

**OCTOBER 2023**

# **INTERIM LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN**



**Making a positive difference** every day to people's lives



OFFICIAL

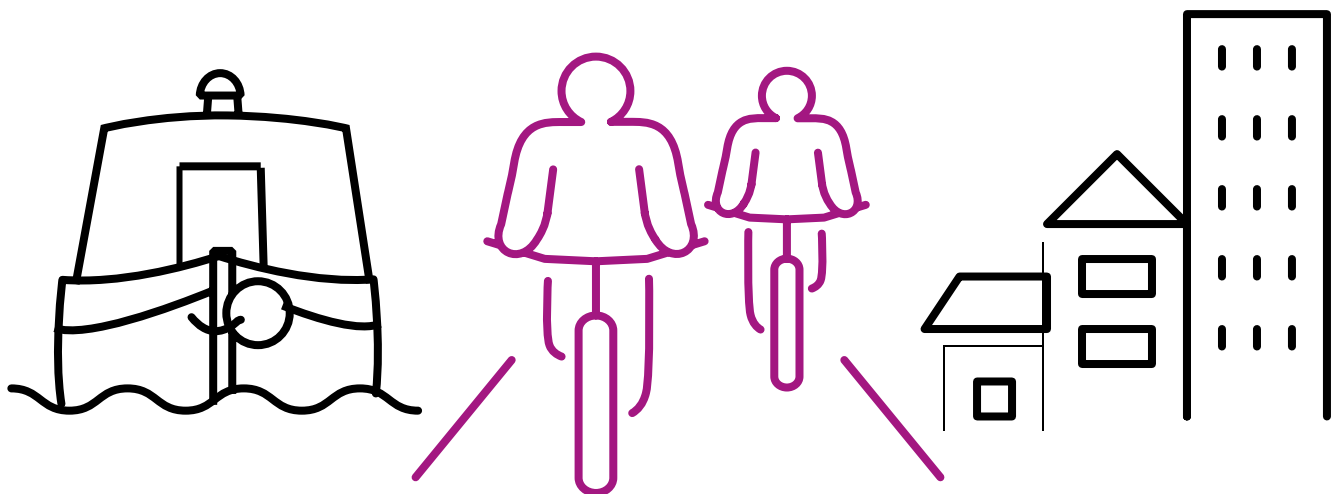






# Contents

<b>Executive Summary</b>	<b>5</b>
<b>Scope</b>	<b>8</b>
<b>Background Information</b>	<b>9</b>
<b>Network Plans</b>	<b>12</b>
<b>Priorities</b>	<b>34</b>
<b>Integration</b>	<b>35</b>







# Executive Summary

Birmingham is a growing city with a young and diverse population. It aspires to be renowned as an enterprising, innovative and green city. However, air quality is poor, safety and congestion are major concerns, levels of obesity are rising and there is overdependence on cars for short journeys.

The Local Cycling and Walking Infrastructure Plan (LCWIP) has been reviewed and updated following substantial changes to national, regional and local policies and strategies. Additionally, there have been key changes in how people live, work and travel resulting from the Covid-19 pandemic and more locally following the introduction of the Clean Air Zone in the city centre.

This LCWIP refresh outlines the progress made in developing and delivering walking and cycling schemes since 2020, as well as opportunities for potential supplementary schemes.

The scope of this refresh involves reviewing the proposed local cycling routes and walking zones in the 2020 LCWIP, in terms of the extent to which they have been delivered and progress achieved to date. Additionally, this LCWIP identifies key gaps in the network for supplementary cycling routes and walking zones, as well as the prioritisation of these potential routes and zones.

Due to limited funding and a need to co-ordinate and complement other projects, these schemes are subject to a prioritisation process. The ongoing prioritisation process will consider the 2020 LCWIP schemes, as well as the potential supplementary routes and walking zones outlined as part of this 2023 refresh.

Recent feedback from stakeholders outlined continued support for prioritising investment in the city centre, however stakeholders also identified the importance of local connections to existing and proposed key routes around the wider city.

Following the recent City Region Sustainable Transport Settlement funding focus can continue on the development of plans for local cycling networks and core walking zones (including Birmingham city centre).



Walking and cycling improvements have a pivotal role in the Birmingham Transport Plan and its successful delivery. Therefore, the LCWIP schemes will be developed in more detail. Funding will continue to be sought to undertake audits and feasibility studies, followed by detailed design, based on the latest national and West Midlands Guidance.

Future schemes will be delivered in partnership with a wide variety of organisations and individuals. Revenue funding will be essential in order to deliver supporting measures to enable and inspire walking and cycling. A future delivery programme based on the LCWIP themes and the BTP Delivery Plan (to be published late Autumn 2023) will be progressed as part of the annual Transportation and Highways Capital Programme and Infrastructure Delivery Plan.

The continued progress of the Birmingham Walking and Cycling Strategy, alongside the Birmingham Transport Plan and new policies on air quality, road safety, public health and design, will enable much better integration and improve forward planning for walking and cycling initiatives and facilities both within the city and the wider West Midlands region.







# Interim Local Cycling and Walking Infrastructure Plan

Birmingham is a growing city. Patterns of movement are changing; the city centre is expanding as a residential, educational and cultural centre; new growth areas are becoming established; and digital advances are enabling more flexible use of personal time and public space. Within this growing city, we need to be smarter and more efficient in our use of transport space, to reduce dominance of motor traffic, to improve access for all and to connect people with the natural environment.

Improvements to walking and cycling, in combination with public transport, offer a real opportunity to move Birmingham forward and deliver transport that is efficient, equitable, sustainable, healthy and attractive. Walking and cycling also play a key role in social interactions, recreational activities and accessibility.

This refreshed Infrastructure Plan continues to set out Birmingham's aspirations for the development of cycling and walking infrastructure up to 2031 and supports the objectives of the Birmingham Walking and Cycling Strategy, particularly the objective to, 'develop a great city for walking and cycling'.

The Infrastructure Plan reviews and refreshes the 2020 LCWIP, which was based on the Department for Transport Local Cycling and Walking Infrastructure Plan technical guidance.

## Scope

This LCWIP continues to cover the city of Birmingham and incorporates the Regional Priority Cycle Routes and Core Walking Zones identified in the West Midlands LCWIP.

The scope of this refresh involves reviewing the proposed local cycling routes and walking zones in the 2020 LCWIP, in terms of the extent to which they have been delivered and progress achieved to date. Additionally, this LCWIP identifies key gaps in the network for supplementary cycling routes and walking zones, as well as the prioritisation of these potential routes and zones.



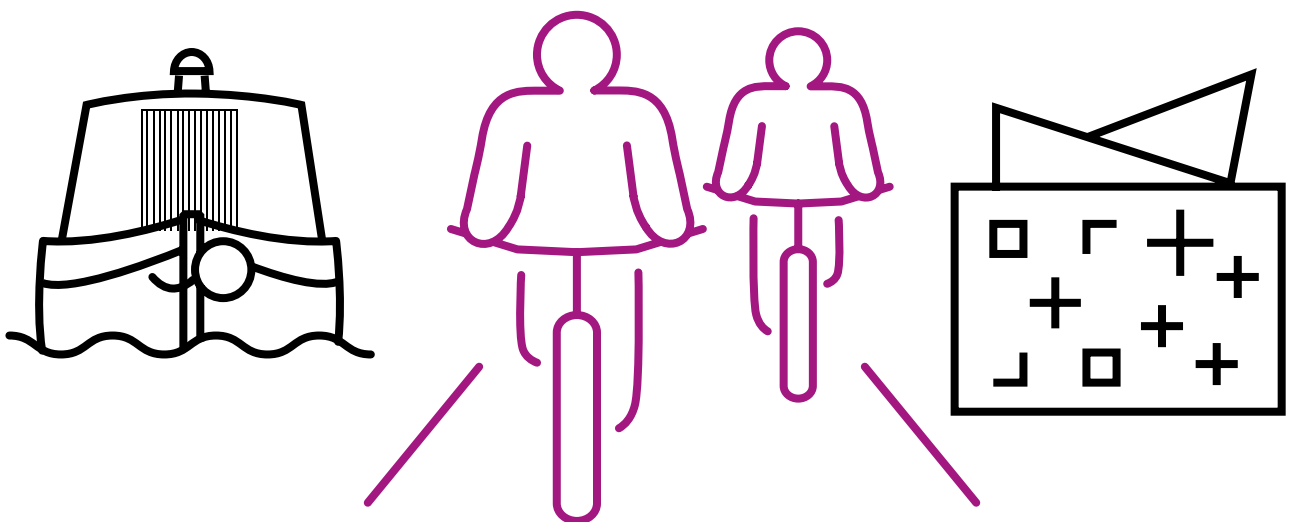
## Background information

A wide range of data and information has been gathered for the 2020 Birmingham and West Midlands LCWIPs. This has influenced the shape of the future cycling network and helped to identify focus areas for walking interventions, as well as the design of infrastructure. Data gathered as part of this included:

- Demand data
- Collision and casualty data
- Review of existing infrastructure
- Motivations and deterrents
- Personal profiles from Walking and Cycling Index (formerly 'BikeLife')
- Consultation Feedback

As part of the 2023 refresh, a number of additional data sources were utilised in order to identify progress as well as gaps in the network for potential supplementary cycling routes and walking zones. Data sources included:

- Birmingham Walking and Cycling Strategy 2021 Progress Report
- Propensity to Cycle Tool (PCT) flows
- Strava Metro data
- OpenStreetMap data
- Birmingham Development Plan and Urban Centres Framework
- DfT's Route Selection Tool criteria

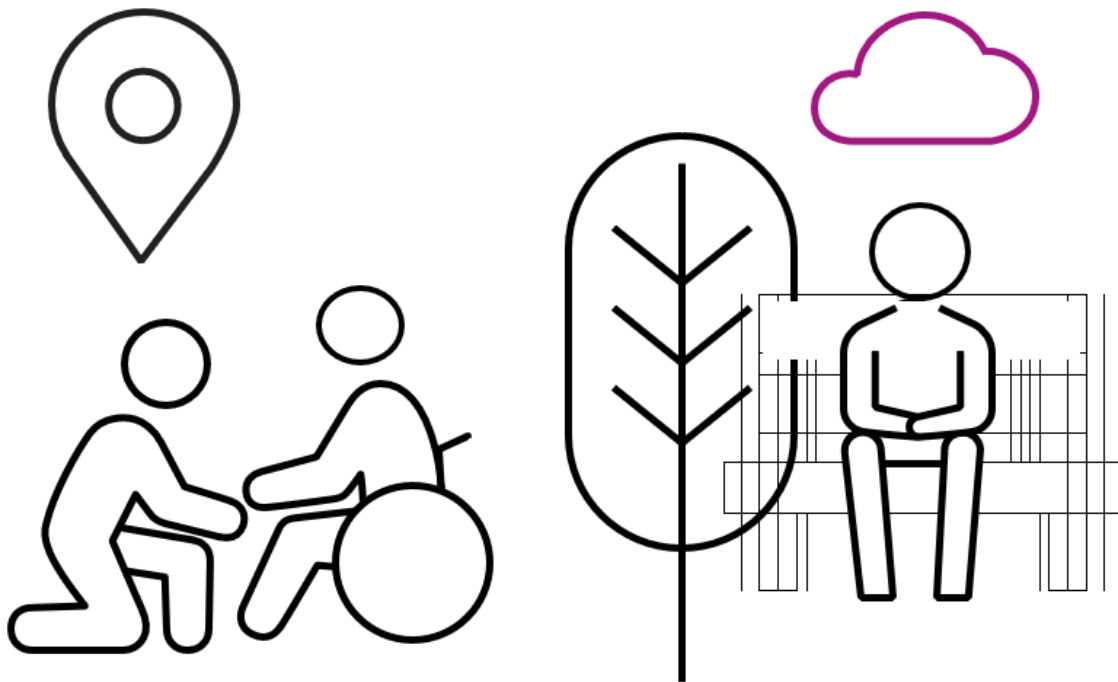


## Engagement Feedback

An engagement workshop was conducted with local cycle user groups and BCC officers seeking feedback on the potential routes identified as part of the gap analysis, as well as general feedback on the cycle network within Birmingham.

The feedback highlighted the need for safer and more inclusive infrastructure, improvements to local area connecting routes, not just commuting corridor improvements and provided a wealth of information and ideas on specific improvements to develop better places to walk and cycle.

Additionally, a review of the Council's Urban Centres Framework (2020), the Birmingham Transport Plan and WidenMyPath suggestions was undertaken to inform the core walking zones refresh.







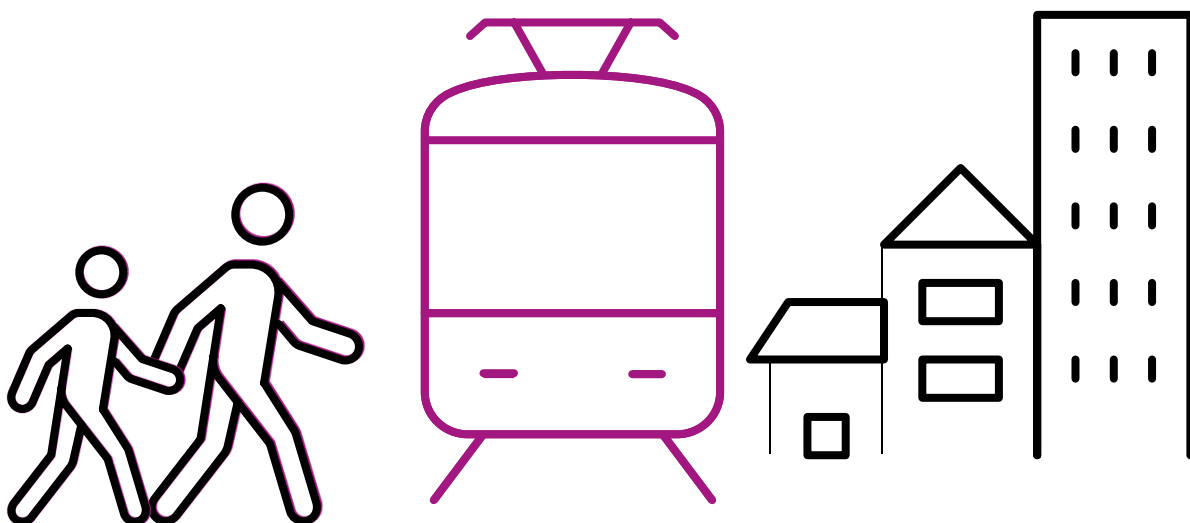
## Network plans

The information gathering stage helped to identify the key factors for the design and location of improved infrastructure as detailed in the table. These have been reviewed and updated since the 2020 LCWIP in line with LTN 1/20 guidance.

These factors have been used in shaping the network plans for cycling and walking and will be used to prioritise future schemes, together with feedback from the local community.

The spatial growth of Birmingham is clearly set out in the Birmingham Development Plan, and this helps to identify future demand. Network planning is therefore focussed on ensuring that all identified growth areas are easily accessible by foot and on bike. For example, the sustainable urban extension at Langley will have a comprehensive network of walking and cycling routes, both within and adjoining, the development. Following the success of the 2022 Commonwealth Games the subsequent legacy projects will add to existing destinations within Perry Barr, the city centre and Selly Oak growth areas. In addition, such projects will provide opportunities to connect with the neighbouring local authorities of Solihull and Sandwell.

The Walking and Cycling Strategy aims to make walking and cycling the everyday choice for local journeys and leisure activities as part of a safe and integrated transport network. Proposed route improvements for cycling and walking are therefore designed to connect with new and upgraded public transport facilities and services. This includes existing stops on the new cross-city bus services, as well as new stops on the extended Midland Metro line, stations on the Camp Hill Rail Line and access to Curzon Station (HS2).





## Design - key factors:

- Routes should be simple to navigate and of a consistently high quality
- Cycle routes should be at least equally as direct as motor vehicle routes
- Cycle infrastructure should be safe for all users and always perceived as safe
- Cycle routes should be of good quality with well-maintained surfaces
- Public spaces should be well designed for people to spend time and use the area
- Reduce conflict with other road users, particularly motorists
- Consider personal security and minimise opportunities for anti-social behaviour
- Provide for leisure use and exercise
- Support access for users of all ages and abilities

## Location - key factors:

- Focus on areas with high current and potential demand
- Focus on key destinations
- Address collision locations
- Overcome physical barriers and connect up missing links
- Improve level of service of existing routes
- Improve local connections
- Follow up National Cycle Network audit recommendations

### Network Planning for Cycling

Existing cycle routes include canal towpaths (fully resurfaced as part of the Birmingham Cycle revolution programme), green routes, main corridors (including routes alongside the A47, A38 and A34) and a range of local linking routes on roads and cycle tracks. Various sections of the National Cycle Network pass through the city, using these routes.

The proposed city-wide cycling network consists of existing routes plus regional priority cycle routes, local cycling networks in growth areas, green routes and local links (to complete gaps in the existing network and provide improved connections to community facilities and public transport hubs, both in Birmingham and neighbouring local authorities).

Further work is required to identify detailed alignments, type of infrastructure, junction improvements and costs, as well as complementary measures such as cycle parking, cycle hire and landscaping.

## LCWIP Refresh

### Progress Update on LCWIP 2020 routes

As part of the LCWIP refresh, the progress of each of the routes proposed in the LCWIP has been assessed taking account of the Birmingham Walking and Cycling Progress report, published in June 2021 and further review undertaken in 2022. These routes have been remapped, colour-coded and tabulated. The maps and tables use the following RAG rating system to show updates:

Green	scheme (partial/full) is in delivery stage
Amber	scheme (partial/full) is in delivery stage and/or funding has been identified
Red	no substantial progress to report

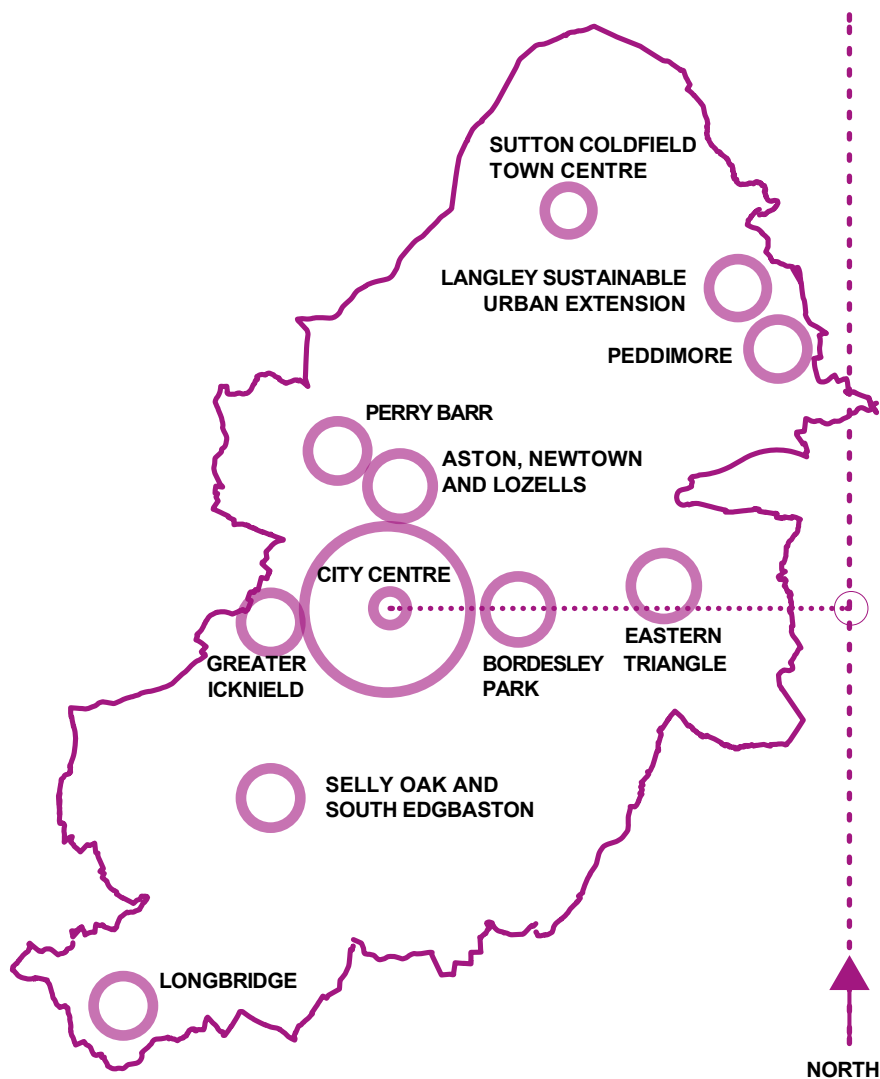
Additionally, a status column has been included to identify progress and may also include schemes which are known to be coming forward in the area.

### Gap Analysis

Gap analysis was undertaken to inform the proposed additional cycling routes and walking zones for the LCWIP refresh. Gap analysis and development of additional routes included:

- Mapping trip origin and destination points and identifying desire lines, using Strava, PCT and OpenStreetMap data.
- Classifying mapped routes dependent on the volume of forecasted cyclist demand.
- Using these findings and the existing and 2020 LCWIP proposed cycling routes and walking zones to undertake gap analysis and determine if there are missing links between key origins and main trip attractors.
- Develop a long list of options for potential supplementary cycle routes and walking zones.
- Alignment of potential supplementary cycle routes with the key factors for design and core design outcomes for cycling which typically include themes of coherence, directness, safety, comfort and attractiveness.
- Identification of potential supplementary local connections within key local centres and growth areas outlined in the 2020 LCWIP, Birmingham Development Plan and Urban Centres Framework.





**Birmingham Development Plan Growth Areas**

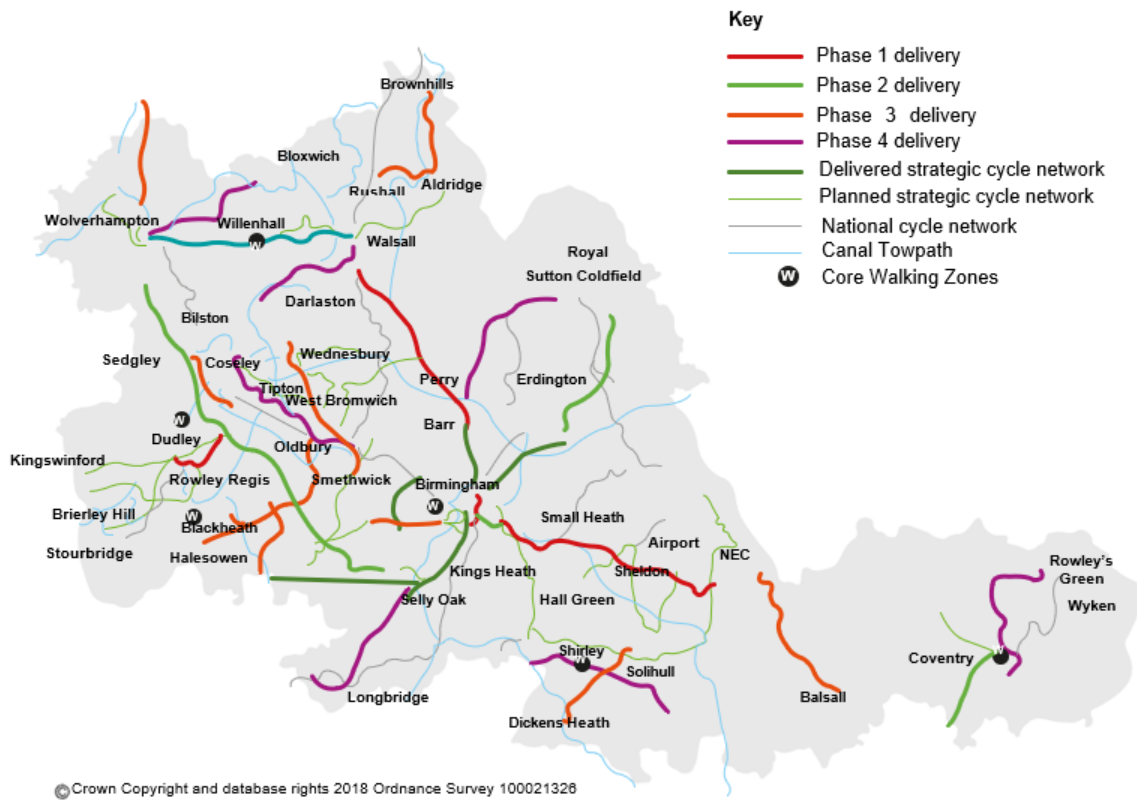
**Local route prioritisation**

The 2020 LCWIP prioritisation criteria have formed the parameters for consideration and identification of gaps in the network and supplementary route proposals. The criteria included:

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

Following the development of a long list of potential supplementary cycle routes, the DfT’s LCWIP Route Selection Tool criteria was used to prioritise these routes to assess how well a route meets the core design outcomes. The criteria used to assess the potential supplementary routes includes directness, gradient, safety, connectivity, comfort and public acceptability.

## West Midlands LCWIP and Regional Priority Cycle Routes



### Regional Cycle Routes

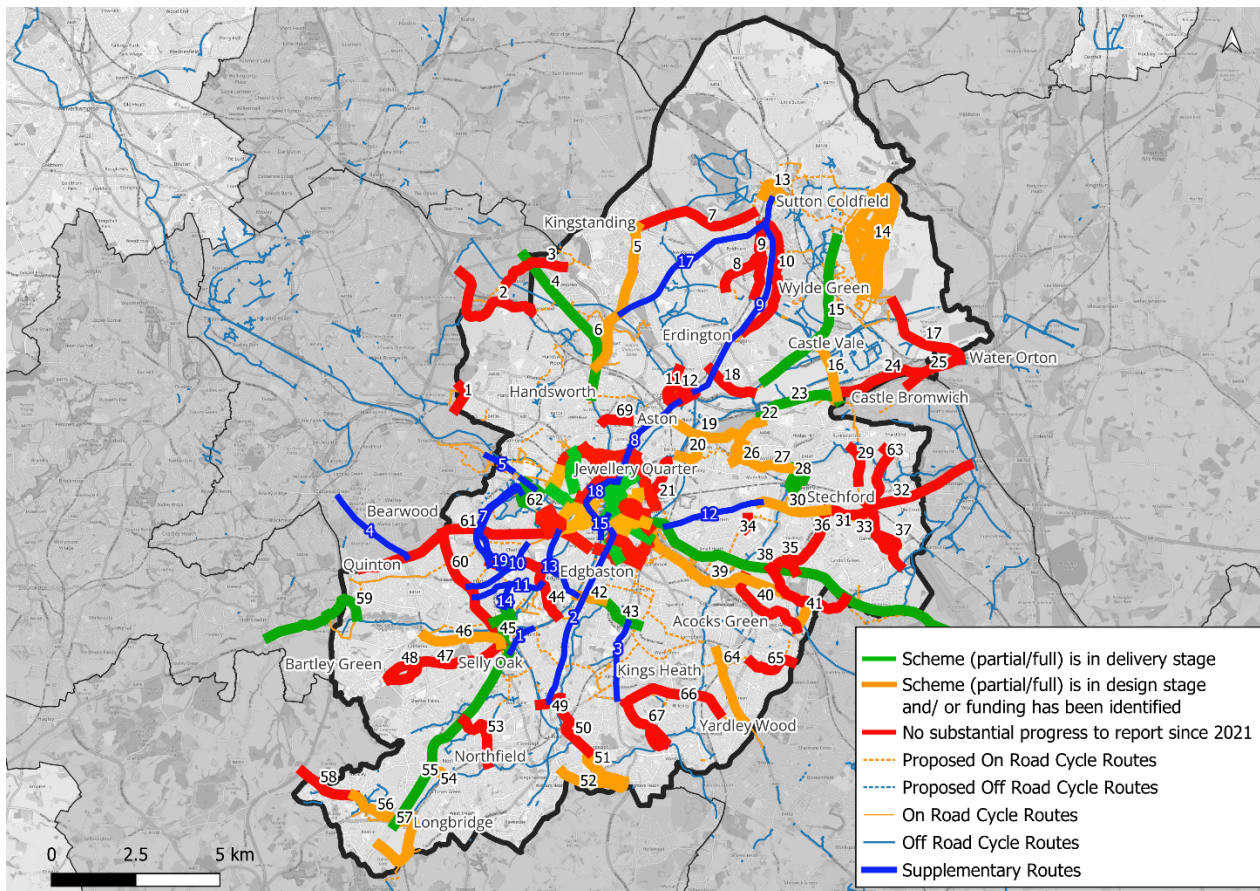
The regional priority routes were set out in the West Midlands LCWIP (2019). They provide key links to the Birmingham Development Plan growth areas and neighbouring local authority areas as well as extending and connecting existing routes such as the A34 and A38. Eight routes are proposed in Birmingham over four phases of delivery.

Detailed alignments for each route corridor will be determined following feasibility studies. Design of regional routes will focus on fully inclusive, segregated two-way cycle tracks with priority crossings.

Phase 1	A34 Perry Barr Extension through to Walsall A45 Birmingham to Solihull City Centre A38 to A34 Connection
Phase 2	A47, A38, B4148 Fort Parkway to Langley/Walmley Birmingham East Side
Phase 3	Hagley Road Corridor
Phase 4	A38 Extension from Selly Oak to Longbridge A453, B4138, Perry Barr to Sutton Coldfield

## Birmingham Cycling Infrastructure Plan: city-wide

The city-wide LCWIP proposed routes outlined in the map below have been colour-coded according to progress to date, with the status of these routes identified in the following table. Cross boundary routes have been designated with an asterisk (\*) in the table. The additional supplementary routes that have been identified as part of the LCWIP refresh are shown in blue.



Ref	Proposed Route	Status	Ref	Proposed Route	Status
	Local network: City Centre	See separate map and table	34	Local links: Heartlands - Small Heath	No further progress
1	Local links: Handsworth - Metro	No further progress	35	Green route: Oakfields Recreation Ground, Yardley	No further progress
2*	Green route: Sandwell Valley - Tame Valley	No further progress	36	Local links: Church Road, Yardley	No further progress
3*	Local links: Queslett-Great Barr	No further progress. Potential National Highways scheme	37	Local links: Garrets Green	No further progress
4	Regional priority route: A34 Perry Barr Extension to Walsall	Blue route operational, Route to the north is no longer being progressed as part of existing schemes	38*	Regional priority route: A45 Birmingham to Solihull	The temporary section (Phase 1) is to be made permanent under Active Travel Fund but is still subject to a Full Business Case. Phase 2 (the TCF-funded element) is in development. BCC has been provisionally awarded £14m from CRSTS for Phase 3 to extend the route further east towards Solihull.



Ref	Proposed Route	Status	Ref	Proposed Route	Status
5	Regional priority route: A453, B4138, Perry Barr to Sutton Coldfield	Partial delivery around Perry Barr. Wider route in development for section along Aldridge Road, between Perry Barr and Tame Valley canal (TCF).	39	Green route: Ackers and Cole Valley Canal access	No further progress
6	Local network: Perry Barr	Cycle lanes have been installed through Perry Barr as part of the A34 Perry Barr Infrastructure Scheme. The lanes connect the previously built BCR route at Heathfield Rd / Trinity Road to Perry Barr centre (rail station & One Stop). A shared use facility was built along a stretch of Aldridge Rd from Birchfield Rd – Wellhead Lane. This Stretch will be upgraded to a segregated cycleway later this year once the works to the PBRs frontage are complete.	40	Local links: Tyseley - Acocks Green	No further progress
7	Green Route: Monmouth Drive, Sutton	No further progress	41	Local links: Woodcock Lane, Acocks Green	No further progress
8	Local links: Wylde Green - Witton Lodge	No further progress	42	Cycle Safety Fund Project: Priory Road/ Edgbaston Park Road	Estimated completion mid-2023.
9	Local links: Chester Road Station - Sutton Coldfield	No further progress	43	Local links: Moseley	Places for People scheme, Cannon Hill to Moseley Cycle route and wider A435 study
10	Local links: Erdington - Sutton Coldfield	No further progress	44	Green route: Chad Brook	No further progress
11	Local links: near M6 Junction 6 (alternative via Salford Park)	No further progress. Potential National Highways scheme.	45	Local network: Selly Oak and South Edgbaston	Construction of cycle tracks on Selly Oak New Road (Local Growth Fund). Completion of bridge over Bourn Brook at Harborne Lane (Birmingham Cycle Revolution). Temporary light-segregated cycle tracks in Selly Oak local centre, and bus/ cycle lanes on A38 Northfield-Selly Oak (ATF Tranche 1). Completion of canal footbridge to be developer funded.
12	Local links: near M6 Junction 6 Salford Circus	No further progress	46	Green route: Lapal Canal (Dudley No 2 Canal)	No further progress
13	Local network: Royal Sutton Coldfield Town Centre	Sutton Coldfield Masterplan was adopted in May 2021 with an outline delivery plan.	47	Local links: Selly Oak - Bartley Green	No further progress
14	Local network: Langley and Peddimore	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.	48	Green route: Senneleys Park - Bartley Green	No further progress
15	Regional priority route: A47, A38, B4148 Fort Parkway - Langley/Walmley	Pop up works removed, no further progress	49	Local links: Stirchley	No further progress
16	Local links: Chester Road	No further progress	50	Local links: Brandwood Park Road, Allens Croft	No further progress
17*	Local links: Water Orton - Minworth	No further progress	51	Green route: Chinn Brook, Allens Croft - Druids Heath	No further progress
18	Local links: Wheelwright Road, Erdington	No further progress	52	Local links: Bells Lane, Druids Heath	No further progress

Ref	Proposed Route	Status	Ref	Proposed Route	Status
19	Local links: Aston Church Road viaduct (HS2 Interface)	Ongoing discussions with HS2 and DfT regarding cycling provision at this interface	53	Local links: Rea Valley - Valley Parkway - Manor Farm Park	No further progress
20	Local links: Saltley Viaduct (HS2 Interface)	Ongoing discussions with HS2 and DfT regarding cycling provision at this interface	54	Local links: Northfield Station - High Street	Part of A38 Selly Oak to Northfield CRSTS SOC
21	Green Route: Vauxhall Road (HS2 Interface)	No further progress	55	Regional priority route: A38 Extension to Longbridge	Part of A38 Selly Oak to Northfield CRSTS SOC
22	Local links: Bromford Lane/ Washwood Heath Depot (HS2)	Ongoing discussions with HS2 and DfT regarding cycling provision at this interface	56	Green route (re-route NCN5): Rea Valley, Longbridge	No further progress
23	Green route: Tame Valley, Bromford Drive	Operational	57	Local Network: Longbridge and Rubery	No further progress
24	Green Route: Tame Valley, Park Hall (HS2 Interface)	No further progress	58*	Green route: Frankley	No further progress
25*	Local links: Park Hall - Water Orton (HS2 interface)	No further progress	59*	Local links: near M5 Junction 3 (Halesowen - Woodgate)	Complete and operational.
26	Green route: Ward End Park	Still under construction. Anticipated completion Spring 2023	60	Local links: Bearwood - Selly Oak	No further progress
27	Local links: Ward End Park - Stechford	Still under construction. Anticipated completion Spring 2023	61	Regional priority route: Hagley Road Corridor	£25m awarded to TfWM in CRSTS and development work underway, for delivery by 2027. Options consider segregated cycling on Hagley Road or on adjacent routes.
28	Local network: Stechford	Construction complete, as part of Iron Lane scheme (Local Growth Fund)	62	Local network: Icknield (including Edgbaston Reservoir)	Dudley Road consultation complete, still to be delivered
29	Local links: Cole Hall Lane	No further progress	63	Local links: Shardway - Packington Avenue - Lea Village	No further progress
30	Local links: Heartlands Hospital, Bordesley Green East	Green route upgrades between Morden Road Stechford, Cole Valley and Heartlands Hospital are progressing (outline costs).	64	Local links: Hall Green Station	At concept design stage
31	Local Links: the Meadway	No further progress	65	Green route: Fox Hollies	No further progress
32*	Local links: East Meadway/ Cooks Lane	No further progress	66	Local links: Kings Heath - Shirley	No progress
33	Local network: Meadway and Lea Hall	No further progress. Potential for developer funded scheme.	67	Local links: Yardley Wood	No further progress

The potential supplementary city-wide routes that have been identified as part of the LCWIP refresh (shown in blue on the map) are summarised in the following table.

Ref	Proposed Route	Ref	Proposed Route
1	Bristol Road Connection	11	St Mary's Road to Vale Village
2	A441 Pershore Road Bournville to City Centre	12	Bordesley Green Connection
3	Kings Heath to Moseley	13	A38 to Hagley Road via Priory Road and Calthorpe Road
4	Wolverhampton Road to Hagley Road*	14	Metchley Park Road Connection
5	Heath Street Connection	15	Bristol Street to Queensway
6	Northbrook Street Connection	16	Smallbrook Queensway Connection
7	Harborne Walkway Improvements Percival Road to Northbrook Street	17	A453 Extension
8	Lichfield Road Connection	18	Queensway
9	A5127 Gravelly Hill to Sutton Coldfield	19	Harborne Alternatives to walkway
10	Harborne High Street to Harborne Road		



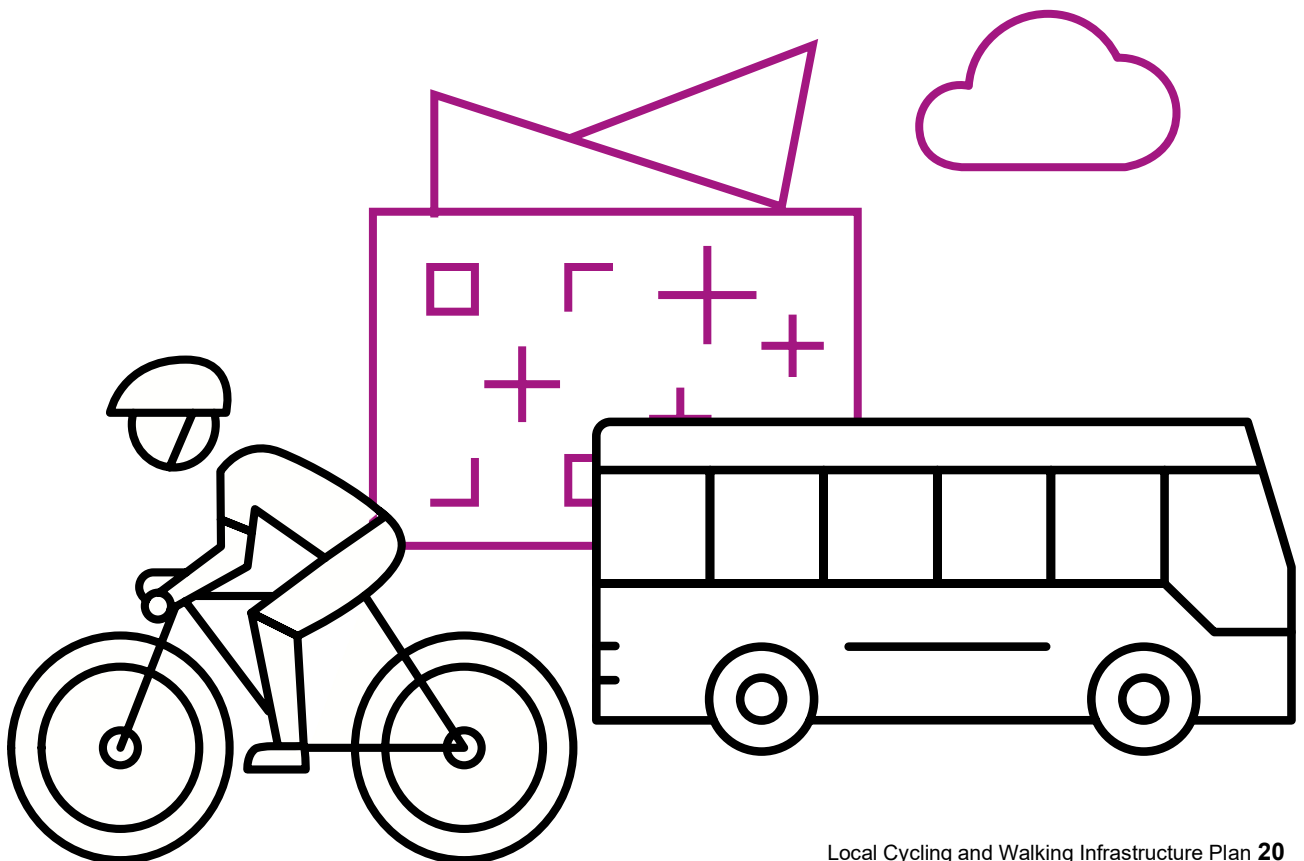
Improvements to connections within local centres have also been identified as part of this refresh, considering gaps in local connections to the LCWIP proposed routes and potential supplementary routes, these are summarised in the following table.

Ref	Local Centre	Proposed Connection
1	Kingstanding	east-west route on Kings Road
2	Handsworth	north-south route on Rookery Road east-west route on Regent Road/Albert Road
3	Bearwood	Anderson Road connection to LCWIP route 61 Bearwood Road connection to LCWIP route 60
4	Quinton	Local connections to LCWIP and other proposed routes (Hagley Road West and Ridgacre Road West)
5	Stechford	Station Road north-south connection to LCWIP route 30
6	Bordesley Green	Local north-south connections to potential supplementary route 12 (Bordesley Green to city centre).
7	Selly Oak	Improved connection to A38 at Selly Oak on B384
8	Bartley Green	Local connection to LCWIP proposed route 48

### Infrastructure Plan

The city-wide Infrastructure Plan indicates types of proposed cycle route; on road (cyclists mix with traffic) including cycle lanes and signed advisory routes; and off-road (traffic-free) including green routes, cycle tracks alongside main roads and canal towpaths.

New routes will be designed to standards in the LTN 1/20 Cycle Infrastructure Design Guidance, West Midlands Cycle Design Guidance and wherever possible will be suitable for a range of cycle types and varied ability of users.



### **Local cycling network areas**

Safe and convenient access by foot and bicycle to local high streets and community facilities is essential. In order to reduce the dominance of motor traffic in these areas and residential neighbourhoods, slower speeds, parking controls and 'filtered permeability' measures will be introduced. More detailed local cycling infrastructure plans will be developed for specific growth areas and local centres (including the city centre) in order to provide a finer mesh of connections within the regional route network, National Cycle Network and canal network. (All local network areas for cycling are also 'core walking zones').

### **City Centre Cycle Routes**

**Middleway** - the A4540 has a key role in keeping traffic moving. From 2021 it has provided the boundary for the Clean Air Zone. It also presents opportunities for cycle movements - a Middleway Cycle Route, consisting mostly of cycle tracks but including short sections of quiet roads, will improve connections between key radial cycle routes and canals. Crossing improvements will improve access for people on foot as well as those on bikes.

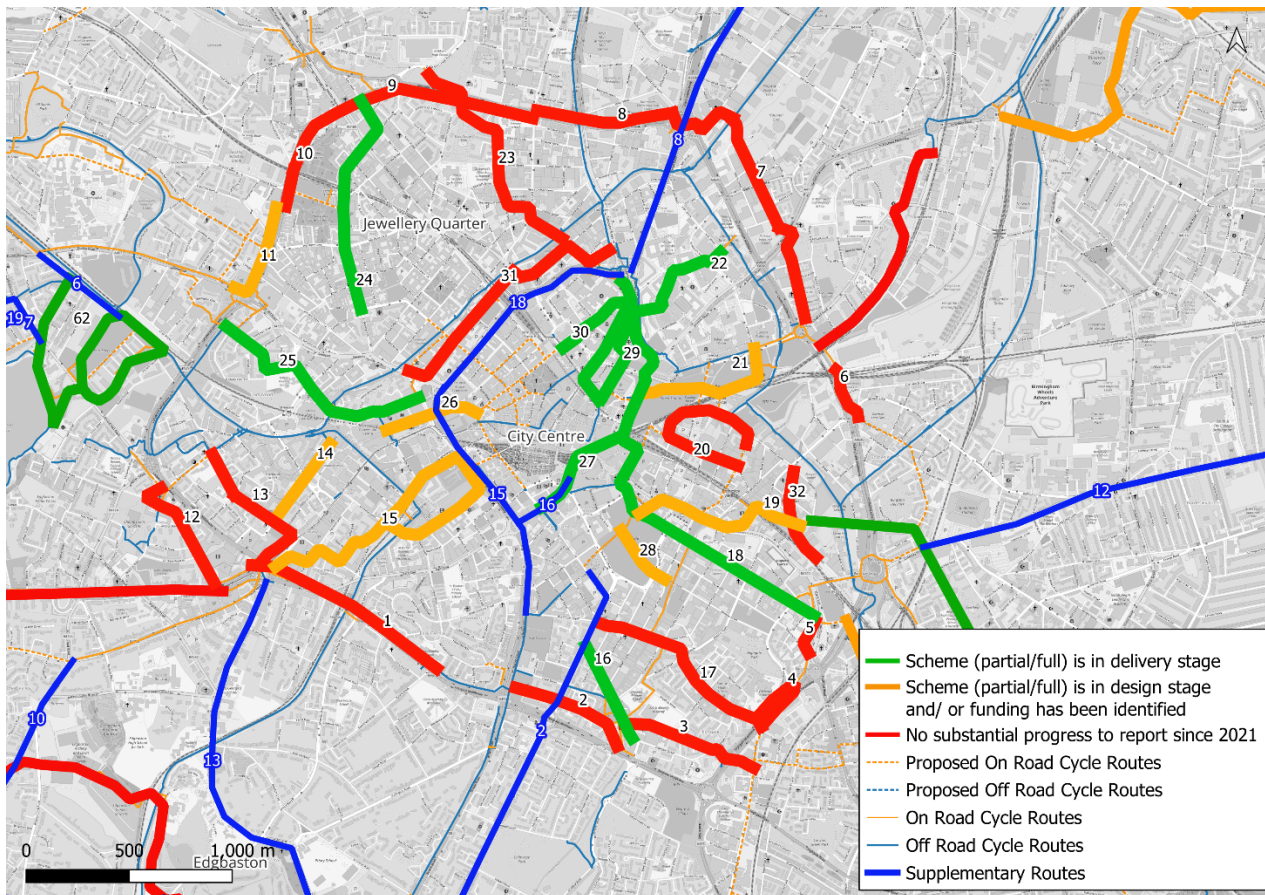
**Last Mile** - from the Middleway, access to the city centre can be confusing and difficult to navigate. The Last Mile links will provide a mix of signed back streets, cycle tracks and bus gates, improving permeability and enabling cyclists to safely access the city centre in both directions. This includes making existing one-way streets into two-way for cyclists. Wherever possible, the Last Mile links will provide alternatives to on-street sections of the Midland Metro.

**Cross City** - in the heart of the city centre, pedestrian movements will take priority but a small number of signed advisory routes, contraflow cycle lanes and shared streets will enable people to cycle to and through the central area. Cross city routes include a Regional Priority Route connecting the A34 and A38 cycle routes. Active travel connections across the city centre will be considered in order to meet growing demand and to ensure permeability of the busiest pedestrian areas for cyclists, as well as the safety of pedestrians. Cycle hire spaces and improved cycle parking will also be identified at key destinations and public transport hubs.

**Canal towpaths** - these will continue to provide traffic free, direct walking, running and cycling routes into the heart of the city. Access and lighting improvements will be considered, particularly around Curzon Station (HS2), Digbeth, Brindley Place, The Roundhouse and Icknield. It is recognised that canal towpaths are unsuitable as high demand commuting corridors for cycling, particularly when considering inclusiveness of access for all.

## Birmingham Cycling Infrastructure Plan: City Centre

The city centre LCWIP proposed routes outlined in the map below have been colour-coded according to progress to date, with the status of these routes identified in the following table. The additional supplementary routes that have been identified as part of the LCWIP refresh are shown in blue.



Ref	Proposed Route	Potential measures/progress	Status
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.	Strategic Outline Business case developed for mid-2023. Funding to be identified for OBC.
2	Middleway route (A4540) Bristol Road - St Luke's - Longmore Street	Signed advisory route and green route through St Luke's.	Strategic Outline Business case developed for mid-2023. Funding to be identified for OBC.
3	Middleway route (A4540) Gooch Street - Upper Highgate Street	Signed advisory route through Highgate.	Strategic Outline Business case developed for mid-2023. Funding to be identified for OBC.
4	Middleway route (A4540) Leopold Street - Stratford Road (Camp Hill Circus)	Cycle track along west side.	Potential HS2 scheme.
5	Middleway route (A4540) Stratford Road (Camp Hill Circus) - Bedford Road	Mixed route, mostly back streets.	Strategic Outline Business case developed for mid-2023. Funding to be identified for OBC.
6	Middleway route (A4540) Garrison Circus - Curzon Circus	Cycle track along east side. Progress as of 2021 includes: Potential HS2 Scheme.	Strategic Outline Business case developed for mid-2023. Funding to be identified for OBC.



Ref	Proposed Route	Potential measures/progress	Status
7	Middleway route (A4540) Windsor Street (Curzon Circus - Dartmouth Circus)	Signed advisory route along Windsor Street.	Strategic Outline Business case developed for mid-2023. Funding to be identified for OBC.
8	Middleway route (A4540) Dartmouth Circus - Summer Lane	Cycle track along north side.	Strategic Outline Business case developed for mid-2023. Funding to be identified for OBC.
9	Middleway route (A4540) Summer Lane - Key Hill Circus	Cycle track along south side.	Strategic Outline Business case developed for mid-2023. Funding to be identified for OBC.
10	Middleway route (A4540) Key Hill Circus - Pickford Street	Cycle track along east side.	Strategic Outline Business case developed for mid-2023. Funding to be identified for OBC.
11	Middleway route (A4540) Pickford Street - Spring Hill	Cycle track along west side or parallel route using quiet roads.	Strategic Outline Business case developed for mid-2023. Funding to be identified for OBC.
12	Middleway route (A4540) Ladywood Circus - Hagley Road	Mixed route, Francis Road, Ladywood Road.	Strategic Outline Business case developed for mid-2023. Funding to be identified for OBC.
13	Middleway route (A4540) Ladywood - Broad Street	Mixed route, cycle track upgrade and Ryland Road.	Strategic Outline Business case developed for mid-2023. Funding to be identified for OBC.
14	Last Mile: Broad Street parallel (Five Ways - Brindley Place)	Mixed route along Broad Street, Ryland Street, Grosvenor Street West, Brunswick Street. Progress as of 2021 includes: Ongoing discussions with Midland Metro and Sustrans.	No further progress.
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). Progress as of 2021 includes: Ongoing discussions with Midland Metro and Sustrans.	No further progress.
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. Progress as of 2021 includes: Completion of new paths (developer funded) through St Luke's/ Sherlock Street housing development.	No further progress.
17	Last Mile: Macdonald Street - Moseley Road	Signed advisory route Moseley Road, Leopold Street, Macdonald Street.	No further progress.
18	Regional Priority Route/ Last Mile: Birmingham East Side	Two-way segregated cycle track on Bradford Street. Progress as of 2021 includes: Temporary light-segregated cycle track on Bradford Street (ATFT1).	Designs for permanent cycleway progressing. ATF 3 development.
19	Last Mile: Digbeth High Street	Mixed route with Sprint, Metro. Progress as of 2021 includes: Ongoing discussions with Midland Metro.	No further progress.
20	Last Mile: Curzon connections, Digbeth	Signed advisory routes, contraflows and cycle tracks. Progress as of 2021 includes: Potential HS2 scheme.	No further progress.
21	Last Mile: Curzon Street and Eastside Park	Cycle track on Curzon Street and through Curzon promenade. Progress as of 2021 includes: Design in progress for Curzon HS2 Station and public realm. Ongoing discussions with HS2 and DfT regarding cycling provision at this interface.	Potential HS2 scheme.
22	Last Mile: Ashted - Aston	Mixed route. Progress as of 2021 includes: Temporary light-segregated cycle track Jennens Road and A47, between city centre and Saltley (ATFT1).	Temporary measures to be removed. Future cycle provision to be led by TfWM as part of Cross City Bus using a multi-modal approach.
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.	No further progress.

Ref	Proposed Route	Potential measures/progress	Status
24	Last Mile: Jewellery Quarter - Colmore Row	Signed advisory route Pitsford Street, Vyse Street, Frederick Street, Newhall Street. Progress as of 2021 includes: Temporary light-segregated cycle tracks connecting Jewellery Quarter and City Hospital/Harborne Walkway (ATFT1). Temporary reallocation of road space –city segments (ATFT1).	Temporary scheme to be made permanent through Active Travel Fund subject to FBC.
25	Last Mile: Library links - Spring Hill - Centenary Square	Mixed route King Edwards Road.	Temporary way funding signage installed for continuous cycle route around Broad Street metro.
26	Cross City: Paradise/ Centenary Square	Shared space. Progress as of 2021 includes: Temporary light-segregated cycle tracks connecting Jewellery Quarter and City Hospital/Harborne Walkway (ATFT1). Temporary reallocation of road space –city segments (ATFT1).	Pedestrianisation work on Colmore Row and Waterloo Street on sections adjacent to Centenary Square to be completed mid-2024. Further improvements on sections adjacent to St Philip's Cathedral to be scoped as part of forthcoming Active Travel Connections Study.
27	Regional Priority Route/ Cross City: City Centre A38 to A34	Two-way segregated cycle track. Progress as of 2021 includes: Temporary cycle route (minor improvements including bus gate and cycle lanes) (ATF1). Design underway for Southside Public Realm.	ATF measures are permanent, but don't provide a segregated route. Future more segregated scheme on Moor St Queensway is subject to EZ and CRSTS funding, and is tied to HS2 Curzon Station completion, so not expected before 2027.
28	Cross City: Smithfield	Cycle track and crossings. Progress as of 2021 includes: Ongoing discussions with developers.	No further progress.
29	Cross City: Dale End	Signed advisory route Dalton Street, Newton Street, Dale End. Progress as of 2021 includes: Temporary cycle route (minor improvements including bus gate and cycle lanes) (ATFT1).	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. Progress as of 2021 includes: Construction underway for Snow Hill public realm including reallocation of road space and reduction in motor traffic access.	Delivered.
31	Cross City: Arena to Alexander Stadium via Jewellery Quarter	Signed advisory route along Cambridge Street, Fleet Street, Lionel Street, Shadwell Street, A34.	No further progress.
32	Green route: Duddeston Viaduct	Path along viaduct between Upper Trinity Street and Liverpool. Walkways, public art and feature lighting. Progress as of 2021 includes: Potential developer funded scheme.	No further progress.
	Canal towpath improvements		







## Proposed priority areas for walking improvements

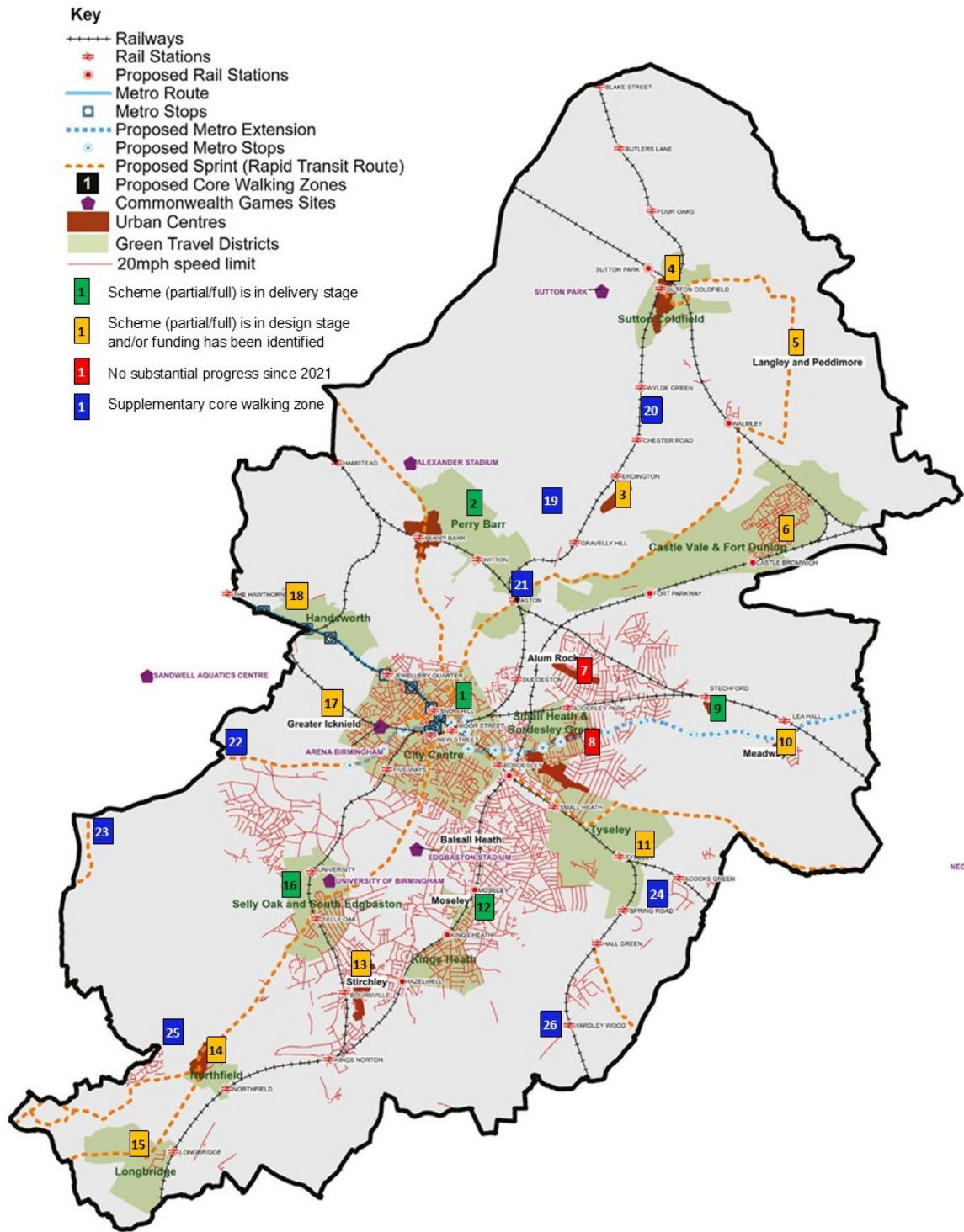
### Core Walking Zones

Walking improvements are difficult to comprehend on a city-wide scale and yet walking is probably the most evenly spread mode of travel across the city. However, limited resources necessitate some form of prioritisation and therefore a series of 'core walking zones' (priority areas for walking improvements) have been identified alongside a series of city-wide programmes. Core walking zones are based in growth areas, key local centres and High Streets, around public transport improvements and in locations previously identified as 'Green Travel Districts'.

In core walking zones, more detailed local area schemes will be developed with a focus on continuity, including improved crossing points, way marking and lighting. Fully inclusive infrastructure will be required (ramps, dropped kerbs, tactile paving and seating). Green infrastructure and public art should also be considered. In order to reduce the dominance of motor traffic, slower speeds, parking controls, freight restrictions, footway priority and 'filtered permeability' measures will be investigated.

In some of these areas, the bus interchanges and/or railway stations are located on the periphery of the local centre. A key focus in core walking zones will be the provision of high-quality routes and crossings between public transport facilities and local shops and services. This meets the wider aim of the Walking and Cycling Strategy: to integrate short walking journeys with longer public transport journeys.

The LCWIP proposed core walking zones outlined in the map below have been colour-coded according to progress to date, with the status of these zones identified in the following table. The additional supplementary zones that have been identified as part of the LCWIP refresh are shown in blue.



## Core Walking Zones

1. City Centre
2. Perry Barr
3. Erdington
4. Sutton Coldfield
5. Langley and Peddimore
6. Castle Vale and Fort Dunlop
7. Alum Rock
8. Small Heath and Bordesley Green
9. Stechford
10. Meadway and Lea Hall
11. Tyseley and Acocks Green
12. Kings Heath, Moseley and Balsall Heath
13. Stirchley
14. Northfield
15. Longbridge and Rubery
16. Selly Oak, Harborne and South Edgbaston
17. Icknield
18. Handsworth

Ref	Proposed Route	Potential measures/progress	Status
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).	Chamberlain Square and Phase 1 of Paradise are near complete. Southside Public Realm set to begin Autumn 2023. Snow Hill Public Realm underway. Future consideration of Aston University Masterplan and Active Travel Connectivity study. As per above schemes listed as ATF1.
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.	Perry Barr regeneration – the Commonwealth Games acted as a catalyst for change including the Alexander Stadium. Other areas of Perry Barr regeneration are underway including a bus and cycle route on the A34. A design review has taken place and a preferred alignment has been selected, this now needs to be taken for further development. OBC expected Spring 23.
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.	Forecourt and public space outside of the newly redeveloped Perry Barr Railway Station completed. Levelling Up Fund 2022/23 was unsuccessful. Temporary social distancing measures removed.
4	Sutton Coldfield	Consultation on Sutton Coldfield Masterplan includes road space reallocation and walking improvements. Other measures include public transport interchange, Beeches Walk public realm, enhancement of key routes to Sutton Park and various recommendations from Walking Audit in 2018.	ATF scheme for footway widening to be made permanent. Sutton Coldfield Station Opportunity Prospectus. More recent /ongoing studies. Sutton Gateway Phase 1 CRSTS funding. SCTC Active Travel Strategy.
5	Langley and Peddimore	New footways, crossing and green routes.	Construction for the footbridge is complete. First occupation of site is expected Sept 2023. Outline planning application was approved in Dec 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.	Castle Vale not adopted as PfP. No further progress.



Ref	Proposed Route	Potential measures/progress	Status
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.	No further progress.
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.	No further progress.
9	Stechford	Upgraded pedestrian routes and civic space on Station Road. Enhanced routes alongside River Cole.	Delivery of Iron Lane scheme (Local Growth Fund) Outline costs for further schemes to be finalised in 2023.
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.	No further progress. Developer-led delivery
11	Tyseley and Acocks Green	Cole Valley access and public realm improvements (Ackers).	No further progress.
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. Design in progress for Balsall Heath Town Square	Cabinet approved in Jan 2023 for full business case for KH/ Moseley Phase 2. Consultation on permanent removal of parking in Kings Heath ended in June 2022 - progressing. Moseley Local Centre Public consultation on reallocation of road space ended in Sept 2022 - potential ATF4 bid to progress. Construction is underway for Moseley Village, Kings Heath and Hazelwell (renamed Pineapple Road). Landscape Project Group completed the scheme in 2022. It was a small scheme outside of the library 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.	ATF removed. Public realm and transport provisions dependent on s106 funding. No further progress. 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.	Levelling Up Fund 2022/23 was unsuccessful. Temporary social distancing measures removed.
15	Longbridge and Rubery	New links within Longbridge town centre as well as green routes to Rubery and Frankley.	No further progress.
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.	Partial delivery.
17	Icknield	New canal side paths, bridges and crossings.	No further progress
18	Handsworth	Signage to Benson Road Metro, parking management, speed management, surfacing and crossing improvements	No further progress. Part of ongoing bus network discussions

The potential supplementary core walking zones that have been identified as part of the LCWIP refresh (shown in blue on the map) are summarised in the following table.

Ref	Zone	Description
19	Kingstanding	Currently car orientated and prioritisation for pedestrians required. Proposed connections for cyclists but walking needs improvement.
20	Wylde Green	Car orientated area. Improved pedestrian priority required.
21	Aston	Car orientated. Needs more pedestrian priority, especially with trip attractors such as football stadium.
22	Bearwood	Improvements to pedestrian priority required (cross border connectivity with Sandwell)
23	Quinton	. Improvements to pedestrian priority required.
24	Fox Hollies	Improved connections to local path network
25	Bartley Green	Improved pedestrian priority around university and improved connections to path network
26	Yardley Wood	Heavily car orientated with pavement parking. Improved pedestrian priority required.

### City Centre

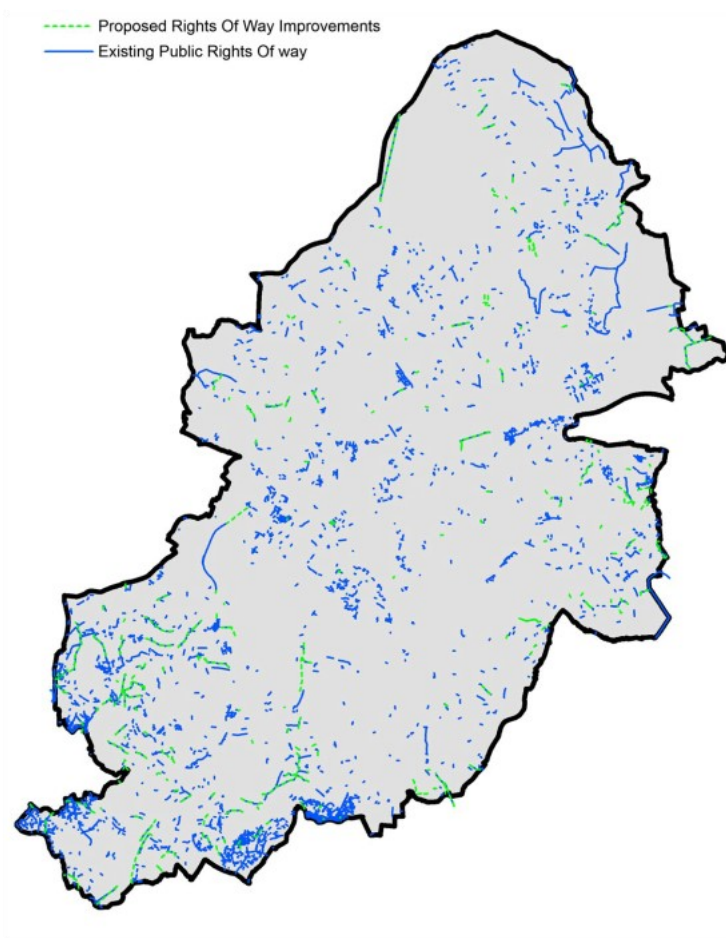
Major investment in pedestrian improvements and public spaces is already taking place within the city centre, in particular as a result of the introduction of the Clean Air Zone in 2021 and will continue with further reallocation of transport space to walking, cycling and public transport through the BTP delivery. Key schemes within the LCWIP timescale include Centenary Square, Victoria Square, New Street, Snow Hill, Ladywell Walk, Curzon Promenade, Digbeth High Street and Smithfield. Some of these schemes have already progressed to the delivery phase. There is also potential for new green routes (particularly important in this densest part of the city) through the Rea Valley Urban Quarter and along the Duddeston Viaduct.

### Pedestrian crossings

A comprehensive city-wide package for pedestrian crossings is required and frequently requested by local communities. New crossings upgraded pedestrian facilities at signal-controlled junctions and changes in timings at existing crossings (crossing times as well as waiting times) will particularly benefit the young, the elderly and people with disabilities.

## Green Routes and Public Rights of Way

Birmingham has an extensive network of parks and green spaces, providing traffic-free walking and cycling routes across the city. These resources are integral to the Walking and Cycling Strategy, in providing spaces for recreational activities and local journeys away from the noise, air pollution and hazards of traffic.



Significant improvements (surfacing, signing and access) have taken place on green routes in recent years through the Connect2, Bike North Birmingham and Birmingham Cycle Revolution projects. However, there is potential to provide new green routes, particularly in Langleigh, Longbridge and along the Tame Valley corridor and to upgrade existing routes, including lighting.

Some of the green routes are also Rights of Way. Birmingham has 170 miles of Public Rights of Way, 96% of which are footpaths, and these provide essential connections throughout the city. A new Rights of Way Improvement Plan is in development, identifying proposals to improve existing paths, create new paths, provide signs and remove obstructions.



### **Other walking and cycling infrastructure**

Walking and cycling audits, analysis of road traffic collisions and feedback from local communities will be used to identify other targeted interventions and local safety schemes across the city.

There will continue to be a focus on journeys to school. Car-free school streets (closed to traffic at the start and end of the school day) are being implemented around the city, with further streets planned for interventions and the successful 'Safer Routes to School' programme will be continued.

A 20mph default speed limit for all residential streets and local centres in Birmingham has been proposed as part of the Birmingham Transport Plan.

In some cases, relatively small-scale infrastructure improvements such as new seating and smoother surfaces can make a huge difference to local people, particularly the young, elderly or those with disabilities. Improved lighting and better surveillance can help reduce fears for personal safety. For walking, it is also important that pavements are kept clear of parked cars and other obstructions, and there is minimal sharing with cyclists.

For cycling, the availability and security of cycle parking is a key consideration.

An integral part of local cycling networks will be the creation or expansion of outdoor recreational facilities.

### **Wider measures**

The consultation and engagement feedback identified wider measures that would also help to improve conditions for walking and cycling, particularly less motor traffic and better public transport, which are included within the Birmingham Transport Plan.



## Priorities

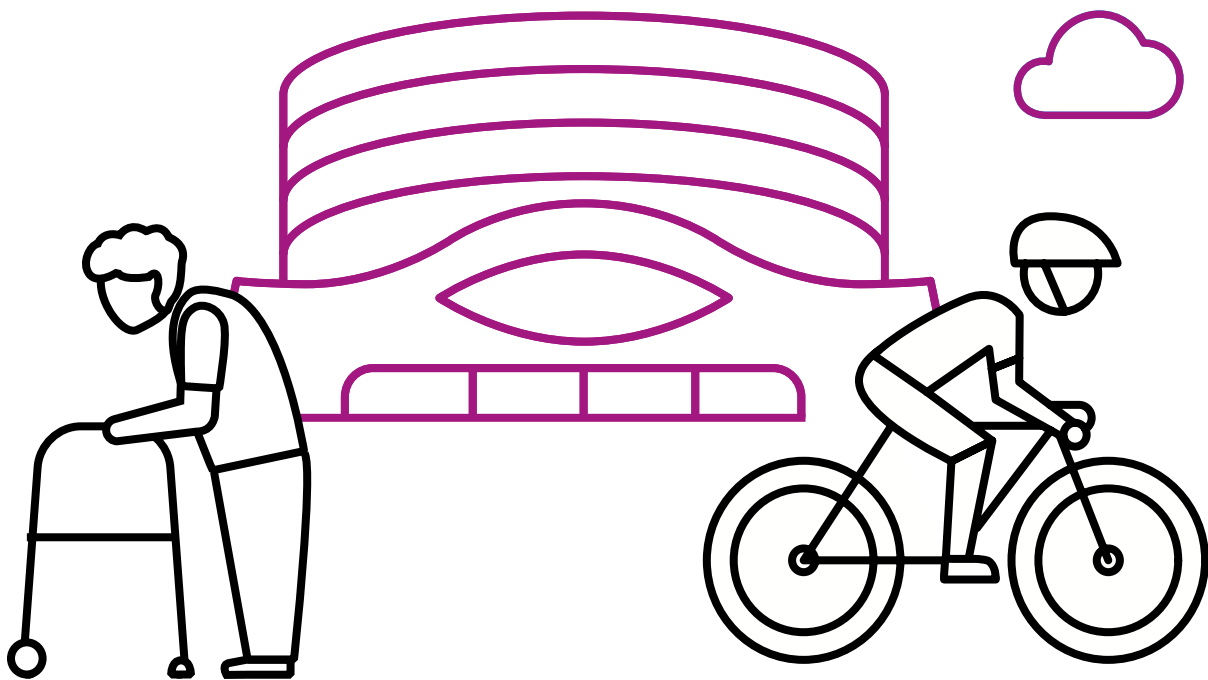
The Birmingham Cycling Infrastructure Plan, Walking Improvements and Rights of Way maps identify over 100 potential walking and cycling schemes, with an estimated cost of over £100million.

Due to limited funding and a need to co-ordinate and complement other projects, these schemes are subject to a prioritisation process. The ongoing prioritisation process will consider the 2020 LCWIP schemes, as well as the potential supplementary routes and walking zones outlined as part of this 2023 refresh.

Recent feedback from stakeholders outlined continued strong support for prioritising investment in the city centre, however stakeholders also identified the importance of local connections to existing and proposed key routes around the wider city.

The initial focus for the 2020 LCWIP (0-3 years) involved the design and delivery of the Phase 1 and Phase 2 regional priority cycle routes.

Following the recent City Region Sustainable Transport Settlement funding focus can continue on the development of plans for local cycling networks and core walking zones (including Birmingham city centre).





## Integration

Some of the LCWIP schemes and interventions are already included within planning proposals, ward plans and area masterplans. The Regional Priority Routes have been progressed as part of the West Midlands Combined Authority Transforming Cities Fund, alongside regional public transport projects.

Walking and cycling improvements have a pivotal role in the Birmingham Transport Plan and its successful delivery.

The LCWIP schemes will be developed in more detail. Funding will continue to be sought to undertake audits and feasibility studies, followed by detailed design, based on the latest LTN 1/20 and West Midlands Guidance.

Future schemes will be delivered in partnership with a wide variety of organisations and individuals. Revenue funding will be essential in order to deliver supporting measures to enable and inspire walking and cycling. A future delivery programme based on the LCWIP themes and the BTP Delivery Plan will be progressed as part of the annual Transportation and Highways Capital Programme and Infrastructure Delivery Plan.

The continued progress of the Birmingham Walking and Cycling Strategy, alongside the Birmingham Transport Plan and new policies on air quality, road safety, public health and design, will enable much better integration and improve forward planning for walking and cycling initiatives and facilities both within the city and the wider West Midlands region.







**Contact:**

Transport Planning & Network Strategy  
Transport & Connectivity – Place,  
Prosperity & Sustainability Directorate  
Birmingham City Council

**Email:**

connected@birmingham.gov.uk

**Web:**

Birmingham City Council website  
- [www.birmingham.gov.uk](http://www.birmingham.gov.uk)

**Call:**

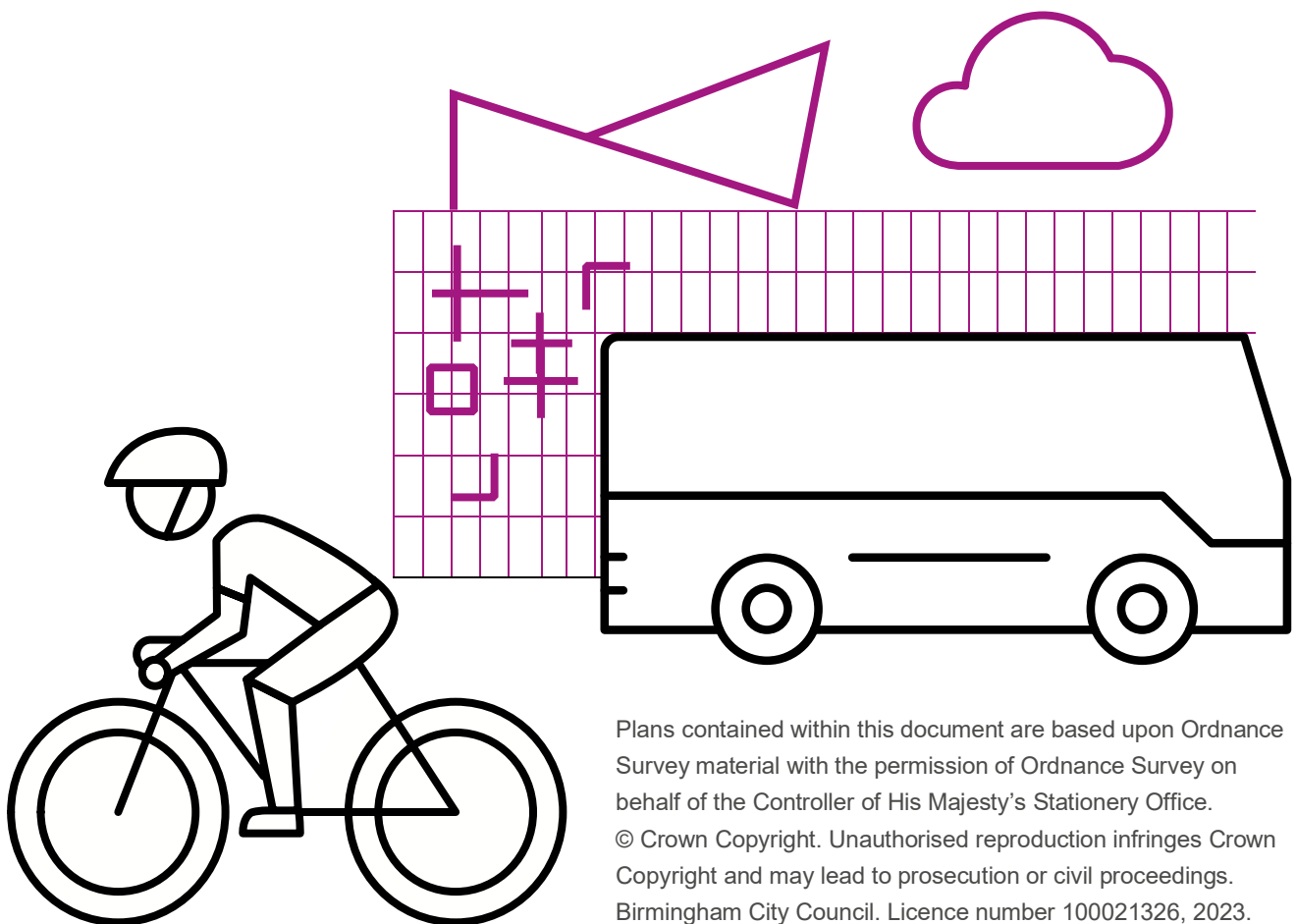
0121 464 9608

**Visit:**

Council House, Victoria Square, Birmingham, B1 1BB

**Post:**

P.O. Box 28 Birmingham B1 1TU



Plans contained within this document are based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of His Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Birmingham City Council. Licence number 100021326, 2023.