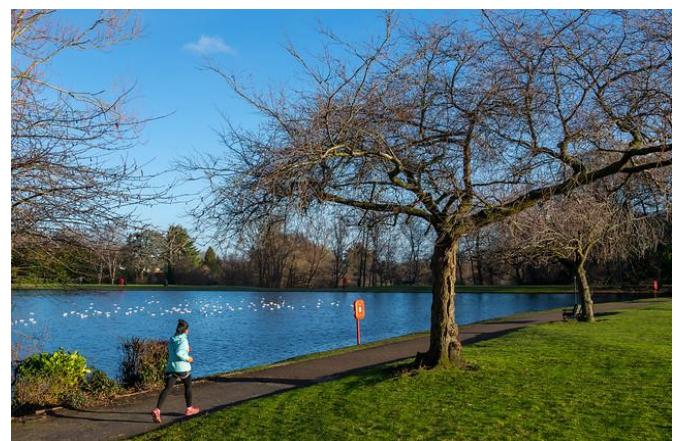


Birmingham Walking and Cycling Strategy

2022 Progress Report



Report version: Final
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Background

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

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

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

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

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

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

This Year 3 progress report updates on the actions from the Walking and Cycling Strategy; highlighting positive stories from the City Council and its partners in 2022; and looking forward to future developments.

Objective 1: enable walking and cycling

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

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

[Birmingham City Council](#), [Transport for West Midlands \(TfWM\)](#), [The Active Wellbeing Society \(TAWS\)](#), [Living Streets](#), [Sustrans](#) and [British Cycling](#) have continued to engage with schools and provide resources. British Cycling will also continue to engage with schools in the future, however from a general perspective they are looking to shift more towards community-based activities/events.

Birmingham City Council promotes '[Modeshift STARS](#)' as the primary tool for school travel. All schools in Birmingham can access support and resources through the national Modeshift STARS scheme, which rewards schools for taking steps to promote safer, greener, healthier travel. As part of this, schools produce a travel plan outlining what they will do to encourage more sustainable and active travel for the school journey. They are also able to access support and guidance to deliver various initiatives and campaigns, such as [Bikeability cycle training](#) (delivered by TAWS) and Living Streets' [Walk to School outreach programme](#).

Birmingham currently has 141 schools registered for Modeshift STARS comprising of: 103 primary schools, 23 secondary, 4 special educational needs schools, and 11 other (including nursery, infant, junior and all through schools) type of education setting. Key successes include:

- Tailoring messaging and support packages to schools experiencing issues with public transport or congestion at the school gate.
- Supporting schools to develop travel plans, either by producing new ones or reviewing and updating existing ones.
 - To date there are a total of **60** schools that have completed a travel plan, of which **36** are of green (accredited) status, **17** bronze (good), **3** silver (very good) and **4** platinum (outstanding).
- Continuing to use the Agilysis Active Streets Assessment Tool to identify and prioritise schools for possible physical infrastructure measures. Schools can apply for funding through the [Young Active Travel Trust \(YATT\)](#) for up to £1000 to support their travel plan delivery. YATT funding is ongoing. 15 schools were awarded a total of £15k during 2022.
- FREE Bikeability training provided by The Active Wellbeing Society that delivers training to pupils enabling them to ride their bikes safely.
- WOW all year-round walking reward scheme being offered to schools to encourage more pupils to walk to school and receive a badge for doing so.

The Sustrans '[Big Walk and Wheel](#)' event took place from 21 March to 1 April 2022, **12** schools registered and **9** of these logged journeys. A total of **15,138** journeys were recorded. [Cycle to School Week](#) took place from 3 to 7 October 2022. British Cycling delivered **30** sessions of '[Go](#)

[Ride](#)' at **11** schools (some schools had multiple sessions). Within the West Midlands Combined Authority, **1,963** participants received Go-Ride coaching in 2022.

The Walk to School Outreach 2022-2023 (WTSO 22-23) – Living Streets

In the 2022/23 period, Living Streets has supported 77 Birmingham Primary Schools to participate in WOW – the walk to school challenge. This represents **31,390** Birmingham primary school pupils.

Currently, **70** primary schools are actively recording their trips to school on the WOW Travel Tracker, with others due to start imminently. So far, the Living Streets team have delivered **11** WOW training sessions, **8** school WOW launches and other interventions including a 'Reading to WOW' online session attended by **30** schools from Birmingham and Nottingham.

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

The WOW Badge Design Competition received a record-breaking **115k** entries in 2022. Additionally, the national launch of the [WOW Walk of Fame](#) generated a 24% increase in engagement rates.

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



Photo Credit: Living Streets

Summer 2022 Birmingham City Council Overview

There were **62** continuing schools and **5** new schools completing the challenge.

Harborne Primary School launch WOW in May 2022:

Harborne Primary School launched WOW during Walk to School Week (WTSW). Prior to the launch, 3 WOW assemblies were delivered and **45** pupils plus **2** members of staff, received travel tracker training. As a result of the training, the school had a **92%** engagement rate over May 2022. WOW regularly features in the [school newsletters](#).

Autumn 2022 Birmingham City Council Overview:

There were **61** continuing schools, **3** new schools and **10** lapsed schools completing the challenge.

WOW Walk of Fame: Lea Forest Primary Academy:

October 2022 saw the introduction of the first month-long Walk of Fame (WOF) challenge. WOF encourages all pupils and classes to log their daily journeys and travel actively wherever possible. Schools competed for a place in the top 10 leader boards in their local authority and the England leader board. Lea Forest Primary Academy came 10th place in the England leader boards, with almost 5,000 walked journeys in October!

The WOF challenge provided an excellent opportunity to develop good WOW habits at the start of the academic year.

Little Feet (LF) – Living Streets

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

Successes	Challenges
21 settings delivered LF to a total of 1,920 children aged 2-5	Two schools delayed the LF initiative until Spring term due to capacity issues related to sickness
A banner was sent to all schools to display outside, aimed at encouraging visibility of the LF activity	Covid-19 restrictions limited the number of in person assemblies, gate events or launch events



Photo Credit: Living Streets

1.2. Support crossing patrols at high priority sites

Birmingham City Council continues to fund School Crossing Patrols. There is a high turnover of staff so numbers can vary weekly/daily. The maximum number of sites covered/funded during 2022 was **115** locations. The Council will continue to fund the highest risk sites (Priority 1 – P1), the current policy is only to fund patrols at the highest risk sites (P1) that are not already equipped with pedestrian controlled lights.

School Crossing Patrols

The School Crossing Patrol Service is one element of the Birmingham Road Safety Strategy which is currently under revision.

Crossing Patrols assist children and other pedestrians across roads on their journey to and from school by stopping traffic in the highway, and thus encourage children and their parents to walk to school rather than travel by car.



Photo Credit: BCC

1.3. Develop a training programme for community walk leaders

The Active Wellbeing Society (TAWS) can provide training for walk leaders in Local Delivery Pilot areas. The volunteer walk leader requirements are available here: [TAWS Volunteer Walk Leader](#). Sustrans have online walk leader training for staff and can provide face-to-face training for volunteers on specific funded projects. This can also be linked to walking audits.

Living Streets delivered walk leader training for volunteers at the Canal & River Trust (C&RT) for **10** people. The C&RT [volunteer walk leaders](#) help people in the community get active and healthy, providing vital support that they otherwise may not receive.

1.4. Offer national standard cycle training to all children and young people and create a pathway from Bikeability to Go Ride, Ride Active and community cycling groups

[TAWS](#) deliver national standard cycle training in schools at all levels and in different settings, through [Bikeability](#). Bikeability attendance figures for 2022 are listed in the table below:

Training	Number of students
Balanceability	482
Learn to ride	1679
Bikeability Level 1	3108
Bikeability Level 2	1355
Bikeability Level 1&2 combined	965
Bikeability Level 3	69
Bikeability Fix	5
Families	109 (approx. 350 children trained)

Bikeability Widening Participation Pilot 2022 – Birmingham Young Women’s Cycling Clubs

There is a known low up-take of cycling amongst women and girls. Teenage girls (aged 10-16) miss out on accessing Bikeability training due to a range of reasons such as cultural and societal barriers/attitudes, not having access to bikes, not feeling confident/safe to engage in cycling activities – especially in comparison to their male counterparts. This issue is particularly potent in areas with high deprivation, and high levels of multi-ethnic community groups, as fewer girls take part in cycling in general and Bikeability level 3.

TAWS have started a young women’s cycling club in Ladywood, with 19 participants from the target demographic. Over the project, the programme has worked to build riding skills and confidence in the group. All participants achieved level 2 Bikeability and took part in led rides up to 7 miles long using local canal and cycle lane networks. The programme has built a social group that will continue to help these young women cycle into adulthood.

Ride Active

[‘Ride Active’](#) is a partnership between British Cycling and Big Birmingham Bikes (see 2.1) aimed at providing fun, social cycling practice activities for adults (aged 16+) starting in comfortable traffic-free environments such as parks and multi-use games areas, and then progressing to gentle led rides to improve confidence.

Cycling UK community cycling clubs have continued to lead rides and teach adults and children to cycle throughout 2022.

Saheli, British Cycling

Saheli (which translates as ‘female friend’) is a Birmingham-based hub that focuses on community health and well-being predominantly amongst Asian women. Saheli’s cycling instructor expressed that she was passionate about offering a variety of cycling experiences for the ladies within the community. To offer a change from their regular on-road rides, British Cycling arranged for a group to have several mountain-biking sessions at Cannock Chase. Having initially started on the beginner-friendly green trails, the group soon progressed onto the intermediate blue trail, taking in the stunning forest landscape.

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

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

C&RT UK offer advice on canal and river walks across the UK canal system, as walking outdoors improves physical and mental wellbeing. Throughout the year Sustrans joined the charity on several wellbeing walks across Birmingham and the West Midlands.

Other activities carried out by Sustrans include:

- Bike giveaway with [Bike Project](#)
- Litter picks and leaflet drops with [Good Gym Birmingham](#)
- Halloween event with residents of the Jewellery Quarter discussing the benefits of walking, wheeling and cycling

In British Cycling's Community Programmes (Guided Rides, Breeze Rides and Community Groups) there were a total of 489 rides within the WMCA. The total number of participants attending these rides was 2,172. To mark the opening of the Birmingham 2022 Commonwealth Games (CWG) a guided ride from the city centre towards Alexander Stadium in Perry Barr was held. This was an opportunity to ride along the recently extended A34 cycle superhighway.

484 unique participants attended 758 community cycling sessions led by TAWS.

Cycling UK supports **29** active community cycling clubs in Birmingham.

As part of Cycling UK's Big Bike Revival (BBR), they have held various sessions combining fix, learn and ride activities. In December 2022 they started a BBR workplaces programme which ended at the end of March 2023, and includes Dr Bike sessions whereby people can drop-in to get their bike serviced. **108** participants attended TriCycle events as part of the Ride Ahead Together project. **15** attended Cycling with Confidence sessions and **46** attended Complex Needs sessions with **1** bike buddy engaged.

[Out on Your Loan](#) is a new inclusive programme that supports disabled people from across the West Midlands who want to travel and be active by making cycling journeys in their local area. The programme aims to empower disabled adults and people with long-term health conditions to cycle freely across their region, with the loan of an adapted cycle for up to six months. TfWM received **21** applications for this scheme and provided **11** loans.

2022 Community Cycling Activities in numbers, British Cycling

- Total number of rides in Birmingham = 226
- Total number of participants attending = 1272
- Number of volunteer ride leaders trained in Birmingham = 8

- Guided Rides (led rides for all the family) = 160
- Breeze Rides (women-only led rides) = 80
- Ride Social = 1
- Community Groups = 25

The community cycling clubs are continuing with led rides and teaching into 2023. Cycling UK plans to carry out further training in: Ride Leader, First Aid and Basic Bike Maintenance to equip volunteers and to offer all round activity for participants.

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

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

[Alisha Kiselman](#) and [Joscelyne Daniel](#) are two of Birmingham’s Community Cycle Club volunteers.



Photo Credit: Cycling UK

Photo Credit: Cycling UK

Living Streets delivered a small led walk programme for BCC in the Autumn of 2022 with AECOM, University of Birmingham, Royal Orthopaedic Hospital and HMRC with 31 beneficiaries.

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

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

Partner organisations coordinate activities including led walks, led bike rides, Dr Bike sessions, and cycle training sessions. Financial incentives (e.g., special offers on West Midlands Cycle Hire) and travel challenge apps (e.g., Active Travel Challenge Birmingham) have also been used to motivate people to walk or cycle for their commute or other work-related travel. Workplaces participating in these activities are encouraged to register with the Modeshift STARS travel planning scheme and gain accreditation for their work to promote active and sustainable travel. To date **17** workplaces have submitted a Travel Plan for green (approved) accreditation, **18** for bronze (good) accreditation and **3** for silver (very good) accreditation.

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

Clean Air Day 2022:

[Clean Air Day](#) is the UK's largest air pollution campaign, bringing together communities, businesses, schools, and the health sector. Clean Air Day 2022 took place on Thursday 16 June 2022 with lots of activity in Birmingham, highlights include:

- **Free Dr Bike cycle maintenance sessions** were held at Birmingham Children's Hospital as staff arrived for work in the morning, and for the public at New Street Station. Bike mechanics from New Routes Bike Project were on hand to check bikes over and make repairs. One member of staff at Birmingham Children's Hospital had cycled into work for the first time and another had switched to commuting by bike two weeks ago to be more active and save time. Dr Bike sessions are one of the ways Birmingham Children's Hospital is supporting staff with greener, healthier travel choices which forms part of their [Modeshift STARS Travel Plan](#).

"Work is tiring so it's hard to motivate to be active after or before work so being active during my commute is a big motivator. Also, for me it's the quickest way to get to work, quicker than public transport, and it's quite a bit cheaper." -
Alix Toffin, staff member at Birmingham Children's Hospital



Photo Credit: BCC

- **A Guided Ride along the A34 blue cycle route** was led by British Cycling as part of their [Let's Ride scheme](#). This short, easy-going ride took place at lunch time so that staff from nearby workplaces could take part – **17** people joined on the day, including staff from Aston University, Birmingham Children's Hospital and Birmingham City Council. Several riders took the opportunity to hire a [West Midlands Cycle Hire bike](#) for free. Some riders hadn't been on a bike for several years, so the ride enabled them to try out a high-quality cycle route on their doorstep.



Photo Credit: Naresh Sandhu, British Cycling

Modeshift STARS accreditation was awarded to [St Basils](#), an organisation that works with young homeless people in Birmingham, to recognise their efforts to promote greener, healthier travel. Councillor (Cllr) Liz Clements, cabinet member for transport at Birmingham City Council, presented the team with the bronze level award. The [Modeshift STARS scheme](#) is accredited to organisations that encourage their staff and visitors to use more active and sustainable modes of travel, such as walking, cycling, or using the bus, train, or tram.

Cllr Clements said: "Organisations taking part in this scheme are making a real contribution to more sustainable living, reducing air pollution in the city, and supporting our net-zero emissions target. Thank you, St Basils, for your efforts, and I would urge other companies yet to be involved to join. You can make a real difference."



Photo Credit: BCC

For Birmingham schools a Clean Air Superhero competition was launched together with new resources to help young people learn more about air pollution – these are available on the [Brum Breathes website](#). As part of the competition, children designed superheroes with some amazing clean air superpowers! To further support work to promote walking, cycling, or scooting to school, **52** schools across the city have now been fitted with air quality monitors. On Clean Air Day some of the schools shared their monitor readings – all of which were green, which means air pollution levels were low in these areas.

Two new videos about the impacts of air pollution were released on Clean Air Day. The first was shot across three different locations in Birmingham: Winterbourne Garden's, Birmingham Botanical Garden's and Birmingham Wildlife and Conservation Park. The video features three experts in their fields talking through the impacts of air pollution on plants, wildlife, and us, and what we can do to help make a difference. [You can watch the full video on YouTube.](#)

The second video features Birmingham's school children speaking about the importance of clean air through their unique perspective. One child says, "we only get one world, and I think we should make the best of it". [Watch the video to find out what others have to say.](#)

The University of Birmingham (UoB) organised several events to mark Clean Air Day. The sustainability team organised a 'town hall' to present the ways the University is working to meet the challenges of climate change and polluted air. The event was opened by the vice-chancellor and featured a panel discussion with academics, students and professional services staff, and featured research on hydrogen fuels, solar energy, forests in a high-carbon atmosphere and urban air quality. The day finished with a ride of one of the council's e-cargo bikes along the A38 blue cycle route to measure air quality.



Photo Credit: BCC

Edward Shelley, Sustainable Travel Officer at UoB, said "Clean Air Day is an important date in the calendar for us. This year we marked the day by showing how we are rising global challenges, both through in our own operations and our world-leading research. The range of work carried out here always amazes me. It was great to use our e-cargo bike from BCC to further our air quality research, a project that is testament to UoB' s productive links with our city and region."

14 organisations have engaged with Go Ride and **489** participants received Go Ride coaching. There were **337** community activation rides with **12** businesses engaging in workplace activation. **19** businesses have engaged with [Walking Works](#) and **18** businesses have received a communication plan and digital pledge event, through Living Streets.

British Cycling encouraged business engagement through TfWM referrals (via Mott Macdonald). **14** businesses and **21** education establishments actively engaged.

The Birmingham 2022 CWG team developed their 'Keep moving during the Games' advice which encouraged people to carry out their local journeys by walking or cycling. If attending a road event as a non-ticketed spectator, driving and parking nearby was not an option and people were advised to walk to their viewing point. The CWG faced extra difficulties when there was planned rail industrial action, therefore people were recommended to travel locally by foot or bicycle wherever possible.

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

The Department for Transport, as part of the Government's **Gear Change** Strategy, has invested in social prescribing pilot studies around the country.

[The West Midlands Combined Authority](#) received £98,000 by the Department for Transport to develop a plan to deliver a three-year social prescribing pilot across Birmingham, Coventry, Dudley, Sandwell, Solihull, Walsall, and Wolverhampton.

22 GP surgeries have been engaged with as part of the Social Prescribing project (8 of these were during 2022) and to date there have been **98** unique participants attending **134** group walks as a result (led by TAWS). The GP surgeries are part of **9** different Primary Care Networks (PCN), namely Bordesley East PCN, Moseley, Billesley & Yardley Wood, Shard End and Kits Green, Sutton Coldfield Group Practice PCN, Alliance of Sutton Practices PCN, Bournville and Northfield PCN, Washwood Heath PCN. Support offered to those who take part includes cycling, led rides, walking groups and seated exercise.

The Social Prescribing Network celebrated [#SocialPrescribingDay](#) on 10 March 2022.

TAWS: [Bikes on Prescription](#)

145 bikes were given away as part of the project and leading to the launch of Primary Care Pedals, the first bike hub attached a GP Centre.

The aims of the project are:

- To support patients' physical and mental wellbeing via a non-clinical/medical route – social and physical activity
- To reduce the barriers to cycling and active travel that some people face (e.g., financial barriers)
- To get more people across the UK cycling

Damien has anxiety and has struggled with depression and weight gain. His GP told him about how a bike could be beneficial to his wellbeing. He filled out a referral form and couldn't believe it when he found out that the bike would be his own to keep for life. Damien plans to use the bike with his family. Once he feels fitter, he hopes to use it to cycle to work.

“Hopefully it'll put me in the right direction towards being active. I'm on tablets for my health, the doctor said to me “these are the highest possible” so the next change needs to be mental. I want this bike to put me back on the road to feeling normal.”



Photo Credit: The Active Wellbeing Society

Benefits of having a bike on prescription (in addition to improved fitness):

- 94% of recipients said they feel happier/their mood has improved
- 82% of recipients discovered new places on the bike
- 79% of recipients feel more confident
- 64% of recipients feel more connected to their community
- 61% of recipients feel less lonely/isolated
- 48% of recipients made new friends

E-Bikes on Prescription:

This project is aimed at working with people who have a health condition to build confidence and stamina to transition them onto a standard bike.

A total of **9** participants (**7** women and **2** men) participated in the scheme. TAWS held 20-30 minute led ride sessions in a park, around 3-4km distance. **8 of 9** participants self-reported using the e-bike between sessions, either riding on their own or with family.

7 of the 9 participants have requested a standard push bike having had the e-bike on loan for 8 weeks.

1.8. Work with West Midlands Police (WM Police) to educate all road users, including 'Operation Close Pass' for car drivers and 'Exchanging Places' for commercial drivers and cyclists

West Midlands Police continue to carry out 'Operation Close Pass' for car drivers.

There have been **35** Close Pass operations carried out as part of the Active Travel Fund Road Safety package. **32** drivers were stopped; **4** were reported for driving without Due Care and Attention; and **28** were provided with Close Pass education.

In terms of policing, some of the local policing units were able to support education and enforcement around [Car Free School Streets \(CFSS\)](#). The Travel Demand Management Team (TDM) at Birmingham City Council have contacted all the local police teams over the last year to request support on this project. Where workload capacity has allowed, police teams have had an educational presence at Holy Cross Catholic Primary School, Somerville Primary School, Colmore Primary School, Nansen Primary School, St Francis CE Primary School, Alston Primary School, St Dunstan's Catholic Primary School, Court Farm Primary School and Featherstone Primary School. West Midlands Police will be running education/enforcement operations surrounding CFSS throughout 2023.

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

Birmingham City Council has continued to provide educational materials in relation to [20mph](#) and the [Keep Clear](#) (school parking) campaign and to support the [National Police Chiefs' Council](#) campaigns with messaging and social media, particularly around [Road Safety Week](#) (November 2022) and speeding campaigns.

Birmingham City Council, alongside West Midlands Police and West Midlands Fire Service, continues to deliver the partnership speed monitoring initiative through compiling hotspot reports, data analysis, speed indicator device installation and referral for potential enforcement/safety scheme. The City Council is part of the [West Midlands Regional Road Safety Strategic Group](#)

which helps progress the commitments set out in the Regional Road Safety Action Plan. Officers also attend quarterly West Midlands Road Safety Group meetings.

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

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

[Big Birmingham Bikes \(BBB\)](#) is a city council initiative which aims to increase the health and mobility of those who do not have the resources to buy their own bicycles.

The [Active Travel Fund](#) (ATF) Tranche 2 included £250,000 for around 600 further Big Birmingham Bikes to be distributed in 2022. Aligning with a number of the ATF infrastructure schemes, and the expansion of the GP social prescribing pilot across Birmingham and the Black Country, this prioritised **10** of the most deprived wards in the city as part of a partnership project with the Birmingham Public Health team and Bloomberg Philanthropies to promote more active lifestyles.

In 2022, **473** bikes were given away, plus an additional **300** bikes were given away as part of TAWS, TfWM Lot 5 delivery across **7** Local Authority areas.

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

A working partnership exists between Cycling Projects, an accessible cycling charity, and Sustrans.

In 2022, Sustrans, [National Express West Midlands](#) and [Midland Mencap](#) worked together to organise a day where they explored the relationship between tricycles and buses. This is part of a mission to help expand multi-modal opportunities for disabled people.

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

- The Active Wellbeing Society (TAWS) has purchased **9** E-Bikes for their 'cycling on prescription' scheme. See paragraph 1.7.
- E-Bike Brum, based in Erdington received **6** E-Bikes which have been leased to people in deprived areas of the city, who otherwise would not have access to cycling.
- Midland Mencap have benefitted from **4** adapted E-Bikes to expand their city-wide park ride cycling provision for disabled users and their families.
- Some of the funding has been used to provide **16** E-Bikes to the West Midlands Cycle Hire (WMCH) scheme in Birmingham. The WMCH scheme E-Bikes have been very popular and well used in the Birmingham area.

British Cycling West Midlands supported the [Limb Power Games 2022](#) at Stoke Mandeville Stadium in July. The games are for children who are missing one or more limbs and are looking to try out a range of sports and activities. Many of the children who attended the games are recovering from injury. British Cycling supplied a variety of adapted bikes for the children to try out and see which bike worked best for them during a very busy day of cycling.

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

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

The Active Wellbeing Society loaned **1,646** bikes from their Wellbeing Centres. British Cycling attended the WMCH 1-year anniversary event in Birmingham City Centre on Thursday 10 March 2022. To further celebrate one year of the scheme, customers were offered 50% off 100-minute bundles for one week.

West Midlands Cycle Hire

West Midlands Cycle Hire (WMCH) went live in March 2021. WMCH offers the hire of regular pedal bikes, as well as E-bikes.



Photo Credit: Transport for West Midlands

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

No Bike Banks were delivered in 2022.

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

Workplaces in Birmingham are encouraged to register (for free) with the Modeshift STARS travel planning and accreditation scheme. Support is provided by BCC's Travel Demand Management Team so that workplaces can identify an appropriate package of measures to promote active travel and sustainable travel as part of their Travel Plan. This can include participation in the

government's Cycle to Work Scheme, salary sacrifice schemes for public transport and corporate bike loan schemes. West Midlands Cycle Hire, which includes E-bikes, offer a corporate package, and Early Bird offer which is regularly promoted.

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

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

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

2.6. Signpost bike recycling projects

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

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

E-scooter hire trial:

The West Midlands [e-scooter hire trial](#) continued throughout 2022 in Birmingham

E-cargo bike pilot

The e-cargo bike pilot was completed in December 2022, with 10 local businesses and organisations (including BIDs, the University of Birmingham, and The Active Wellbeing Society (TAWS) benefitting from a free e-cargo bike and/or trike, free maintenance, and free training to use it. 6 e-cargo vehicles were lent to the CWG team during the games period to replace car/van trips across and within the different sites.

TAWS have two cargo trikes and two E-cargo bikes. These are out on loan with; Oasis Foundry – food bank collections/deliveries, Incredible surplus – food bank collections/deliveries, Highfield Hall – events and activities run by Highfield Hall, AS – Suffa – soup kitchen runs in Birmingham City Centre. Between February 2022 and 2023, the TAWS bikes have covered approximately 340 miles.



Photo Credit: Birmingham City Council

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

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

[Community Speedwatch](#) continues to grow in the West Midlands, with activity being coordinated between neighbourhood policing teams and active citizens within the community.

The [Street Watch](#) programme has been running successfully for some years and, similar to Neighbourhood Watch, involves members of the public volunteering to support police with community observations. Street Watch members also take part, at least once a month, in street patrols with the local policing team as well as Community Speed Watch events including litter picks etc.

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

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

Each year, BCC publishes a forward plan for future investment in transport. On 22 March 2022, Cabinet approved the [Annual Programme Update to the Transport and Highways Capital Programme](#) (THCP) (total estimated capital cost of £331.203m). The THCP supports the delivery of the City Council's key policies and priorities, facilitating streamlined and efficient delivery. The update included the approval to allocate £6.225m Local Network Improvement Plan (LNIP) funding for 2022/23 available through the WMCA devolved transport grant process.

The THCP also approved the acceptance of the £2.25m Active Travel Fund Tranche 3 grant via the WMCA. This funding is allocated to three projects; [Places for People](#) £0.250m, Bradford Street cycle route £1.500m and Selly Oak centre cycle route £0.500m.

As part of the November 2020 spending review, it was announced that there was to be a change to how local transport funding is allocated. Over £2.5bn was confirmed for eight city regions across England from 2022-23, as part of the government's commitment of £4.2bn for five-years, consolidated intracity transport settlements. It was also announced that the Transforming Cities Fund (TCF), Integrated Transport Block (ITB) and Highway Maintenance Grants (HMG) would no longer exist from April 2022.

City Regional Sustainable Transport Settlement (CRSTS) is a five-year capital settlement to enable the region to achieve the Government's ambitions in terms of transport investment, carbon reduction, economic growth and levelling up. The activities previously funded by TCF, ITB and HMG will now be provisioned under CRSTS. In September 2021, WMCA submitted a bid of £1.73bn and in November 2021 they were awarded £1.050bn.

4.2. Request developer contributions and seek business sponsorship

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

Objective 2: develop a great city for walking and cycling

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

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

Cycling Audits: Sustrans continue to conduct audits of the National Cycle Network (NCN), identifying its physical barriers. In 2022, they carried out an audit of the area surrounding the canal as part of the Smethwick to Birmingham Corridor Improvement Project.

Walking Audits: Living Streets and Sustrans provide a range of resources to assist with street audits.

Birmingham City Council have been undertaking a refresh of the current Local Walking and Cycling Infrastructure Plan (LCWIP). The refresh will include a review of the content and context of the current LCWIP and assess if any central government policies and strategies need incorporating.

West Midlands Stations Alliance is developing a series of prospectuses for every station on the network. The ['Stations as Places' programme](#) includes an audit of facilities and access to station.

British Cycling coaches have carried out audits and inventories on equipment held within the various storage units. Internal audits may also have been carried out at their [Places to Ride](#) units e.g. Babbs Mill, Tudor Grange and Elmdon Park in Solihull.

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

The reduction in speeds remains a priority for Birmingham. The full results of the 20mph pilot scheme are now available in the ['20mph speed limits – Three-year Monitoring Report'](#), Birmingham City Council have started on the preliminary work for 'area B3', which covers North Edgbaston, the Soho Road, Handsworth and Lozells. Consultation with stakeholders is due to take place in early 2023, and implementation (subject to funds becoming available) in 2024.



Photo Credit: Birmingham City Council

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

Places for People

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

Bournville – In 2020 to 2021 two modal filters were implemented on Oak Tree Lane and Franklin Road and the Experimental Traffic Regulation Orders were made permanent on 11 April 2022. The next stage of the project is currently under development and consultation is expected to take place in Spring/Summer 2023.

Kings Heath & Moseley – In 2020, modal filters were introduced on Highbury Road, Silver Street, Bank Street, Grange Road, Station Road, School Road, Cambridge Road, Poplar Road, All Saints Road, Hazelhurst Road and Colmore Road. The scheme also involved the pedestrianisation of a short section of York Road between Waterloo Road and the High Street. The TRO for these measures were made permanent on 11 April 2022. The second phase of the project seeks to extend the scheme to the east of the High Street. This was [approved by Cabinet](#) on 17 January 2023.

Car-Free School Streets (CFSS)

Since September 2019, roads outside selected schools in Birmingham have been closed to traffic at the start and end of the school day as part of BCC's [CFSS initiative](#). This has been delivered at 17 schools to date in three phases, with another phase of a further 5 schools planned for September 2023.

This initiative has received positive feedback from schools, parents, and residents. However, there have been some issues with its implementation, especially around achieving compliance, and this is something BCC, alongside partners, are working hard to address. A relaunch is currently underway which includes a communication toolkit for schools, the launch of a volunteer steward scheme, and further engagement with West Midlands Police around enforcement.

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

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

The TAWS bikes team supported 3 of the CFSS opening events including Brownmead Academy, Colmore Primary School, and St Dunstan's Catholic Primary School. TAWS continues to offer '[Active Streets](#)' packages, which enable one-day road closures of local roads linked to community activities. In 2022, 102 street/car park closures took place.

City Centre Segments

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

The scheme started out of the Emergency Active Travel Fund in 2020. Works on Upper Dean Street were completed in July 2022 and included the installation of a bus gate eastbound of Upper Dean Street (from Pershore Street to Moat Lane) and a prohibition of motor vehicles except buses and taxis (westbound).

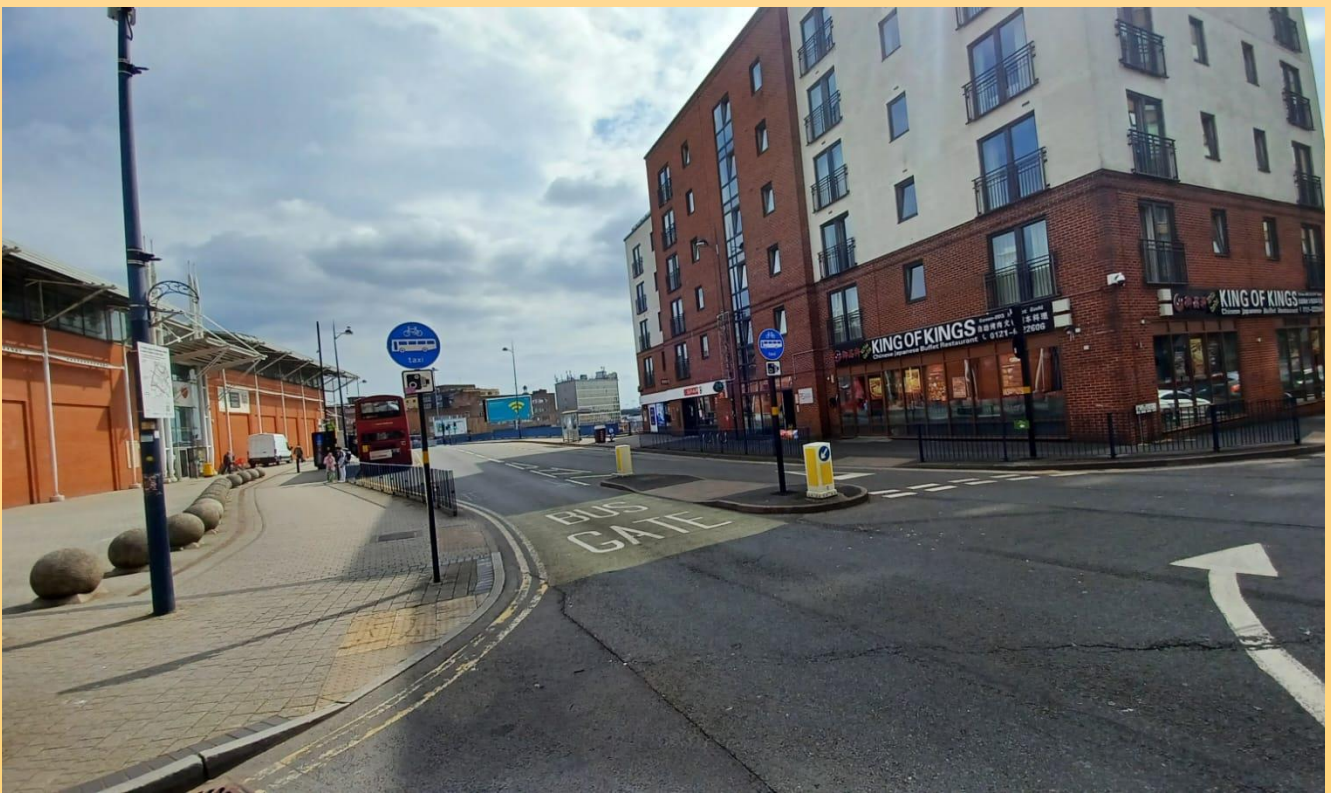


Photo Credit: Birmingham City Council

5.4. Prioritise new infrastructure at locations with; safety concerns and clusters of collisions with pedestrian/ cyclist casualties, inadequate facilities and poor connections to key destinations and open spaces, poor air quality and high levels of cycling and/or walking demand (existing and potential)

Birmingham's LCWIP has been undergoing a refresh in 2022. The LCWIP includes proposed route improvements for cycling/walking designed to connect with new and upgraded public transport facilities and services. The aim of the proposed schemes is to link areas, that are not well connected, or lack specific infrastructure, to the wider network and identify where there are gaps which are restricting sustainable travel.

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

The LCWIP consultation identified four key prioritisation criteria:

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

Prioritising Road Safety

Roads with at least nine collisions per kilometre over a three-year period, particularly those with large numbers of pedestrian and cycle casualties, are prioritised for investigation for local safety schemes (LSS). In 2022/23 the following roads are included in the LSS programme:

- Pershore Road (BournBrook and Selly Park)
- Washwood Heath Road (Small Heath)
- Coventry Road (Small Heath and Bordesley Green)

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

Prioritising locations that lack existing walking and cycling facilities

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

The Transforming Cities Fund is also being used to develop and deliver several cycling and walking schemes, including some of the regional cycle routes (A453, A45), and smaller-scale Better Streets projects identified by individuals and community groups.

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

Pop-up cycle lanes

The Active Travel Fund enabled sections of proposed regional cycle routes (or missing links in the network) to be brought forward during 2020 and 2021 as pop-up cycle lanes. Some of these were made permanent in 2022, after reviewing feedback from a public consultation.

ATF pop-up cycle lanes:

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

- Selly Oak Local Centre – ATF3 funding confirmed. Delivery in 2024.

Regional Cycle Routes (WM and Birmingham LCWIP):

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

Prioritising areas with poor air quality

The city centre remains a priority for measures to improve air quality through reduction both in traffic volumes and the number of polluting vehicles.

The introduction of the city centre segments (Active Travel Fund) has helped to reduce traffic impacts on many streets and provided safer and less polluted routes for walking and cycling.

Bus lanes are proposed as part of the [Cross-City Bus](#) Package 4 led by TfWM through the CRSTS programme for delivery by 2027.

5.5. Focus on high quality design including step-free, barrier-free accessible walking routes. Pedestrian priority and mobility assessments will be integral to the design of new residential areas, low traffic neighbourhoods and car-free school streets

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

Walking improvements and accessibility schemes during 2022 have ranged from temporary footway widening (see 5.4) to major public realm schemes in the city centre.

Designs are underway for new public spaces in the city centre, and Curzon. Construction is underway for projects in [Digbeth](#) and [Southside](#). Major projects (incorporating various pedestrian improvements) have been completed in the [Snow Hill](#) and [Perry Barr](#) areas.

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

5.6. Focus on high quality design including protected infrastructure for cycling (two-way segregated cycle tracks) on main corridors. On-road advisory cycle routes will form part of the local cycling network, but will require clear and consistent direction signing, slow speeds, low traffic levels and junction improvements. Training on the West Midlands Cycle Design Guidance and inclusive cycling requirements is provided for engineers, planners, councillors and stakeholders

The publication of [Local Transport Note 1/20 Cycle Infrastructure Design](#) by the Department for Transport in July 2020 was a major step forward in design standards and this was reinforced in [Gear Change](#), the Government's new vision for cycling and walking. Both documents set an expectation of higher quality design, for all highway and government funded projects. The new national body [Active Travel England](#) was established in 2022 and their overall objective is to enable achievement of the Gear Change vision as explained at the start of this report.

Sustrans has written an options appraisal for the section of NCN5 through Birmingham City Centre, whereby they looked at alternatives for the route, best practice, and design. In addition to this, they have joined the Birmingham Cycle Stakeholders group to continue to ensure top quality infrastructure is designed.

TfWM has now published the [West Midlands Cycle Design Guidance](#) to align with LTN 1/20, and to work with local authorities to provide further training. Training on LTN 1/20 has been provided to BCC officers.

In Birmingham, the [Pershore Road/Priory Road pedestrian and cycle safety measures scheme](#) is nearing the end of construction. This scheme seeks to address the safety concerns raised about the Pershore Road/Priory Road junction by implementing controlled pedestrian and cyclist crossing facilities on all four arms of that crossroads. The scope of the scheme has been extended to also include creation of a new segregated cycleway between the Birmingham Cycle Revolution (BCR) scheme on A38 Bristol Road, along Priory Road and Edgbaston Road to Cannon Hill Park. This will become part of the realigned National Cycle Network (NCN5) between Cannon Hill Park and the city centre. As of July 2022, most of the scheme has been delivered and the final adjustments are being made.

The A34 ([Perry Barr highway improvements](#)), were completed in 2022 in time for the CWG. This included improvement to the highways, enhanced bus routes and the new Perry Barr railway station.

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

A signage strategy has been developed by TfWM in collaboration with Local Authorities. It is titled 'A Common Approach to Cycling: Wayfinding and Signage for Cycling and Walking across the West Midlands'. Its purpose is to ensure cycling and walking signage across the West Midlands is consistent, fit for purpose and encourages long-term behaviour change.

Sustrans has committed to substantially improving the National Cycle Network by 2040, including amending signage on all sections that are being removed and reclassified (R&R). The NCN5 reroute will be resigned once the Priory Road section has been fully completed

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

River Cole Trail

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

Edgbaston Reservoir

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

Glebe Farm Project

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

Modern Road Project

The Landscape Practice Group has produced a design for the creation of a new route from Morden Road, over the bridge to the existing River Cole Walking and Cycling Route near Bordesley Green East. The project doesn't yet have the required funding to go ahead.

Tame Valley, Bromford

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

Balsall Heath Town Square

The Landscape Practice Group completed a small scheme in Balsall Heath Town Square in 2022. They installed new benches, cycle parking and metal trip rail, as well as planted new trees and shrubs outside the public library.



Photo Credit: Birmingham City Council, Parks Department

Sustrans Portrait Benches

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

Throughout 2022 Sustrans installed new Portrait Benches on the NCN, with funding from the Department for Transport. The public were asked to nominate who, in the last 70 years (alive or passed), they thought the inspiring benches should represent. These could be pillars of the community, famous individuals and influential role models. The [installations in Birmingham](#) are of Sir Lenny Henry, Jane Sixsmith and Ellie Simmonds.

5.9. Ensure that highway improvements and local safety schemes apply the principles of Transport Space Allocation and Healthy Streets and that all Road Safety Audits and Equality Audits consider measures to encourage walking and cycling for people of all ages and abilities

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

5.10. Provide forward plans for infrastructure (Local Cycling and Walking Infrastructure Plan and Rights of Way Improvement Plan) and review these regularly, to reflect changes in policy and respond to the growth of the city and new funding opportunities

The Birmingham Local Cycling and Walking Infrastructure Plan was adopted alongside the Walking and Cycling Strategy in January 2020. In 2022, BCC has been undertaking a refresh of the LCWIP in 2022/23. The refresh will include a review of the content and context of the current LCWIP and assess if any central government policies and strategies need incorporating. An update on schemes is provided in Appendix 1.

West Midlands LCWIP was updated in 2021, to provide 1,4,10-year pipeline of schemes to DfT in the Active Travel Fund Capital 2021-22 Bid. With the investment in active travel infrastructure the time was right to move from phase to timed delivery of schemes, although recognising longer schemes still need to be delivered in sections or phases.

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

6.1. Reduce air pollution from motor traffic through introduction of car-free school streets, city centre Clean Air Zone and other measures to manage traffic and reduce car dependency (including bus priority, signalling upgrades, parking restrictions, workplace parking management, active travel promotions)

The [Clean Air Zone](#) went live on 1 June 2021.

A citywide Workplace Parking Levy remains a priority for the council, and resources have been allocated to progress business case development in 2023/24.

Please see section 5.3 for details of the Car Free School Streets programme and Places for People.

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

20mph zones are enforced by West Midlands Police (WM Police) neighbourhood policing colleagues. 20mph zones are promoted to residents of 20mph roads, and they are encouraged to set up speedwatch initiatives alongside the police to develop an evidence base to support further enforcement activity.

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

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

In terms of Community Speed Watch, the majority of Local Policing Units (LPU) have been trained to deliver this. The Birmingham Road Safety Partnership has helped provide equipment. The LPU's tend to tie Community Speed Watch into any established Street Watch groups.

6.3. Reduce pavement parking through wider enforcement and verge protection measures and reduce parking pressures and conflicts around schools, hospitals, public transport hubs and local centres with greater parking controls, introduction of low traffic neighbourhoods and implementation of car-free school streets and 'park and stride' sites

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

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

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

Work with schools also continued during 2022 to manage parent parking issues (see 1.1).

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

During 2022 Birmingham City Council continued to introduce physical measures where necessary, to protect verges and reduce pavement parking, including high kerbs, bollards, and railings.

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

2022 saw high levels of disruption with the lead up to and hosting of the Birmingham 2022 CWG. The [Get Set for The Games](#) campaign was integral to the planning of travel for the CWG. One of the key messages was to avoid the increased traffic by walking and cycling – West Midlands Cycle Hire put on a promotion for the duration of the Games where they offered 2 x 30 minutes free rides to everyone in the West Midlands from 27 July 2022 to 8 August 2022. Many roads were closed and diversions were in place for road events, however the team were able to ensure everyone that may be affected was aware of the disruption.

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

The [Perry Barr Regeneration Programme](#) included a dedicated budget for a Travel Demand Management (TDM) campaign and officers working within both BCC and TfWM for two years, from 2020. This enabled a deepening of business engagement and tailoring of multi-modal travel choices to large trip generators as well as engagement with schools and community groups. The [transport improvements](#) are now largely complete.

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

Midland Metro and Birmingham City Council and are working with Sustrans on a permanent realignment of NCN Route 5, as well as alternative routes for cyclists between Five Ways and the city centre.

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

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

Highway inspections and repairs are undertaken in accordance with BCC's Safety Inspection Strategy. Kier manage the [highways maintenance contract](#) which covers the city's traffic operations, planned and reactive maintenance, inspections and winter servicing.

Street cleaning is managed by BCC's Fleet and Waste Management team.

7.2. **Provide clear information on how to report faults**

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

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

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

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

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

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

8. Cycle Parking

8.1. **Continue to provide new stands and shelters (in high footfall locations or with CCTV surveillance) within the public realm and on the highway and provide advice on funding and design for cycle parking on private land**

Large numbers of cycle stands in public spaces were installed as part of the Birmingham Cycle Revolution programme. Further locations are now being investigated as part of Active Travel Fund Tranche 2; a public consultation was held in 2022.

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

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

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

9.1. Request walking and cycling provision within developments (including trip-end facilities such as showers and changing rooms), developer contributions towards wider infrastructure and effective Travel Plans to promote and monitor active travel

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

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

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

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

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

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

- [Natural Rivers and Green Corridors project](#) (a partnership project led by BCC and involving the Environment Agency and Birmingham and Black Country Wildlife Trust, part funded by the European Regional Development Fund) - April 2023
- [City of Nature Pilot Project](#) – completed March 2023
- [Smethwick to Birmingham Corridor](#) - ongoing

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

- Senneleys Park – deculverting of a section of Stonehouse Brook to create a new section of open watercourse. Also enhancing plantation woodlands by planting woodland ground flora plants and sowing woodland wildflower seed.

- Woodgate Valley Country Park – delivery of a range of habitat interventions including enhancing plantation woodlands by undertaking thinning/coppicing, planting woodland ground flora plants, and sowing woodland wildflower seed; planting marginal planting along the Bourn Brook; creating two wetland scrapes and undertaking associated marginal planting.
- BournBrook Walkway – enhancing previously thinned woodland sections by planting woodland ground flora plants, sowing woodland wildflower seed and planting “missing” tree and shrub species to enhance species diversity and provide habitat resources for butterflies, moths, and other pollinators.
- Manor Farm Park – thinning/coppicing in the Millennium Wood plantation and the lakeside woodland; grassland enhancement – hay strewing in areas of meadow and species-poor grassland with green hay from a local, species-rich grassland (Castle Vale Meadow)
- Ten Acres – removal of Dogpool Lane weir on the River Rea
- Along Public Open Space sections of the River Rea corridor, from Northfield (Mill Lane) through to Stirchley (Zoo Drive, southern end of Cannon Hill Park) – woodland/tree management works, including pollarding, crown raising, coppicing and thinning, to enhance habitat diversity – creating more varied habitats along the watercourse corridor
- Callow Brook corridor in Rubery – woodland/tree management works, including coppicing and thinning to restore the ancient semi-natural woodland habitat and enhance habitat diversity along the watercourse corridor
- Merritt’s Brook (Ley Hill Park and Meadow Brook Public Open Spaces) and Griffin’s Brook (Merritt’s Brook Greenway/Cob Lane Public Open Spaces) – woodland/tree management works, including pollarding, crown raising, coppicing and thinning, enhancing habitat diversity – creating more varied habitats along the watercourse corridor. Grassland enhancement has also been carried out at Ley Hill Park and Meadow Brook Public Open Space – hay strewing in areas of meadow and species-poor grassland with green hay from a local, species-rich grassland (Castle Vale Meadow)

9.4. Ensure that new developments are accessible on foot and by bike from a range of local facilities, and apply the principles of Active Design (Sport England)

Planning officers continue to request walking and cycling improvements as part of new developments (see also 4.2).

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

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

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

'Cycle Pod' Storage at Birmingham New Street Station

[New, secure cycle storage](#) was introduced at Birmingham New Street for city centre commuters to store their bikes and interchange from cycle to train.

It has spaces for 46 bicycles and one accessible space which can hold an adapted cycle.



Photo Credit: Birmingham City Council

10.2. Provide step-free access at public transport interchanges

Perry Barr Railway Station

The new [Perry Barr Station](#) reopened on 29 May 2022.

New facilities include a ticket office, accessible toilet, and baby change facilities as well as lifts and stairs to the platform. Ticket machines are available, and to aid people with mobility issues, floors have been marked with clear tactile paving across the station and platforms. Over 20 cycle parking spaces have been installed as well as greenery, bins, and benches.

The project supported the [Perry Barr regeneration programme](#) and BCC's ambitions for a greener future by providing a realistic alternative to travelling by car.



Photo Credit: Transport for West Midlands

Camp Hill Line Stations

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

Work is progressing on all three stations (Kings Heath, Moseley Village and Pineapple Road) and the targeted opening date is the end of 2023.



Photo Credit: West Midlands Combined Authority

University Station

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



Photo Credit: West Midlands Combined Authority

10.3. Connect walking and cycling routes to key bus and Metro stops and railway stations and use major public transport projects as exemplars for facilitating multi-modal travel

Walking and cycling connections that are currently being planned or under construction near public transport interchanges include:

- HS2 Readiness

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

- Midland Metro - Eastside extension to Digbeth
- HS2 – various interfaces along the route including Park Hall, Bromford Lane/ Washwood Heath depot, Aston Bridge viaduct, Saltley viaduct and the Curzon Station area
- Railway station upgrades at university and new rail stations at Moseley, Kings Heath and Hazelwell.
- [Cross City Bus](#)
- [Sprint Bus Priority Corridor](#)

The [West Midlands Metro Extension](#) to Edgbaston Village opened to passengers on Sunday 17 July 2022. This takes the line along Broad Street to Hagley Road adding three stops along the way. Mitigation measures for cyclists are in development.

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

Additional bike spaces and accessible toilets are on the [new trains](#) starting to arrive on the railway network.

Objective 3: inspire walking and cycling

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

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

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

British Cycling have an ongoing programme of Go Ride and work with selected schools to give all pupils the opportunity to learn to ride a bike confidently and safely, improving their ability and skills through a series of progressive fun activities with an element of competition at the end of the series of sessions. Their [Ready-Set-Ride](#) coaching is aimed at younger pupils from Reception and Year 1 with the use of balance bikes and small pedal bikes and it gives each pupil the opportunity to learn to balance and pedal with a series of fun activities both on and off the bike.

Living Streets co-ordinate the annual Walk to School week, which took place in May 2022, and they support **77** schools in Birmingham through the national Walk to School outreach programme and [WOW](#) project (see 1.1).

11.2. Share information and opportunities through Birmingham Connected Business Travel Network and Business Improvement Districts and develop a culture of walking and cycling at workplaces with Birmingham City Council leading by example

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

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

The [Big Walk and Wheel](#) took place in March 2022, and [Walk to School Week](#) in May 2022.

Sustrans have supported the City Hospital through setting up Dr Bike sessions and assisting with personalised travel planning for staff.

Schools have continued to take part in the Living Streets walk to school challenge: [WOW](#).

Walking Works March 2022 – Living Streets

The Walking Works project aims to embed a culture of walking into workplaces. It seeks to raise awareness and motivate staff to increase walking levels and incorporate more walking into their daily routines.

Living Streets track staff engagement and assess the impact of each intervention to ensure maximum output and benefit. The benefits include boosting morale and job satisfaction, improve staff performance, promote physical and mental health, reduce absenteeism, enhance corporate image and return on investment – a highly engaged workforce can improve operating income.

Support offered by Living Streets:

- Support companies with their internal comms
- Running face to face Pledge Events where staff pledge to change their walking habits for the better
- Walk Champion Training (30–45-minute session) – provides in house walk ambassadors. Walk Champions encourage colleagues to walk in and around the working day, whether that's to and from the office or while working from home
- Walking maps – provide route suggestions and are custom-made, printed walking maps to encourage staff to walk more in and around the working day. Unique content is developed with workplaces at the heart of a map.
- Workplace street audits identify issues that encourage or discourage everyday walking and suggests practical solutions to overcome barriers to walking

Living Streets partnered with the West Midlands Combined Authority to deliver Walking Works which ran from 1 April 2021 to 31 March 2022.

Successes:

- **8** workplaces recruited to take up the intensive offer of Walking Works and **1** for light touch activities.
- A total of **309** staff members engaged in pledges
- **97%** of walking pledges were met
- **37** staff members have been trained as Walk Champions
- Pledge events delivered in various workplaces including HMRC, Birmingham Royal Orthopaedic Hospital and South and City College.
- After interventions staff members walked for 52 minutes or more a day – up from 47.6 minutes

Challenges:

- Many workplaces delayed the Walking Works face to face interventions until January and February 2022 due to capacity issues related to sickness
- Covid restrictions delayed project delivery significantly between December 2021 and January 2022
- Face to face pledge events tended to be set up in low footfall areas in organisations to minimise covid infection risk
- Events took place when limited numbers of staff were returning to work

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

12.1 Listen and respond to views and ideas on walking and cycling. This includes meetings and site visits with stakeholders (such as the Birmingham Climate Taskforce, Local Access Forum, Cycle Stakeholders Group and disability groups), informal discussions and wider public engagement

Engagement with local communities throughout 2022 has been a mix of face-to-face contact but also continuing to make use of online platforms, in addition to direct contact via email and telephone.

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

- Cycling Stakeholders Group: April, September, and December (via Teams)
- Creating a Physically Active Forum – hosted by BCC’s Public Health team

The Cycle Stakeholders group is made up of invited stakeholders such as TfWM, Sustrans, TAWS, Cycling UK, C&RT, Women & Children’s Hospital, EcoBirmingham, Midland Mencap, Cycling projects local campaign groups (Push Bikes, Better Streets for Birmingham, 20s plenty)

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

TfWM have been relaying their cycling offer more robustly when providing communications as part of their public transport offer. For example, during the Birmingham 2022 CWG spectators were provided with information on how to cycle to the Games.

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

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

Key campaigns and awareness days/ weeks in 2022 have included:

National

- [Big Bike Revival](#) (see 1.5 and 2.6) – Cycling UK
- [Let’s Ride Through Winter](#) January and February 2022 - British Cycling
- [National Walking Month](#) – May – Living Streets
- [Cycle to School Week](#) – 3 – 7 October - Sustrans and the Bikeability Trust
- [Stay Kind, Slow Down](#) – Canal and River Trust
- [Walk To School Week](#) – 16 – 20th May - Living Streets.
- [Clean Air Day](#) – 16 June.

- [Road Safety Week](#)- 14 – 20 November – Brake (the road safety charity).
- [Big Walk and Wheel](#) - 21 March - 1 April 2022 - Sustrans
- International Women’s Day – 8 March 2022 – Sustrans social media campaign
- [Ride & Shine](#) – 2 August – 11 September – British Cycling

Regional

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

Local

- Free cycle hire for all part of wide ranging [transport plan for the Birmingham 2022 Commonwealth Games](#)

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

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

At the time of writing this report the @bhamconnected twitter account has **4,345** followers, and the Facebook account has **1,200** followers. Posts about walking and cycling events/activities are shared weekly, including promotion of the West Midlands Cycle Hire scheme, Cycle Confident sessions, organised led rides and bike maintenance sessions. Social media posts from partner organisation such as TfWM, Living Streets, and The Active Wellbeing Society are also regularly amplified from the accounts. The Connected Bulletin newsletter is another platform for sharing key walking and cycling information. New bulletins are released monthly and go out to 14,594 people/organisations at the time of writing this report.

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

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

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

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

Sustrans regularly share information, news and events on their regional social media platforms.

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

Birmingham City Council is continuing to look at opportunities to make mapping information more accessible online, possibly in partnership with public health and Canal and River Trust.

British Cycling currently provide information on [40+ risk-assessed routes](#) in the Birmingham area.

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

12.5 Provide multi-modal travel information

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

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

Birmingham Bicycle Mayor: Chris Coyle

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

[Chris Coyle](#) took on the role as Bicycle Mayor for Birmingham in 2020. His aims for his two-year post include:

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



Photo Credit: Chris Coyle

West Midlands Walking and Cycling Commissioner

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

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



Photo credit: West Midlands Combined Authority

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

13.1 Promote a city-wide walking programme

Organisations such as [TAWS](#), [Birmingham Open Spaces Forum](#) and [Good Gym](#) continue to organise walking (and running) events whenever possible.

TAWS delivered **1,161** running and walking activities throughout 2022 with **6,227** attendances.

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

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

Sustrans have released a [Walking for Everyone report](#) with Living Streets and Arup to create a guide to support people in local government, the transport sector and spatial planning, to make walking and wheeling a more inclusive activity.

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

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

TAWS delivered **230** cycling activities throughout 2022 with **2,372** attendances.

The [Let's Ride \(British Cycling\) programme](#) caters to those of all abilities. In addition to this, British Cycling (BC) have a Community Developer and Community Coach who attend various events throughout the year. BC regularly take a van full of bikes to festivals and community events so young people can use their fleet of balance and pedal bikes to tackle a skills course. Events that BC attended throughout 2022 include:

- [Sportsfest](#)
- [Community Games](#)
- Heath Town Park Sports Day
- Shine-a-Light Festival
- [This is My City Festival](#)
- [The Commonwealth Games](#)

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

Guided Rides

In mid-June, staff from Birmingham Children's Hospital joined a guided ride in celebration of National Clean Air Day. The group were mainly on West Midlands hire bikes and rode along the A34 Cycle Superhighway in Birmingham towards Perry Barr.



Photo Credit: Naresh Sandhu, British Cycling

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

British Cycling have provided some statistics for the West Midlands regarding their volunteers. Their statistics cover guided rides and '[Breeze](#)' which is the biggest programme ever to get more

women into riding bikes for fun. The table below shows the number of volunteers at Breeze and Guided Rides:

	Total Volunteers (including those not running rides)	Active Volunteers organizing rides
Breeze	122	98
Guided Rides	135	84

The following table displays the participation levels for 2022:

	Breeze	Guided Rides	Community Groups	Total
January	108	76	0	184
February	100	39	29	168
March	198	154	48	400
April	211	160	102	473
May	193	189	107	489
June	226	227	174	627
July	184	154	197	535
August	140	139	183	462
September	110	147	218	475
October	166	131	157	454
November	127	134	86	347
December	2	9	8	19
Total	1765	1559	1309	4633

In the West Midlands, activity peaked in June with a total of **627** rides in the region. Ride leader courses are looking to be held in Birmingham in 2023 and British Cycling are piloting a new routes project in the West Midlands. It will focus on getting more people riding together from under-represented communities.

13.4 Provide opportunities for local people to watch or compete in cycle sports in Birmingham – including closed road races, triathlon, cyclocross and BMX - and use major events such as Commonwealth Games to inspire participation and train volunteers

During 2022, competition events took place at [Birmingham BMX Club](#) and at [Birmingham Monarchs Cycle Speedway Club](#).

In 2022, we saw the Commonwealth Games. Cycling events were held on:

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

BCC and TfWM launched the [Cycling for Everyone](#) project in June 2022, which is part of the [United by Birmingham 2022 community legacy programme](#). The project is targeted at communities

in some of the region's most deprived areas and, alongside new infrastructure, helps them get on their bikes and cycle more often.

Cycling at the CWG

British Cycling supported the CWG through a variety of events around the West Midlands. At Warwick and Wolverhampton, they had a ready-set-ride inflatable so children could ride around the courses. At Cannock Chase they utilised the pedal and play area to give young people the opportunity to hone their mountain biking skills. Riders were given the option of being timed on the course with details of their fastest laps being displayed on our leader board. Also, to mark the opening of the Games they led a Guided Ride from the city centre towards Alexander Stadium.



Photo Credit: Naresh Sandhu, British Cycling



Photo Credit: Naresh Sandhu, British Cycling

With the excitement of the CWG British Cycling also launched a summer activation campaign called '[Ride and Shine](#)'.

The [National Road Series and National Circuit series](#) were back in 2022.

TAWS carried out **70** events supporting the CWG with **6,490** attendances.

The following map displays the locations of these events:

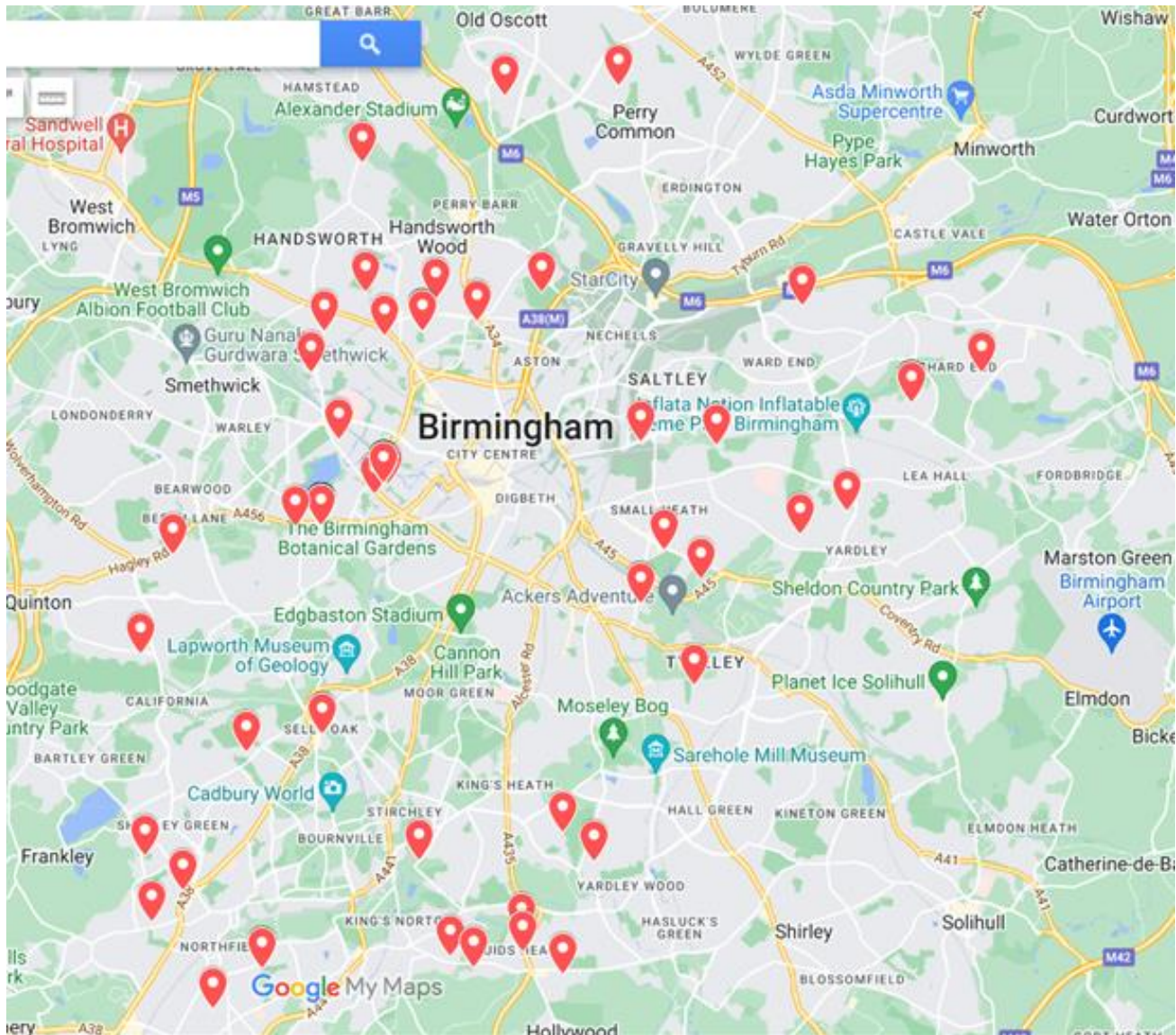


Photo Credit: The Active Wellbeing Society

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

TAWS continues to offer '[Active Streets](#)' packages, which enable one-day road closures of local roads linked to community activities. Throughout 2022 they carried out **87** closures with **6,858** attendances.

Her Late Majesty the Queen's Platinum Jubilee was in February 2022 and communities were able to apply through Birmingham City Council for a street closure. The same application can be made in 2023 for [The King's Coronation](#).

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

14.1 Investigate sites with clusters of pedestrian and cyclist casualties

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

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

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

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

14.2 Explore new ways to measure people rather than cars and continue data collection from: automatic cycle counters (to be requested in new developments and routes), user surveys, 'Bike Life' questionnaires, biannual cordon counts and cycle parking surveys

Every year, Birmingham City Council and partners collect a huge amount of data (including counts, surveys, and feedback) and 2022 has been no exception.

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

There have been 21 new cycle counters installed to increase data collection.

The Walking and Cycling Index 2021 (formerly Bike Life) has now been published.

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

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

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

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

14.4 Analyse data from the Big Birmingham Bikes project and apps

TAWS maintain records of all bike giveaways and undertake analysis of demographic and other data. **473** bikes were given away in 2022.

- 40% were female
- 95% from BME communities
- 3% were 5yrs or younger
- 35% were 6-15yrs
- 61% were 16-69yrs
- 1% were 70+

BCC is planning a further round of Big Birmingham Bikes in 2023.

14.5 Publish regular monitoring reports and case studies

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

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

Conclusion

This report highlights some of the key achievements from 2022 and demonstrates that good progress has been made to realise the objectives (enable, develop and inspire walking and cycling) and deliver the actions in the Walking and Cycling Strategy.

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

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

Thanks to:

 **Birmingham**
City Council **BIRMINGHAM**
CONNECTED
MOVING OUR CITY FORWARD

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



Photo Credits: Birmingham City Council

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

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

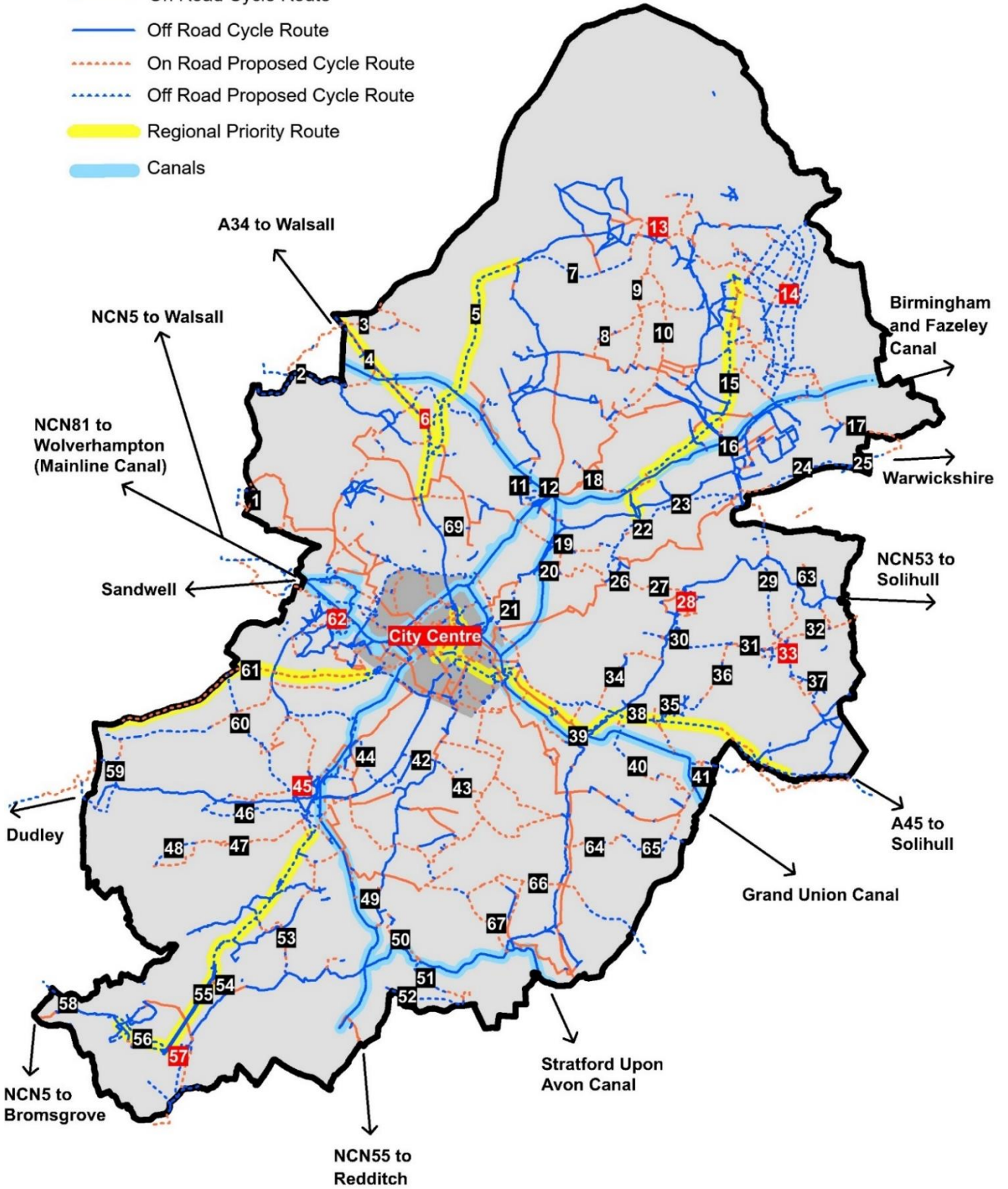
All schemes are listed in the tables with updates on progress during 2022, as well as RAG rating:

- GREEN – scheme (partial/ full) is in delivery stage
- AMBER – scheme (partial/ full) is in design stage and/ or funding has been identified
- RED – no substantial progress to report for 2022

Cycling infrastructure: city-wide scheme

KEY

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



map ref + RAG	Proposed route	Potential measures	Progress 2022
City Centre	Local network: City Centre	Various area-wide improvements	See separate table below.
1	Local links: Handsworth - Metro	Signed advisory route to connect Handsworth with green route (Metro parallel) to West Brom	
2	Green route: Sandwell Valley - Tame Valley	Green route	
3	Local links: Queslett-Great Barr	Signed advisory route along various roads	
4	Regional priority route: A34 Perry Barr Extension to Walsall	Two-way segregated cycle track	The route is now operational. Route to the north is no longer being progressed as part of existing schemes.
5	Regional priority route: A453, B4138, Perry Barr to Sutton Coldfield	Two-way segregated cycle track	A design review has taken place and a preferred alignment has been selected, this now needs to be taken for further development.
6	Local network: Perry Barr	Including new east-west connection through BCU site/ new housing site, Connections to Alexander Stadium/ Perry Park from A34 and Aldridge Road, Link to Food Hub via Oscott Road, signed advisory route to Perry Hall Park via One Stop/ Regina Drive	Construction underway as part of the Perry Barr regeneration . A shared use facility has been built along a stretch of Aldridge Rd from Birchfield Rd – Wellhead Lane. This stretch will be upgraded to a segregated cycleway later in 2023.
7	Green Route: Monmouth Drive, Sutton	Footway/ cycle track in verge (north side)	
8	Local links: Wylde Green - Witton Lodge	Signed advisory route along various roads	
9	Local links: Chester Road Station - Sutton Coldfield	Signed advisory route along Green Lanes, the Boulevard, Eastern Road, Goldieslie Road	
10	Local links: Erdington - Sutton Coldfield	Signed advisory route along Orphanage Road, Beech Hill Road, Hillcrest Road, Hawthorn Road, St Bernards Road, Pilkington Avenue	
11	Local links: near M6 Junction 6 (alternative via Salford Park)	Development of a new green route between Lichfield Road (via Salford Park and canal) and Brookvale Park, CCTV	Potential Highways England scheme (Designated Funds)
12	Local links: near M6 Junction 6 Salford Circus (Aston - Erdington)	Improvements to subways and their connections	Potential Highways England scheme (Designated Funds)
13	Local network: Royal Sutton Coldfield Town Centre	Various area-wide improvements	Consultation on Sutton Coldfield Masterplan was adopted in May 2021 with an outlined delivery plan. Designs are underway.

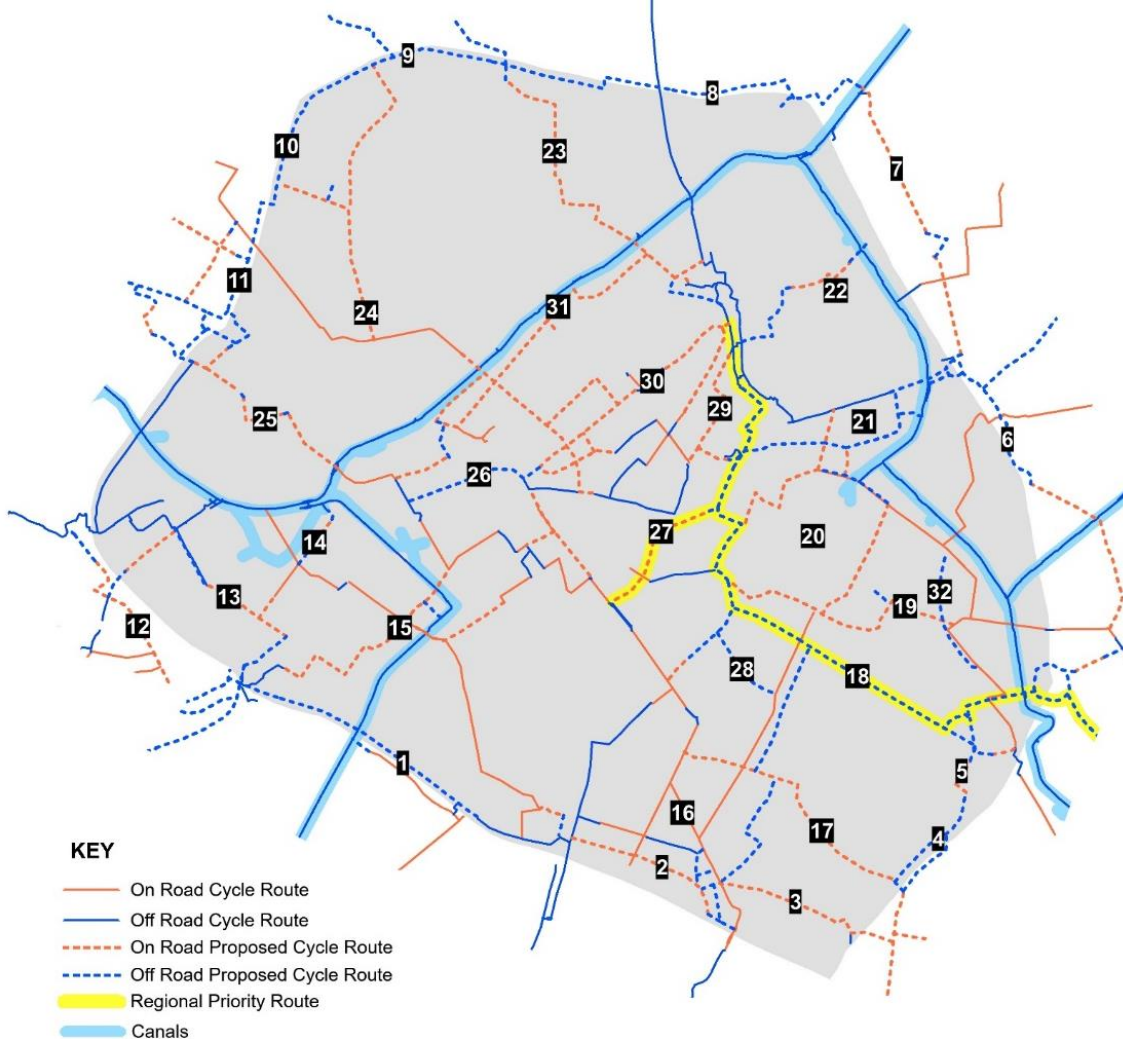
14	Local network: Langley and Peddimore	New green routes through Langley and Peddimore developments including existing Rights of Way and new cycle tracks/ footways and signed advisory routes between Langley, Peddimore and key Sutton destinations (Hospital, town centre, railway stations)	Planning approval granted for developer-led scheme at Peddimore including new cycle/ foot bridge. Design and access statement has been prepared by consultants for Langley (including on-site and off-site cycling connections) in line with Birmingham Development Plan evidence base . Designs are underway as part of the planning application and SPD.
15	Regional priority route: A47, A38, B4148 Fort Parkway - Langley/Walmley	Cycle track	The pop-up works have been removed and there has been no further progress.
16	Local links: Chester Road	Completion of missing links, upgrades and enforcement of existing cycle tracks	
17	Local links: Water Orton - Minworth	Signed route	
18	Local links: Wheelwright Road, Erdington	Signed advisory route along Wheelwright Road connecting Bromford Lane, A47, canal and Gravelly Hill Station	
19	Local links: Aston Church Road viaduct (HS2 Interface)	Mixed route including Aston Church Road viaduct (HS2) – extended cycle tracks, advisory route on Warren Road	Ongoing discussions with HS2 and DfT regarding cycling provision at this interface
20	Local links: Sattley Viaduct (HS2 Interface)	Mixed route including Sattley Viaduct (HS2) – extended cycle tracks, and advisory routes to Alum Rock	Ongoing discussions with HS2 and DfT regarding cycling provision at this interface
21	Green Route: Vauxhall Road (HS2 Interface)	Cycle track linking green spaces in Nechells	
22	Local links: Bromford Lane/ Washwood Heath Depot (HS2 Interface)	Bromford Lane – connections to HS2 depot, Washwood Heath	Ongoing discussions with HS2 and DfT regarding cycling provision at this interface. Potential Highways England scheme (Designated Funds)
23	Green route: Tame Valley, Bromford Drive	Green route alongside Bromford Drive between Bromford Lane and Chester Road, with links to schools on Dreghorn Road	Operational
24	Green Route: Tame Valley, Park Hall (HS2 Interface)	Green route Chester Road - Water Orton	
25	Local links: Park Hall - Water Orton (HS2 interface)	Cycle track along B4118 Birmingham Rd	
26	Green route: Ward End Park	New paths and park enhancements	Under construction, anticipated completion Spring 2023.
27	Local links: Ward End Park - Stechford	Green route improvements through park and signed advisory route to Stechford	Completed
28	Local network: Stechford	Area-wide improvements including Iron Lane LGF and Urban Centres proposals	Construction complete as part of Iron Lane scheme (Local Growth Fund).
29	Local links: Cole Hall Lane	Cycle track along Cole Hall Lane	
30	Local links: Heartlands Hospital, Bordesley Green East	Cycle track along Bordesley Green East	

31	Local Links: The Meadway	Signed advisory route along service roads	
32	Local links: East Meadway/ Cooks Lane	Signed advisory route	
33	Local network: Meadway and Lea Hall	Area-wide improvements including housing regen. and Urban Centres proposals	
34	Local links: Heartlands - Small Heath	Signed advisory route	
35	Green route: Oakfields Recreation Ground, Yardley	Green route improvements through park	
36	Local links: Church Road, Yardley	Signed advisory route	
37	Local links: Garrets Green	Mixed route, mostly off-road	
38	Regional priority route: A45 Birmingham to Solihull	Mixed route: cycle track and signed advisory route on side roads	The temporary section (Phase 1) is to be made permanent under Active Travel Fund. Phase 2 is in development. BCC have been awarded CRSTS (City Regional Sustainable Transport Settlement) funding for Phase 3 to extend the route further east towards Solihull.
39	Green route: Ackers and Cole Valley Canal access	New ramp or bridge for Cole Valley	
40	Local links: Tyseley - Acocks Green	Mixed route	
41	Local links: Woodcock Lane, Acocks Green	Signed advisory route	
42	Cycle Safety Fund Project: Priors Road/ Edgbaston Road	Cycle track connecting Bristol Road to Rea Valley Route	Estimated completion mid-2023.
43	Local links: Moseley	Including A38 to Moseley (mixed cycle track and quiet roads) via Priors Road, Edgbaston Road, Park Hill and Chantry Road, and connections to Kings Heath via School Road	
44	Green route: Chad Brook	Green route Harborne to Edgbaston	
45	Local network: Selly Oak and South Edgbaston	Various area-wide improvements including Selly Oak Triangle, Life Sciences access paths and crossings, Vincent Drive cycle track, BournBrook High Street crossings, Bournville connections from old Selly Oak Hospital, signed routes to Harborne Walkway, Selly Park, Kings Heath	
46	Green route: Lapal Canal	Green route along reinstated Lapal Canal	
47	Local links: Selly Oak - Bartley Green	Signed advisory route with junction improvements via Gibbins Road, Weoley Park Rd, Weoley Castle Road, Senneleys Park Road, Cromwell Lane	
48	Green route: Senneleys Park, Bartley Green	Green route from Newman University towards Weoley	

49	Local links: Stirchley	Signed advisory route NCN 5 to Bournville Station	
50	Local links: Brandwood Park Road, Allens Croft	Advisory route from NCN5 along Brandwood Park Road	
51	Green route: Chinn Brook, Allens Croft - Druids Heath	Green route across open space	
52	Local links: Bells Lane, Druids Heath	Cycle track along north side	
53	Local links: Rea Valley - Valley Parkway - Manor Farm Park	Mostly signed advisory route with crossing improvements via Popes Lane, Woodlands Park Road, Mulberry Road, Windmill Hill, Wynds Point, Royal Orthopaedic Hospital, Manor Farm Park	
54	Local links: Northfield Station - High Street	Signed advisory route, potentially using Quarry Lane and A38	
55	Regional priority route: A38 Selly Oak Extension to Longbridge	Two-way segregated cycle track	
56	Green route (re-route NCN5): Rea Valley, Longbridge	Two-way segregated cycle track	
57	Local Network: Longbridge and Rubery	Green route from NCN5 to Morrisons/ Rubery Great Park, Longbridge Station to Cofton Hackett (mixed cycle track and quiet road route) via Thurleston Road, Fountain Close, Groveley Lane and Lowhill Lane	
58	Green route: Frankley	Green route - investigation of connection under M5	
59	Local links: near M5 Junction 3 (Halesowen - Woodgate)	Green route between Quinton Expressway and BournBrook Crescent, and upgraded paths in Woodgate Valley Country Park	Complete and operational
60	Local links: Bearwood - Selly Oak	Cycle tracks alongside A4040 Lordswood Road and Harborne Park Road	
61	Regional priority route: Hagley Road Corridor	Potential bus/ cycle lanes on Hagley Road or mixed route along Augustus Road/ Harborne Rd	Funding has been awarded to TfWM in CRSTS and development work is underway, for delivery by 2027. Options consider segregated cycling on Hagley Road or on adjacent routes.
62	Local network: Icknield (including Edgbaston Reservoir and Dudley Road)	Various area-wide improvements, including reservoir path and upgrades, new accesses and paths on canal loop	
63	Local links: Shardway - Packington Avenue - Lea Village	Mixed route	
64	Local links: Hall Green Station	Mixed route	Concept designs are progressing.
65	Green route: Fox Hollies	Green route – upgraded paths through open spaces	
66	Local links: Kings Heath - Shirley	Mixed route	

67	Local links: Yardley Wood	Mixed route	
69	Green route: Victoria Road	Green route connecting Aston Park with A34 cycle route	
	Local safety schemes and targeted interventions	Measures to improve safety at specific locations based on collision analysis and community concerns.	Ongoing Local Safety Schemes programme and ward minor measures
	Car Free School Streets	Roads outside of schools closed to motor traffic at the start and end of the school day	Ongoing Car Free School Streets programme
	Places for People	Removal of through motor traffic from local streets	Kings Heath and Moseley Bournville Lozells Castle Vale
	20mph limits	Roll-out of 20mph limits city-wide	Ongoing 20mph programme
	Cycle parking	City-wide programme	Cycle parking delivered for organisations on private land (ATF T1). Proposal for cycle parking provision in public areas (ATF T2).

Cycling infrastructure: city centre scheme

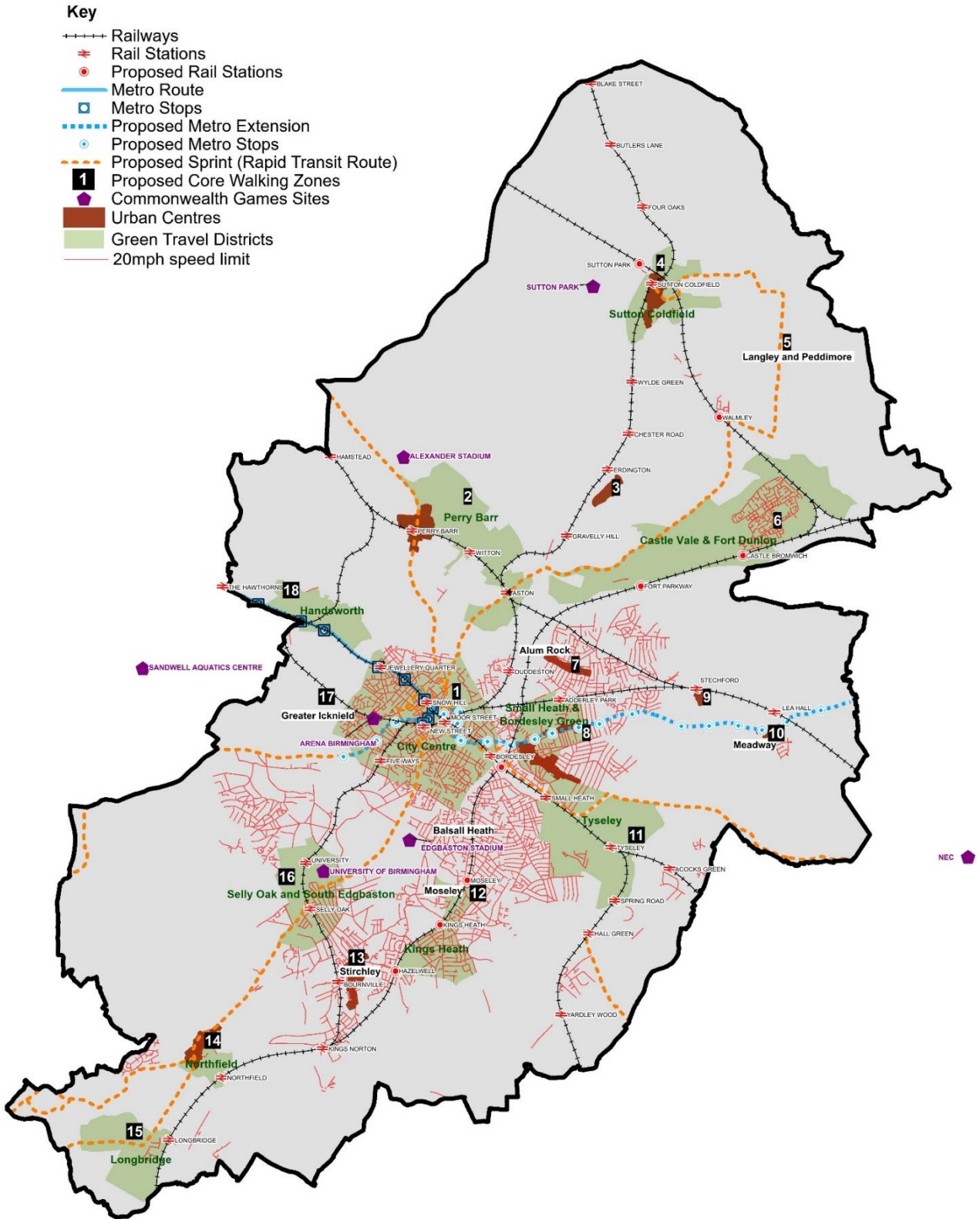


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map ref + RAG	Proposed route	Potential measures	Progress 2022
1	Middleway route (A4540) Hagley Road (Five Ways) - Bristol Road	Cycle track along north side, and link on south side from Lee Bank to Five Ways Station and canal	A study of the A4540 and a separate project on city centre active travel connections both include this route.
2	Middleway route (A4540) Bristol Road - St Luke's - Longmore Street	Signed advisory route and green route through St Luke's	A study of the A4540 and a separate project on city centre active travel connections both include this route.
3	Middleway route (A4540) Gooch Street - Upper Highgate Street	Signed advisory route through Highgate	A study of the A4540 and a separate project on city centre active travel connections both include this route.
4	Middleway route (A4540) Leopold Street - Stratford Road (Camp Hill Circus)	Cycle track along west side	A study of the A4540 and a separate project on city centre active travel connections both include this route. Potential HS2 scheme
5	Middleway route (A4540) Stratford Road (Camp Hill Circus) - Bedford Road	Mixed route, mostly back streets	A study of the A4540 and a separate project on city centre active travel connections both include this route.
6	Middleway route (A4540) Garrison Circus - Curzon Circus	Cycle track along east side	A study of the A4540 and a separate project on city centre active travel connections both include this route.
7	Middleway route (A4540) Windsor Street (Curzon Circus - Dartmouth Circus)	Signed advisory route along Windsor Street	A study of the A4540 and a separate project on city centre active travel connections both include this route.
8	Middleway route (A4540) Dartmouth Circus - Summer Lane	Cycle track along north side	A study of the A4540 and a separate project on city centre active travel connections both include this route.
9	Middleway route (A4540) Summer Lane - Key Hill Circus	Cycle track along south side	A study of the A4540 and a separate project on city centre active travel connections both include this route.
10	Middleway route (A4540) Key Hill Circus - Pickford Street	Cycle track along east side	A study of the A4540 and a separate project on city centre active travel connections both include this route.
11	Middleway route (A4540) Pickford Street - Spring Hill	Cycle track along west side or parallel route using quiet roads	A study of the A4540 and a separate project on city centre active travel connections both include this route.
12	Middleway route (A4540) Ladywood Circus - Hagley Road	Mixed route, Francis Road, Ladywood Road	A study of the A4540 and a separate project on city centre active travel connections both include this route.
13	Middleway route (A4540) Ladywood - Broad Street	Mixed route, cycle track upgrade and Ryland Road	A study of the A4540 and a separate project on city centre active travel connections both include this route.
14	Last Mile: Broad Street parallel (Five Ways - Brindley Place)	Mixed route along Broad Street, Ryland Street, Grosvenor Street West, Brunswick Street	
15	Last Mile: Broad Street parallel (Five Ways - New Street)	Signed advisory route along St Martin's Street, Tennant Street, Bishopsgate Street, William Street, Holliday Street (and link to Mailbox via Granville Street and Commercial Street)	
16	Last Mile: Gooch Street Green Routes	Upgrade on-street routes to cycle tracks, re-provide routes through St Luke's housing development and create new Rea Valley links	

17	Last Mile: Macdonald Street - Moseley Road	Signed advisory route Moseley Road, Leopold Street, Macdonald Street	
18	Regional Priority Route/ Last Mile: Birmingham East Side	Two-way segregated cycle track on Bradford Street	Operational. Designs for a permanent cycleway are progressing.
19	Last Mile: Digbeth High Street	Mixed route with Sprint, Metro	
20	Last Mile: Curzon connections, Digbeth	Signed advisory routes, contraflows and cycle tracks	Potential HS2 scheme
21	Last Mile: Curzon Street and Eastside Park	Cycle track on Curzon Street and through Curzon promenade	Design in progress for Curzon HS2 Station and public realm. Ongoing discussions with HS2 and DfT regarding cycling provision at this interface
22	Last Mile: Ashted - Aston	Mixed route	Operational. Temporary measures to be removed.
23	Last Mile: St George's - St Chad's	Mixed route New John Street West, Uxbridge Street, Hospital Street, William Street North, Lower Loveday Street, Lench Street, underpass, St Chad's Queensway	
24	Last Mile: Jewellery Quarter - Colmore Row	Signed advisory route Pitsford Street, Vyse Street, Frederick Street, Newhall Street	ATF scheme delivered.
25	Last Mile: Library links - Spring Hill - Centenary Square	Mixed route King Edwards Road	Partially complete. Temporary way finding signage installed for a continuous cycle route around the Broad Street Metro
26	Cross City: Paradise/ Centenary Square	Shared space	Partially complete. Pedestrianisation work on Colmore Row and Waterloo Street to be completed mid-2024. Further improvements on sections adjacent to St Philips Cathedral to be scoped as part of a forthcoming Active Travel City Centre Connections study.
27	Regional Priority Route/ Cross City: City Centre A38 to A34	Two-way segregated cycle track	Delivered
28	Cross City: Smithfield	Cycle track and crossings	Ongoing discussions with developers
29	Cross City: Dale End	Signed advisory route Dalton Street, Newton Street, Dale End	Delivered and temporary measures removed.
30	Cross City: Colmore Row - Snow Hill - Cathedral - Corporation Street	Signed advisory route westwards along Colmore Row and eastwards along Waterloo Street, Temple Row, Bull Street and Corporation Street	Delivered.
31	Cross City: Commonwealth Connections Arena to Alexander Stadium via Jewellery Quarter	Signed advisory route along Cambridge Street, Fleet Street, Lionel Street, Shadwell Street, A34	
32	Green route: Duddeston Viaduct	Path along viaduct between Upper Trinity Street and Liverpool. Walkways, public art and feature lighting	Potential developer funded scheme
Canals	Canal towpath improvements	Various access and lighting improvements	Ongoing discussions with Canal and River Trust

Walking improvements: priority areas



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map ref + RAG	Priority Area	Potential measures	Progress 2022
1	City Centre (Clean Air Zone)	Public realm improvements at Curzon Promenade, New Street, Ladywell Walk (Southside), Centenary Square, Digbeth High Street and Smithfield. Middleway crossings. Duddeston Viaduct Skypark (path along viaduct between Upper Trinity Street and Liverpool including public art and feature lighting)	<ul style="list-style-type: none"> Chamberlain Square and Phase 1 of Paradise are near completion Southside Public Realm set to begin Autumn 2023 Snow Hill Public Realm is underway
2	Perry Barr	New public space through BCU site/ new housing, public transport interchange, River Tame access improvements and upgraded pedestrian crossings, better legibility and signing of direct routes between shops, Station, Sutton Park and New Hall Valley Country Park	<ul style="list-style-type: none"> Perry Barr regeneration– The Commonwealth Games acted as a catalyst for change including the Alexander Stadium. Other elements of the Perry Barr regeneration are underway including a bus and cycle route on the A34 Forecourt and public space outside of the newly developed Perry Barr Railway Station completed
3	Erdington	Enhanced High Street pedestrian environment including public space in front of St Barnabas. Improved walking routes from the west to reduce the barrier effect of Sutton New Road, particularly between Erdington Station and the centre.	<ul style="list-style-type: none"> Temporary social distancing measures removed
4	Sutton Coldfield	New Town Square, public transport interchange, Beeches Walk public realm, enhancement of key routes to Sutton Park and various recommendations from Walking Audit in 2018	<ul style="list-style-type: none"> ATF scheme for footway widening to be made permanent Sutton Coldfield Station Opportunity Prospectus Sutton Gateway Phase 1 SCTC Active Travel Strategy
5	Langley and Peddimore	New footways, crossing and green routes	<ul style="list-style-type: none"> Construction for the footbridge is complete First occupation of the site is expected September 2023 Outline planning application was approved in December 2022, this includes a Cycling and Walking proposals and Sustainable Transport Strategy. Infrastructure application is in progress with the developer
6	Castle Vale and Fort Dunlop	Maintenance to improve existing routes, signage, mapping information, speed management, links to new rail and Sprint services	<ul style="list-style-type: none"> Castle Vale Places for People scheme not progressed

7	Alum Rock	Improved footways and street crossings, through provision of additional off-street public car parking and improvements to loading and servicing areas of commercial premises. HS2 - potential to improve walking routes across Saltley Viaduct	<ul style="list-style-type: none"> • Publication of Urban Centres Framework • Temporary social distancing measures introduced including reallocation of road space
8	Small Heath and Bordesley Green	Bordesley Green: Five Ways junction public space, Denbigh Street open space improvements, better connections to Adderley Park Station and future Metro stops. Coventry Road/ Small Heath: Improvements to street, frontages along Coventry Road, St Andrew's Stadium and the retail park, Small Heath Park and Sara Park. Enhancement of green infrastructure including Grand Union Canal.	<ul style="list-style-type: none"> • Publication of Urban Centres Framework • Temporary social distancing measures introduced
9	Stechford	Upgraded pedestrian routes and civic space on Station Road. Enhanced routes alongside River Cole	<ul style="list-style-type: none"> • Iron Lane scheme delivered
10	Meadway and Lea Hall	New public square at Poolway shops and enhanced Kents Moat recreation ground. Plus, connections to A Metro stop at Meadway, better connections to Lea Hall Railway Station and future Metro stops.	<ul style="list-style-type: none"> • Publication of Urban Centres Framework • Temporary social distancing measures introduced
11	Tyseley and Acocks Green	Cole Valley access and public realm improvements (Ackers)	<ul style="list-style-type: none"> • Funding bid prepared by University of Birmingham for access improvements and 'Lost World' project.
12	Kings Heath, Moseley and Balsall Heath	Crossing improvements, parking management and public realm improvements along High Street, at Kingsway and new railway stations at Moseley, Kings Heath and Hazelwell.	<ul style="list-style-type: none"> • The scheme has now been approved by Cabinet • Moseley Local Centre scheme is progressing • Construction underway for the Moseley Village, Kings Heath and Pineapple Road railway stations • Landscape Practice Group completed a scheme in 2022. It was a small scheme where they put in new benches, trees, shrubs and new metal trip rail.
13	Stirchley	Pershore Road public realm improvements including new public square at the junction of Pershore Road and Hazelwell Street, improved access to Stirchley Park, improved walking routes to Bournville rail station, canal and Rea Valley Route.	<ul style="list-style-type: none"> • ATF removed, public realm and transport provisions dependant from S106 funds. • Residential construction started on site

14	Northfield	Improvements to public spaces including Prices Square, wider pavements and waymarking of walking routes to Northfield rail station and Victoria Common	<ul style="list-style-type: none"> Temporary social distancing measures removed
15	Longbridge and Rubery	New links within Longbridge town centre as well as green routes to Rubery and Frankley.	
16	Selly Oak, Harborne and South Edgbaston	Improved paths along Vincent Drive, upgraded public plaza between the new rail station and Queen Elizabeth Hospital and Westgate and new bridge over the canal at University Station. New paths and canal footbridge at Life Sciences and Selly Oak Shopping Park. Other canal access improvements at Bristol Road and The Oaks residential development. Improved wayfinding.	<ul style="list-style-type: none"> Partial Delivery
17	Icknield Port Loop	New canal side paths, bridges and crossings	
18	Handsworth	Signage to Benson Road Metro, parking management, speed management, surfacing and crossing improvements.	
	Local safety schemes and targeted interventions	Measures to improve safety at specific locations based on collision analysis and community concerns.	<ul style="list-style-type: none"> Ongoing Local Safety Schemes programme and ward minor measures
	20mph limits	City-wide	<ul style="list-style-type: none"> Evaluation of 20mph limits
	Places for People (Low Traffic Neighbourhoods and modal filters)	Removal of through motor traffic from local streets	<ul style="list-style-type: none"> Temporary modal filters introduced in Bournville, Moseley and Castle Vale (ATF T1), Low Traffic Neighbourhoods trialled in Kings Heath and Moseley (ATF T1)
	Pedestrian crossings	Review of pedestrian facilities at all signal-controlled junctions. Review of signal timings at Pelican, Puffin and Toucan crossings	<ul style="list-style-type: none">
	Parklets	Conversion of on-street parking spaces into outdoor seating and pedestrian space	<ul style="list-style-type: none"> Temporary parklets installed (Colmore BID area)

Green Routes

- See also cycling infrastructure schemes

Completed

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

Under construction

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

In design

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

Outline costs prepared

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

Discussions with partners

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