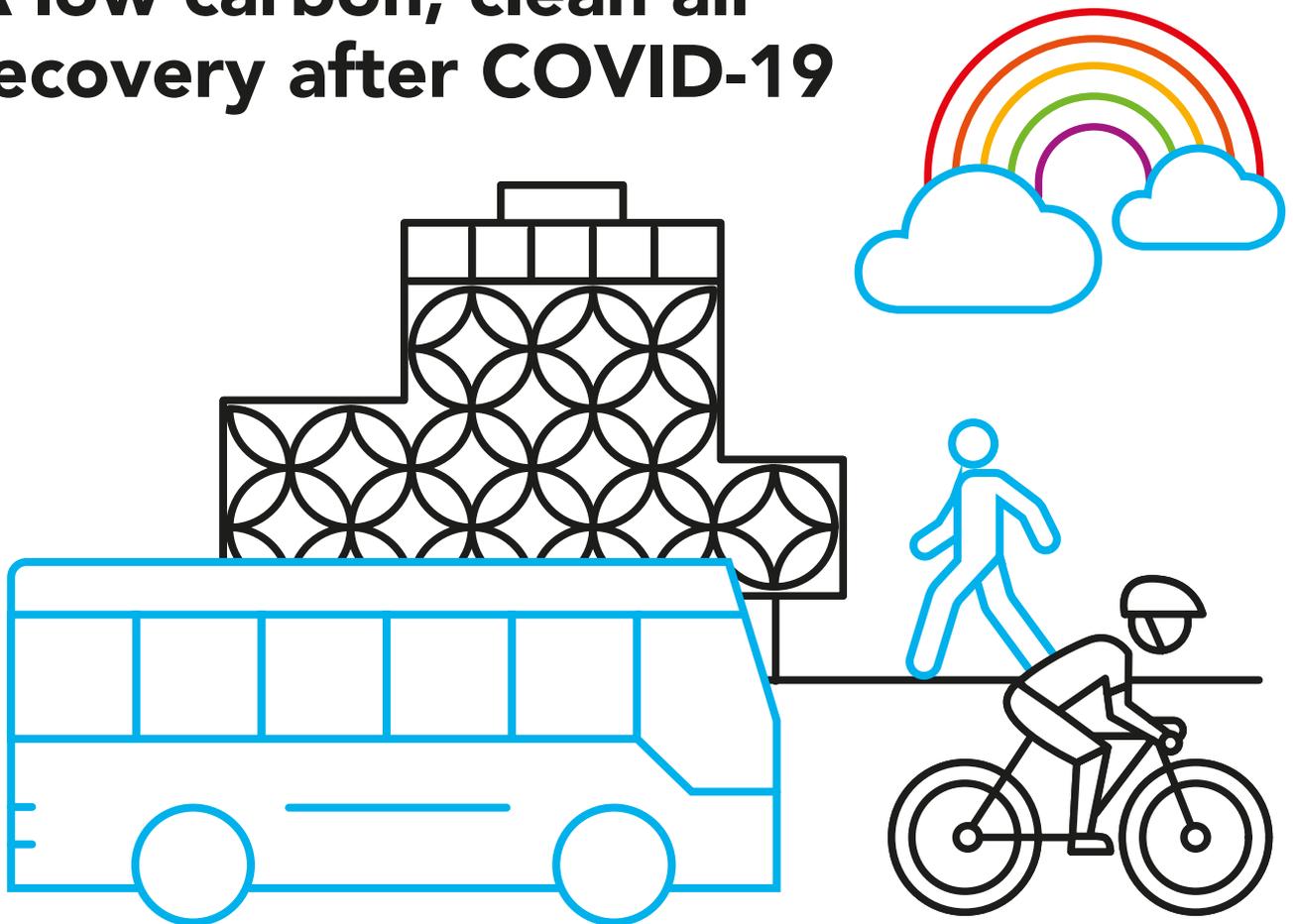


May 2020

# EMERGENCY BIRMINGHAM TRANSPORT PLAN

A low carbon, clean air  
recovery after COVID-19





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# Foreword



**Councillor Waseem Zaffar MBE**

Cabinet Member for Transport and the Environment  
Birmingham City Council

Birmingham is a vibrant, diverse city in the midst of significant growth and transformation. The COVID-19 pandemic has impacted our city like many others across the world. We must now respond to this new landscape and ensure our city is well-prepared to provide all of our communities with the opportunity to deliver a green, sustainable recovery. Transport and connectivity is critical to that and our Emergency Birmingham Transport Plan is the first step in our strategic response.

This new post-pandemic landscape requires us to learn from the lockdown and to consider how we can get our city moving in a safe, healthy and effective manner. During the lockdown period, road traffic across Birmingham was reduced by around two thirds for a sustained period of several weeks. The impact in terms of a quieter, safer environment for walking, cycling and enjoying being outdoors with much improved air quality made a noticeable difference to every citizen.

In addition, the need for social distancing and more space for queuing requires a fundamental redesign of what we do with public space and how we ensure it is available to everyone in a safe and fair manner. And with indoor leisure facilities closed and schools open only in a limited way, local streets need to be safe for people young and old to exercise and play.

So many people have made it clear that they do not want to go back to congested roads pumping out huge amounts of emissions causing air pollution that significantly reduces life expectancy across the city.

We have a unique opportunity to plan for a green, sustainable recovery after COVID-19, that restarts the local economy in a healthy, people-focused way. We cannot go back to the volume of car traffic we had previously in our city – this would be bad for our communities, bad for the environment, and bad for the economy.

Many of us are now walking and cycling more and we will need to encourage this alongside a return to public transport as we build a sustainable recovery for Birmingham. We must make more space for walking and cycling and for public transport users. Now is the time to take the brave decisions that will deliver the best outcomes for our city for both the short-term recovery and the long-term future for everyone.

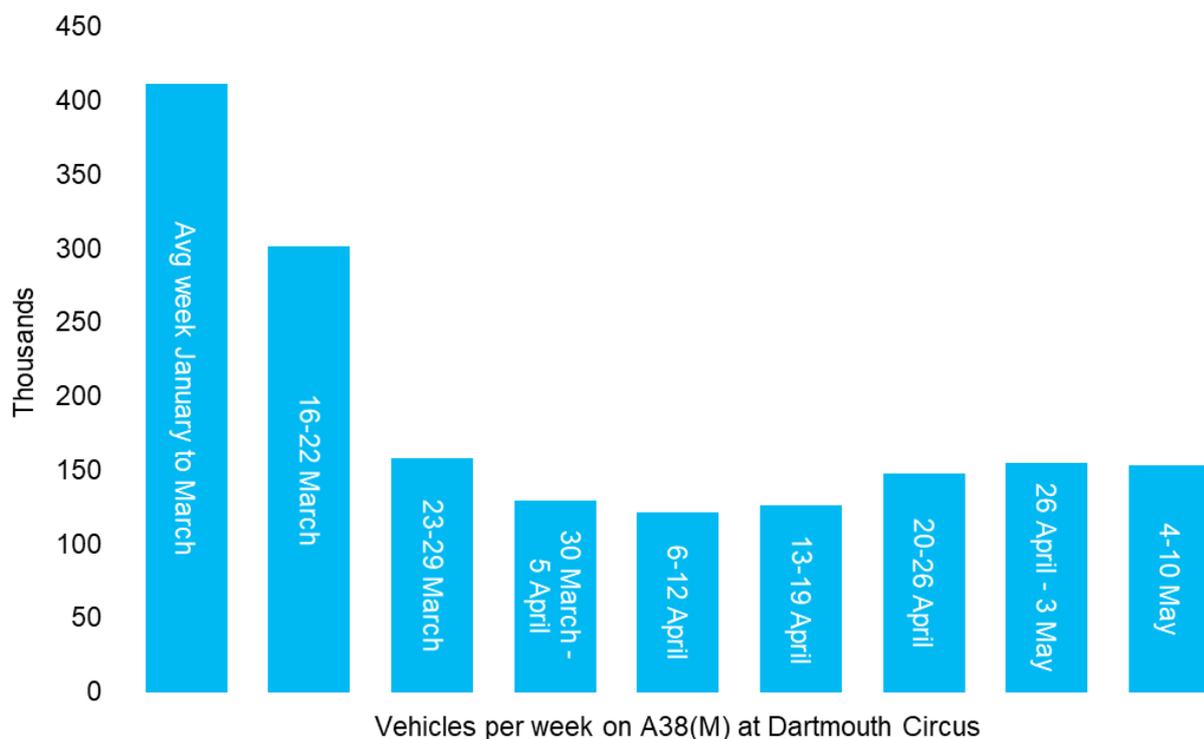
The Emergency Birmingham Transport Plan is the start of our work to build a sustainable, healthy recovery for the whole city. This is a reset for how we move around the city. There is a lot more work to do - this is the start of our work to ensure we come out of the COVID-19 lockdown with the ability to travel safely, healthily and sustainably. I know our city can build a bright, healthy future - this is our chance to deliver it.



## Introduction and context

Birmingham City Council recently published a draft Birmingham Transport Plan (January 2020), setting out what the city needs to do differently to meet the demands of the future. Towards the end of our public consultation on that plan, the country was placed in lockdown to reduce the spread of the novel coronavirus COVID-19.

As a result, travel patterns were transformed overnight with traffic down to a third of usual levels and public transport services focused only on getting key workers to their workplaces while maintaining social distancing. Schools closed for all but a handful of pupils and thousands of employees took up working from home, meaning the school run and the commute to work was significantly reduced. These dramatic changes gave us a downward trend in air pollution, with NO<sub>2</sub> levels falling within legal limits at key monitoring stations.



At the same time, people started walking and cycling more, exploring their local area during their daily permitted exercise. People who were not previously cycling regularly were now using their bikes on a daily basis.

On 9 May 2020, the Secretary of State for Transport announced a £2 billion package to support active travel to help the country emerge from the coronavirus crisis<sup>1</sup>, of which £250 million is for swift, emergency interventions to make cycling and walking safer. On 11 May 2020, the Government published a national COVID-19 recovery strategy<sup>2</sup>, setting out the conditions for easing lockdown and the steps that will be taken in England to enable more activities to take place whilst continuing to control the spread of COVID-19.

This plan sets out the short, medium and longer-term actions Birmingham can take to enable a **low carbon, clean air** recovery from COVID-19. The vision and big moves of the draft Birmingham

<sup>1</sup> <https://www.gov.uk/government/speeches/transport-secretarys-statement-on-coronavirus-covid-19-9-may-2020>

<sup>2</sup> <https://www.gov.uk/government/publications/our-plan-to-rebuild-the-uk-governments-covid-19-recovery-strategy>

Transport Plan were generally well received at consultation, and this plan follows the same principles, looking at what we can deliver over the:

- Short term – over the next few weeks
- Medium term – over the next few months
- Longer term – beyond 2020

The proposed actions for delivery are currently set out as high-level lists, with more detail to be added following assessments and any prioritisation exercises. What and how much we are able to bring forward will depend on funding, resources, further design work and, in the case of 20mph speed limits, on a change in legislation from the Department for Transport.

Birmingham is well placed to make good, value for money, use of our share of the Government funding.



Photo credit: Southside BID @EnjoySouthside

# Principles

In prioritising, designing and delivering schemes and supporting packages within this plan, we will:

- follow the vision and principles set out in the draft Birmingham Transport Plan.
- align actions to key delivery components within the four big moves set out in the draft Birmingham Transport Plan.
- maximise opportunities provided by existing and planned projects and funding.
- identify opportunities to align delivery with the planned highway maintenance programme.
- implement schemes as trials or temporary measures (using Temporary and/or Experimental Traffic Regulation Orders initially), with options for future conversion to permanent status.
- co-ordinate with other highway and planning processes, e.g. on street parking restrictions to remain suspended until future options have been considered.
- engage and work with the West Midlands Combined Authority, Ward Councillors, partners and key stakeholders and ensure that members of the public are kept informed of and involved with any changes being made.
- undertake ongoing monitoring and review of all schemes and measures on a regular basis.

This Emergency Birmingham Transport Plan does not replace a full Birmingham Transport Plan 2031, which will be published later in 2020.

# Challenges and opportunities

## Draft Birmingham Transport Plan

Many of the challenges and opportunities set out in the Draft Birmingham Transport Plan remain highly relevant to this Emergency Birmingham Transport Plan:

- **Climate change** – as a city, we must respond to the climate emergency and work towards a low carbon transport network and a carbon neutral Birmingham by 2030.
- **Air quality** – tackling air pollution remains crucial to public health; in addition to previously documented health risks, a World Health Organisation study now suggests a potential link between high levels of air pollution and the death rate from COVID-19.
- **Accommodating sustainable and inclusive growth** – although much economic activity is temporarily paused, this will not be the case in the medium and longer term, and we still expect our population to grow significantly in the next decade. Changes made through the Emergency Birmingham Transport Plan should not preclude future growth and schemes.
- **Reducing congestion** – with reduced capacity on public transport in the short term, the risk of returning to previous levels of congestion, or even higher, must be avoided.
- **Future technologies and data** – new technology means that we have an increasing quantity and quality of data about the transport network and its impacts, which helps with strategic planning and network management. We must also continue to explore new possibilities for transport, including the newly announced E-scooter trial<sup>3</sup>.
- **Demand management and network management** – with limited capacity on the whole transport network, we must continue to make the best use of this, including supporting and encouraging people to make appropriate travel decisions, with reducing the need to travel (including working from home) being particularly important in the short and medium term. Managing the network on a day to day basis remains important, making use of our Urban Traffic Control Centre and the Regional Traffic Control Centre to optimise performance, for example of traffic signals.

## COVID-19

The current pandemic situation also introduces a number of new challenges and opportunities:

- **Repurposing space** – there is an increased need for ensuring and creating safe space for walking, cycling and social distancing. In addition, with leisure facilities closed and schools operating in a limited capacity, local streets need to be safe for people, especially children, to exercise and play.
- **Public transport** – safe and efficient public transport services must be maintained in the short term for those who need them, and public transport must be enabled to regrow into an efficient, attractive mode of transport once it is safe for more people to travel this way.
- **Economic recovery** – we need to support businesses in our city to survive the current lockdown and to reopen as soon as practical, remodelling their operations to ensure safety for staff and customers where necessary.
- **Low carbon, clean air recovery** – it is imperative to capitalise on the reduced pollution over recent weeks and to keep those emission levels as low as possible as lockdown eases and lock this in to the ‘new normal’.

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<sup>3</sup> <https://www.tfwm.org.uk/news/e-scooters-to-be-trialled-in-birmingham-and-coventry-as-post-lockdown-travel-solutions-explored/>



BUILDING  
SERVICES  
AND  
ENTRANCE

## Vision

This Emergency Birmingham Transport Plan retains the vision of the draft Birmingham Transport Plan, with some additions, highlighted below:

The vision for Birmingham's transport is for a sustainable, green, inclusive, go-anywhere network **and for a low carbon, clean air recovery from COVID-19 lockdown.**

Safe and healthy environments **support stronger communities and** will make active travel – walking and cycling – the first choice for people making short journeys.

A fully integrated, high quality public transport system will be the go-to choice for longer trips. **In the short term, limited capacity on public transport will be offset by increased space for walking and cycling and by reduced travel overall.**

A smart, innovative, carbon neutral and low emission network will support sustainable and inclusive economic **recovery** and growth, tackle climate change and promote the health and well-being of Birmingham's citizens.

# Objectives

Programmes and individual schemes will be brought forward in line with the four big moves outlined in the draft Birmingham Transport Plan:



## Reallocating road space

away from single occupancy private cars to create safe space for walking, cycling and social distancing while maintaining public transport provision.



## Transforming the city centre

through the creation of walking and cycling routes alongside public transport services and limited access for private cars.



## Prioritising active travel in local neighbourhoods

so that walking and cycling is the way most people get around their local area most of the time. Local areas should be places where people are put first, creating stronger communities with space for exercise and play.



## Managing demand through parking measures

where land and space currently occupied by car parking is repurposed for walking, cycling and social distancing.

# Big Moves

## Reallocating road space

With finite road space (including footways) available, we will seek to allocate more space to walking and cycling to support people to use these modes, along with the need for social distancing.

We will not allocate space away from public transport (buses) and will also seek opportunities to introduce bus priority measures where needed. In the short term, with reduced capacity on each vehicle, bus operators need to be able to run routes as quickly and efficiently as possible meaning bus priority measures are extremely important. Reducing bus journey times can increase the overall number of people that can be safely carried over the course of a day. In addition, the longer-term plans to provide more bus priority remains, so to remove space from buses now would run contrary to the vision of the draft Birmingham Transport Plan.

To prioritise schemes for reallocating road space we will:

- review and audit **dual carriageways** to establish any potential for introducing new cycle and/or public transport (bus) priority lanes.
- review and audit **high street locations** including **on-street parking** to establish any potential for footway widening to enhance social distancing.
- review and audit **footways** (where widths permit and pedestrian use is low) to establish any potential for conversion to shared footway/cycle track.

We will also review and enhance all **existing scheme proposals** to maximise walking, cycling and public transport elements including:

- Dudley Road major scheme;
- Alcester Road bus priority scheme;
- Selly Oak local centre;
- Bradford Street cycle route;
- HS2 network changes (Park St and Moor St Queensway);
- Cross City bus;
- City Centre and Snow Hill public realm schemes.

## Cycling proposals

The Birmingham Walking and Cycling Strategy and Local Cycling and Walking Infrastructure Plan<sup>4</sup> was adopted in January 2020. For the Emergency Birmingham Transport Plan, we will review all of the schemes identified in this and seek to bring forward delivery of as many as possible, subject to resource and practicality.

Regional priority cycle routes:

- City centre A38 to A34 connection;
- A45 Birmingham to Solihull corridor;
- A456 Hagley Road corridor;
- A38 extension Selly Oak to Longbridge (including Selly Oak local centre);
- Birmingham Eastside (Bradford Street);
- A47/A38/B4148 Fort Parkway to Langley/Walmley.

Some other key connections:

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<sup>4</sup> <https://www.birmingham.gov.uk/walkingcyclingstrategy>

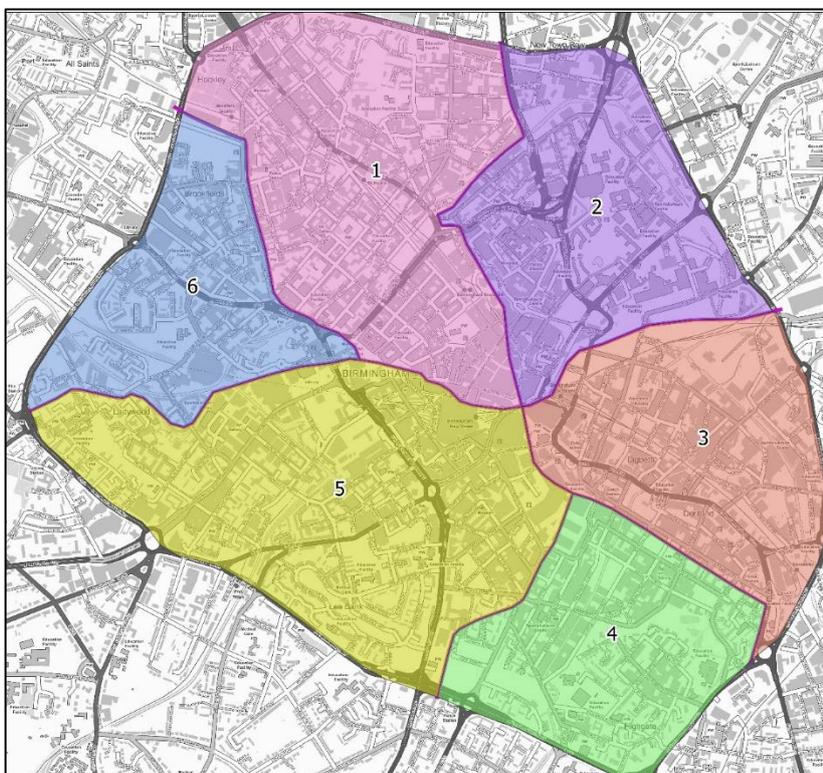
- City centre to City Hospital;
- A34 and A38 spurs, including from Bristol Street to Five Ways/Edgbaston and Pershore Road/ Priory Road connection to A38 from NCN5;
- City centre to Nechells, Saltley and A47 Parkway;
- Ward End Park, Washwood Heath, Cole Valley.

City-wide measures:

- Contraflow cycle lanes;
- Repurposing dual carriageway lanes;
- Footway conversions to cycle track;
- Review of signed cycle routes and advisory cycle lanes for potential to upgrade;
- Green route upgrades;
- Canal route upgrades and access;
- Lighting (off road routes);
- Local measures for identified workplaces and schools;
- Car-free school streets;
- Enhanced cycle parking;
- Community defined active neighbourhoods (low traffic neighbourhoods);
- 20mph default speed limit;

## Transforming the city centre

The traffic cells initiative described in the draft Birmingham Transport Plan seeks to reduce the dominance of cars, create safe spaces for walking and cycling and prioritise public transport. This approach is highly appropriate to the COVID-19 recovery plan to create more space for active travel and social distancing, particularly as economic activity in the city centre increases and some hospitality venues are permitted to reopen.



**Indicative map of city centre traffic cells, subject to further development work**  
**Map contains OS data © crown copyright 2020. Licence No 100021326**

Subject to resource and deliverability, we will:

- Implement the city centre traffic cells initiative to provide priority to walking, cycling and public transport.
- Review on-street parking and seek opportunities for footway widening.
- Review bus stop locations and increase space to aid social distancing.
- Simplify opportunities for businesses to introduce parklets and/or make use of widened footways for spill-out activity.
- Accelerate and enhance the scope of the City Centre Public Realm and pedestrianisation project.
- Establish new cycle links including contra-flow cycle lanes on one-way streets.
- Provide additional cycle and motorcycle parking facilities and identify locations for e-scooter hire.
- Ensure new hostile vehicle mitigation (HVM) measures are cycle and e-scooter friendly.
- Review and adjust pedestrian crossing types and settings to provide greater priority to pedestrians.
- Reimagine James Watt Queensway to improve connectivity to the Learning Quarter including Aston University, Birmingham City University and Matthew Boulton College.

## Prioritising active travel in local neighbourhoods

During lockdown, active travel in local neighbourhoods has been widely adopted for permitted exercise and trips to local shops. The opportunity to convert this to long term behaviour change cannot be missed.

Already, we have created more space for people in Kings Heath and Erdington through the removal of some on street parking, and this has been well received by the local community.

Subject to resource and feasibility we will:

- Roll out more 20mph speed limits in residential streets – ideally introducing a default 20mph limit with support from Government in the form of a legislative change.
- Deliver active neighbourhood (low traffic neighbourhood) pilots in at least two areas and identify how this will be extended this across the whole city.
- Introduce temporary measures to support the reopening of schools, including expansion of various elements from our school streets programme.
- Consider footway widening in local centres, near schools and at bus stops.
- Review and adjust pedestrian crossing types and settings to provide greater priority to pedestrians.
- Investigate options for side road zebra crossings and pedestrian prioritisation.
- Investigate e-scooter and e-cargo bike trials.
- Review all local engineering schemes to refocus priorities to walking and cycling.

## Managing demand through parking measures

In the context of social distancing, on-street parking can limit space available to pedestrians. Equally, removal of some on-street parking (Blue Badge holders would be retained) can provide a 'quick win' to deliver more pedestrian space.

As car use has reduced during lockdown, large numbers of vehicles now spend more time parked at home. Where properties do not have access to off-street parking, this can lead to more pavement parking, further limiting space for people to move at a time when more people are walking in their local area.

Subject to resources and feasibility, we will:

- Review on-street parking and opportunities for footway widening;
- Use communications channels to discourage people from parking on footways;
- Simplify opportunities for businesses to introduce parklets and make use of widened footways for spill-out activity;
- Prioritise space for disabled parking, car club vehicles, electric vehicle charging;
- Provide additional cycle and motorcycle parking facilities;
- Undertake a review of Controlled Parking Zones and how these are implemented;
- Adopt a new Parking Supplementary Planning Document to support the new Development Management DPD.

## Supporting measures

In addition to the identified infrastructure schemes, a range of other measures can be utilised to support the vision of the Emergency Birmingham Transport Plan.

Where possible, these will be delivered within existing resources, but some aspects would require additional funding to implement.

### Returning to workplaces

We will support businesses and organisations with planning for, and managing, travel as their operations adapt to the gradual easing of lockdown, including continued support for agile and flexible working.

We will support businesses and organisations to use existing and newly adapted travel planning resources, including the Modeshift Stars online travel planning tool, to conduct travel surveys and focus on short and medium term planning for staff travel.

### Reopening schools

We will support schools with planning for increased attendance by pupils of different ages, focusing particularly on sustainable travel to schools and safe social distancing at drop off and collection times, supporting the installation of emergency school streets measures.

We will continue to support schools to use the Modeshift Stars online travel planning tool and will deliver strong messages to all parents that the school run should be done by walking, scooting or cycling as the norm where possible.

### Support for cycling

We will support new, returning and potential cyclists to convert cycling for permitted exercise into utility cycling, particularly to and from work. Support will focus around:

- Bike availability and maintenance;
- Route awareness;
- Safety and skills;
- Trip end facilities.

### Data and Network Management

We use data on a day to day basis to manage the transport network in real time, as well as to inform future developments and strategic planning decisions. This data informed our response to lockdown and will inform our response to the recovery in the same way. This will include appropriate traffic signal changes, for example giving more priority to pedestrians, making sure the busiest junctions operate in line with traffic levels and where possible coordinating traffic signals along key corridors especially where this provides priority to public transport. Variable message signs and car park information signs will continue to be used to communicate with the travelling public out on the network. This work is brought together at the West Midlands level via the Regional Transport Coordination Centre. It will be necessary to monitor the impacts of the interventions set out in this plan to assess the impacts and inform longer term planning and we will use a range of data to do this.

## Management of street works

During lockdown we are taking the opportunity to carry out street works in ways that would have been too disruptive under normal circumstances. As demand for travel increases, it will be necessary to balance the implementation of street works, maintenance and other highway works against the reallocation of road space to active travel and public transport, recognising the importance of these works in getting the economy going again. We will use the new Street Manager digital service to help to plan and co-ordinate works from July 2020.

## Communications, engagement and promotion

Communication about the emerging programmes and individual schemes, accompanied by key travel advice, form an important part of the Emergency Birmingham Transport Plan.

In particular, the following key messages will be widely disseminated:

- We want a low carbon, clean air recovery as we emerge from lockdown/COVID-19.
- Birmingham already has many good routes available for cycling and walking.
- We are making further changes to the transport network to facilitate social distancing, increase the amount of safer space for walking and cycling and allow more trips to be made as lockdown is gradually lifted.
- Travel should still be limited, and people should continue to work from home where possible to keep the network flowing so key workers can reach their workplaces.

Additionally, specific road safety messages (speeding, safer driving, anti-pavement parking) will be pushed out as appropriate.

## Consultation

The emergency nature of the infrastructure projects will mean changes to the way in which we usually consult with stakeholders and the public.

We will ensure that stakeholders and the public are kept informed of the work we are doing and the reasons for it but will not be able to carry out extensive consultation prior to implementation. Instead, we will invite comments once measures are in place and operational and engage with local people to determine how it is working for them and if it is achieving the intended aims. This ongoing dialogue with stakeholders and communities will help to inform future scheme development and whether measures evolve or become permanent fixtures.

## Funding

We welcome the recent Government announcement of a £2 billion funding package to support walking and cycling over the next few years and that the first stage of this, a £250 million Emergency Active Travel Fund, will be created. While we await further details of how this will be made available, we are preparing and developing ideas for pop-up bike lanes, wider pavements, safer junctions, cycle and bus-only corridors and other protected space for walking and cycling.

Any contribution that Birmingham receives will only form a part of the overall investment that will be required to deliver the step-change in infrastructure envisaged in this Emergency Transport Plan. Other financial contributions could come from:

- Reviewing and enhancing all existing projects or scheme proposals to strengthen and maximise their walking, cycling and public transport elements.
- Developing any forthcoming local engineering schemes to refocus priorities onto walking and cycling, as well as delivery as part of the planned maintenance programmes.
- Aligning with early works and supporting measures to be introduced ahead of the implementation of a Clean Air Zone for Birmingham in early 2021.
- Repurposing the Council's Transportation & Highways Capital Programme so that funding available within this can be fully utilised.
- Allocating any remaining contingency funding from the Birmingham Cycle Revolution programme to support further cycling measures.
- Considering Section 106 obligations – both existing and forthcoming – for opportunities to contribute towards proposals in the relevant local areas.
- Working with the West Midlands Combined Authority to explore what resources they can allocate in support of this work, for example the Transforming Cities Fund.
- Collaborating with delivery partners such as The Active Wellbeing Society (TAWs), Sustrans and Canal & River Trust (CRT) to explore potential opportunities through their funded programmes and projects.



Photo of Leyton in Waltham Forest

## Timescales and next steps

There are many schemes and projects mentioned in this Emergency Birmingham Transport Plan, and an urgent need to evaluate them against the plan's vision and big moves and assess their deliverability. It may be possible to deliver some quickly with temporary infrastructure, such as the measures already installed in Erdington and Kings Heath, while others will need more substantial changes.

There is a need to move very quickly to determine which projects can be delivered as part of this plan and which will deliver the most benefit to Birmingham citizens, particularly our more vulnerable citizens.

Once this initial evaluation is complete, we will assess the timescales for delivery, considering what can be implemented in the:

- Short term – over the next few weeks.
- Medium term – over the next few months
- Longer term – beyond 2020

On-the-ground delivery will follow, but with the flexibility to adapt to changing circumstances, particularly around Government announcements, COVID-19 alert levels and what activities people are permitted to carry out at each alert level.

### Short term: temporary and emergency measures

The emphasis here will be on immediate safety concerns to allow social distancing, with a particular focus on local centres and any other places where essential trips generate greater demand for travel.

### Medium term: the economy reopens while social distancing is still in place

In this timescale, we expect to focus on response to four key changes:

- phased return to school;
- opening non-essential retail and some hospitality venues;
- permitting cultural and sporting events behind closed doors;
- re-opening more public transport in urban areas, subject to strict measures.

Our focus will be on maximising the number of activities that can take place safely in public spaces while managing and mitigating the potential increase of car traffic.

### Long term: a low-carbon, clean air transition to a 'new normal'

Lockdown has changed travel habits significantly, for long enough that there is the very real opportunity to shape new and more sustainable habits in the whole population. Careful and appropriate messaging both locally and nationally will be crucial here, as well as providing the infrastructure that discourages a return to car dependency, encourages walking and cycling and ensures that our public transport services are able to return to full strength and to grow patronage and mode share.

Support for businesses is also crucial in our emergence, safeguarding our economy and enabling a transition to a better work/home balance through agile working and increased use of communication technology. Further roll-out of fibre broadband and 5G will be a critical component of this.



O'HALLORAN & O'BRIEN

D

GALLIARD APSLEY  
0171 221 7071

GALLIARD APSLEY  
galliardhomes.com

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0171 221 7071

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## Potential schemes

Programme/Scheme <sup>5</sup>	Approx. Timescale		
	by June/July 2020	by Sept 2020	Later 2020/21
<b>Review of Existing Schemes Programmes (content and programme)</b>			
Dudley Road Major Scheme	Complete/Develop	Quick Wins	Deliver
Alcester Road Bus Priority Scheme	Complete/Develop	Quick Wins	Deliver
CAZ Additional Measures (Bus and Traffic Signals)	Complete/Develop	Deliver	
Selly Oak Local Centre Proposals	Complete/Develop	Quick Wins	Deliver
HS2 network changes (Park St/Moor St Queensway)	Complete/Develop	Deliver	
Cross City Bus	Complete/Develop	Quick Wins	Deliver
City Centre and Snow Hill Public Realm Schemes	Complete/Develop	Quick Wins	Deliver
SPRINT Bus Rapid Transit	Complete/Develop	Quick Wins	Deliver
Traffic signal strategies and Variable Message Signs (VMS)	Ongoing	Ongoing	Ongoing
<b>Road Space Reallocation &amp; Cycle Schemes</b>			
*to include cycle/bus priority as appropriate (RP) denotes link to LCWIP regional priority corridor			
A45 Birmingham to Solihull Corridor (RP)*	Develop/Quick wins	Deliver	
A38 extension Selly Oak to Longbridge (RP)*		Develop/Quick wins	Deliver
City Centre to Nechells, Saltley and A47 Parkway*	Develop/Quick wins	Deliver	
City Centre to City Hospital via Jewellery Quarter (RP)*	Develop/Quick wins	Deliver	
Stockdale Road	Develop/Quick wins	Deliver	
A47/A38/B4148 Fort Parkway to Langley/Walmley (RP)*		Develop/Quick wins	Deliver
A456 Hagley Road corridor*		Develop/Quick wins	Deliver
New A34 and A38 spurs	Identify		
Bristol Street to Five Ways/Edgbaston		Develop/Quick wins	Deliver
Pershore Road/ Priory Road connection to A38 from NCN5		Develop/Quick wins	Deliver
Ward End Park and Washwood Heath		Develop/Quick wins	Deliver

<sup>5</sup> Schemes and programme based on work to date as of 13.5.20

Programme/Scheme <sup>5</sup>	Approx. Timescale		
	by June/July 2020	by Sept 2020	Later 2020/21
Further Schemes Identification*	Identify	Develop/Quick wins	Deliver
<b>City-wide Active Travel Measures</b>			
Contraflow cycle lanes	Identify	Develop/Deliver	
Footway conversions to cycle track	Identify	Develop/Deliver	
Review of advisory cycle lanes for potential to upgrade	Identify	Develop/Deliver	
Green route upgrades	Identify	Develop/Deliver	Deliver
Cole Valley Green Route upgrades	Develop	Quick Wins	Deliver
Canal route upgrades and access	Identify	Develop/Deliver	Deliver
Lighting (off road routes)	Identify	Develop/Pilot	Deliver
Local measures for identified workplaces and schools	Identify/Develop	Deliver	
Car-free school streets	Identify/Develop	Deliver	
Enhanced cycle parking	Identify/Develop	Deliver	
Pedestrian Crossing Timings Adjustments	Develop/Deliver		
<b>Local Centres Social Distancing Measures/Access Schemes</b>			
<p>NB list not exhaustive, based on potential schemes as of 13.5.20  All schemes subject to further investigation  Number of schemes to be delivered subject to availability of funding</p>			
Stirchley	Develop/Quick wins	Deliver	
Soho Road	Develop/Quick wins	Deliver	
Harborne High Street	Develop/Quick wins	Deliver	
Small Heath (Coventry Road)	Develop/Quick wins	Deliver	
Bordesley Green	Develop/Quick wins	Deliver	
Lozells Road	Develop/Quick wins	Deliver	
Alum Rock Road	Develop/Quick wins	Deliver	
Northfield	Develop/Quick wins	Deliver	
Selly Oak	Develop/Quick wins	Deliver	
Bournville	Develop/Quick wins	Deliver	
Cotteridge	Develop/Quick wins	Deliver	
Sparkhill & Sparkbrook	Develop/Quick wins	Deliver	
Perry Barr	Develop/Quick wins	Deliver	
Ladypool Road	Develop/Quick wins	Deliver	

Programme/Scheme <sup>5</sup>	Approx. Timescale		
	by June/July 2020	by Sept 2020	Later 2020/21
Sutton Coldfield	Develop/Quick wins	Deliver	
Further schemes	Identify	Develop/Quick wins	Deliver
<b>20mph Limits</b>			
*Subject to agreement from DfT to pilot default 20mph **Alternative approach if Default 20mph pilot does not proceed			
City-wide default 20mph pilot*	Develop	Deliver	
Further roll-out of area based 20mph limits**	Identify/Develop	Deliver	
<b>City Centre</b>			
City Centre Traffic Cells Measures (Filtered Permeability)	Quick Wins	Deliver	
Colmore Area Streetspace Rationalisation Pilot	Develop/Quick wins	Deliver	
Westside Area Streetspace Rationalisation Pilot	Identify	Develop/Quick wins	Deliver
Retail Area Streetspace Rationalisation Pilot	Develop/Quick wins	Deliver	
Southside Area Streetspace Rationalisation Pilot	Identify	Develop/Quick wins	Deliver
Eastside Area Streetspace Rationalisation Pilot	Identify	Develop/Quick wins	Deliver
Spill out areas/Parklets	Identify	Develop/Quick wins	Deliver
Public Transport Interchanges Rail - New St Station, Snow Hill Station, Moor St Station	Develop/Deliver		
Public Transport Interchanges Rail - Colmore Row, Moor St Queensway, Bull St/Carrs Lane, Priory Queensway, Corporation St)	Develop/Deliver		
Bradford Street Cycle Scheme	Develop/Quick wins	Deliver	
City Centre A38 to A34 connection	Develop/Quick wins	Deliver	
<b>Active/Low Traffic Neighbourhoods Pilots</b>			
NB where possible linked to 20mph roll-out and local centres measures List not exhaustive, based on potential schemes as of 13.5.20 Number of schemes to be delivered subject to availability of funding			
Selly Oak	Develop/Quick Wins	Deliver	
Bournville	Develop/Quick Wins	Deliver	
Kings Heath	Develop/Quick Wins	Deliver	
Moseley	Develop/Quick Wins	Deliver	

Programme/Scheme <sup>5</sup>	Approx. Timescale		
	by June/July 2020	by Sept 2020	Later 2020/21
Castle Vale	Develop/Quick Wins	Deliver	
Weoley Castle	Develop/Quick Wins	Deliver	
A34 North (Lozells and Birchfield)	Develop/Quick Wins	Deliver	
A34 North (Aston and Witton)	Develop/Quick Wins	Deliver	
Sparkbrook	Develop/Quick Wins	Deliver	
Mere Green	Develop/Quick Wins	Deliver	
Soho Rd to Metro	Develop/Quick Wins	Deliver	
Kingstanding	Develop/Quick Wins	Deliver	
Falcon Lodge	Develop/Quick Wins	Deliver	
Kings Norton 3 Estates	Develop/Quick Wins	Deliver	
Frankley	Develop/Quick Wins	Deliver	
Future schemes	Identify	Develop	Deliver
<b>Park and Cycle/Stride</b>			
City centre & local centres - locations to be identified	Identify	Develop/Deliver	

**Contact:**

Transport & Connectivity  
Inclusive Growth Directorate  
Birmingham City Council

**Email:**

[connected@birmingham.gov.uk](mailto:connected@birmingham.gov.uk)

**Web:**

[birmingham.gov.uk/connected](http://birmingham.gov.uk/connected)

**Post:**

PO Box 14439  
Birmingham  
B2 2JE

