes needed to be made to the physical environment. This funding was used to enhance public areas to increase the level of safety measures, improve their attractiveness and ensure consistency of approach across individual and multiple public spaces including high streets.

Some schemes which implemented similar measures were funded directly by Birmingham City Council.

The schemes to be reviewed are listed in Table 2 below:

Table 2: RHSSF and BCC schemes

	Scheme Name	Scheme Type
1	Perry Barr	RHSSF
2	Aston/Lozells	RHSSF
3	Soho Road	RHSSF
4	Bordesley Green	RHSSF
5	Small Heath/Coventry Road	RHSSF
6	Alum Rock	RHSSF
7	Stechford	RHSSF
8	Meadway	RHSSF
9	Shard End	RHSSF
10	Stratford Road, Sparkhill	RHSSF
11	Cotteridge	RHSSF
12	Selly Oak	RHSSF
13	Harborne	RHSSF
14	Northfield	RHSSF
15	Longbridge	RHSSF
16	Colmore BID	RHSSF/Colmore BID
17	Sutton Coldfield	BCC
18	Erdington	BCC
19	Acocks Green	BCC
20	Ladypool Road	BCC
21	Kings Heath	BCC

2.3. Methodology

The full review includes strands covering technical aspects, public comments and responses, and equality issues. There are four elements that make up the review:

- Traffic and Transport Data
- Technical /Engineering Review
- Equality Impact Assessments and
- Engagement Analysis.

2.4. Traffic and Transport Data

The timescales in which schemes were required to be delivered, coupled with the various COVID-19 related restrictions that have been in place during this period, restricted the ability to commission specific surveys for these schemes. Available data sources have been used to inform this report and a more detailed monitoring and evaluation strategy is being developed for Tranche 2 with Transport for West Midlands (TfWM).

TfWM were responsible for administering the fund in the West Midlands, ensuring the schemes complied with the Departments for Transport's reporting requirements.

Sources of data that were available include traffic/cycle counts collected by TfWM in August and October 2020, footfall information for the city centre and some local centres (Footfall report ref) and data collected by National Express West Midlands on bus journey times in selected locations.

Public feedback has been captured on Commonplace (an online community engagement platform), and through resident/stakeholder surveys, site visits, and observations and these are included in the relevant sections of the report.

2.5. Technical/Engineering Review

The technical/engineering review is to determine what further measures would be desirable to improve the schemes if they are made more permanent as part of Tranche 2. 'More permanent' in this context would mean (for example) replacing temporary barriers and light-segregation wands with bolt-down kerbs which provide more protection and require less on-going maintenance.

The technical review aims to identify safety issues which need to be addressed, any further measures which are needed for the schemes to comply with current DfT guidance for permanent schemes (including LTN 1/20, Guidance on Use of Tactile Paving, etc), and any other desirable improvements which would make the schemes more convenient, such as increasing segregation between pedestrians and cyclists and removing locations where cyclists may have to dismount at crossing points.

Technical reviews of each scheme were undertaken by independent consultants who were not involved in the design or delivery of the scheme in question and could therefore provide a non-biased professional opinion on the projects.

The technical/engineering review has identified some snagging issues that remain outstanding, 'Quick wins' that can be implemented in the short term and further recommendations to be incorporated into the development of schemes being brought forward in the second round of funding.

Road Safety Audits

The objective of the Road Safety Audit (RSA) process is to provide an effective, independent review of the road safety implications of civil engineering interventions for all road users. Even with the careful application of design standards by competent professionals, the design process will not remove all potential hazards for road users. The RSA process helps manage the interaction of different design requirements for highway schemes.

RSAs identify aspects of scheme designs that could give rise to road safety problems and to suggest modifications that could improve road safety. Although road safety is always considered during design, the RSA process has existed for several years to provide an independent check that the design characteristics do not contribute to collisions and/or incidents on highway schemes.

RSAs are undertaken by staff with experience of collision data analysis, road safety engineering experience and a reasonable understanding of highway design principles such as design requirements and best practice. It is undertaken at key stages in the design,

construction, and early operation of a highway scheme. The Stage 3 RSAs referred to in this report were undertaken when the highway scheme construction was complete.

2.6. Equality Impact Assessment

The Public Sector Equality Duty came into force on 5 April 2011. Public authorities must have due regard to the need to eliminate unlawful discrimination, harassment and victimisation and any other unlawful conduct in the Equality Act 2010, advance equality of opportunity and foster good relations. The duty covers certain “protected characteristics” including age, disability, pregnancy or maternity, religion or belief, race, sex, sexual orientation, gender reassignment and marriage and civil partnerships.

Equality Impact Assessments (EIA) are not required to be completed by law, but they are an established and credible tool for demonstrating ‘due regard’ to the public sector equality duty. The assessment helps public sector organisations ensure that their policies and services are fair and do not disadvantage or discriminate against any protected groups. A high-level equalities screening was undertaken in June 2020 covering all the EATF schemes.

To assess the effects of the schemes on each protected characteristic group, a qualitative methodology was adopted. The sources used to assess each scheme and its impact on the protected characteristics are as follows:

- Review of scheme drawings
- Review of Road Safety Audits (RSA)
- Site visits
- Engagement with key stakeholders and
- Existing documentation and data e.g. Pave the Way.

The EIAs for each scheme were undertaken by an external consultant, who independently reviewed each project. The findings were presented in a workshop with representatives from a number of interest groups, and their comments incorporated into the report.

2.7. Engagement Analysis

The stipulated timescale for delivery of these schemes, coupled with the various COVID-19 related restrictions that have been in place during this period, did restrict the extent to which consultation and engagement with citizens and stakeholders was able to be carried out in the usual way prior to implementation. However, people were kept informed about what is happening wherever possible, including:

- letters to properties and frontages ahead of works being carried out.
- posters and comment boxes at key locations in local areas
- information on BCC web site, social media, and the Commonplace digital platform
- regular communication via Birmingham Connected updates
- online briefing sessions and shared presentations/recordings from these
- regular communication with local Councillors, the emergency services and other stakeholder groups
- responding to various questions via email, phone, and text messaging

Stakeholders including the ambulance service, police and fire service were contacted directly about the schemes and kept informed throughout.

The above activities generated a large volume of correspondence and feedback, showing that people want to be actively involved in the delivery of these schemes, to have their views and opinions considered and to be able to put forward their ideas and suggestions. Comments and correspondence received form a key part of the review and will include the analysis and assessment of:

- comments submitted through the Commonplace platform
- correspondence received through Birmingham Connected (prior to 31 Jan)
- EATF survey carried out by Transport for West Midlands (16 Oct to 2 Nov)

The review will also consider the impact of having to take this different approach to consultation and engagement to highlight the lessons learnt from this and to identify how to amend and improve the process in future.

Experimental Traffic Regulation Orders

Schemes have been implemented using Experimental Traffic Regulation Orders (ETROs), the first six months of which act as a formal consultation period. During this time, people can formally object to the traffic order and have concerns considered. To support this process notices were displayed within the scheme area, letters delivered, and online feedback forms created on the Council's [Birmingham Be Heard](#) consultation portal. These responses have not been included in this review, as the end of the formal consultation period fell after the review period.

ETROs allow some potential for changes and modifications to be made during this trial period and feedback received to date has already resulted in this at some locations.

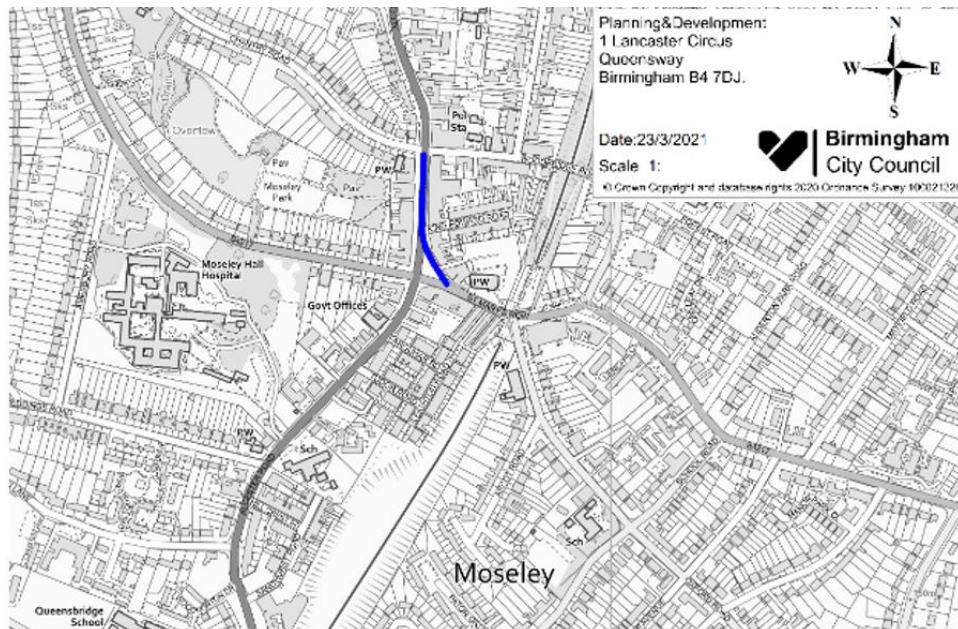
Due to the restrictions imposed due to COVID-19 and lockdown measures, engagement has been much more reliant on digital channels and outreach, rather than offline methods such as attending in-person public meetings, mobility forums or visiting community centres. While some leafletting has been undertaken and written communication received, it is acknowledged that engagement has focussed on participants who have some level of internet usage, and it is acknowledged that this excludes some people.

The review presents each of the schemes listed in Table 1 and Table 2 above, along with conclusions and recommendations.

Emergency Active Travel Fund Schemes

Local Centres

3. Moseley Local Centre



A number of temporary trial measures have recently been installed in Moseley local centre to create safer space for people and enable social distancing in this area of high footfall.

Measures include:

- Footway/pavement widening on Alcester Road to create additional space for people and spill out activity, including through road space reallocation and the suspension of some on-street parking. This section of social distancing includes for an in-line bus stop and accommodates the existing controlled crossing. Throughout the length of the widening, ramps have been provided to allow pedestrians to transit between the footway and carriageway level.
- Provision of a bus stop build out southbound, outside The Co-operative, and a walkway around the bus stop northbound, by Chantry Road junction to provide social distance for pedestrians in and around the bus shelter and for passing pedestrians.
- Footway/pavement widening on St Mary's Row slip road to create additional space for people and spill out activity, provided by converting the northern parking bay on Saint Mary's Row, with the taxi bay on the southern side amended to allow loading.
- Installation of signage at various locations throughout the local centre advising people to maintain social distancing.
- Event traffic management support for the monthly Moseley Farmers' Market from June 2020, including supply of plastic barriers to create access walkways.

3.1. Traffic and Transport Data

Unfortunately, the traffic data available in this area could not be used to identify any specific impacts from this scheme. A suitable monitoring strategy is currently being developed for the second round of funding, to ensure an appropriate assessment of impacts can be carried out.

3.2. Technical/Engineering Review

A technical review of the scheme was undertaken by independent consultants who were not directly involved in the design or delivery of this scheme and could therefore provide a non-biased professional opinion on the project. The technical review is to determine what further measures would be desirable to improve the schemes if they are made more permanent as part of Tranche 2.

It was noted that the measures which have been implemented provided a safe environment for pedestrians to walk whilst also allowing the traffic to flow. The measures were easily understood by pedestrians, cyclists and motorists and had not been damaged or moved, by malicious intent or by accident.

Road Safety Audit

RSAs are undertaken by independent assessors and review schemes on the grounds of road safety. They look for potential road safety issues which may occur for instance if road markings are confusing and may cause a driver to unnecessarily hesitate. Issues presenting a serious hazard are rectified as soon as possible.

The audit identified some trip hazards and missing/damaged signs within the scheme.

The barriers and signs associated with the footway widening between the Fighting Cocks and The Bull's Head public houses are severely disrupted. It would appear that the barriers occupy the area used for commercial refuse bins when they are waiting to be collected. The council should work with local businesses to ensure disruption to the barriers and signs is minimised.

3.3. Equality Impact Assessment

Equality Impact Assessments are an established and credible tool to help organisations ensure that their policies and services are fair and do not disadvantage or discriminate against any protected groups. A high-level EIA screening was undertaken in June 2020 covering all the EATF schemes and assessments of all the individual schemes were undertaken by an external consultant as part of this review.

The assessment has identified some positive and negative impacts on protected characteristic groups. Reclaiming road space to widen footways for pedestrians will allow for greater adherence to social distancing for all age groups and decrease the likelihood of COVID-19 transmission.

From the assessment, the protected user group most likely to be adversely affected is people with disabilities. Examples of potential negative impacts on protected characteristic groups include a lack of tactile paving between kerbside and carriageway, making it

unknown to people who are blind or visually impaired that they are able to use the widened section of footway, a lack of tactile paving around temporary bus stops which could cause confusion, a poor road surface which could cause a trip hazard, missing barriers which could lead to conflict with vehicles accessing the rear of properties and the removal of some parking spaces which may be to the detriment of pregnant women/people with pushchairs and others who need to park closer to services.

Overall, it is not considered that this scheme has any adverse effects on protected characteristic groups. Until changes to the provision is made, there are some slight adverse impacts on protected groups including people with disabilities.

It is recommended that the issues identified above are considered during the design phase of Tranche 2.

3.4. Engagement Analysis

The timescale for delivery of these schemes, coupled with the various COVID-19 related restrictions that have been in place during this period, did restrict the extent to which consultation and engagement with citizens and stakeholders was able to be carried out in the usual way prior to implementation.

The scheme has been promoted on the Commonplace digital engagement site and 109 responses were received. There was no limit to the number of times someone could comment on Commonplace, so figures counted are for *responses* and not *respondents*.

Around 75% of the comments submitted were rated as “positive” or “mostly positive”, while around 14% rated the measures as “negative” or “mostly negative”. The remaining 11% of comments were neutral.

25 email conversations were also recorded via the Birmingham Connected inbox. 20% of those conversations highlighted parking issues with cars parking on the pavement and residents/businesses feeling there is a need for more spaces. Extra and clearer signage were also suggested in the emails, for example, double yellow lines to tackle the parking issues.

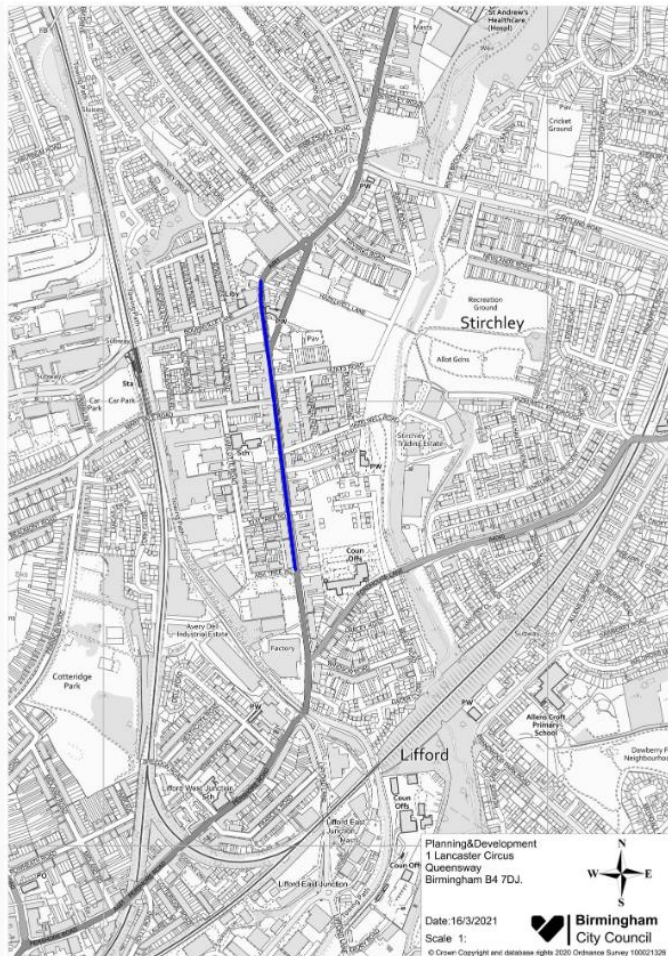
A survey carried out by TfWM from 19 October 2020 until 2 November 2020 indicates that 73% of respondents either strongly supported or supported widening pavements to help people social distance when walking/queuing. 19% opposed or strongly opposed the measures with the remainder being neutral. 64% of respondents supported the removal of on-street parking space to make more room for people to walk, queue and socialise and 24% opposed such measures.

Overall, there has been a positive response to this scheme.

3.5. Conclusion

Although the scheme largely addressed issues related to COVID-19 social distancing measures, some elements such as the changes to the bus stop outside the Co-operative and footway widening along St Mary's Row, have shown they have a wider benefit and should be kept.

4. Stirchley Local Centre



A number of temporary trial measures have been installed in Stirchley local centre to create safer space for people and enable social distancing in this area of high footfall.

The measures included:

- Footway/pavement widening to create additional space for people and spill out activity, including through the suspension of some on-street parking.
- Reallocation of road space on the northern side of the road on Hazelwell Street to enable people to maintain social distancing.
- Junction improvements at Bournville Lane to make it easier for people to cross on foot, by installing a central refuge and temporary ramps.

4.1. Traffic and Transport Data

Unfortunately, the traffic data available in this area could not be used to identify any specific impacts from this scheme, which focussed on additional space for pedestrians. A suitable monitoring strategy is currently being developed for the second round of funding, to ensure an appropriate assessment of impacts can be carried out.

4.2. Technical/Engineering Review

A technical/engineering review of the scheme was undertaken by independent consultants who were not directly involved in the design or delivery of this scheme and could therefore provide a non-biased professional opinion on the project. The technical review is to determine what further measures would be desirable to improve the schemes if they are made more permanent as part of Tranche 2.

It was noted that the measures which have been implemented provided a safe environment for pedestrians to walk whilst also allowing the traffic to flow. The measures were easily understood by pedestrians, cyclists and motorists and had not been damaged or moved, by malicious intent or by accident.

The formalising of the social distancing layout would provide improved pedestrian facilities, although consideration would need to be given to installing measures to prevent vehicles parking on the widened footway, particularly between No. 72 Hazelwell Street through to Bournville Lane, due to the adjacent shops.

Road Safety Audit

RSAs are undertaken by independent assessors and review schemes on the grounds of road safety. They look for potential road safety issues which may occur for instance if road markings are confusing and may cause a driver to unnecessarily hesitate. Issues presenting a serious hazard are rectified immediately where possible. Minor issues may be addressed during routine maintenance activities.

Five issues were raised at the Stage 3 Road Safety Audit, relating to damaged temporary bollards, ramps, and kerbs, surfacing and drainage. While some of these issues have since been addressed, any outstanding issues should be taken forward in the design for Tranche 2.

4.3. Equality Impact Assessment

Equality Impact Assessments are an established and credible tool to help organisations ensure that their policies and services are fair and do not disadvantage or discriminate against any protected groups. A high-level EIA screening was undertaken in June 2020 covering all the EATF schemes and assessments of all the individual schemes were undertaken by an external consultant as part of this review.

The assessment has identified some positive and negative impacts on protected characteristic groups. Reclaiming road space to widen footways for pedestrians will allow for greater adherence to social distancing for all age groups and decrease the likelihood of COVID-19 transmission.

From the assessment, the protected user group most likely to be adversely affected is people with disabilities. Examples of potential negative impacts on protected characteristic groups include a lack of tactile paving between kerbside and carriageway, making it unknown to people who are blind or visually impaired that they can use the widened section of footway and a poor road surface which could cause a trip hazard for people who are blind or visually impaired and/or make it difficult for wheelchairs users to navigate.

Overall, it is not considered that this scheme has any adverse effects on protected characteristic groups. Until changes to the provision is made, there are some slight adverse impacts on protected groups including people with disabilities.

It is recommended that the issues identified above are considered during the design phase of Tranche 2.

4.4. Engagement Analysis

The timescale for delivery of these schemes, coupled with the various COVID-19 related restrictions that have been in place during this period, did restrict the extent to which consultation and engagement with citizens and stakeholders was able to be carried out in the usual way prior to implementation.

The scheme has been promoted on the Commonplace digital engagement site and 393 responses were received. There was no limit to the number of times someone could comment on Commonplace, so figures counted are for *responses* and not *respondents*.

Around 58% of the comments submitted were rated as “positive” or “mostly positive”, while around 37% rated the measures as “negative” or “mostly negative”. The remaining 5% of comments were neutral.

52 email conversations were recorded via the Birmingham Connected inbox. 19% of correspondents expressed support for the scheme, while 17% were against it. The main issue raised was around parking and some of the parking which had been removed along sections of the Pershore Road has been reinstated.

A survey carried out by TfWM from 19 October 2020 until 2 November 2020 indicates that 73% of respondents either strongly supported or supported widening pavements to help people social distance when walking/queuing. 19% opposed or strongly opposed the measures with the remainder being neutral. 64% of respondents supported the removal of on-street parking space to make more room for people to walk, queue and socialise and 24% opposed such measures.

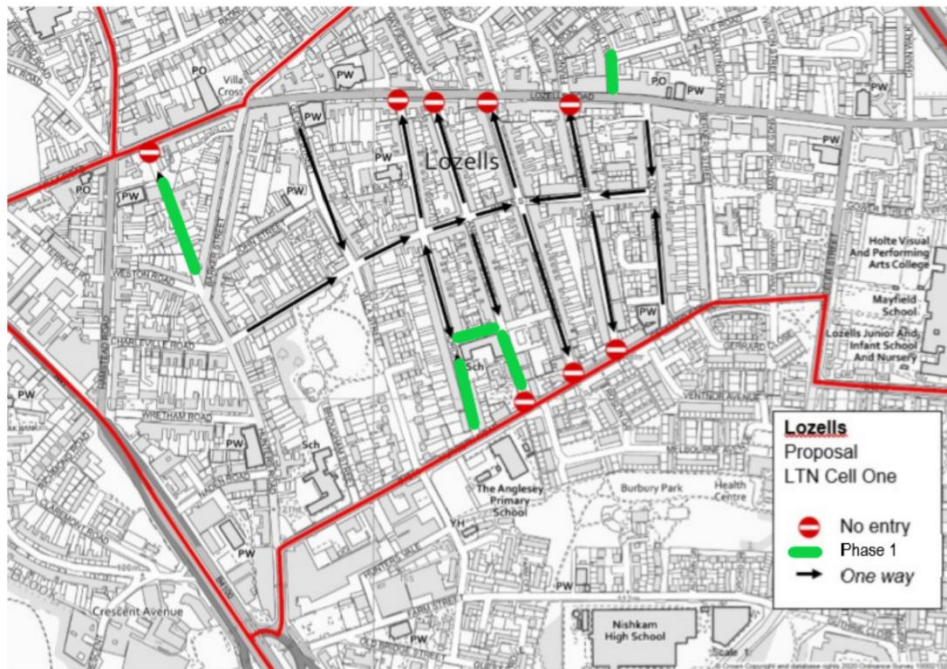
Overall, there has been a positive response to this scheme.

4.5. Conclusion

Although the scheme largely addressed issues related to COVID-19 social distancing measures, the new pedestrian refuge at the junction of Bournville Lane and Hazelwell Street, has shown a wider benefit and should be kept.

Places for People

5. Lozells Low Traffic Neighbourhood



Lozells Low Traffic Neighbourhood (LTN) is part of the Places for People programme, which aims to reduce traffic in residential neighbourhoods so that it is safer for people to walk and cycle, and nicer to be outside for children to play and neighbours to chat. In many parts of Birmingham, residents find their streets are busy with traffic, particularly when motorists are using residential streets to avoid main roads. When traffic is reduced the neighbourhood becomes quieter, the air is cleaner, and streets feel safer.

The principle of Places for People is that residents can continue to drive onto their street, have visitors, get deliveries, etc, but it is made harder or impossible to drive straight through the area. Low traffic neighbourhoods are groups of residential streets bordered by main roads (where non-local traffic should be) where through trips by motor vehicles are discouraged or restricted. Most of the proposed changes are modal filters, that allow people on foot, bike, wheelchair or mobility scooter to pass but do not allow cars or other motor vehicles through.

The overall proposal involved a number of changes from two-way to one-way streets with restricted access from Lozells Road (the northern boundary of the LTN area) and Nursery Road on the southern boundary of the LTN. The one-way system would affect Hunters Road, George Street, Church Street, Anglesey Street, Burbury Street, Carpenter's Road, Lozells Street, Wills Street and Graham Street.

The first phase of this project, highlighted in part on the plan above, made some streets in the area one-way:

- An access-only loop was created around Anglesey Infant School
 - northbound on Church Street between Nursery Road and Graham Street
 - eastbound on Graham Street between Church Street and Anglesey Street

- southbound on Anglesey Street between Graham Street and Nursery Road
- northbound on Hunters Road from Barker Street towards Villa Road
- south-westbound on Finch Road between Finch Road and Archibald Road, alongside Heathfield Primary School
- southbound on Archibald Road between Carlyle Road and Lozells Road

In some locations where one-way streets were introduced, wooden planters were added to the carriageway and are supplemented with appropriate advanced signage.

5.1. Traffic and Transport Data

Due to the timescales involved, it was not possible to install specific traffic monitoring for this scheme. An appropriate monitoring strategy is being developed for the second round of funding.

5.2. Technical/Engineering Review

A technical/engineering review of the scheme was undertaken by independent consultants who were not directly involved in the design or delivery of this scheme and could therefore provide a non-biased professional opinion on the project. The technical review is to determine what further measures would be desirable to improve the schemes if they are made more permanent as part of Tranche 2.

The review raised several issues including the need to revise signage and road markings, the need to introduce double yellow lines to ensure cycle routes are not obstructed by parked cars and layout changes to prevent vehicles from driving against the southbound one-way system on Anglesey Street.

It is recommended that the issues above are addressed, should the scheme be developed further under the second round of funding.

Road Safety Audit

RSAs are undertaken by independent assessors and review schemes on the grounds of road safety. They look for potential road safety issues which may occur for instance if road markings are confusing and may cause a driver to unnecessarily hesitate. Issues presenting a serious hazard are rectified as soon as possible.

Six issues were raised in the Stage 3 Road Safety Audit, relating to the location of planters, signing and road markings. These should be taken forward to Tranche 2.

5.3. Equality Impact Assessment

Equality Impact Assessments are an established and credible tool to help organisations ensure that their policies and services are fair and do not disadvantage or discriminate against any protected groups. A high-level EIA screening was undertaken in June 2020 covering all of the EATF schemes and assessments of all the individual schemes were undertaken by an external consultant as part of this review.

The assessment has identified some positive and negative impacts on protected characteristic groups. All user groups are likely to feel positive effects of reduced air pollution as a result of less through traffic and feel safer walking, wheeling and cycling.

From the assessment, the protected user group most likely to be adversely affected are people with disabilities and pregnant women/people with pushchairs, as the planters on Finch Road are significant in size and could mask young children and people with pushchairs waiting to cross the road increasing the risk of conflict between pedestrians, motorists and cyclists.

Examples of potential negative impacts on protected characteristic groups include a lack of provision and protection for cyclists along some of the contraflow cycle routes, which would be more of a challenge for people using trikes or cargo bikes that are considerably wider than two-wheelers. The location of planters and lack of reflective strips and vehicles observed travelling the wrong way along the one-way systems could also have a negative impact on some of the protected groups.

Overall, it is not considered that this scheme has any adverse impacts on protected characteristic groups if the suggested mitigations are adopted. Until changes to the provision is made, there are some adverse impacts on protected groups including young children and people with disabilities.

It is recommended that all the suggestions above are considered during the design phase of Tranche 2.

5.4. Engagement Analysis

The timescale for delivery of these schemes, coupled with the various COVID-19 related restrictions that have been in place during this period, did restrict the extent to which consultation and engagement with citizens and stakeholders was able to be carried out in the usual way prior to implementation.

The council sought to keep people informed about what was happening as much as possible through the development and design of scheme measures. An online briefing session for the Lozells LTNs pilot was held at the Lozells Ward Forum on 17 July 2020 with a further update given on 26 October 2020.

Two letters providing information about the scheme and details on how to raise questions or leave feedback were distributed across the area, one around the 18 August 2020 to inform people of proposed measures and one in early November 2020 to notify people about the start of works.

The scheme in its entirety has been promoted on the Commonplace digital engagement site and 346 responses were received. There was no limit to the number of times someone could comment on Commonplace, so figures counted are for *responses* and not *respondents*.

Around 30% of comments made by residents were rated as “positive” or “mostly positive”, while around 60% rated the measures as “negative” or “mostly negative”. The remaining 10% of comments were neutral.

The main problems in the area were identified as:

- speeding

- too much traffic
- pollution
- dangerous junctions
- not safe to cycle
- hard to cross roads
- parking issues.

The changes people wanted to see included safer crossing points, more green spaces, cycle parking, restrictions to stop traffic using inappropriate residential streets, wider footways, one-way streets and seating.

Comments were also received by email via the Birmingham Connected inbox. 16 email conversations were recorded, of which 13 were directly relevant to the scheme. These comments mentioned poor engagement about the scheme and repeated the issues raised above on Commonplace.

The council acknowledges that the consultation process was limited by the COVID-19 restrictions and a more robust consultation strategy has been developed for Tranche 2.

Suggestions made for changes to the schemes will be considered through scheme development for further rounds of funding.

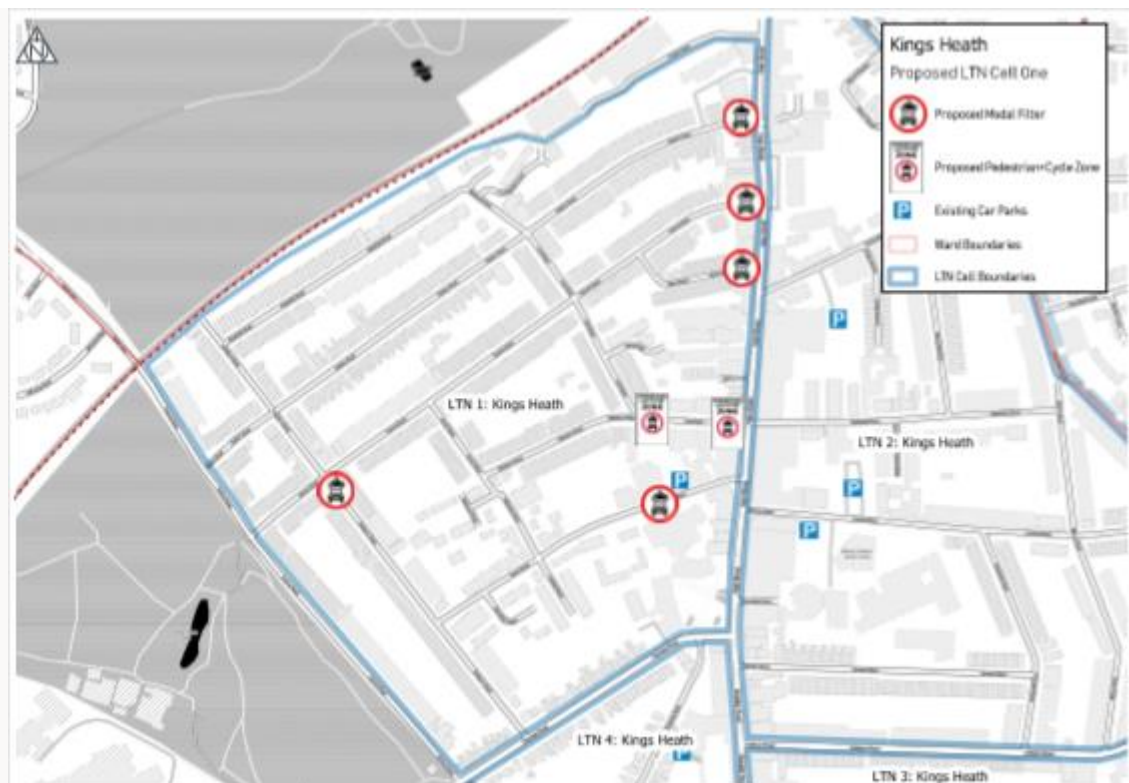
A survey carried out by TfWM from 19 October 2020 until 2 November 2020 indicates that 54% of respondents either strongly supported or supported closing residential streets to motor vehicles while maintaining access to create low-traffic neighbourhoods. 41% opposed or strongly opposed the measures with the remainder being neutral.

In summary, it appears that while there is widespread support for such measures, more of those who left comments do not support the Lozells LTN measures than do and there is further work to be done to engage and involve local residents in future changes.

5.5. Conclusion

While there are some scheme design issues which could be addressed, further engagement to address issues raised by respondents should also be undertaken during scheme development for the second round of funding.

6. Kings Heath Low Traffic Neighbourhood



Kings Heath Low Traffic Neighbourhood (LTN) is part of the Places for People programme, which aims to reduce traffic in residential neighbourhoods so that it is safer for people to walk and cycle, and nicer to be outside for children to play and neighbours to chat. In many parts of Birmingham, residents find their streets are busy with traffic, particularly when people are using residential streets to avoid main roads. When traffic is reduced the neighbourhood becomes quieter, the air is cleaner, and streets feel safer.

The principle of Places for People is that residents can continue to drive onto their street, have visitors, get deliveries, etc, but it is made harder or impossible to drive straight through the area. Low traffic neighbourhoods are groups of residential streets bordered by main roads (where non-local traffic should be) where through trips by motor vehicles are discouraged or restricted.

The wider project area is broken down into smaller low traffic neighbourhood 'cells'. Most of the proposed changes are modal filters, that allow people on foot, bike, wheelchair or mobility scooter to pass but do not allow cars or other motor vehicles through.

The overall proposal as presented on Commonplace, the online consultation platform, consisted of four 'cells' broadly encompassing the area bounded by the railway line to the north, Avenue Road and Vicarage Road to the east, Howard Road, Alcester Road South to the south and Mossfield Road, Bagnell Road, Barn Lane, Springfield Road and Valentine Road to the East.

The first phase of the low traffic neighbourhood pilot in Kings Heath covered two 'cells' in the area bordered by Avenue Road, Howard Road, High Street and the railway line and included the following:

- modal filters were installed on Highbury Road, Silver Street, Bank Street, Grange Road and Station Road
- pedestrianisation of a short section of York Road between Waterloo Road and High Street
- modal filters were installed on All Saints Road, Hazelhurst Road and Colmore Road.

In these areas, modal filters that restrict the movement of through-traffic were installed, in the form of planters and central removable bollards. In some places, there have also been further bollards placed in the footway or grass verge to prevent vehicles bypassing the planters. In the case of York Road, multiple sets of modal filters have been introduced at each end of the road to create a pedestrianised streetscape outside the local shops.

Residents on Grange Road raised concerns that the introduction of a modal filter at the High Street end would cause difficulties in terms of accessing their properties, and to a local Day Nursery. Following a site visit with residents and the local ward Councillor, a revised design was implemented locating the modal filter further down Grange Road and withdrawing a proposed modal filter on Bank Street.

Discussions with local businesses in this area have also generated requests for some additional measures to increase signage and ensure access for delivery vehicles which are currently being progressed in support of the scheme.

6.1. Traffic and Transport Data

While limited data is available regarding this scheme, footfall (change in visitors) in Kings Heath dropped by 24.6% across 2020 compared to 2019 as a result of COVID-19 lockdown measures. This compares to an average drop of 20.7% across the year in comparable local centres and a drop of 34.3% when city centre locations are included. The year-on-year drop in September was 10.4%, compared to an average drop of 11.6% across other local centres for the same month. (Visitor Insight Report – Birmingham Visitors Jan 2020- Dec 2020).

Data available from National Express comparing September/October 2019 to the same period in 2020 for the No 50 route indicated that, subsequent to the introduction of the LTN, the shopping period (particularly 12:00 to 14:00 Monday to Friday) suffered from increased journey time volatility, although the afternoon peak was noticeably shorter. Weekends showed very little change. Early indications were that the increases in journey time observed through December were Christmas related. The situation will continue to be monitored.

Data regarding journey times along Vicarage Rd showed that north-east bound traffic on Vicarage Road (approaching the High Street) was largely unaffected during September/October 2020 compared to the same period in 2019.

South-west bound traffic showed signs of significant changes in traffic behaviour with an increase in journey time throughout the day (up to 3 minutes), with a higher probability of significant delays occurring and, when they did, at a greater severity. The centre of this disruption appeared to be at or near the junction with Howard Road. Without more data covering other approaches of the complex Vicarage Road / Howard Road / Grove Road traffic light junction it was difficult to reach any firm conclusions but indications were that changes to the traffic light sequence and/or timings may yield some benefits, given the change in traffic flows; particularly increasing the priority of the Vicarage Road to Howard Road flow.

The situation will continue to be monitored, alongside the development of a robust monitoring strategy during the second round of funding.

6.2. Technical/Engineering Review

A technical review of the scheme was undertaken by independent consultants who were not directly involved in the design or delivery of this scheme and could therefore provide a non-biased professional opinion on the project. The technical review is to determine what further measures would be desirable to improve the schemes if they are made more permanent as part of Tranche 2.

All the modal filter planters within the Kings Heath LTN were observed to be well positioned with clear forward visibility. The planters have consistent identification with reflective stripes to guide cyclists through the central gap, which has a central, removable bollard. The Places for People signs attached to some of these planters also provide a positive message to all users and helps to promote the use of the LTN for pedestrians, children, wheelchair users and cyclists.

There are various locations throughout the Kings Heath LTN in which the temporary signage has been mounted within large concrete blocks positioned in the footway, which reduce the available footway width to less than the minimum acceptable or desirable width. In other locations, the signage has been placed centrally within the modal filter planters, which therefore maintains the existing footway provision.

If the scheme is to be made more permanent or extended as part of Tranche 2, it is recommended that:

- all signage for the LTN measures is either relocated onto permanent posts at the back of the footway or incorporated into the modal filter planters where these are present.
- the lining and signing are reviewed and updated where necessary
- in areas where there is sufficient space in the footway and/or grass verge to bypass the modal filters, additional bollards are implemented to block these routes to prevent motorists driving along the footway to bypass the restriction.
- an alternative layout of modal filters is considered which would help ensure the traffic impact is distributed more evenly among the access points to/from the high street.

Road Safety Audit

RSAs are undertaken by independent assessors and review schemes on the grounds of road safety. They look for potential road safety issues which may occur for instance if road markings are confusing and may cause a driver to unnecessarily hesitate. Issues presenting a serious hazard are rectified as soon as possible.

Nine issues were raised in the Stage 3 Road Safety Audit, primarily around drivers not appreciating the closures, relating to signing, road markings and visibility of bollards. Some of these issues have already been addressed and some should be considered as part of the second round of funding.

6.3. Equality Impact Assessment

Equality Impact Assessments are an established and credible tool to help organisations ensure that their policies and services are fair and do not disadvantage or discriminate against any protected groups. A high-level EIA screening was undertaken in June 2020 covering all the EATF schemes and assessments of all the individual schemes were undertaken by an external consultant as part of this review.

The Equality Impact Assessment has identified some positive and negative impacts on protected characteristic groups. All user groups are likely to feel positive effects of reduced air pollution as a result of less through traffic and feel safer walking, wheeling and cycling.

From the assessment, it was identified that the protected user groups most likely to be adversely affected are people with disabilities and pregnant women/people with pushchairs.

Examples of potential negative impacts on protected characteristic groups include a lack of tactile paving at dropped kerbs and lack of dropped kerb provision, signage which may cause some confusion and concrete blocks supporting signs placed on the footway.

In addition, elderly people and people with disabilities may be more dependent on a private vehicle or support from a carer/visitor and this scheme may make journey times longer.

Overall, it is not considered that this scheme has any adverse impacts on protected characteristic groups if the suggested mitigations are adopted. Until changes to the provision is made, there are some adverse impacts on protected groups including the elderly and people with disabilities.

6.4. Engagement Analysis

The stipulated timescale for delivery of these schemes, coupled with the various COVID-19 related restrictions that have been in place during this period, did restrict the extent to which consultation and engagement with citizens and stakeholders was able to be carried out in the usual way prior to implementation.

The council sought to keep people informed about what was happening as much as possible through the development and design of scheme measures. An online briefing session for the Kings Heath LTNs pilot was held on 24 August 2020 and was attended by over 120 people. A further briefing session for Kings Heath businesses was held on 1 October 2020 in conjunction with Kings Heath BID and ward Councillors.

The scheme has been promoted on the Commonplace digital engagement site since 24 July 2020 and further details of plans and proposed measures were added to this as available, alongside news items on these.

Two letters providing information about the scheme and details on how to raise questions or leave feedback were distributed across the area, one around the 18 August to inform people of proposed measures and one around 14 September to notify people about the start of works. Officers also engaged with some businesses and members of the public they encountered while distributing the letters.

Council Officers and Ward Councillors have been continuing to speak with residents and businesses in the area during several site visits. Ward Councillors have also been out regularly and forwarding on any questions or enquiries to the project team.

The Council sought to engage with local businesses in relation to this scheme through contact (via both phone and email) with the Kings Heath BID Manager and providing information for them to distribute across their membership.

3,238 responses were received via Commonplace on Kings Heath LTN. There was no limit to the number of times someone could comment on Commonplace, so figures counted are for *responses* and not *respondents*.

Around 48% of comments made by residents were rated as “positive” or “mostly positive”, while around 44% rated the measures as “negative” or “mostly negative”. The remaining 8% of comments were neutral.

The main problems in the area were identified as:

- too much traffic
- speeding
- parking issues
- hard to cross roads
- dangerous junctions
- not safe to cycle
- pollution.

The changes people wanted to see included access restrictions to stop traffic using inappropriate residential streets, wider footways, one-way streets, cycle parking, more green spaces and seating and safer crossing points.

Comments were also submitted via the Birmingham Connected inbox. A total of 396 emails were received on the scheme, with the majority providing comments, suggestions or asking for further information (94%). Suggestions made for changes to the schemes will be considered through scheme development for further rounds of funding. 20% of the correspondence related to traffic/speed/parking issues, while 8% mentioned environmental issues and 5% raised general safety concerns.

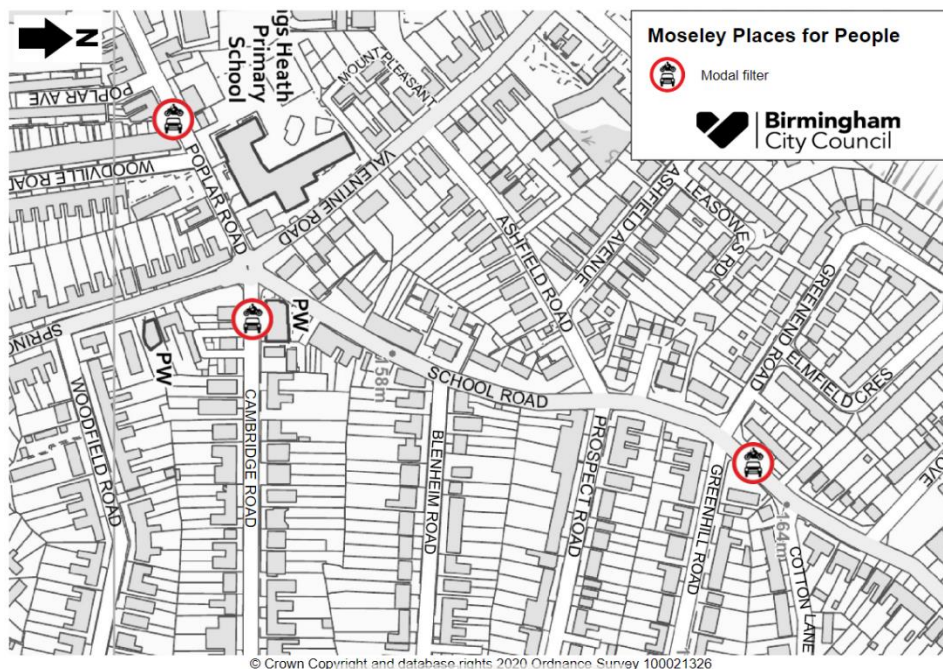
A survey carried out by TfWM from 19 October 2020 until 2 November 2020 indicates that 54% of respondents either strongly supported or supported closing residential streets to motor vehicles while maintaining access to create low-traffic neighbourhoods. 41% opposed or strongly opposed the measures with the remainder being neutral.

In summary, it appears that there is widespread support overall for such measures and a fairly even split in views of the Kings Heath LTN measures among local residents, although the majority of people in Kings Heath are supportive of the general principles of the LTNs pilot.

6.5. Conclusion

There are some scheme design issues which should be addressed and the opportunity should be taken to address issues raised by residents during scheme development for the second round of funding to ensure the same issues do not arise should the scheme be expanded.

7. Moseley Places for People



The measures in Moseley are part of the Places for People programme, which aims to reduce traffic in residential neighbourhoods so that it is safer for people to walk and cycle, and nicer to be outside for children to play and neighbours to chat. In many parts of Birmingham, residents find their streets are busy with traffic, particularly when motorists are using residential streets to avoid main roads. When traffic is reduced the neighbourhood becomes quieter, the air is cleaner and streets feel safer.

The principle of Places for People is that residents can continue to drive onto their street, have visitors, get deliveries, etc, but it is made harder or impossible to drive straight through the area. These areas are groups of residential streets bordered by main roads (where non-local traffic should be) where through trips by motor vehicles are discouraged or restricted.

Three temporary trial measures in the form of wooden planters in the carriageway, with a central removable bollard and associated signs were introduced, on School Road, Cambridge Road and Poplar Road (taken from original Kings Heath LTN proposals). They are designed to prevent vehicles from passing through but keep the road open to pedestrians, cyclists and those using wheelchairs or mobility scooters with the aim of converting these streets to 'Places for People' to encourage active travel and recreation.

7.1. Traffic and Transport Data

Unfortunately, it was not possible to draw conclusions from the data available in the area. An appropriate monitoring strategy is being developed for the second round of funding.

7.2. Technical/Engineering Review

A technical review of the scheme was undertaken by independent consultants who were not directly involved in the design or delivery of this scheme and could therefore provide a non-

biased professional opinion on the project. The technical review is to determine what further measures would be desirable to improve the schemes if they are made more permanent as part of Tranche 2.

All the modal filter planters within the Moseley PfP area were well positioned with clear forward visibility. The planters have consistent identification with reflective strips to guide cyclists through the central gap, which has a central, removable bollard. The Places for People signs attached to some of these planters also provide a positive message to all users and helps to promote the use of the LTN for pedestrians, children, wheelchair users and cyclists.

There are some locations where the temporary signage has been mounted within large concrete blocks positioned in the footway, which reduce the available footway width to less than the minimum acceptable or desirable width.

If the scheme is to be made permanent, it is recommended that the signs are relocated so that they do not obstruct the footway and are clearly visible to motorists.

Road Safety Audit

RSAs are undertaken by independent assessors and review schemes on the grounds of road safety. They look for potential road safety issues which may occur for instance if road markings are confusing and may cause a driver to unnecessarily hesitate. Issues presenting a serious hazard are rectified as soon as possible.

The issue identified above regarding the location of the signs was also raised in the Stage 3 Road Safety Audit.

7.3. Equality Impact Assessment

Equality Impact Assessments are an established and credible tool to help organisations ensure that their policies and services are fair and do not disadvantage or discriminate against any protected groups. A high-level EIA screening was undertaken in June 2020 covering all the EATF schemes and assessments of all the individual schemes were undertaken by an external consultant as part of this review.

The assessment has identified some positive and negative impacts on protected characteristic groups. All user groups are likely to feel positive effects of reduced air pollution as a result of less through traffic and feel safer walking, wheeling and cycling.

The only example of potential negative impacts on protected characteristic groups identified in the assessment is signage that could cause potentially be confusing.

However the signs are consistent with those used in other locations and should remain as installed.

Overall, it is not considered that this scheme has any adverse impacts on protected characteristic groups.

7.4. Engagement Analysis

The timescale for delivery of these schemes, coupled with the various COVID-19 related restrictions that have been in place during this period, did restrict the extent to which

consultation and engagement with citizens and stakeholders was able to be carried out in the usual way prior to implementation.

The council sought to keep people informed about what was happening as much as possible through the development and design of scheme measures. An online briefing session for the Moseley PfP project was held on 8 September 2020.

Two letters providing information about the scheme and details on how to raise questions or leave feedback were distributed across the area, one early in September 2020 to inform people of proposed measures and one later that month to notify people about the start of works. Posters were also displayed in the local area.

The scheme has been promoted on the Commonplace digital engagement site and 513 responses were received. There was no limit to the number of times someone could comment on Commonplace, so figures counted are for *responses* and not *respondents*.

Around 60% of comments made by residents were rated as “positive” or “mostly positive”, while around 27% rated the measures as “negative” or “mostly negative”. The remaining 13% of comments were neutral.

The most common concern raised was about displacement of traffic to other local streets. Several comments requested interventions in other locations and/or suggested that an area wide Low Traffic Neighbourhood approach would be better than isolated modal filters, or requested other traffic calming or speed reduction measures. These suggestions will be considered during the development of the second round of funding.

Those commenting recognised the benefits of the scheme, saying streets were safer, the scheme is good for pedestrians and good for cycling.

Comments were also received by email via the Birmingham Connected inbox. 61 email conversations were recorded of which 28% echoed the concerns raised on Commonplace over the displacement of traffic as a result of the scheme, particularly around Billesley Lane. This led onto concerns around the safety of this road with 11% of emails highlighting the issue. 15% were unhappy with how the scheme had been communicated and emphasised a lack of consultation – many linked this to the reason for some of the suggested negative impacts.

The council acknowledges that the consultation process was limited by the COVID-19 restrictions and a more robust consultation strategy has been developed for Tranche 2.

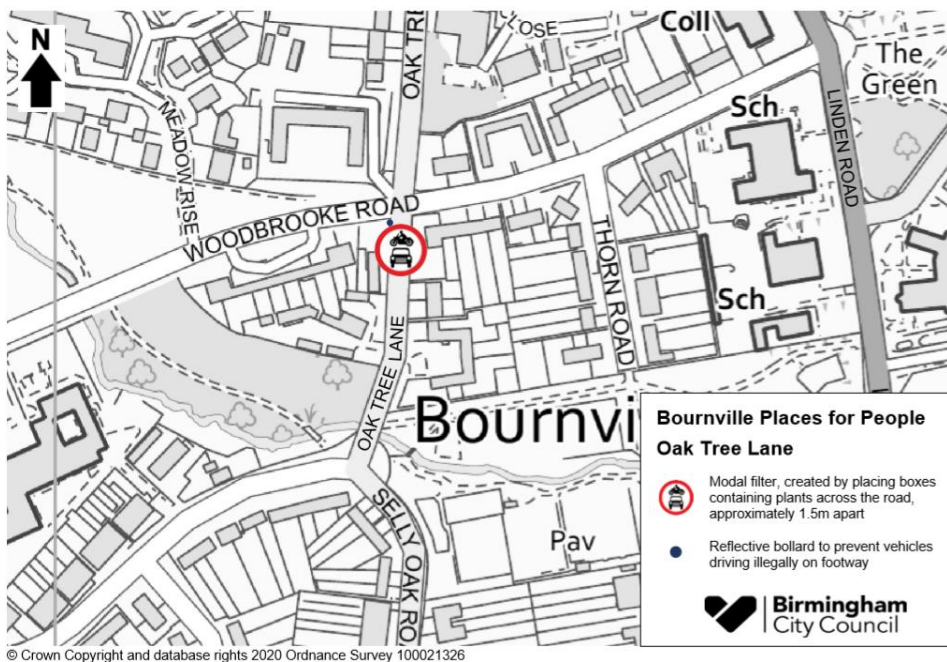
A survey carried out by TfWM from 19 October 2020 until 2 November 2020 indicates that 52% of respondents either strongly supported or supported closing residential streets to motor vehicles while maintaining access in the People for Places project areas. 40% opposed or strongly opposed the measures with the remainder being neutral.

In summary, it appears that more local residents support the Moseley PfP measures than do not.

7.5. Conclusion

The scheme enjoys popular support and, subject to some minor changes to signs, it should be retained.

8. Bournville Places for People



The measures in Bournville are part of the Places for People programme, which aims to reduce traffic in residential neighbourhoods so that it is safer for people to walk and cycle, and nicer to be outside for children to play and neighbours to chat. In many parts of Birmingham, residents find their streets are busy with traffic, particularly when motorists are using residential streets to avoid main roads. When traffic is reduced the neighbourhood becomes quieter, the air is cleaner and streets feel safer.

The principle of Places for People is that residents can continue to drive onto their street, have visitors, get deliveries, etc, but it is made harder or impossible to drive straight through

the area. These areas are groups of residential streets bordered by main roads (where non-local traffic should be) where through trips by motor vehicles are discouraged or restricted.

Two modal filters were installed, in the form of wooden planters and central removable bollards in the road that restrict the movement of through-traffic but keep the road open to pedestrians, cyclists and those using wheelchairs or mobility scooters.

These trial measures are located on Oak Tree Lane, to the south of the junction with Woodbrooke Road and on Franklin Road, to the west of the junction with Linden Road/Watford Road.

8.1. Traffic and Transport Data

Unfortunately it was not possible to draw conclusions from the data available in the area. An appropriate monitoring strategy is being developed for the second round of funding.

8.2. Technical/Engineering Review

A technical review of the scheme was undertaken by independent consultants who were not directly involved in the design or delivery of this scheme and could therefore provide a non-biased professional opinion on the project. The technical review is to determine what further measures would be desirable to improve the schemes if they are made more permanent as part of Tranche 2.

The review found that the modal filter planters are well positioned with clear forward visibility and consistent identification with reflective stripes and a central, removable bollard. However, the road markings at the junctions are not clear, as they have not been updated since prior to the roads being closed.

At both locations in Bournville, it is recommended that the road closure is formalised through changing the road markings. Permanent regulatory signs should replace the temporary installations and an additional green “Road Open To” sign facing traffic on Woodbrooke Road on the eastern planter at Oak Tree Lane should be installed.

Road Safety Audit

RSAs are undertaken by independent assessors and review schemes on the grounds of road safety. They look for potential road safety issues which may occur, for example, if road markings are confusing and may cause a driver to unnecessarily hesitate. Issues presenting a serious hazard are rectified as soon as possible.

Five minor issues were raised in the Stage 3 Road Safety Audit, relating to signing and maintenance, which would need to be addressed in Tranche 2.

8.3. Equality Impact Assessment

Equality Impact Assessments are an established and credible tool to help organisations ensure that their policies and services are fair and do not disadvantage or discriminate against any protected groups. A high-level EIA screening was undertaken in June 2020 covering all the EATF schemes and assessments of all the individual schemes were undertaken by an external consultant as part of this review.

The assessment has identified some positive and negative impacts on protected characteristic groups. All user groups are likely to feel positive effects of reduced air pollution as a result of less through traffic and feel safer walking, wheeling and cycling.

Examples of potential negative impacts on protected characteristic groups include potentially confusing signage on the modal filters and litter and debris which could present a trip hazard.

Overall, it is not considered that this scheme has any adverse impacts on protected characteristic groups if the suggested mitigations are adopted. Until changes to the provision is made, there are some adverse impacts on protected groups including young children and people with disabilities.

It is recommended that the issues listed above are considered during design work for Tranche 2.

8.4. Engagement Analysis

The timescale for delivery of these schemes, coupled with the various COVID-19 related restrictions that have been in place during this period, did restrict the extent to which consultation and engagement with citizens and stakeholders was able to be carried out in the usual way prior to implementation.

The council sought to keep people informed about what was happening as much as possible through the development and design of scheme measures. An online briefing session for the Bournville PfP project was held on 9 September 2020.

Two letters providing information about the scheme and details on how to raise questions or leave feedback were distributed across the area, one early in September 2020 to inform people of proposed measures and one in mid-September 2020 to notify people about the start of works. Posters were also displayed in the local area.

The scheme has been promoted on the Commonplace digital engagement site and 637 responses were received. There was no limit to the number of times someone could comment on Commonplace, so figures counted are for *responses* and not *respondents*.

Around 43% of comments made by residents were rated as “positive” or “mostly positive”, while around 46% rated the measures as “negative” or “mostly negative”. The remaining 11% of comments were neutral.

The most common concern raised was about displacement of traffic to other local streets, including near to schools. Several comments requested interventions in other locations and/or suggested that an area wide Low Traffic Neighbourhood approach would be better than isolated modal filters. Suggestions made for changes to the schemes will be considered through scheme development for further rounds of funding.

Comments were also received by email via the Birmingham Connected inbox. 70 email conversations were recorded, primarily requesting that the approach be extended to other locations in Bournville. 8 of the emails highlighted concerns with traffic being displaced on to other roads and 6 mentioned poor engagement. The council acknowledges that the restrictions imposed in response to the COVID-19 pandemic, has meant that engagement with members of the public did not take place in the usual way and this is being considered as part of the communication strategy for the second round of funding.

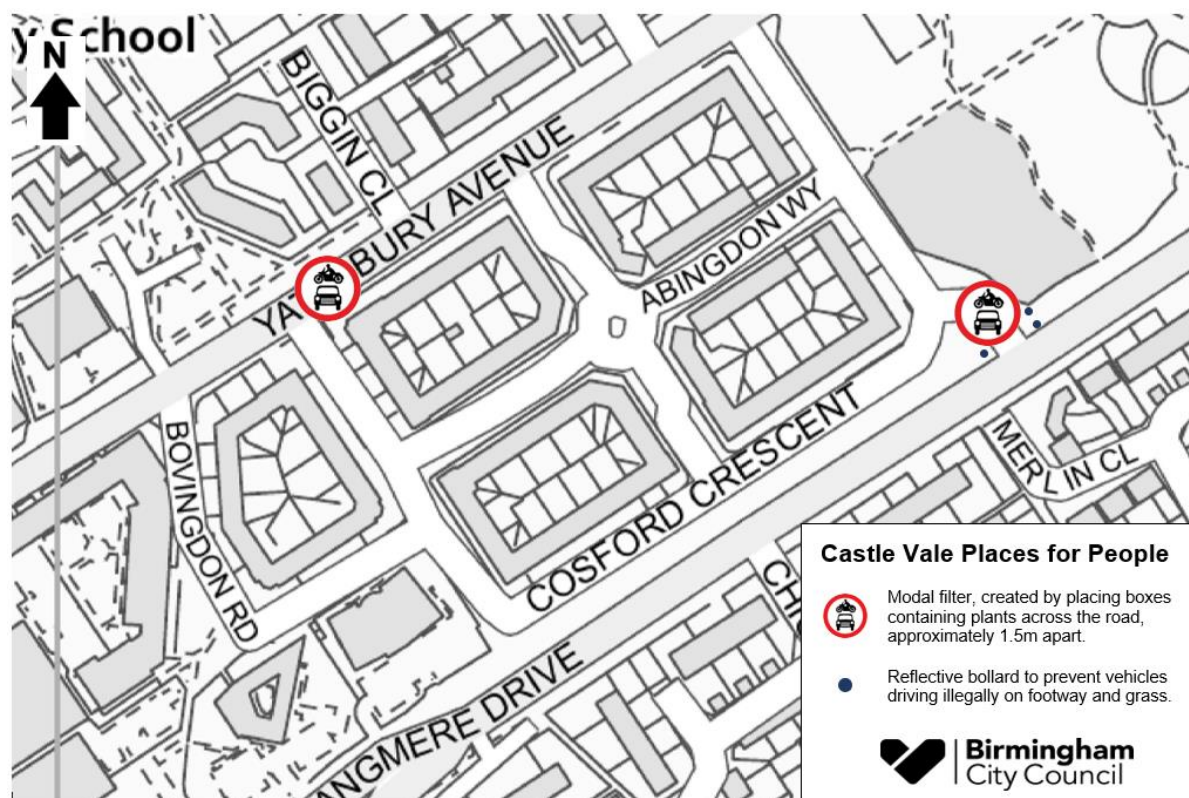
A survey carried out by TfWM from 19 October 2020 until 2 November 2020 indicates that 52% of respondents either strongly supported or supported closing residential streets to motor vehicles while maintaining access in the People for Places project areas. 40% opposed or strongly opposed the measures with the remainder being neutral.

In summary, it appears that local residents are evenly split in terms of support for the initial Bournville PfP measures.

8.5. Conclusion

Although there are some minor amendments that could be made to the scheme, the concerns raised above regarding displacement of traffic near to schools should be addressed during the scheme development for the second round of funding.

9. Castle Vale Places for People



The measures in Castle Vale are part of the Places for People programme, which aims to reduce traffic in residential neighbourhoods so that it is safer for people to walk and cycle, and nicer to be outside for children to play and neighbours to chat. In many parts of Birmingham, residents find their streets are busy with traffic, particularly when motorists are using residential streets to avoid main roads. When traffic is reduced the neighbourhood becomes quieter, the air is cleaner and streets feel safer.

The principle of Places for People is that residents can continue to drive onto their street, have visitors, get deliveries, etc, but it is made harder or impossible to drive straight through the area. These areas are groups of residential streets bordered by main roads (where non-local traffic should be) where through trips by motor vehicles are discouraged or restricted.

Two modal filters have been installed, in the form of wooden planters and central removable bollards in the road that restrict the movement of through-traffic but keep the road open to pedestrians, cyclists and those using wheelchairs or mobility scooters.

These trial measures are located on Yatesbury Avenue, to the south-west of Biggin Close, and on Cosford Crescent, to the north of the junction with Tangmere Drive.

9.1. Traffic and Transport Data

Due to the timescales involved, it was not possible to install specific traffic monitoring for this scheme. An appropriate monitoring strategy is being developed for the second round of funding.

9.2. Technical/Engineering Review

A technical review of the scheme was undertaken by independent consultants who were not directly involved in the design or delivery of this schemes and could therefore provide a non-biased professional opinion on the projects. The technical review is to determine what further measures would be desirable to improve the schemes if they are made more permanent as part of Tranche 2.

The review raised several issues including, the need to revise road markings and signs in line with the new layout, consideration of revisions to the mini-roundabout at the junction of Cosford Crescent and Yatesbury Avenue and installation of additional reflective bollards to prevent vehicles travelling between Cosford Crescent and Tangmere Drive by driving over the verge and footpath.

It is recommended that these issues are addressed to improve the scheme in the second round of funding.

Road Safety Audit

RSAs are undertaken by independent assessors and review schemes on the grounds of road safety. They look for potential road safety issues which may occur for instance if road markings are confusing and may cause a driver to unnecessarily hesitate. Issues presenting a serious hazard are rectified as soon as possible.

Four issues were raised at the Stage 3 RSA, all of which related to signing and adequate maintenance. These issues will be reviewed as part of Tranche 2.

9.3. Equality Impact Assessment

Equality Impact Assessments are an established and credible tool to help organisations ensure that their policies and services are fair and do not disadvantage or discriminate against any protected groups. A high-level EIA screening was undertaken in June 2020 covering all the EATF schemes and assessments of all the individual schemes were undertaken by an external consultant as part of this review.

The assessment has identified some positive and negative impacts on protected characteristic groups. All user groups are likely to feel positive effects of reduced air pollution as a result of less through traffic and feel safer walking, wheeling and cycling.

Examples of potential negative impacts on protected characteristic groups which should be addressed include issues with the placement of the planters and bollards, need for additional reflective strips and signage which could potentially be confusing.

It was also noted that the location of the planters at Yatesbury Avenue/Cosford Crescent still allows an alternative route through Abingdon Way, which is a narrow residential road unsuitable for large vehicles. Large vehicles were observed cutting through this area, which could result in conflict with pedestrians or parked vehicles. It is recommended that the location of the planters is reviewed to avoid unsuitable re-routing.

It was also clear during the site visit that vehicles were avoiding the planters at Cosford Crescent/Tangmere Drive by driving over the footway to join the main carriageway. This has the potential to cause conflict with pedestrians who are not expecting vehicles to be crossing

the footway. It is recommended this is addressed by installing additional bollards across the footway to prevent vehicles crossing.

Overall, it is not considered that this scheme has any adverse impacts on protected characteristic groups if the suggested mitigations are adopted. Until changes to the provision is made, there are some adverse impacts on protected groups including people with disabilities.

9.4. Engagement Analysis

The timescale for delivery of these schemes, coupled with the various COVID-19 related restrictions that have been in place during this period, did restrict the extent to which consultation and engagement with citizens and stakeholders was able to be carried out in the usual way prior to implementation.

The council sought to keep people informed about what was happening as much as possible through the development and design of scheme measures. An online briefing session for the Castle Vale PfP project was held on 10 September 2020.

Two letters providing information about the scheme and details on how to raise questions or leave feedback were distributed across the area, one early in September 2020 to inform people of proposed measures and one in mid-September 2020 to notify people about the start of works. Posters were also displayed in the local area.

The scheme has been promoted on the Commonplace digital engagement site and 142 responses were received. There was no limit to the number of times someone could comment on Commonplace, so figures counted are for *responses* and not *respondents*.

Around 15% of comments made by residents were rated as “positive” or “mostly positive”, while around 75% rated the measures as “negative” or “mostly negative”. The remaining 10% of comments were neutral.

The biggest concern about this scheme was the displacement of traffic, particularly about the placement of modal filters meaning vehicles divert to the small roads in the centre of the Castle Vale estate, around the park. More comments explicitly stated opposition to the scheme than were supportive, and several comments felt the scheme caused inconvenience to drivers.

Six comments were received by email via the Birmingham Connected inbox. The most common concern was the placement of modal filters meaning vehicles divert to the small roads in the centre of the Castle Vale estate. Concerns were also raised about drivers ignoring the restrictions and driving on the footway to bypass them.

A survey carried out by TfWM from 19 October 2020 until 2 November 2020 indicates that 52% of respondents either strongly supported or supported closing residential streets to motor vehicles while maintaining access in the People for Places project areas. 40% opposed or strongly opposed the measures with the remainder being neutral.

In summary, it appears that significantly more local residents did not support the Castle Vale PfP measures than did, although this primarily related to the location of one of the modal filters, rather than the principle of the scheme.

9.5. Conclusion

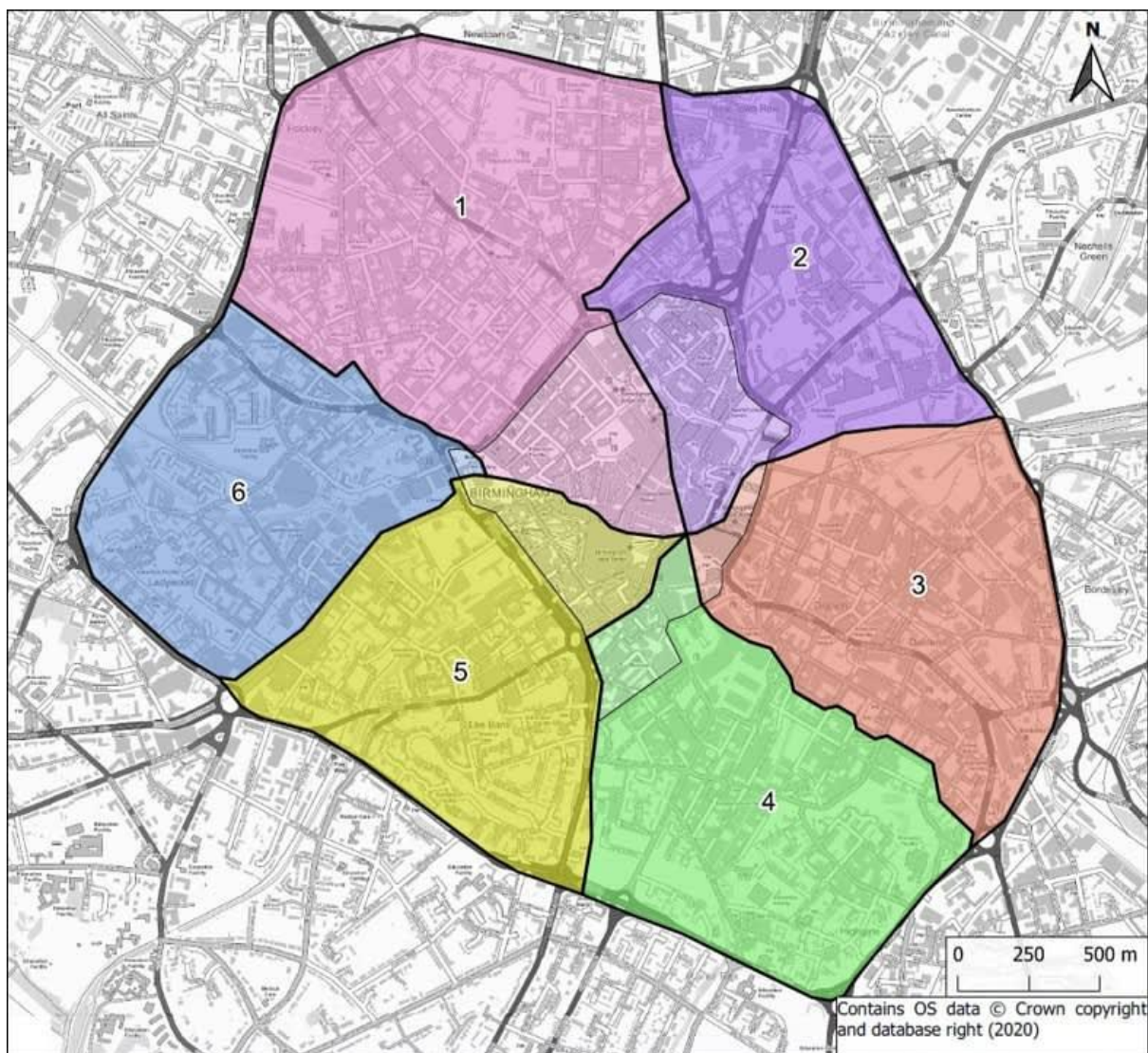
The issues raised regarding the location of the Yatesbury Avenue modal filter should be considered as part of development of the scheme in the second round of funding and further engagement with the local community undertaken on future changes.

10. City Centre Segments

Transforming the city centre is one of four Big Moves outlined in the draft Birmingham Transport Plan (launched in January 2020). To achieve this, fundamental changes to how the city centre is accessed are proposed as part of a city centre 'traffic segments initiative'.

Through this, the city centre will be divided into a number of segments. Each area can only be accessed from the A4540 Middleway (ring road), and to move from one segment to another in a private vehicle you would have to go back out onto the A4540 Middleway. Movement between the segments would be unrestricted, and indeed enhanced, for public transport, pedestrians, and cyclists.

The area within the A4540 Middleway will eventually be divided into six city centre segments, as shown below:



This commitment to transforming the city centre through the creation of walking and cycling routes alongside public transport services and limited access for private vehicles was reinforced in the Emergency Birmingham Transport Plan (approved in June 2020).

Through the EATF, implementation of these segments commenced, creating more space for people by reducing the volume of through traffic and the dominance of vehicles on minor roads in the city centre.

The temporary traffic management measures delivered include:

- prohibiting access to Lower Tower Street, Cecil Street, and Brearley Street from New Town Row and prohibiting access from Lower Tower Street to New Town Row
- restrictions to north–south movements along Camden Street, Sand Pits and Parade
- restrictions to westbound movements through A4400 St Chads Queensway
- restrictions to east–west movements from Bristol Street

It should be noted that, while no specific monitoring was in place for these schemes, a monitoring strategy is currently being developed for the second round of funding.

While each set of measures listed above is described in more detail in the following sections, the scheme has been promoted in its entirety on the Commonplace digital engagement site and the section on Consultation and Engagement reflects this.

10.1.1. Traffic and Transport Data

While there is a considerable amount of general data available for the city centre it was not possible to draw conclusions from what was available. A monitoring strategy is being implemented for the second round of funding, which will supplement gaps in the available data, allowing conclusions to be drawn.

10.1.2. Engagement Analysis

The timescale for delivery of these schemes, coupled with the various COVID-19 related restrictions that have been in place during this period, did restrict the extent to which consultation and engagement with citizens and stakeholders was able to be carried out in the ‘normal’ way prior to implementation.

The scheme has been promoted on the Commonplace digital engagement. 964 responses were received. There was no limit to the number of times someone could comment on commonplace, so figures counted are for *responses* and not *respondents*.

Around 10% of the comments submitted were rated as “positive” or “mostly positive”, while around 89% rated the measures as “negative” or “mostly negative”. The remaining 1% of comments were neutral.

A large proportion of the “negative” comments related to complaints or objections about the introduction of a bus gate at St Chads Queensway and the impact this was having in terms of access and egress to premises within the area. It quickly became clear that this measure was not operating as intended, so a decision was taken to temporarily suspend the bus gate pending further review and other options that could be developed for this location.

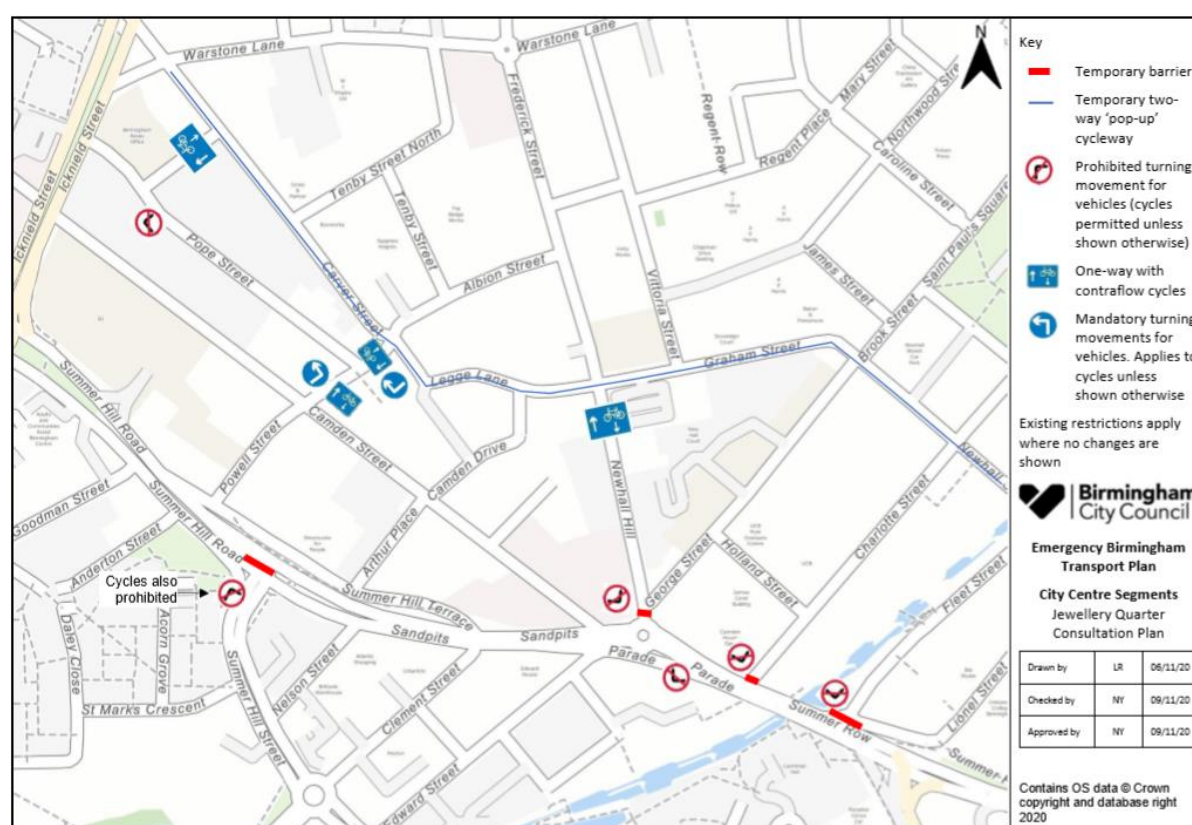
Some common themes highlighted were concerns about moving traffic onto the ring road and potential impact on businesses due to the proposed parking restrictions. Issues such as increases in pollution, congestion, and the public transport network were also raised.

Comments were also received by email via the Birmingham Connected inbox. A total of 74 emails were received in relation to the scheme. Some of these were submitting comments or

suggestions for changes to the scheme, which will be considered during the development of schemes under the second round of funding. Issues highlighted via email were impact caused to access within the scheme area, concerns about road safety, loss of parking and impact on local businesses/premises.

A survey carried out by TfWM from 19 October 2020 until 2 November 2020 indicates that 59% of respondents either strongly supported or supported closing residential streets to motor vehicles while maintaining access in the City Centre Segments project areas. 31% opposed or strongly opposed the measures with the remainder being neutral.

10.2. Jewellery Quarter Segment



The first phase of the Jewellery Quarter segment was delivered using temporary traffic management including barriers, cones, signs and road markings. It included restrictions to north–south movements along Camden Street, Sand Pits and Parade.

10.2.1. Technical/Engineering Review

A technical review of the scheme was undertaken by independent consultants who were not directly involved in the design or delivery of this scheme and could therefore provide a non-biased professional opinion on the project. The technical review considered design standards and safety to determine what further measures would be desirable to improve the schemes if they are made more permanent as part of Tranche 2.

The issues raised included:

- the need to reduce sign clutter by incorporating temporary signs, currently on A-frames, on to existing poles, or on new poles at the back of the footway
- removing the parking spaces on Moreton Street to fully implement the cycle lane
- removing the parking bays on Albion Street opposite the junction of Pope Street and enforcing the change in priority using build outs (extended kerbed areas)
- correcting contraflow cycle signs on Albion Street
- updating destination signs on Summer Hill Street
- reviewing junction arrangements and signs on Newhall Hill
- improving pedestrian and cycle facilities on Newhall Hill and reducing street furniture
- reviewing signs and providing a pedestrian footway across the junction of Charlotte Street

- junction improvements for pedestrians and cyclists and revision of signs at the junction with Fleet Street and the Parade

If these measures are made more permanent as part of Tranche 2, it is recommended that the issues raised above are addressed to improve the scheme.

Road Safety Audit

RSAs are undertaken by independent assessors and review schemes on the grounds of road safety. They look for potential road safety issues which may occur for instance if road markings are confusing and may cause a driver to unnecessarily hesitate. Issues presenting a serious hazard are rectified as soon as possible.

The findings from the Stage 3 Road Safety Audit all related to signing and lining and should be considered if the scheme is taken forward to Tranche 2.

10.2.2. Equality Impact Assessment

Equality Impact Assessments are an established and credible tool to help organisations ensure that their policies and services are fair and do not disadvantage or discriminate against any protected groups. A high-level EIA screening was undertaken in June 2020 covering all the EATF schemes and assessments of all the individual schemes were undertaken by an external consultant as part of this review.

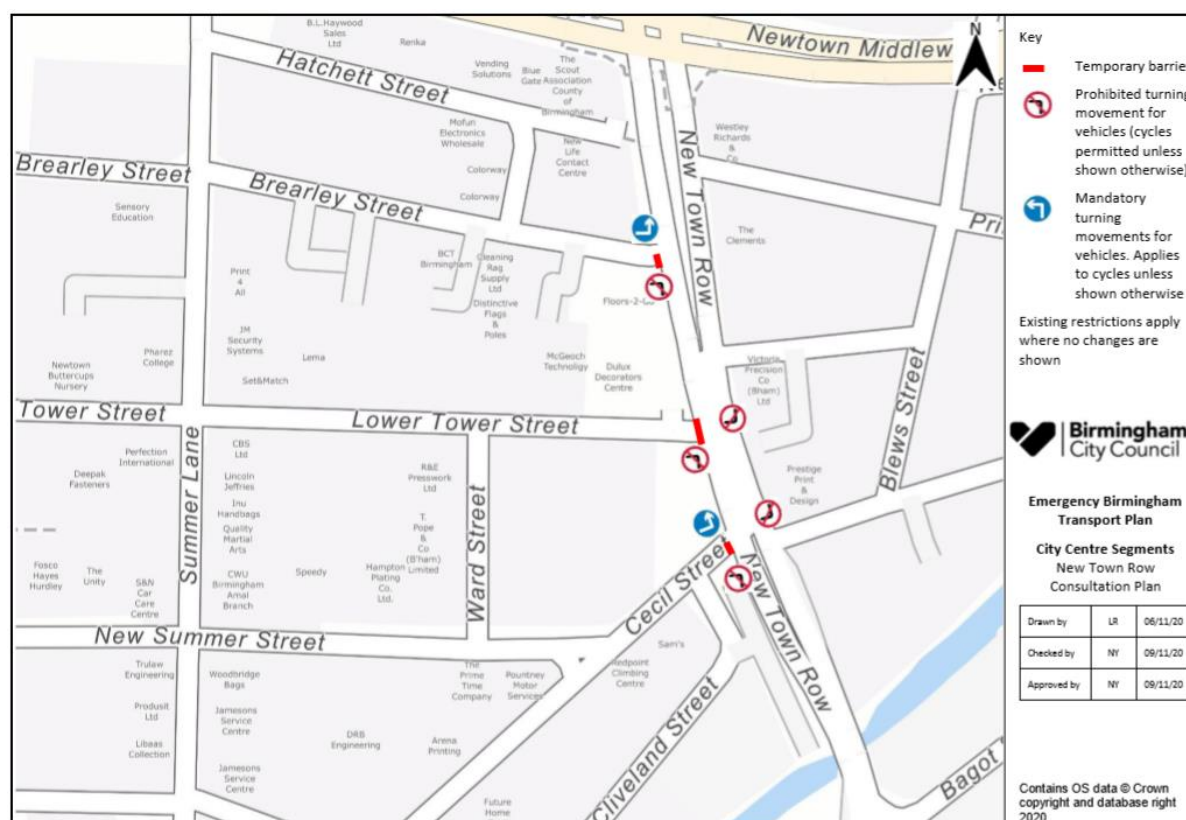
The assessment has identified some positive and negative impacts on protected characteristic groups. While bus journey times should be more reliable following implementation of the scheme, the elderly, pregnant women and those with young children and people with disabilities who may be more reliant on private vehicles to travel may experience slight adverse impacts including slightly longer journey times due to changes to permitted movements.

The primary concern, however, was that large amounts of signage have been knocked over or damaged and is obstructing the footway, impacting all users particularly wheelchair users, blind or visually impaired people and people with a pushchair. This signage should be made permanent using existing street furniture/lighting columns.

Overall, it is not considered that this scheme has any adverse impacts on protected characteristic groups if the suggested mitigations are adopted. Until changes to the provision is made, there are some minor adverse impacts on protected groups including people with disabilities.

It is therefore recommended that all the suggestions above are considered during the design phase of Tranche 2.

10.3. New Town Row measures



Measures along New Town Row, prohibiting access to Cecil Street, Lower Tower Street and Brearley Street from New Town Row, and from Lower Tower Street to New Town Row, were delivered using temporary traffic management including barriers, cones, signs and road markings. Similar measures were introduced on Lower Loveday Street.

10.3.1. Technical/Engineering Review

A technical review of the scheme was undertaken by independent consultants who were not directly involved in the design or delivery of this scheme and could therefore provide a non-biased professional opinion on the project. The technical review is to determine what further measures would be desirable to improve the schemes if they are made more permanent as part of Tranche 2.

To this end it is recommended that:

- bollards are positioned across each end of Lower Loveday Street at the junction of Cleveland Street and Princip Street to prevent vehicles driving along this section of road. The regulatory signs and advanced signing also need to be revised.
- the junctions along New Town Row are redesigned to allow for better facilities for cyclists and pedestrians and signs updated to reflect the changes.

Road Safety Audit

RSAs are undertaken by independent assessors and review schemes on the grounds of road safety. They look for potential road safety issues which may occur for instance if road

markings are confusing and may cause a driver to unnecessarily hesitate. Issues presenting a serious hazard are rectified as soon as possible.

The issues raised at the Stage 3 Road Safety Audit related to signage, which is to be reviewed and replaced or reinstated as soon as possible.

10.3.2. Equality Impact Assessment

Equality Impact Assessments are an established and credible tool to help organisations ensure that their policies and services are fair and do not disadvantage or discriminate against any protected groups. A high-level EIA screening was undertaken in June 2020 covering all the EATF schemes and assessments of all the individual schemes were undertaken by an external consultant as part of this review.

The assessment has identified some positive and negative impacts on protected characteristic groups. While bus journey times should be more reliable following implementation of the scheme, the elderly, pregnant women and those with young children and people with disabilities who may be more reliant on private vehicles to travel may experience slight adverse impacts including slightly longer journey times due to changes to permitted movements.

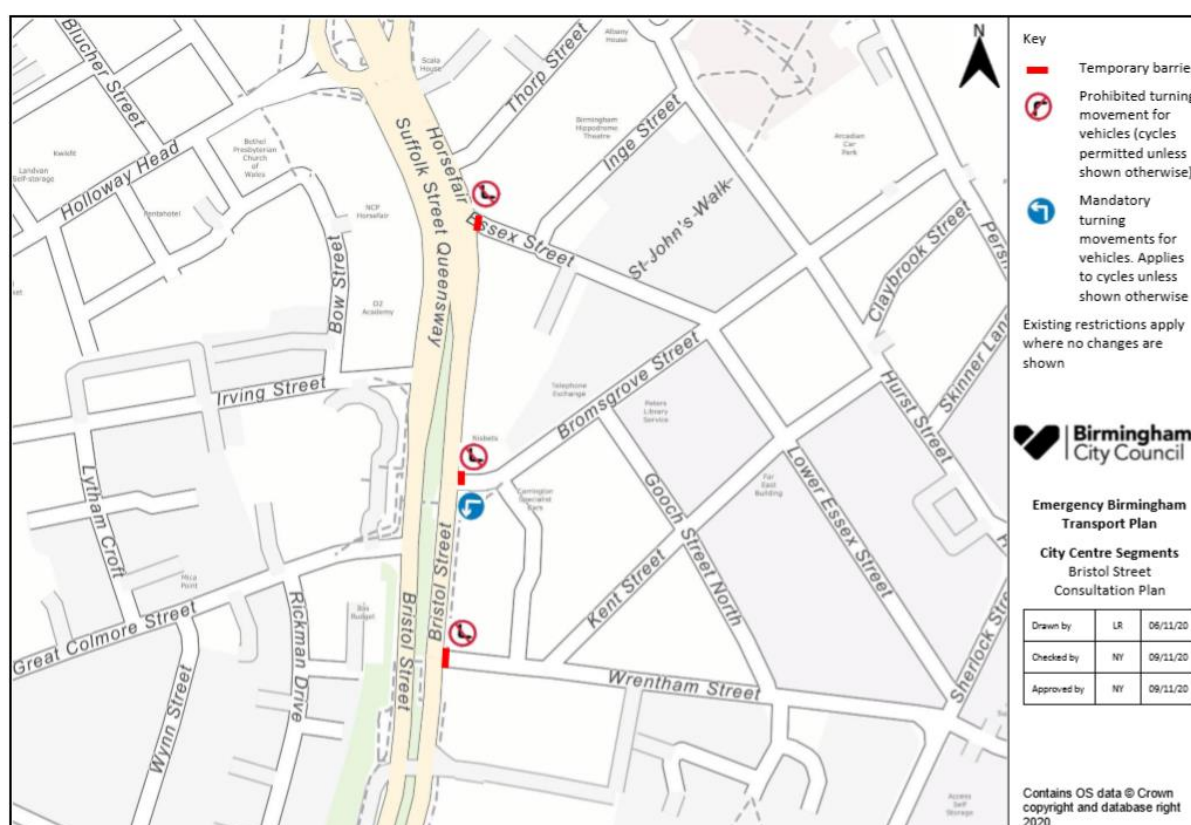
The primary concern, however, was that large amounts of signage have been knocked over or damaged and is obstructing the footway, impacting all users particularly wheelchair users, blind or visually impaired people and people with a pushchair. This signage should be made permanent using existing street furniture/lighting columns.

Some instances of motorists ignoring the signs were also observed on site, which could result in conflict with cyclists and pedestrians and have negative impacts on cyclists, pedestrians and other road users of all ages and abilities. The barriers in place, which are easily moved, should be replaced with more permanent features to ensure the revised layout operates effectively.

Overall, it is not considered that this scheme has any adverse impacts on protected characteristic groups if the suggested mitigations are adopted. Until changes to the provision is made, there are some minor adverse impacts on protected groups including people with disabilities.

It is recommended that the issues identified above are considered during design work for Tranche 2.

10.4. A38 Bristol Street measures (Southside Segment)



Phase 1 of this programme involved the introduction of restrictions to east–west movements along Bristol Street including the banning of left turns from Bristol Street onto Bromsgrove Street, Wrentham Street and Essex Street (except for cyclists).

10.4.1. Technical/Engineering Review

A technical review of the scheme was undertaken by independent consultants who were not directly involved in the design or delivery of this scheme and could therefore provide a non-biased professional opinion on the project. The technical review is to determine what further measures would be desirable to improve the schemes if they are made more permanent as part of Tranche 2.

The review recommended that, should the closures be made permanent, the junctions should be reconfigured, and improved facilities provided for pedestrians and cyclists. The existing signage in the area should be reviewed, further consideration given to routing, and a revised signing strategy implemented.

Road Safety Audit

RSAs are undertaken by independent assessors and review schemes on the grounds of road safety. They look for potential road safety issues which may occur for instance if road markings are confusing and may cause a driver to unnecessarily hesitate. Issues presenting a serious hazard are rectified as soon as possible.

The issues raised at the Stage 3 Road Safety Audit related to signs and temporary barriers. The situation is to be monitored and signs and barriers replaced or reinstated, as necessary.

10.4.2. Equality Impact Assessment

Equality Impact Assessments are an established and credible tool to help organisations ensure that their policies and services are fair and do not disadvantage or discriminate against any protected groups. A high-level EIA screening was undertaken in June 2020 covering all the EATF schemes and assessments of all the individual schemes were undertaken by an external consultant as part of this review.

The assessment has identified some positive and negative impacts on protected characteristic groups. While bus journey times should be more reliable following implementation of the scheme, the elderly, pregnant women and those with young children and people with disabilities who may be more reliant on private vehicles to travel may experience slight adverse impacts including slightly longer journey times due to changes to permitted movements.

The primary concern, however, was that large amounts of signage have been knocked over or damaged and is obstructing the footway, impacting all users particularly wheelchair users, blind or visually impaired people and people with a pushchair. This signage should be made permanent using existing street furniture/lighting columns.

Some instances of motorists ignoring the signs were also observed on site, which could result in conflict with cyclists and pedestrians and have negative impacts on cyclists, pedestrians and other road users of all ages and abilities. The barriers in place, which are easily moved, should be replaced with more permanent features to ensure the revised layout operates effectively.

Overall, it is not considered that this scheme has any adverse impacts on protected characteristic groups if the suggested mitigations are adopted. Until changes to the provision is made, there are some minor adverse impacts on protected groups including people with disabilities.

It is recommended that the issues identified above are considered during design work for Tranche 2.

[illegible]

Following feedback from local businesses and members of the public, the Bus Gate on St Chads Queensway was removed and other options at this location are being considered.

A technical review of the scheme was undertaken by independent consultants who were not directly involved in the design or delivery of this scheme and could therefore provide a non-biased professional opinion on the project. The technical review is to determine what further measures would be desirable to improve the schemes if they are made more permanent as part of Tranche 2.

Road Safety Audit

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The Stage 3 Road Safety Audit identified issues with signing, which, as mentioned above, should be addressed as alternative options are considered.

10.5.2. Equality Impact Assessment

An EIA was not carried out for this scheme as a substantial element had already been removed. Any alternative options will be subject to an assessment prior to implementation.

10.6. Conclusion

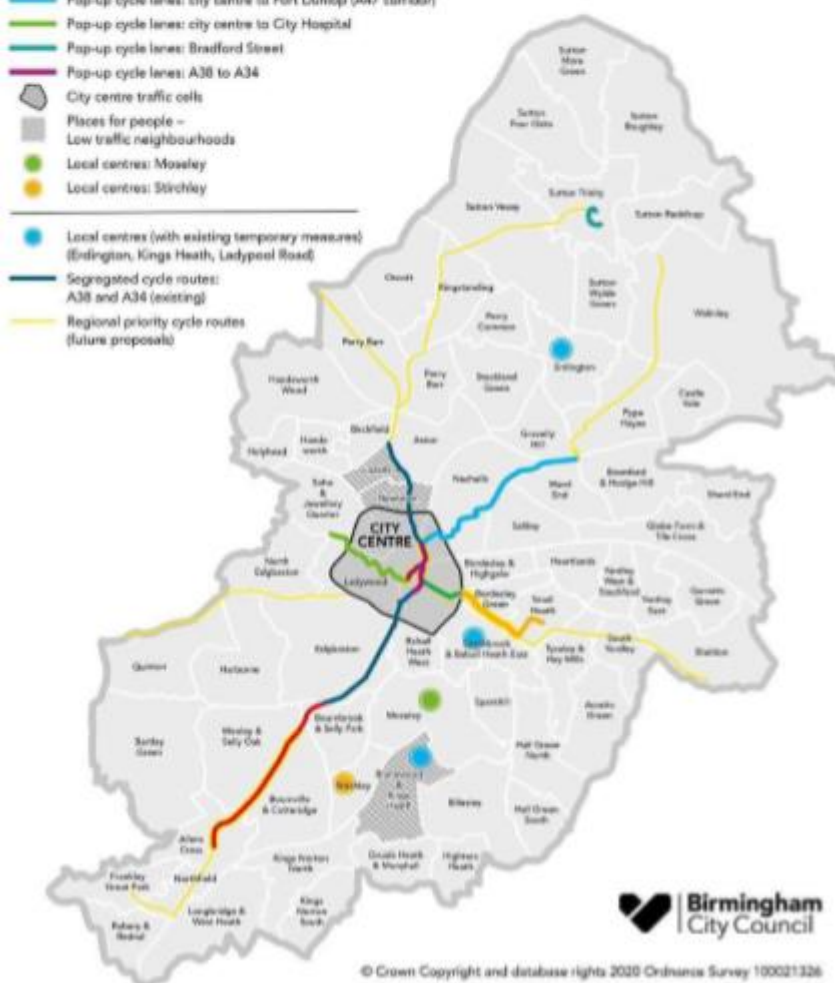
It is clear that the introduction of some of the measures in the vicinity of Snow Hill had an unacceptable impact on members of the public and local businesses when it was first introduced. Some elements have already been removed and other options are being considered for the second round of funding. The technical information and feedback from members of the public will need to be considered across all first phase measures during further development of the City Centre Segments.

Emergency Active Travel Fund: Birmingham



- Pop-up cycle lanes: Sutton Coldfield
- Pop-up cycle lanes: city centre to Small Heath (A45 corridor)
- Pop-up cycle lanes: Selly Oak to Northfield (A38 corridor)
- Pop-up cycle lanes: city centre to Fort Dunlop (A47 corridor)
- Pop-up cycle lanes: city centre to City Hospital
- Pop-up cycle lanes: Bradford Street
- Pop-up cycle lanes: A38 to A34
- City centre traffic cells
- Places for people – Low traffic neighbourhoods
- Local centres: Moseley
- Local centres: Stirchley

- Local centres (with existing temporary measures) (Edgbaston, Kings Heath, Ladypool Road)
- Segregated cycle routes: A38 and A34 (existing)
- Regional priority cycle routes (future proposals)



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11. Sutton Coldfield Pop up Cycle lane

The original scheme, which was shared with key stakeholders in July 2020, included the following measures:

- Reddicroft - proposed one-way (southbound) with contraflow cycle lane (northbound) to reduce vehicles using inappropriate routes and provide safer walking and cycling connections between the Town Hall, High Street, railway station and town centre
- Brassington Avenue – proposed two-way segregated cycle route on western side, connecting the railway station with National Cycle Network Route 534 (Newhall Valley and Sutton Park)
- Park Road – proposed one-way (eastbound) with contraflow cycle lane (westbound) between Garrard Gardens and Brassington Avenue to reduce conflicts at the junction with the Brassington Avenue pop-up cycle lane and provide safer walking and cycling connections between the railway station, Sutton Park, and town centre
- Birmingham Road – proposed carriageway narrowing and new pedestrian crossing refuge, to provide safer crossing facilities for pedestrians and ease of movement for cyclists to/ from the pop-up cycle lanes on Brassington Avenue.

The scheme was amended following a Stage 2 Road Safety Audit and feedback from Council officers, the Sutton Coldfield BID, the Town Council and local businesses. The amendments included the removal of the one-way proposals on Reddicroft and the link through the car park, and a revised layout for the Gracechurch car park exit across the pop-up cycle lane. The other proposals (Brassington Avenue, Park Road and Birmingham Road) were retained.

During scheme construction, Council officers visited following safety concerns raised about visibility and driver behaviour at the junction of Park Road and Brassington Avenue. It was proposed to address this by altering the priority and cutting back vegetation. A further site visit took place during construction, with representatives of the Town Council, who requested further measures at the car park exit and Manor Road. The highway designers were asked to look at alternative arrangements as well as undertake a Stage 3 Road Safety Audit.

Despite an undertaking from the City Council to consider further amendments and open the scheme for a limited trial period, the Town Council requested that the scheme was removed. The scheme was therefore never fully completed.

11.1. Conclusion

As the scheme was removed prior to this review, it was not subject to assessment and analysis in the same way as other schemes. Such analysis could take place should an alternative scheme be put forward in future.

12. City Centre to Small Heath (A45 Corridor) Cycle Lane

A temporary 'pop-up' cycle route was created along quiet streets and traffic-free paths to provide a safer parallel route to the A45 between the city centre (Bordesley Circus) and Small Heath.

Measures include:

- cycle contraflow lanes and one-way traffic loop to provide safer connections for cycling between Bordesley Middleway and Bradford Street
- shared use footway/cycle track along Bordesley Middleway
- connections with existing toucan crossing and Stratford Road parallel cycle route
- proposed shared use footway/cycle track on Small Heath Highway (Coventry Road to Bolton Road) along with construction of new footway near railway bridge and footway widening under the bridge
- two-way segregated cycle routes on Bolton Road & Byron Road through reallocation of road space to reduce conflicts between pedestrians, cyclists and motor vehicles
- shared use footway/ cycle track on Coventry Road (between Tennyson Road and Heybarnes Circus)
- connections with existing Cole Valley cycling and walking route at Heybarnes Circus

12.1. Traffic and Transport Data

Due to the timescales involved, it was not possible to install specific traffic monitoring for this scheme. A monitoring strategy is being developed for the second round of funding.

13. Technical/Engineering Review

A technical review of the scheme was undertaken by independent consultants who were not directly involved in the design or delivery of this scheme and could therefore provide a non-biased professional opinion on the project. The technical review is to determine what further measures would be desirable to improve the schemes if they are made more permanent as part of Tranche 2.

With respect to this scheme, it was noted that the EATF1 measures offer a good level of provision for cyclists, although there were some outstanding issues which are set out in the full report. Therefore, if they are made more permanent as part of Tranche 2, it is recommended that the following are implemented to improve the schemes:

- upgrade signals and revise junction layouts throughout the scheme to remove the requirement for cyclists to frequently dismount.
- 20mph speed limits should be introduced at the existing 30mph limit extents on each road to provide consistency with other local roads and reduce vehicle approach speeds at junctions.

- consider an alternative provision on Byron Road, Bedford Street, at Heybarnes Circus and through Small Heath park to maintain safe cycle provisions in both directions.
- implement the proposed widening under the railway bridge to provide sufficient width for shared footway/cycleway.
- replace temporary surfacing
- a programme of maintenance is required to frequently remove built up leaves and debris.

Road Safety Audit

RSAs are undertaken by independent assessors and review schemes on the grounds of road safety. They look for potential road safety issues which may occur for instance if road markings are confusing and may cause a driver to unnecessarily hesitate. Issues presenting a serious hazard are rectified as soon as possible.

A total of fifteen issues were identified in the Stage 3 Road Safety Audit covering signing and road markings, kerbs, surfacing and maintenance issues. Only five of these remain to be addressed in Tranche 2.

13.1. Equality Impact Assessment

Equality Impact Assessments are an established and credible tool to help organisations ensure that their policies and services are fair and do not disadvantage or discriminate against any protected groups. A high-level EIA screening was undertaken in June 2020 covering all the EATF schemes and assessments of all the individual schemes were undertaken by an external consultant as part of this review.

The A45 pop-up cycle lane aims to provide segregated facilities for people to cycle safely away from vehicles by reallocating road space and suspending some non-restricted parking. The assessment has identified some positive and negative impacts on protected characteristic groups. Providing segregated cycle provision, with priority over vehicles at junctions will benefit all users, including those with disabilities, travelling along the corridor by minimising direct contact/conflict with vehicles.

Examples of potential negative impacts on protected characteristic groups include:

- lack of signage, wayfinding and tactile paving
- pinchpoints at certain locations along the cycle lane, with vehicles parking in the cycleway also blocking the route
- kerbed islands not providing a dropped kerb, providing an unnecessary hazard blocking the crossing path across the road for wheelchair users
- poor carriageway and uneven footpaths should be repaired and potholes filled
- leaves/debris may deter users from using the cycle lane

In addition, there are some general design and safety challenges that have been identified which may have a negative impact on all cyclists and some protected characteristic groups including a lack of continuous cycle route and cars observed travelling the wrong way on Bolton Road.

Overall, it is not considered that this scheme has any adverse impacts on protected characteristic groups if the suggested mitigations are adopted. Until changes to the provision

is made, there are some adverse impacts on protected groups including people with disabilities.

We therefore recommend that all the suggestions above are considered during the design phase of Tranche 2.

13.2. Engagement Analysis

The timescale for delivery of these schemes, coupled with the various COVID-19 related restrictions that have been in place during this period, did restrict the extent to which consultation and engagement with citizens and stakeholders was able to be carried out in the usual way prior to implementation.

The scheme has been promoted on the Commonplace digital engagement site and 84 responses were received. There was no limit to the number of times someone could comment on Commonplace, so figures counted are for *responses* and not *respondents*.

Around 24% of the comments submitted were rated as “positive” or “mostly positive”, while around 72% rated the measures as “negative” or “mostly negative”. The remaining 5% of comments were neutral.

13% of comments did not support the one-way system on Bolton Road at the junction with Small Heath Bridge, with a number stating they were now having to drive further to get to their properties in Amis Gardens. 8% of comments stated that the route was good for cycling, while positive comments were also received regarding the impact on health and wellbeing and the environment, and that it will make streets safer.

Comments were also received by email via the Birmingham Connected inbox. 92 emails were recorded, the majority of which were objections to the conversion of Bolton Road, Tennyson Road (and Byron Road) to one-way streets. The comments also mentioned poor engagement regarding the scheme. The council acknowledges that the consultation process was limited by the COVID-19 restrictions and a more robust consultation strategy has been developed for Tranche 2.

A survey carried out by TfWM from 19 October 2020 until 2 November 2020 indicates that 61% of respondents either strongly supported or supported pop-up cycle lanes to protect people on bikes and keep them safe. 28% opposed or strongly opposed such measures with the remainder being neutral. 58% of respondents either strongly supported or supported bus and cycling lanes on main travel corridors while 29% opposed or strongly opposed them.

13.3. Conclusion

While there is widespread public support for these measures in principle, and scope for improving the scheme, the one-way elements of this scheme should be re-considered to reduce the impact on residents.

14. Selly Oak to Northfield (A38 Corridor) Cycle Lane

Road space has been reallocated in Selly Oak local centre to create a cycle route between Selly Oak Triangle and the Birmingham Cycle Revolution A38 cycle route, improving connections to University of Birmingham, Queen Elizabeth Hospital and the city centre. We have also extended this cycle route to Northfield town centre.

Measures include:

- contraflow cycle lane on Grange Road to connect with the existing A38 'blue' cycle route by the University of Birmingham
- 20mph speed limit on High Street to make cyclists and pedestrians feel safer
- two-way segregated cycle route on High Street (Grange Road to Dale Road)
- segregated eastbound cycle lane and shared use footway/ cycle track on High Street (between Selly Oak Railway Station and Dale Road)
- bus stop relocation (outside Aldi) to reduce conflicts with turning vehicles from Hubert Road plus build out at bus stop for boarding
- 30mph speed limit on A38 Bristol Road South, between Langleys Road and Northfield town centre
- 24-hour bus, cycle and taxi lane on the A38 Bristol Road South (between Langleys Road and Northfield town centre, with exception of section next to the Royal Orthopaedic Hospital)

14.1. Traffic and Transport Data

Due to the timescales involved, it was not possible to install specific traffic monitoring for this scheme. A monitoring strategy is being developed for the second round of funding.

14.2. Technical/Engineering Review

A technical review of the scheme was undertaken by independent consultants who were not directly involved in the design or delivery of this scheme and could therefore provide a non-biased professional opinion on the project. The technical review is to determine what further measures would be desirable to improve the schemes if they are made more permanent as part of Tranche 2.

With respect to this scheme, it was noted that the EATF1 measures offer a good level of provision for cyclists. If they are made more permanent as part of Tranche 2, it is recommended that the following are implemented to improve the schemes:

- consideration given to
 - widening the shared footway / cycleway to the rear of the bus stop near Maryland Drive
 - providing a cycle lane through the Weoley Park junction
 - providing a crossing point to the north-eastern side of Heeley Road, and
 - ensuring large vehicles can manoeuvre safely at Dawlish Road
- Advanced Stop Lines and further arrow markings and signs should be considered

- all accesses to cycle facilities are opened to ensure ease of access to the cycle lane for users.
- blue carriageway surfacing is replaced and potholes within the cycle provision repaired
- a programme of maintenance is required to frequently remove built up leaves and debris.

Road Safety Audit

RSAs are undertaken by independent assessors and review schemes on the grounds of road safety. They look for potential road safety issues which may occur for instance if road markings are confusing and may cause a driver to unnecessarily hesitate. Issues presenting a serious hazard are rectified as soon as possible.

Fourteen issues were raised in the Stage 3 Road Safety Audit relating to signing, road markings, drainage, kerbs, surfacing, junction layout and maintenance issues. While some of the issues have already been addressed, four relating to signing and kerbs should be brought forward to Tranche 2.

14.3. Equality Impact Assessment

Equality Impact Assessments are an established and credible tool to help organisations ensure that their policies and services are fair and do not disadvantage or discriminate against any protected groups. A high-level EIA screening was undertaken in June 2020 covering all of the EATF schemes and assessments of all the individual schemes were undertaken by an external consultant as part of this review.

The assessment has identified some positive and negative impacts on protected characteristic groups. Providing segregated cycle provision along the A38 will benefit all users travelling along the corridor by minimising direct contact/conflict with vehicles.

Examples of adverse impacts on protected characteristic groups include:

- lack of road markings, signage and wayfinding
- lack of a dropped kerb or build out at bus stops on the Bristol Road meaning people with disabilities or pushchairs are unable to cross the road to access the bus stop.
- poor condition of surface along the length of the cycle route
- leaves/debris in the cycle lane

In addition, the lack of a continuous cycle route may have a negative impact on all cyclists and some protected characteristic groups, as this can force cyclists to dismount or integrate with motor traffic which increases the risk of collision with motor vehicles.

Overall, it is not considered that this scheme has any adverse impacts on protected characteristic groups if the suggested mitigations are adopted. Until changes to the provision is made, there are some adverse impacts on protected groups including people with disabilities.

It is recommended that all the suggestions above are considered during the design phase of Tranche 2.

14.4. Engagement Analysis

The timescale for delivery of these schemes, coupled with the various COVID-19 related restrictions that have been in place during this period, did restrict the extent to which consultation and engagement with citizens and stakeholders was able to be carried out in the usual way prior to implementation.

The scheme has been promoted on the Commonplace digital engagement site and 978 responses were received. There was no limit to the number of times someone could comment on Commonplace, so figures counted are for *responses* and not *respondents*.

Around 20% of the comments submitted were rated as “positive” or “mostly positive”, while around 77% rated the measures as “negative” or “mostly negative”. The remaining 3% of comments were neutral.

Many comments made particularly focussed on the bus lane between Selly Oak and Northfield, with 33% of comments raising general safety concerns and 22% referring specifically to issues at junctions; for example, suggesting that the short gaps in the bus lanes at junctions meant vehicles turning left into side roads have to slow/stop in the outside lane to check there were no buses or cyclists on their nearside before moving into that lane to turn left. The left turn access into Bournville Gardens, a retirement village on the into-city carriageway was also seen as hazardous for the same reason.

The junctions of A38/Middle Park Road/Bournville Lane, A38/Weoley Park Road/access to The Oaks nursery, A38/Witherford Way and A38/Cob Lane were seen to be the most unsafe, with congestion at the ‘U’-turn facilities in the central reservation at Witherford Way and Cob Lane used by many motorists to cross the Bristol Rd causing some vehicles to bypass the queues by undertaking in the bus lane. 22% of comments were concerned about the increased congestion caused by the reallocation of roadspace to a bus lane and the cycle lane.

10% of comments stated that the route was good for cycling, while 9% suggested that the cycle route, particularly where footways were wide, should be shared with pedestrians, or alternatively use made of the central reservation between Selly Oak and Northfield for a segregated cycle route.

73 email conversations were recorded, plus 3 petitions – 2 against the scheme with 2490 and 647 signatures respectively and 1 in support of the scheme with 250 signatures.

The main comments taken from the emails related to problems at junctions, safety and congestion concerns, and a lack of signage.

Some comments relating to safety of the scheme particularly related to cyclists using the bus lane rather than having a segregated cycle lane. Respondents also highlighted the perception that the turning movements into and out of junctions along Bristol Road across the bus lanes were unsafe for cyclists, particularly with vehicles turning left in front of them into side roads. Lack of signage for the operating hours of the bus lane plus the change in speed limit of the section of the road between Northfield and Selly Oak were also raised.

Some comments also raised the issue of poor consultation in advance of the scheme being implemented. The council acknowledges that the consultation process was limited by the COVID-19 restrictions and a more robust consultation strategy has been developed for Tranche 2.

A survey carried out by TfWM from 19 October 2020 until 2 November 2020 indicates that 61% of respondents either strongly supported or supported pop-up cycle lanes to protect people on bikes and keep them safe. 28% opposed or strongly opposed such measures with the remainder being neutral. 58% of respondents either strongly supported or supported bus and cycling lanes on main travel corridors while 29% opposed or strongly opposed them.

14.5. Conclusion

While the council continues to promote the reallocation of road space away from private cars and the prioritisation of active travel, in line with the Big Moves outlined in the Birmingham Transport Plan (Jan 2020), it has been decided to remove the bus lane along the A38 between Selly Oak and Northfield. Opportunities will be sought to undertake a wider review of the dual carriageway section to see whether improved bus priority and fully segregated cycle facilities can be provided in the future if further funding can be identified. The remainder of the scheme will remain in place and issues raised through the review should be considered through the design process for the second round of funding.

15. City Centre to Fort Dunlop (A47 Corridor) Cycle Lane

Road space has been reallocated and improvements made to access and signage to better connect the city centre and its Learning Quarter (including Aston and Birmingham City Universities) to Nechells, Saltley and, via the existing cycle route on the A47, to key employment sites at Fort Dunlop and Jaguar Land Rover at Castle Bromwich.

Measures include:

- two-way segregated cycle route with small sections of shared footway on Jennens Road (James Watts Queensway to Bloomsbury Street)
- bus stop relocation (on Jennens Road) to existing bus stop on Park Lane to accommodate the two-way segregated cycle route
- no left turn from Nechells Parkway to Bloomsbury Street for vehicles to reduce conflict with cyclists
- improved signage

15.1. Traffic and Transport Data

National Express West Midlands (NX) has carried out an analysis of the impact on their services of the closure of the bus lane along Jennens Road on the approach to the city centre. On this section, the bus lane has been converted into a cycle lane. This has had the effect of reducing the carriageway from two lanes to one. The city-bound carriageway of Jennens Road was monitored, using the bus stops at Woodcock Street and Mathew Boulton College as measurement points. The report was completed on 15 October 2020.

The analysis recorded that high levels of congestion have been observed, making it hard to maintain the desired level of service. There has been a marked increase in the day-to-day volatility of daily average journey time, with a clear surge in the magnitude of the delays from the start of October. The recommendation of the report is to install a combined bus and cycle lane on Jennens Road.

Representatives of Birmingham City Council and NX met on site on 3 December 2020, following implementation of the Moor Street Bus Gate. No issues were observed on site on that occasion, and it was agreed that the situation would be monitored and reviewed during the second round of funding.

Due to the timescales involved, it was not possible to install specific monitoring for this scheme, although some data is available from TfWM. This data, measured on Jennens Road from a one-week period in each of August and October, saw an overall increase in cyclists from August to October after the scheme was implemented. It had an overall uptake of 234 cycle journeys across the week and an average of 76 cycle journeys each day across the week in October as opposed to an average of 43 cycle journeys each day in August.

A robust monitoring strategy is being developed for the second round of funding.

15.2. Technical/Engineering Review

A technical review of the scheme was undertaken by independent consultants who were not directly involved in the design or delivery of this scheme and could therefore provide a non-biased professional opinion on the project. The technical review is to determine what further measures would be desirable to improve the schemes if they are made more permanent as part of Tranche 2.

While the measures overall offer a good level of provision for cyclists, if they are made more permanent as part of Tranche 2, it is recommended that the following points are considered to improve the scheme:

- upgrade signals throughout the scheme to remove the requirement for cyclists to frequently dismount. Road markings and signage should also be revised
- consideration be given to providing built out bus stops to allow the buses to pull up to the boarding point and highlight the built-out kerb to drivers
- surfacing and potholes within the cycle lanes are repaired
- a programme of maintenance is required to remove built up leaves and debris.

Road Safety Audit

RSAs are undertaken by independent assessors and review schemes on the grounds of road safety. They look for potential road safety issues which may occur for instance if road markings are confusing and may cause a driver to unnecessarily hesitate. Issues presenting a serious hazard are rectified as soon as possible.

Nineteen issues were identified in the Stage 3 Road Safety Audit, relating to signing and markings, relocation of the bus shelter, widening of bus lay-by surfacing and maintenance. All but four of the items have already been addressed, with some signage and surfacing issues to be addressed in Tranche 2.

15.3. Equality Impact Assessment

Equality Impact Assessments are an established and credible tool to help organisations ensure that their policies and services are fair and do not disadvantage or discriminate against any protected groups. A high-level EIA screening was undertaken in June 2020 covering all the EATF schemes and assessments of all the individual schemes were undertaken by an external consultant as part of this review.

The assessment has identified some positive and negative impacts on protected characteristic groups. Providing segregated cycle provision, with priority over vehicles at junctions will benefit all users, including those with disabilities, travelling along the corridor by minimising direct contact/conflict with vehicles.

Examples of potential negative impacts on protected characteristic groups include:

- visibility for cyclists at junctions and of traffic lights
- lack of continuity along both footways and cycle routes leading to conflicts between different user groups
- issues with surfacing, including potholes and tactile paving
- a large amount of debris and leaves in the cycle lanes

In addition, there are some general design and safety challenges that have been identified which may have a negative impact on all cyclists and some protected characteristic groups including a lack of wayfinding or signage and lack of give way markings for cyclists on the approach to bus stops.

Overall, it is not considered that this scheme has any adverse impacts on protected characteristic groups if the suggested mitigations are adopted. Until changes to the provision is made, there are some adverse impacts on protected groups including people with disabilities.

We therefore recommend that all the suggestions above are considered during the design phase of Tranche 2.

15.4. Engagement Analysis

The timescale for delivery of these schemes, coupled with the various COVID-19 related restrictions that have been in place during this period, did restrict the extent to which consultation and engagement with citizens and stakeholders was able to be carried out in the usual way prior to implementation.

The scheme has been promoted on the Commonplace digital engagement site and 25 responses were received. There was no limit to the number of times someone could comment on Commonplace, so figures counted are for *responses* and not *respondents*.

Around 80% of the comments submitted were rated as “positive” or “mostly positive”, while around 20% rated the measures as “negative” or “mostly negative”.

28% of comments stated that the route was good for cycling, with others stating it would be good for the environment, good for health and wellbeing and that it will make streets safer. Other comments suggested that there were too many cyclist dismount signs along the route and that the scheme could benefit by being promoted more widely.

Three email conversations were recorded, of which only one commented on the final scheme, highlighting the frequency of cyclist dismount signs along the route and the time taken to cross at the Lawley Middleway junction.

A survey carried out by TfWM from 19 October 2020 until 2 November 2020 indicates that 61% of respondents either strongly supported or supported pop-up cycle lanes to protect people on bikes and keep them safe. 28% opposed or strongly opposed such measures with the remainder being neutral. 58% of respondents either strongly supported or supported bus and cycling lanes on main travel corridors while 29% opposed or strongly opposed them.

15.5. Conclusion

Members of the public appear to be supportive of the cycle lane in principle, and the technical issues raised should be addressed through the scheme development for the second round of funding. The Moor Street Bus Gate is now operational and the impact of the measures on bus journey time reliability should be monitored to help inform any changes required in the second round of funding.

16. City Centre to City Hospital via Jewellery Quarter Cycle Lane

Road space has been reallocated by suspending some on-street parking spaces, making access improvements and providing signage to enable cycling from the city centre to City Hospital via the Jewellery Quarter.

Measures include:

- two-way segregated cycle route on Northbrook Street providing connections from the canal and Harborne Walkway towards City Hospital
- two-way segregated cycle route and sections of shared-use footway/cycle track on Dudley Road (between Northbrook Street and Spring Hill Bridge)
- contraflow cycle lane on Rosebery Street (between Clissold Street and College Street)
- two-way segregated cycle route on Clissold St (between Rosebery Street and Camden Street)
- shared use walking and cycling path through green space to enable people to connect to City Hospital
- footway/pavement widening to create a short section of shared use track on Crabtree Road and Western Road for access to City Hospital
- build outs at bus stops on Hingeston Street and Newhall Street to make it safer for people boarding buses
- segregated contraflow cycle lane on Legge Lane
- segregated cycle lanes on Graham Street and Newhall Street

16.1. Traffic and Transport Data

Due to the timescales involved, it was not possible to undertake specific monitoring for this scheme overall, although some data is available from TfWM. This data, measured on Carver Street, from a one-week period in each of August and October, showed no increase nor fall in cycle figures with an average of 240 cycle journeys across both weeks averaging 34 cycle journeys a day.

A robust monitoring strategy is being developed for the second round of funding.

16.2. Technical/Engineering Review

A technical review of the scheme was undertaken by independent consultants who were not directly involved in the design or delivery of this scheme and could therefore provide a non-biased professional opinion on the project. The technical review is to determine what further measures would be desirable in order to improve the schemes if they are made more permanent as part of Tranche 2.

With respect to this scheme, it was noted that the measures which have been implemented generally provided a safe environment for cyclists to ride whilst also allowing the traffic to flow. The measures were easily understood by cyclists and pedestrians. There was evidence

of some measures being tampered with causing gaps in the segregation that are being used by construction vehicles to park.

While the measures overall offer a good level of provision for cyclists, if they are made more permanent as part of Tranche 2, it is recommended that the following is considered in order to improve the scheme:

- junction layouts should be revised and signals upgraded throughout the scheme to remove the requirement for cyclists to frequently dismount at crossings.
- the cycle lane is resurfaced and a more rigid method of segregation is installed
- cycle signing is provided at the start of the cycle facility to advise users.
- damaged bollards are replaced and reflectors added to prevent vehicular access to the shared footway / cycleway.
- a programme of maintenance is required to remove built up leaves and debris.

Road Safety Audit

Road Safety Audits are undertaken by independent assessors and review schemes on the grounds of road safety. They look for potential road safety issues which may occur for instance if road markings are confusing and may cause a driver to unnecessarily hesitate. Issues presenting a serious hazard are rectified as soon as possible.

Twenty-two issues were raised in the Stage 3 Road Safety Audit, primarily relating to signing, road markings, kerbs, surfacing, drainage, the crossing point on Hingeston Street, parking, maintenance and the tie-in with other construction works. Only seven issues remain to be addressed in Tranche 2, relating to signing, surfacing and considering a revised layout along Crabtree Road to ensure adequate width for all road users.

16.3. Equality Impact Assessment

Equality Impact Assessments are an established and credible tool to help organisations ensure that their policies and services are fair and do not disadvantage or discriminate against any protected groups. A high-level EIA screening was undertaken in June 2020 covering all the EATF schemes and assessments of all the individual schemes were undertaken by an external consultant as part of this review.

The City Centre to City Hospital pop-up cycle lane aims to provide segregated facilities for people to cycle safely away from vehicles by reallocating road space, suspending some on-street parking and providing more signage.

The assessment has identified some positive and negative impacts on protected characteristic groups. Providing segregated cycle provision will benefit all users travelling along the corridor by minimising direct contact/conflict with vehicles.

Examples of negative impacts on protected characteristic groups include:

- insufficient space and provision at bus stops for elderly people, people with disabilities or pushchairs to board or alight the bus service without standing within the cycle lane creating a conflict between pedestrians and cyclists.
- the bus stop shelter location on Hingeston Street has a particularly negative impact on wheelchair users as well as people who are blind or visually impaired. Due to the location of the shelter, there is no alternative for a disabled user wishing to board or

align the bus at this location due to the raised kerbs and insufficient space to go around the shelter.

- locations of rubble/vegetation encroached into the cycle lane, which poses a safety risk to all users irrespective of their disability due to a reduction in usable space.
- Signage and vehicles parking within the cycleway at multiple locations, causing obstructions for wheelchair users or those with pushchairs. A construction site is also encroaching into the cycle way.
- kerbed islands have been implemented blocking the dropped kerb crossing for wheelchair users/pushchairs.

In addition, there are some general design and safety challenges that have been identified which may have a negative impact on all cyclists and some protected characteristic groups, including the continuity of the cycle route, insufficient wayfinding and signage, lack of give way markings for cyclists at bus stops and potholes in the cycle lanes.

Overall, the assessment concluded that that this scheme would not have any adverse impacts on protected characteristic groups if the suggested mitigations are adopted. Until changes to the provision is made, there are some adverse impacts on protected groups including people with disabilities.

We therefore recommend that all the suggestions above are considered during the design phase of Tranche 2.

16.4. Engagement Analysis

The timescale for delivery of these schemes, coupled with the various COVID-19 related restrictions that have been in place during this period, did restrict the extent to which consultation and engagement with citizens and stakeholders was able to be carried out in the usual way prior to implementation.

The scheme has been promoted on the Commonplace digital engagement site and 76 responses were received. There was no limit to the number of times someone could comment on Commonplace, so figures counted are for *responses* and not *respondents*.

Around 62% of the comments submitted were rated as “positive” or “mostly positive”, while around 36% rated the measures as “negative” or “mostly negative”. The remaining 7% of comments were neutral.

Just over half of the comments received were supportive of the scheme being introduced, and just over a quarter were not supportive. 22% of these comments were in relation to the negative impact the scheme would have for on-street parking, particularly in relation to the number of spaces available to those residents paying for a parking permit.

35 email conversations were recorded primarily relating to the loss of parking spaces, cars parking in cycle lanes and concerns around the safety of the scheme. Six comments mentioned poor engagement about the scheme and the council acknowledges that the consultation process was limited by the COVID-19 restrictions and a more robust consultation strategy is being developed for Tranche 2.

A survey carried out by TfWM from 19 October 2020 until 2 November 2020 indicates that 61% of respondents either strongly supported or supported pop-up cycle lanes to protect people on bikes and keep them safe. 28% opposed or strongly opposed such measures with

the remainder being neutral. 58% of respondents either strongly supported or supported bus and cycling lanes on main travel corridors while 29% opposed or strongly opposed them.

16.5. Conclusion

Members of the public appear to be supportive of the scheme, subject to some issues being addressed. The issue at the bus stop on Hingston Street has already been resolved and other issues raised should be considered through scheme development in the second round of funding.

17. Bradford Street Cycle Lane

Road space has been reallocated and some on-street parking suspended to create a two-way, light segregated cycle route with priority crossings at side roads along Bradford Street.

Measures include:

- shared use footway/cycle track at Moat Lane to enable cyclists to use existing pedestrian crossing facilities and connect with the proposed A34-A38 cross-city cycle route at Edgbaston Street/Park Street
- two-way segregated cycle lanes on Bradford Street, with build outs where the cycle lane passes bus stops to make it safer for people boarding buses.
- signal-controlled junctions at Bradford Street/Rea Street and Bradford Street/Alcester Street with proposed advanced stop lines for cyclists heading into city (who remain on carriageway) and short sections of shared use footway/cycle track for cyclists heading out of city (to enable cyclists to cross with pedestrians)
- shared use footway/cycle track near Camp Hill to enable cyclists to use existing pedestrian crossing facilities and connect with the proposed A45 cycle route at Trinity Terrace and Bordesley Middleway
- signage to make all road users aware of the cycle route

17.1. Traffic and Transport Data

While no specific monitoring was in place for this scheme overall, some data is available from TfWM. This data, from a one-week period in each of August and October, showed Bradford Street had a slight downturn in cycle journeys with a drop of 89 across the week from August to October.

A robust monitoring strategy is being developed for the second round of funding.

17.2. Technical/Engineering Review

A technical review of the scheme was undertaken by independent consultants who were not directly involved in the design or delivery of this scheme and could therefore provide a non-biased professional opinion on the project. The technical review is to determine what further measures would be desirable to improve the schemes if they are made more permanent as part of Tranche 2.

With respect to this scheme, it was noted that the measures implemented generally provide a safe environment for cyclists to ride whilst also allowing the traffic to flow, although the scheme could benefit from continuous cycle connection through the signalised junctions, but this would need to be modelled and assessed for performance. The measures were easily understood by cyclists, pedestrians, and motorists and had not been damaged or moved, by malicious intent or by accident.

While the measures overall offer a good level of provision for cyclists, if they are made more permanent as part of Tranche 2, it is recommended that the following points are considered in order to improve the scheme:

- signals are upgraded throughout the scheme to remove the requirement for cyclists to frequently dismount.
- the two-way cycle track on the south side of Bradford Street be amended to provide lanes of equal width, with further amendments made in areas of high footfall and narrow width to provide better facilities for both cyclists and pedestrians
- the width of the bus build out is increased to reduce the likelihood of bus passengers from waiting in the cycle track. The build outs should be made shallower and more visible, and drainage issues addressed
- a programme of inspection and maintenance is required to ensure repairs are made and to remove built up leaves and debris.

Road Safety Audit

Road Safety Audits are undertaken by independent assessors and review schemes on the grounds of road safety. They look for potential road safety issues which may occur for instance if road markings are confusing and may cause a driver to unnecessarily hesitate. Issues presenting a serious hazard are rectified as soon as possible.

Eleven issues were identified in the Stage 3 Road Safety Audit, relating to drainage, lighting, uneven surface, signing and road markings and the ramps/boarding areas at bus stops.

Four of these issues have already been addressed, while some are ongoing operational or maintenance issues which will be monitored. The scheme should be redesigned at signal junctions to better accommodate cyclists, the ramps re-profiled where required and some tactile paving and signs removed and replaced.

17.3. Equality Impact Assessment

Equality Impact Assessments are an established and credible tool to help organisations ensure that their policies and services are fair and do not disadvantage or discriminate against any protected groups. A high-level EIA screening was undertaken in June 2020 covering all the EATF schemes and assessments of all the individual schemes were undertaken by an external consultant as part of this review.

The Bradford Street pop-up cycle lane aims to provide segregated facilities for people to cycle safely away from vehicles by reallocating road space and suspending some on-street parking.

The assessment has identified some positive and negative impacts on protected characteristic groups. Providing segregated cycle provision along Bradford Street with priority over vehicles at junctions will benefit all users, including those with disabilities, travelling along the corridor by minimising direct contact/conflict with vehicles.

The removal of on-street parking may affect the elderly, those with disabilities and pregnant women or those with young children. Other issues raised include:

- insufficient space and provision at bus stops for elderly people, people with disabilities or pushchairs to board or alight the bus service without standing within the cycle lane creating a conflict between pedestrians and cyclists.
- plastic barriers which have been erected to create a temporary footway whilst construction works are taking place at St Anne's Court have the potential to create conflict between cyclists and pedestrians.

- pinchpoints at certain locations result in insufficient width to safely accommodate cyclists including those with adapted, cargo or family bikes.

In addition, there are some general design and safety challenges that have been identified which may have a negative impact on all cyclists and some protected characteristic groups, including the continuity of the cycle route, steep ramps at bus stops, lack of give way markings for cyclists and bus stops and potholes in the cycle lanes.

Overall, it is not considered that this scheme has any adverse impacts on protected characteristic groups if the suggested mitigations are adopted. Until changes to the provision is made, there are some adverse impacts on protected groups including people with disabilities.

It is therefore recommended that all the issues above are considered during the design phase of Tranche 2.

17.4. Engagement Analysis

The timescale for delivery of these schemes, coupled with the various COVID-19 related restrictions that have been in place during this period, did restrict the extent to which consultation and engagement with citizens and stakeholders was able to be carried out in the usual way prior to implementation.

The scheme has been promoted on the Commonplace digital engagement site and 62 responses were received. There was no limit to the number of times someone could comment on Commonplace, so figures counted are for *responses* and not *respondents*.

Around 34% of the comments submitted were rated as “positive” or “mostly positive”, while around 61% rated the measures as “negative” or “mostly negative”. The remaining 5% of comments were neutral.

Many comments (42%) raised concern for cyclists on the route, particularly in the area around Digbeth coach station. The number of ‘cyclist dismount’ signs on the route was also seen as a negative factor on a cycle route (15% of comments). The height of the bus build outs (at bus stops along the route) were considered too steep for cyclists.

Five email conversations were recorded. Two emails raised issues about the safety of cyclists with respect to the number of coaches and buses using Bradford Street to access Digbeth coach station, one highlighted the severe bus build outs (humps) at bus stops along the cycle lane which were uncomfortable to cycle over and one mentioned the loss of on street parking on the route.

A survey carried out by TfWM from 19 October 2020 until 2 November 2020 indicates that 61% of respondents either strongly supported or supported pop-up cycle lanes to protect people on bikes and keep them safe. 28% opposed or strongly opposed such measures with the remainder being neutral. 58% of respondents either strongly supported or supported bus and cycling lanes on main travel corridors while 29% opposed or strongly opposed them.

17.5. Conclusion

While the majority of comments regarding this particular scheme were negative, it should be noted that the public overall is supportive of such measures. The issues raised through the review should be addressed through scheme development in the second round of funding.

18. A38 to A34 City Centre Connection

A connection between the A34 and A38 segregated cycle routes was provided to enable trips across the city centre and connect with 'pop up' cycle lanes on Bradford Street and the A47 (Jennens Road).

The measures proposed included:

- providing a connection to the existing A38 segregated cycle route at Ladywell Walk
- signage and symbols on the carriageway on Dudley Street to direct cyclists to the route on Moor Street via Edgbaston Street
- installing new ramps to provide cycle access within the pedestrian zone on Edgbaston Street
- yellow box marking at the junction of Moat Lane and Edgbaston Street to enable city bound cyclists to turn onto Moat Lane
- shared use footways and pedestrian crossing facilities for cyclists heading out of city
- two-way segregated cycle lane on Park Lane and Moor Street
- installing a bus-gate on Moor Street Queensway located between Moor Street rail station and Carrs Lane allowing access for buses, cycles and taxis only
- signage and symbols on the carriageway on Albert Street, Dale End, Newton Street and Dalton Street to direct cyclists to/from the existing A34 segregated cycle route

18.1. Traffic and Transport Data

Due to the timescales involved, it was not possible to install specific traffic monitoring for this scheme. A robust monitoring strategy is being developed for the second round of funding.

18.2. Technical/Engineering Review

A technical review of the scheme was undertaken by independent consultants who were not directly involved in the design or delivery of this scheme and could therefore provide a non-biased professional opinion on the project. The technical review is to determine what further measures would be desirable in order to improve the schemes if they are made more permanent as part of Tranche 2.

With respect to this scheme, it was noted that the measures which have been implemented provide less protection than the other routes and may discourage less able riders from travelling this route. Whilst the measures are easily understood by cyclists, pedestrians, and motorists some additional signage near the end of the route could be beneficial.

While the measures overall offer a fairly good level of provision for cyclists, if they are made more permanent as part of Tranche 2, it is recommended that the following is considered in order to improve the scheme:

- alternative arrangements on Smallbrook Queensway and St Martin's Queensway to improve protection to cyclists and increase the level of perceived safety for less confident users, including at the junction of St Martin's Queensway and Moor Street

- an interim solution through the junction of Moor Street Queensway and Carrs Lane while the HS2 works in the area are being undertaken
- provision of a more direct route along Moor Street Queensway to join James Watt Queensway
- improved signing, particularly at the ends of the scheme
- a programme of maintenance is required to remove built up leaves and debris.

Road Safety Audit

RSAs are undertaken by independent assessors and review schemes on the grounds of road safety. They look for potential road safety issues which may occur for instance if road markings are confusing and may cause a driver to unnecessarily hesitate. Issues presenting a serious hazard are rectified as soon as possible.

Only one issue was identified in the Stage 3 Road Safety Audit, which was that there was insufficient warning of the cycle route for vehicles using the turning head on Ladywell Walk, which could lead to potential for collision between cyclists and turning vehicles. The auditors recommended that a cycle symbol carriageway marking be provided within the turning head to warn drivers of the presence of cyclists.

18.3. Equality Impact Assessment

Equality Impact Assessments are an established and credible tool to help organisations ensure that their policies and services are fair and do not disadvantage or discriminate against any protected groups. A high-level EIA screening was undertaken in June 2020 covering all the EATF schemes and assessments of all the individual schemes were undertaken by an external consultant as part of this review.

The city centre connection aims to provide a connection between the A34 and A38 segregated cycle routes to enable trips across the city centre and connect with other pop-up cycle lanes implemented as part of EATF Tranche 1. Measures include signage and road markings on the carriageway to direct cyclists to the A34 segregated cycle route via Edgbaston Street and the installation of a new ramp to provide cycle access within the pedestrian and cycle zone on Edgbaston Street.

The assessment has not identified any impacts on protected characteristics as a result of this scheme as the provision is mostly in the form of road markings.

18.4. Engagement Analysis

The timescale for delivery of these schemes, coupled with the various COVID-19 related restrictions that have been in place during this period, did restrict the extent to which consultation and engagement with citizens and stakeholders was able to be carried out in the usual way prior to implementation.

The scheme has been promoted on the Commonplace digital engagement site and 39 responses were received. There was no limit to the number of times someone could comment on Commonplace, so figures counted are for *responses* and not *respondents*.

Around 71% of the comments submitted made by residents were rated as “positive” or “mostly positive”, while around 20% rated the measures as “negative” or “mostly negative”. The remaining 9% of comments were neutral.

18% of comments stated that the route was good for cycling, while others felt it would be good for the environment and good for health and wellbeing.

There was no email correspondence for this scheme.

A survey carried out by TfWM from 19 October 2020 until 2 November 2020 indicates that 61% of respondents either strongly supported or supported pop-up cycle lanes to protect people on bikes and keep them safe. 28% opposed or strongly opposed such measures with the remainder being neutral.

18.5. Conclusion

Members of the public appear to be supportive of this scheme, although there have been challenges in delivering elements of the original proposals due to the level of development in this area and other transport schemes around Moor Street and Digbeth High Street. Minor issues raised regarding signing and road markings should be addressed under the second round of funding, but further development will be paused to allow for this connection to be incorporated into a more comprehensive cycle network plan for the city centre, aligned with other forthcoming schemes including the city centre traffic segments.

19. Reopening High Streets Safely Fund

The Reopening High Streets Safely Fund (RHSSF) provided £50 million from the European Regional Development Fund to Local Authorities across England to support the safe reopening of high streets and other commercial areas after the first lockdown in spring 2020.

The Fund provided additional funding to support business communities with measures that enable safe trading in public places. The Fund particularly focussed on high streets, as well as other public places that are at the heart of towns and cities gearing up to reopen as safe, welcoming spaces.

The Fund supported four main strands:

1. Support to develop an action plan for how the local authority may begin to safely reopen their local economies.
2. Communications and public information activity to ensure that reopening of local economies can be managed successfully and safely:
3. Business-facing awareness raising activities to ensure that reopening of local economies can be managed successfully and safely.
4. Temporary public realm changes to ensure that reopening of local economies can be managed successfully and safely.

To ensure that public spaces that are next to businesses are as safe as possible, temporary changes needed to be made to the physical environment. This funding was used to enhance public areas to increase the level of safety measures, improve their attractiveness and ensure consistency of approach across individual and multiple public spaces including high streets.

19.1. Background to social distancing measures

In April 2020, an officer working group was set up to address concerns about social distancing during the Spring lockdown. Requests for temporary highway measures were invited from Councillors and Business Improvement Districts and were considered against three key criteria:

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

Where these criteria were met, assessments were undertaken and reviewed by the working group.

Kings Heath and Erdington High Streets were identified as early priorities, followed by Ladypool Road. Similar schemes were introduced later in Acocks Green, Sutton Coldfield and the City Centre.

Some schemes which implemented similar measures were funded directly by Birmingham City Council.

The schemes to be reviewed are again listed in Table 2 below (for ease of reference):

Table 2: RHSSF and BCC schemes

	Scheme Name	Scheme Type
1	Perry Barr	RHSSF
2	Aston/Lozells	RHSSF
3	Soho Road	RHSSF
4	Bordesley Green	RHSSF
5	Small Heath/Coventry Road	RHSSF
6	Alum Rock	RHSSF
7	Stechford	RHSSF
8	Meadway	RHSSF
9	Shard End	RHSSF
10	Stratford Road, Sparkhill	RHSSF
11	Cotteridge	RHSSF
12	Selly Oak	RHSSF
13	Harborne	RHSSF
14	Northfield	RHSSF
15	Longbridge	RHSSF
16	Colmore BID	RHSSF/Colmore BID
17	Sutton Coldfield	BCC
18	Erdington	BCC
19	Acocks Green	BCC
20	Ladypool Road	BCC
21	Kings Heath	BCC

The schemes in Stechford, Meadway, Shard End, Cotteridge and Selly Oak consisted of “COVID aware” signs fixed to existing lamp posts and were not subject to this review.

The two elements that make up the review are:

- Technical review and
- Equality Impact Assessments.

Due to the scale and nature of the interventions, the schemes delivered under RHHSF were not subject to a road safety audit and nor were they included in the Commonplace online consultation portal. No baseline data was available and no monitoring has been carried out. It should be noted that the measures are temporary in nature and were initially expected to be in place for 2-3 months.

20. Perry Barr

The Perry Barr social distancing measures include:

- installation of social distancing signage at various locations along the Walsall Road.

- two-directional footway indicated by a new centreline and arrows marked on the footway along the Walsall Road.

20.1. Technical/Engineering review

It was noted that the physical measures implemented throughout Perry Barr were well maintained and the temporary measures were being respected. It is considered that more permanent DfT signing advising “COVID-19 Maintain social distance” and “COVID-19 Stay 2m apart” should be erected and lining advising “Keep apart” and “Queue here” markings are applied in a more permanent lining material.

Furthermore, the traffic signs and street furniture located within the footway should be reviewed with an aim to further reduce street clutter, improving accessibility for visually and mobility impaired users and maximising the available footway width where possible.

20.2. Equality Impact Assessment

The Equality Impact Assessment has identified some positive and negative impacts on protected characteristic groups. From the assessment, the protected user group most likely to be adversely affected is people with disabilities and BAME groups.

Examples of adverse impacts on protected characteristic groups include faded footway markings which may reduce the adherence to social distancing guidelines and with temporary signage and equipment placed within the walkway obstructing pedestrians.

Overall, it is not considered that this scheme has any adverse impacts on protected characteristic groups. Until mitigations to the problems identified are made, there are some slight adverse impacts on protected groups including people with disabilities and BAME groups.

21. Aston

The Aston social distancing measures include:

- installation of social distancing signage at various locations along Witton Road to advise people to maintain social distancing.
- installation of barriers on the edge of the footway to prevent vehicles from parking half-on half-off the footway.

21.1. Technical/Engineering review

It was noted that the physical measures implemented along Witton Road in Aston were well maintained and the temporary measures were being respected. It is considered that more permanent DfT signing advising “COVID-19 Maintain social distance” and “COVID-19 Stay 2m apart” should be erected and lining advising “Keep apart” and “Queue here” markings are applied in a more permanent lining material. Furthermore, the traffic signs and street furniture located within the footway should be reviewed with an aim to further reduce street clutter, improving accessibility for visually and mobility impaired users and maximising the available footway width where possible.

Temporary barriers have been introduced at locations where footway parking had been observed to impact the available footway width. These sections of barriers outside Witton Snooker Club and the Gulf filling station were effective and beneficial in maintaining the available footway width for pedestrians and consideration should be given to providing more permanent measures. However, the temporary barrier installed at the eastern end of the scheme should be removed and the vegetation be cut back to the rear of the footway over this length as per the original proposals.

The Stage 3 Road Safety Audit identified that the footway markings had faded on Witton Road and that some barriers needed to be relocated. Parking on the footway was also identified as an issue.

21.2. Equality Impact Assessment

The Equality Impact Assessment has identified some positive and negative impacts on protected characteristic groups. From the assessment, the protected user group most likely to be adversely affected is people with disabilities and BAME groups.

The only example of adverse impacts on protected characteristic groups referred to the plastic barriers on Witton Road which were placed on the footway, narrowing the space for pedestrians to walk and pass other pedestrians. The location of bollards should be reviewed as there may be sufficient space to put the bollards on the carriageway and not reduce the width of the footway.

Overall, it is not considered that this scheme has any adverse impacts on protected characteristic groups. Until mitigations to the problems identified are made, there are some slight adverse impacts on protected groups including people with disabilities and BAME groups.

22. Soho Road, Handsworth

The Soho Road social distancing measures widened the footway by reclaiming road space for pedestrians along Soho Road and includes footway markings as detailed below:

- Footway widening by suspending some on-street parking and implementing temporary plastic barriers along Soho Road.
- Tarmac ramps placed between kerb line and carriageway to allow for wheelchair and pushchairs access along with yellow hatching to avoid obstruction.
- Installation of social distancing signage at various locations along Soho Road.

22.1. Technical/Engineering review

It was noted that the measures implemented on Soho Road were effective in providing additional footway space for pedestrians, however the temporary lining and signing measures aimed at providing reminders and direction to pedestrians were very worn and required refurbishment. It is considered that more permanent DfT signing advising “COVID-19 Maintain social distance” and “COVID-19 Stay 2m apart” are erected and footway markings advising “Keep apart” and “Queue here” markings are applied in a more permanent lining material.

The existing streetscape is relatively clutter free, although it is recognised that there is further scope for the traffic signs and street furniture, located within the footway to be reviewed with an aim to reducing street clutter, improving accessibility for visually and mobility impaired users and maximising the available footway width where possible.

Footway widening at recognised pinch points, such as outside grocery shops were effective and beneficial for pedestrians, in providing the required social distance measures. Therefore, it is recommended that Birmingham City Council consider formalising these temporary measures outside 151, 168 and 184 Soho Road.

The Stage 3 Road Safety Audit identified some missing and damaged signs, some planters and bins to be removed/relocated and parking on the footway as an issue in some locations.

22.2. Equality Impact Assessment

The Equality Impact Assessment has identified some positive and negative impacts on protected characteristic groups. From the assessment, the protected user group most likely to be adversely affected is people with disabilities and BAME groups with a lack of tactile paving between kerbside and carriageway on Soho Road, making it unknown to people who are blind or partially sighted that they are able to use the widened section of footway.

The removal of disabled bays on Soho Road may be to the detriment of some people with disabilities who rely on private vehicles for transport and these should ideally be replaced close by.

There was also evidence of blocked drainage under tarmac ramps on Soho Road which has caused ponding, affecting the attractiveness of the facility and the mobility of certain users, including wheelchair users and people with pushchairs.

Overall, it is not considered that this scheme has any adverse impacts on protected characteristic groups. Until mitigations to the problems identified are made, there are some slight adverse impacts on protected groups including people with disabilities and BAME groups.

23. Bordesley Green

The Bordesley Green social distancing measures include:

- Footway widening by suspending some on-street parking and implementing temporary plastic barriers along Bordesley Green Road.
- Tarmac ramps placed between kerb line and carriageway to allow for wheelchair and pushchairs access along with yellow hatching to avoid obstruction.
- Provision of bus stop build out and walkway around the bus stop eastbound on Bordesley Green Road to allow wheelchair and pushchair access.
- Installation of signage at various locations along Bordesley Green Road to advise people to maintain social distancing.

23.1. Technical/Engineering review

It was noted that the physical measures implemented through Bordesley Green have been poorly maintained and the temporary measures have been frequently moved and ignored.

Therefore, it is recommended that the existing temporary measures are considered for permanent implementation to prevent the removal of barriers. It is considered that more permanent DfT signing advising “COVID-19 Maintain social distance” and “COVID-19 Stay 2m apart” should be erected and lining advising “Keep apart” and “Queue here” markings are applied in a more permanent lining material.

The traffic signs and street furniture located within the footway should be reviewed with an aim of further reducing street clutter, improving accessibility for visually and mobility impaired users and maximising the available footway width where possible.

The temporary footway widening works at recognised pinch points, such as outside takeaway restaurants, appeared to have been removed by the public to allow parking. It is recommended that the Council consider formalising these temporary measures to ensure that footway width is maintained to allow social distancing and improve accessibility for visually and mobility impaired users. Particular consideration should be given to areas where off-street parking takes place.

The Stage 3 Road Safety Audit also identified displaced barriers and parking on the footway as issues on Bordesley Green Road.

23.2. Equality Impact Assessment

The Equality Impact Assessment has identified some positive and negative impacts on protected characteristic groups. From the assessment, the protected user group most likely to be adversely affected is people with disabilities and BAME groups.

Examples of discrimination on protected characteristic groups include a lack of tactile paving between kerbside and carriageway, making it unknown to people who are blind or partially sighted that they are able to use the widened section of footway, a lack of tactile paving or signing around temporary bus stops could cause a lot of distress to people who are blind or partially sighted, poor road surface presenting a trip hazard, missing/displaced barriers and blocked drainage channels.

Overall, it is not considered that this scheme has any major adverse impacts on protected characteristic groups, however the current condition of the schemes within the area is not reflecting the original proposals and therefore having minimal positive impact. Until mitigations to the problems identified are made, there are some slight adverse impacts on protected groups including people with disabilities and BAME groups.

24. Coventry Road, Small Heath

The Coventry Road social distancing measures included:

- Footway widening by suspending some parking and implementing temporary plastic barriers along Coventry Road.
- Installation of signage at various locations along Coventry Road to advise people to maintain social distancing.

24.1. Technical/Engineering review

It was noted that the physical measures implemented on the Coventry Road provided a safe environment for pedestrians to walk whilst also allowing traffic to flow. Therefore, it is recommended that the existing temporary signs should be reviewed with an aim of further reducing street clutter, improving accessibility for visually and mobility impaired users and maximising the available footway width where possible. Some maintenance issues were also raised.

24.2. Equality Impact Assessment

The Equality Impact Assessment has identified some positive and negative impacts on protected characteristic groups. From the assessment, the protected user group most likely to be adversely affected is people with disabilities and BAME groups.

Examples of discrimination on protected characteristic groups include a lack of tactile paving between kerbside and carriageway, making it unknown to people who are blind or partially sighted that they are able to use the widened section of footway, a lack of tactile paving or signing around temporary bus stops could cause a lot of distress to people who are blind or partially sighted, poor road surface presenting a trip hazard, missing/displaced barriers and blocked drainage channels.

Overall, it is not considered that this scheme has any major adverse impacts on protected characteristic groups, however the current condition of the schemes within the area is not reflecting the original proposals and therefore having minimal positive impact. Until mitigations to the problems identified are made, there are some slight adverse impacts on protected groups including people with disabilities and BAME groups.

25. Alum Rock

The Alum Rock social distancing measures include:

- Footway widening by suspending some on-street parking and implementing temporary plastic barriers along Alum Rock Road.
- Tarmac ramps placed between kerb line and carriageway to allow for wheelchair and pushchairs access along with yellow hatching to avoid obstruction.
- Installation of signage at various locations along Alum Rock Road to advise people to maintain social distancing.

25.1. Technical/Engineering review

It was noted that the physical measures implemented on Alum Rock Road required maintenance, however the temporary measures were being respected. Therefore, it is considered that more permanent DfT signing advising “COVID-19 Maintain social distance” and “COVID-19 Stay 2m apart” should be erected and lining advising “Keep apart” and “Queue here” markings are applied in a more permanent lining material. Furthermore, the traffic signs and street furniture located within the footway should be reviewed with an aim to further reduce street clutter, improving accessibility for visually and mobility impaired users and maximising the available footway width where possible.

Footway widening at the recognised pinch point outside the TSB Bank was effective and beneficial for pedestrians, providing the required social distance to allow users to pass queuing bank customers safely. Therefore, it is recommended that Birmingham City Council consider formalising this temporary measure.

25.1.1. Equality Impact Assessment

The Equality Impact Assessment has identified some positive and negative impacts on protected characteristic groups. From the assessment, the protected user group most likely to be adversely affected is people with disabilities and BAME groups with a lack of tactile paving between kerbside and carriageway, making it unknown to people who are blind or partially sighted that they are able to use the widened section of footway, a lack of tactile paving or signing around temporary bus stops which could cause a lot of distress to people who are blind or partially sighted, poor road surface which could cause a trip hazard, missing and misplaced barriers and blocked drainage.

Overall, it is not considered that this scheme has any major adverse impacts on protected characteristic groups, however the current condition of the schemes within the area is not reflecting the original proposals and therefore having minimal positive impact. Until mitigations to the problems identified are made, there are some slight adverse impacts on protected groups including people with disabilities and BAME groups.

26. Stratford Road

The Stratford Road social distancing measures include:

- Footway widening by suspending some on-street parking and implementing temporary barriers along Stratford road near to the junction with Nansen Road.
- Tarmac ramps placed between kerb line and carriageway to allow for wheelchair and pushchairs access along with yellow hatching to avoid obstruction.
- Installation of signage at various locations along Stratford Road to advise people to maintain social distancing.

26.1. Technical/Engineering review

It was noted that the physical measures implemented along Stratford Road were well maintained and the temporary measures were being respected. It is considered that more permanent DfT signing advising “COVID-19 Maintain social distance” and “COVID-19 Stay 2m apart” should be erected and lining advising “Keep apart” and “Queue here” markings are applied in a more permanent lining material. The traffic signs and street furniture located within the footway should be reviewed with an aim to reducing street clutter, improving accessibility for visually and mobility impaired users and maximising the available footway width where possible.

Footway widening at recognised pinch points, such as outside grocery stores and banks were effective and beneficial for pedestrians, providing the required social distance. It is recommended that the sections of widened footway are maintained to ensure that ponding and detritus is regularly removed. It is also recommended that Birmingham City Council

consider formalising these temporary measures and improving accessibility for visually and mobility impaired users outside No. 711 Stratford Road.

It is recommended that Birmingham City Council Officers request that enforcement is undertaken along Stratford Road, in order to deter illegally parked vehicles, which are restricting the available social distance provision in the footways.

There were no issues identified in the Stage 3 Road Safety Audit apart from some displaced barriers and inappropriate parking.

26.2. Equality Impact Assessment

The Equality Impact Assessment has identified some positive and negative impacts on protected characteristic groups. From the assessment, the protected user group most likely to be adversely affected is people with disabilities.

Examples of discrimination on protected characteristic groups include a lack of tactile paving between kerbside and carriageway, making it unknown to people who are blind or partially sighted that they are able to use the widened section of footway, misplaced barriers and inappropriate parking, suspension of parking spaces which could adversely affect people with disabilities/pregnant women and people with pushchairs who need to park close to facilities and blocked drains.

Overall, it is not considered that this scheme has any major adverse impacts on protected characteristic groups if the suggested mitigations are adopted. Until changes to the provision is made, there are some slight adverse impacts on protected groups including people with disabilities.

27. Harborne High Street

The Harborne social distancing measures include:

- Footway widening by implementing temporary barriers along the High Street
- Tarmac ramps placed between kerb line and carriageway to allow for wheelchair and pushchairs access along with yellow hatching to avoid obstruction.
- Installation of signage at various locations along the High Street to advise people to maintain social distancing.

27.1. Technical/Engineering review

It was noted that the physical measures implemented in Harborne were effective in providing additional footway space for pedestrians, particularly at the western end, on both sides of the road, where footway widening has been provided outside of the shops, parking removed and the carriageway reduced in width.

It was observed that the temporary lining and signing measures were very worn, therefore it is considered that more permanent DfT signing advising “COVID-19 Maintain social distance” and “COVID-19 Stay 2m apart” are erected and lining advising “Keep apart” and “Queue here” markings are applied in a more permanent lining material.

Furthermore, it was noted that pedestrians were ignoring the one-way pedestrian system between the junction of York Street and the junction of St John's Road, on the southern side of Harborne Road. Therefore, it is recommended that consideration is to be given to providing additional footway width through widening the footway and reducing the width of High Street.

The existing streetscape is relatively clutter free, although it is recognised that there is further potential for the traffic signs and street furniture located within the footway to be reviewed with an aim to reducing street clutter, improving accessibility for visually and mobility impaired users and maximising the available footway width where possible.

The Stage 3 Road Safety Audit identified some missing signs and barriers and some trip hazards which should be addressed.

27.2. Equality Impact Assessment

The Equality Impact Assessment has identified some positive and negative impacts on protected characteristic groups. From the assessment, the protected user group most likely to be adversely affected is people with disabilities.

Examples of discrimination on protected characteristic groups include a lack of tactile paving between kerbside and carriageway, making it unknown to people who are blind or partially sighted that they are able to use the widened section of footway, a lack of tactile paving or signing around temporary bus stops which could cause a lot of distress to people who are blind or partially sighted, narrow footways, poor road surface which could cause a trip hazard, missing barriers and blocked drains.

Overall, it is not considered that this scheme has any major adverse effects on protected characteristic groups if the suggested mitigations are adopted. Until changes to the provision is made, there are some slight adverse impacts on protected groups including people with disabilities.

28. Northfield

The Northfield social distancing measures include:

- Footway widening by implementing temporary barriers along the Bristol Road South
- Tarmac ramps placed between kerb line and carriageway to allow for wheelchair and pushchairs access along with yellow hatching to avoid obstruction.
- Provision of bus stop build out in Northfield to allow wheelchair and pushchair access.
- Installation of signage at various locations along Bristol Road South to advise people to maintain social distancing.

28.1. Technical/Engineering review

The measures were well maintained and the temporary measures were being respected. The parking bays which have been barriered off to provide footway widening and social distance would benefit from a regular maintenance regime, in order to ensure that detritus and litter is swept up and that any ponding issues are eradicated.

The existing streetscape is relatively clutter free, although it is recognised that there is further potential for the traffic signs and street furniture located within the footway to be reviewed with an aim to reducing street clutter, improving accessibility for visually and mobility impaired users and maximising the available footway width where possible.

It was noted that that the temporary lining and signing measures are very worn, therefore it is considered that more permanent DfT signing advising “COVID-19 Maintain social distance” and “COVID-19 Stay 2m apart” are erected and lining advising “Keep apart” and “Queue here” markings are applied in a more permanent lining material.

There were no road safety problems identified in the Stage 3 Road Safety Audit apart from some missing signs.

28.2. Equality Impact Assessment

The Equality Impact Assessment has identified some positive and negative impacts on protected characteristic groups. From the assessment, the protected user group most likely to be adversely affected is people with disabilities.

Examples of discrimination on protected characteristic groups include a lack of tactile paving between kerbside and carriageway, making it unknown to people who are blind or partially sighted that they are able to use the widened section of footway, a lack of tactile paving or signing around temporary bus stops which could cause a lot of distress to people who are blind or partially sighted, the removal of some disabled parking spaces in Northfield may be to the detriment of people with disabilities who rely on private vehicles for transport, poor road surface and blocked drains.

Overall, it is not considered that this scheme has any adverse effects on protected characteristic groups if the suggested mitigations are adopted. Until changes to the provision is made, there are some slight adverse impacts on protected groups including people with disabilities.

29. Longbridge

The Longbridge social distancing measures consists of signage installed along Longbridge Lane and Sunbury Road. No issues were raised during the Technical Review for these measures.

30. Colmore BID

At the start of the COVID-19 lockdown, a need was identified to put in place measures to establish a safe trading environment for businesses and customers. Due to the existing footway width, following the social distancing guidelines may have been difficult during times of high footfall. The scheme in the Colmore Business Improvement District (BID) widened the footway through the installation of build-outs to allow for social distancing.

The measures included footway widening on:

- Temple Row (outside Gino D’Acampo’s restaurant).
- Church Street (opposite Hotel du Vin)
- Edmund Street (outside The Florence)

- Edmund Street (outside The Old Contemptibles)

Further measures provided include:

- relocation of disabled parking from outside The Old Joint Stock on Temple Row West to the other side of the road, adjacent to St Philip's Cathedral
- relocation of taxi rank from Colmore Row to Church Street
- reversing the direction of travel on Waterloo Street East
- converting Temple Row West into a one-way road southbound, with northbound vehicles directed via Waterloo Street East.

These measures were delivered alongside the installation of five “parklets” which were funded by Colmore BID. These are planted covered seating areas that provide space for people to meet outdoors. Each of the five parklets has capacity for around 20 people within four defined areas; seating with a low table for coffee and drinks, an area for dining with a high table, standing room only and an area that has been specifically designed to be accessible for wheelchair users. Parklets have been installed outside Pure Bar and Theatrix on Waterloo Street, Hotel du Vin on Church Street, Primitivo on Barwick Street and 200 Degrees Coffee on Colmore Row.

30.1. Data and monitoring

While no specific monitoring was carried out for this scheme, available figures show that footfall (change in visitors) in Colmore BID as a result of lockdown dropped by 63% across 2020 compared to 2019. The greatest yearly month-on-month drop of 91.7% was in April (Visitor Insight Report – Birmingham Visitors Jan 2020- Dec 2020). This compares to a drop across the year of 58.2% in the city centre BIDs, where the greatest monthly drop averaged 89.3%. This data could form a useful baseline for any future schemes.

30.2. Equality Impact Assessment

The assessment has identified some positive and negative impacts on protected characteristic groups. Reclaiming road space to widen footways for pedestrians allowed for greater adherence to social distancing and decrease the likelihood of COVID-19 transmission, which is of particular benefit to the elderly, those with disabilities and BAME groups.

Examples of adverse impacts on protected characteristic groups include trip hazards and lack of illuminated signs which could result in vehicles travelling the wrong way down the street.

It was also noted that disabled parking bays have been relocated from outside The Old Joint Stock on Temple Row West, to the other side of the road. While this should not have any adverse impacts on people with disabilities, the location of the existing bollards on the footway has the potential to restrict vehicles opening their door especially for people getting into a wheelchair or mobility scooter.

The removal of pay and display bays on Temple Row, Edmund Street and Church Street to accommodate the build-outs may be to the detriment of elderly people or pregnant women/people with young children who need to park closer to services/amenities.

For these reasons the parking provision should be reviewed and provision of temporary pick up/drop off bays considered.

Overall, it is not considered that this scheme has any major adverse impacts on protected characteristic groups if the issues identified above are addressed. Until changes to the provision is made, there are some adverse impacts on protected groups including people with disabilities.

30.3. Engagement Analysis

Representatives of RMT and TOA met with Birmingham City Council officers on site on 21 January 2021, to discuss concerns raised by taxi drivers regarding the lack of visibility of the relocated taxi rank on Church Street. Several options were discussed, also recognising further changes planned in the Colmore BID area. It was agreed that the new location of the taxi rank would be signposted from Colmore Row and the situation would be monitored.

Following further discussion, a further change is in the process of being implemented with two additional taxi rank spaces to be provided in their former location on Colmore Row, with the two remaining spaces in that bay being retained as blue badge parking. This will remain under review in terms of whether additional blue badge parking will need to be provided in the locality by converting P&D spaces.

31. Sutton Coldfield Parade

The Sutton Coldfield social distancing measures include:

- Footprint markings in yellow acrylic paint along the Parade
- Social distancing markings were also introduced along the short section of Birmingham Road between Queen Street and Farthing Lane, and further south on Maney Corner.
- Three disabled parking bays were suspended to widen the footway available to encourage social distancing.
- Social distancing signs were also erected in these locations

31.1. Technical/Engineering Review

It was noted that the physical measures implemented within Sutton Coldfield were poorly maintained and as a result the temporary measures were being ignored in most locations. Therefore, it is considered that more permanent DfT signing advising “COVID-19 Maintain social distance” and “COVID-19 Stay 2m apart” should be erected and lining advising “Keep apart” and “Queue here” markings are applied in a more permanent lining material. It is recommended that the street furniture located within the footway should be reviewed with an aim to further reduce street clutter, improving accessibility for visually and mobility impaired users and maximising the available footway width where possible.

Consideration should be given to implementing a one-way pedestrian system throughout The Parade / Shopping Centre, with segregation by a barrier to maintain social distancing between pedestrians.

Footway widening at the recognised pinch point between Vapour and Cinergy Bank was effective and beneficial for pedestrians, providing the required social distance. Therefore, it is recommended that Birmingham City Council consider formalising this temporary measure, while also improving the accessibility for visually and mobility impaired users.

32. Erdington High Street

Temporary measures introduced along Erdington High Street included:

- Barrier system with occasional 3m gaps and temporary ramps to allow pedestrian/loading access.
- Temporary No Stopping signs erected in place of existing Limited Waiting signs in closed off bays

To date there have been some concerns from local businesses about access and parking near their premises, as well as problems with non-compliance. The measures have been periodically reviewed by officers and Councillors

32.1. Traffic and Transport Data

Footfall (change in visitors) in Erdington dropped by 14.7% across 2020 compared to 2019. The greatest drop of 52.6% was in April (Visitor Insight Report – Birmingham Visitors Jan 2020- Dec 2020). This compares to a drop of 20.7% across comparable local centres and can be used as a baseline for any future schemes.

32.2. Technical/Engineering Review

The local engineer undertook a review of the scheme in consultation with council officers, Councillors, BID manager and Erdington Neighbourhood Police team. They concluded that the measures should stay in place subject to the metal crowd control barriers being replaced with water filled barriers and the number of gaps in the barriers being reduced.

At present there are 3 gaps in the barriers in the section from Six Ways to Newman Road, it has been agreed that this should be reduced to 2 gaps. The reason is that large numbers of motorists have been parking alongside the barriers, especially where one of the gaps are, in order to pop into a shop.

32.3. Engagement Analysis

The local engineer has received continued support from the two Erdington Councillors, the Town Centre Manager, the MP and shoppers and traders, apart from some complaints about the reduction in parking. However, a reasonable number of on street spaces still remain. In addition, two pay and display car parks are easily accessed directly off the High Street on Church Road.

33. Acocks Green

The Acocks Green social distancing measures include:

- two-directional footway indicated by a new centreline and arrows marked on the footway along Warwick Road and around Warwick Road/Shirley Road roundabout.
- COVID-19 signage installed on totem poles and marked on the footway to keep a 2m distance.
- obstacles such as benches moved to the middle of the footway around Warwick Road/Shirley Road roundabout and to the back of the footway on Warwick Road to allow for bi-directional segregated footways to be implemented.

33.1. Technical/Engineering review

It was noted that the physical measures implemented within Acocks Green were well maintained and the temporary measures were being respected. Therefore, it is considered that more permanent DfT signing advising “COVID-19 Maintain social distance” and “COVID-19 Stay 2m apart” should be erected and lining advising “Keep apart” and “Queue here” markings are applied in a more permanent lining material. Furthermore, the street furniture located within the footway should be reviewed with an aim to further reduce street clutter, improving accessibility for visually and mobility impaired users and maximising the available footway width where possible. It is also recommended that Birmingham City Council contact shop owners to ensure that produce is not displayed within the highway land as this causes a restriction to footway widths.

33.2. Equality Impact Assessment

The Equality Impact Assessment has identified some positive and minor negative impacts on protected characteristic groups. Examples of potential negative impacts include the movement of familiar objects which may cause some confusion and anxiety for blind or partially sighted users who may regularly use these objects as wayfinding mechanisms and the need to refresh the footway markings.

Overall, it is not considered that this scheme has any adverse impacts on protected characteristic group.

34. Ladypool Road

Temporary measures introduced along the Ladypool Road included:

- pavement widening through suspension of parking bays
- Temporary No Stopping signs erected in place of existing Limited Waiting signs in closed off bays
- use of event barriers with occasional 3m gaps to prevent parking and help delineate the wider pedestrian space
- kerb markings to highlight the change in level where the parking was removed
- temporary ramps at kerbs to connect with gaps in barriers
- other information signs and social distance markings.

The initial expectation was to manage the immediate issues of pedestrian safety, and to support increased pedestrian activity on the High Street as the lockdown was lifted (but whilst social distancing requirements remain in place).

Following feedback from the local ward Councillor, the scheme was removed. This was supported by the local engineer due to the lack of compliance.

34.1. Technical/Engineering Review

As the scheme was removed prior to the end of the review period, no Technical Review was undertaken.

However, it was noted that social distancing objectives have been compromised by poor compliance, with people moving barriers, fly tipping and people using the additional space for construction purposes.

35. Kings Heath

The Kings Heath social distancing scheme includes:

- Footway widening by implementing temporary barriers along the Alcester Road
- Tarmac ramps placed between kerb line and carriageway to allow for wheelchair and pushchairs access along with yellow hatching to avoid obstruction.
- Installation of signage at various locations along Alcester Road to advise people to maintain social distancing.

35.1. Technical/Engineering review

It was noted that the measures were well maintained and the temporary measures were being respected. Although it is noted that the footway widening requires a regular maintenance regime, in order to ensure that detritus and litter is swept up and that any ponding issues are eradicated.

It was noted that that the temporary lining and signing measures are very worn, therefore it is considered that more permanent DfT signing advising “COVID-19 Maintain social distance” and “COVID-19 Stay 2m apart” are erected and lining advising “Keep apart” and “Queue here” markings are applied in a more permanent lining material.

The existing streetscape is cluttered due to a high street layout with footways facilitating highway signs, telephone boxes and bins etc. Although it is recognised that there is scope for the traffic signs and street furniture located within the footway to be reviewed with an aim of further reducing street clutter, improving accessibility for visually and mobility impaired users and maximising the available footway width where possible.

Any further changes to these measures on Kings Heath High Street need to be aligned with the Kings Heath Low Traffic Neighbourhood scheme.

36. RHSSF Conclusion

The RHSSF schemes involved minor interventions that were planned to be in place for 2-3 months. No major issues were identified through the review although some local pinch points have been identified on the Soho Road, in Bordesley Green and on Stratford Road where

the temporary measures proved particularly beneficial. It is recommended that these are made permanent.

37. Conclusion and Recommendations

During 2020, as part of the response to the COVID-19 pandemic, Birmingham City Council used a number of funding streams to introduce a variety of schemes across the city with the aim of making active travel modes, such as walking and cycling, more appealing to the public and facilitating social distancing.

The purpose of this review is to help inform which schemes should be kept in place and to identify what can be done to improve those schemes should they be brought forward into the next round of funding which runs during the financial year 2021/2022.

The review considered the schemes under the following four elements:

- Traffic and Transport Data
- Technical /Engineering Review
- Equality Impact Assessments and
- Engagement Analysis.

37.1. Traffic and Transport Data

The timescales for delivering these schemes, coupled with the various COVID-19 restrictions that have been in place during this period, restricted the surveys that could be commissioned. An analysis of available data was carried out at the start of the review period, which highlighted gaps in the data available. Where possible this has been supplemented by data from TfWM and National Express.

Recommendation: A robust monitoring strategy needs to be developed for Tranche 2, to assess the success of the schemes, to address DfT's reporting requirements and to respond to queries from members of the public.

37.2. Technical/Engineering review

The technical aspect of the review looked at design standards overall as well as which schemes should be changed, removed, or made more permanent for the second round of funding.

Many snagging issues were identified which can readily be addressed through existing council procedures. Maintenance issues were also raised, both relating to the schemes themselves, particularly cycle routes, and where maintenance of existing council assets was made more difficult following scheme implementation. An example of this is where the introduction of a pop-up cycle lane along a dual carriageway left a single lane available to motor vehicles, which then had to be closed to allow for maintenance of street lighting.

The technical review also incorporated the Road Safety Audits carried out in accordance with normal council procedures. Again, many of the issues raised related to snagging and maintenance, and apart from the interaction of bus stops and associated build outs where pop-up cycle lanes have been introduced, can be readily addressed should appropriate funding be available.

A long-list of the issues raised has been compiled which, along with the findings of the consultation responses, will be used to generate a short-list of remedial actions that can be taken to improve the existing schemes (quick wins). Measures that involve further detailed design and construction will be brought forward in Tranche 2.

Recommendation: The interaction between pop-up cycle lanes and bus stops should be carefully considered and potential conflicts between bus users and cyclists removed through the design process where possible.

37.3. Equality Impact Assessments

The EIAs for each scheme adopted a qualitative methodology to assess the effects of the schemes on each protected characteristic group, a was adopted. A workshop was also held with representatives of a number of disability groups.

Overall, the assessments found that the schemes have a positive impact on all protected characteristic groups. There are some implementation issues that have been identified which may have some adverse impacts on protected characteristic groups, in particular people with disabilities.

The EIAs identified many issues similar to those raised in the in the technical review and RSAs. Of particular concern were instances where the boarding/alighting area at bus stops lies directly in the path of a pop-up cycle lane, presenting a danger to cyclists and bus users, particularly people with pushchairs, wheelchair users and those with visual impairments.

The loss of specific disabled parking bays and parking overall also needs to be considered in light of the needs of various protected characteristic groups.

However, it is not clear how the issues identified through the EIAs and feedback from representative groups are incorporated into the design process A further issue raised during the workshop was the lack of an identifiable point of contact in relation to the EATF schemes, which has precluded effective engagement with these groups both in relation to the EATF schemes and to highway schemes in general.

Recommendation: A point of contact should be identified to ensure effective liaison with representative groups during the second round of the funding programme and for highway schemes in general.

Recommendation: Consideration should be given to more effectively embedding the findings of EIAs into the design process as appropriate.

37.4. Engagement Analysis

The timescales required to deliver these schemes, coupled with the various COVID-19 restrictions that have been in place during this period, did restrict the extent to which consultation and engagement with members of the public and stakeholders could take place in the usual way prior to implementation. The impact of this approach needs to be considered in view of the proportion of people in Birmingham that do not have internet access.

The comments made by members of the public on the Commonplace platform have been analysed with a view to gauging levels of public support for the schemes. While some changes have already been made to schemes in response to feedback from members of the public, suggestions for changes and improvements will feed into the short-listing process mentioned above.

It is clear that the nature of the Experimental TROs and associated consultation period is not readily understood by members of the public and further information on this should be included in the consultation strategy for the second round of funding.

Due to the experimental and temporary nature of these schemes, feedback from members of the public is an important tool in refining the measures. Some changes have already been made to schemes in response to such feedback and this has also been used to identify some of the 'quick wins' mentioned above.

Recommendation: A robust communications strategy should be developed and implemented for the second round of funding, with a view to reaching those that may have been excluded from commenting on the initial round of schemes, and returning to face-to-face engagement activities as soon as COVID-19 restrictions allow.

Recommendation: For experimental or temporary schemes, comments from members of the public should be monitored throughout the period of the scheme, with a view to identifying issues that can be easily rectified (quick wins) and those that need to be considered through further design revisions. These should be reviewed at agreed intervals, through existing council structures.

37.5. Conclusion

Overall, the schemes delivered under the EATF and RHSSF provided a positive response to the COVID-19 emergency within the parameters of the funding. They also provide a step towards the visions outlined in the draft Birmingham Transport Plan (Jan 20).

Given the urgency of the situation and the timescales of the funding, a great deal has been delivered, albeit not always to the expected standards in terms of delivery and engagement. Many of these issues arose as a result of the emergency nature of the situation faced and the challenging timescales for delivery and would not have arisen in the usual course of business. However, this review has identified many useful lessons that will be brought forward into the second round of funding and more widely.

The outcome of the review of EATF schemes is listed in Table 3 below. Schemes to be retained will be subject to further consultation and approval.

Table 3: EATF Review Outcome

	Scheme Name	Scheme Type	Outcome
1	Moseley	Local Centre	Progress to making more permanent in 2021/22*
2	Stirchley	Local Centre	Progress to making more permanent in 2021/22*

	Scheme Name	Scheme Type	Outcome
3	Lozells	Low Traffic Neighbourhood (LTN)	Progress to developing further in 2021/22*
4	Kings Heath	Low Traffic Neighbourhood (LTN)	Progress to developing further in 2021/22*
5	Moseley, Bournville and Castle Vale	Places for People	Progress to developing further in 2021/22*
6	City Centre Traffic Segments	City Centre Traffic Segments	Progress to developing further in 2021/22*
7	Sutton Coldfield	Pop-up Cycle Lane	Withdrawn (removed prior to completion)
8	City Centre to Small Heath (A45 Corridor)	Pop-up Cycle Lane	Progress to making more permanent in 2021/22
9	Selly Oak to Northfield (A38 Corridor)	Pop-up Cycle Lane	Remove bus/cycle lane Selly Oak town centre elements to progress to making more permanent in 2021/22*
10	City Centre to Fort Dunlop (A47 Corridor)	Pop-up Cycle Lane	Progress to making more permanent in 2021/22*
11	City Centre to City Hospital via Jewellery Quarter	Pop-up Cycle Lane	Progress to making more permanent in 2021/22*
12	Bradford Street	Pop-up Cycle Lane	Progress to making more permanent in 2021/22*
13	A38 to A34 City Centre Connection	Pop-up Cycle Lane	Further development and delivery to be aligned with other programmes, including HS2