

DfT Active Travel Fund – tranche 2 update

17 March 2021



Emergency Birmingham Transport Plan















- Based on same vision and big moves as the draft Birmingham Transport Plan (Jan 2020)
- Provided the basis for funding submissions to DfT's (Emergency) Active Travel Fund
- Opportunity to implement schemes as trials or temporary measures with potential for future conversion to more permanent status
- Engagement with partners, stakeholders and local residents key to successful delivery
- Monitoring and review of all schemes and measures undertaken to inform future plans
- Now transitioning from the EBTP and bringing forward a new Birmingham Transport Plan for approval later this year

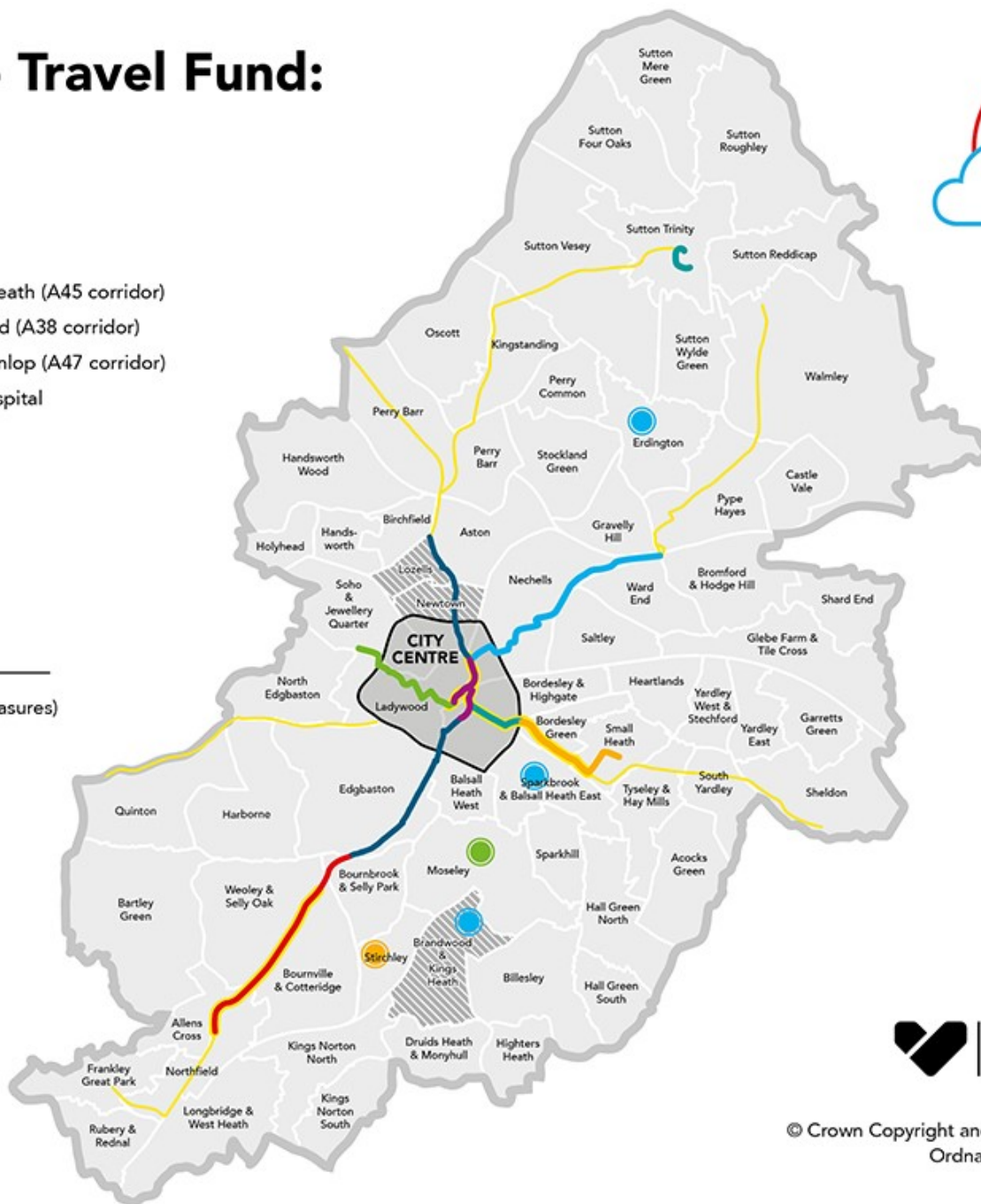


*“The vision for Birmingham’s transport is for a sustainable, green, inclusive, go-anywhere network **and for a low carbon, clean air recovery from lockdown**”*

Emergency Active Travel Fund: Birmingham

Tranche 1 Schemes:

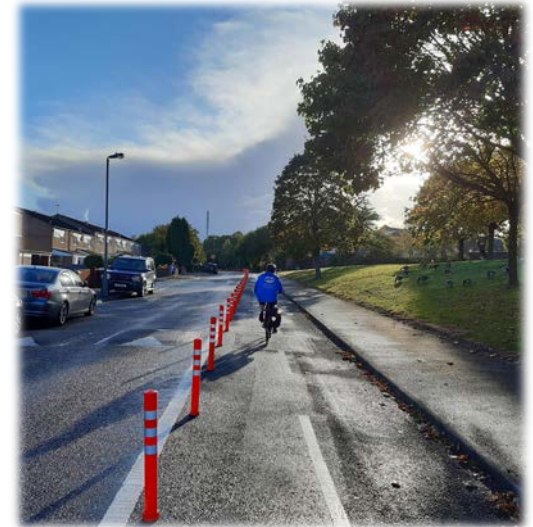
-  Pop-up cycle lanes: Sutton Coldfield
 -  Pop-up cycle lanes: city centre to Small Heath (A45 corridor)
 -  Pop-up cycle lanes: Selly Oak to Northfield (A38 corridor)
 -  Pop-up cycle lanes: city centre to Fort Dunlop (A47 corridor)
 -  Pop-up cycle lanes: city centre to City Hospital
 -  Pop-up cycle lanes: Bradford Street
 -  Pop-up cycle lanes: A38 to A34
 -  City centre traffic cells
 -  Places for people – Low traffic neighbourhoods
 -  Local centres: Moseley
 -  Local centres: Stirchley
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-  Local centres (with existing temporary measures) (Erdington, Kings Heath, Ladypool Road)
 -  Segregated cycle routes: A38 and A34 (existing)
 -  Regional priority cycle routes (future proposals)



Delivered 2020
(summer/autumn)
c£1.6million
14 schemes

EATF1 Post-Implementation Review

- Comprehensive review of schemes delivered through EATF1 (and Reopening High Streets Safely Fund) was carried out over three months (Nov '20 to Feb '21)
- This incorporated four themes:
 - ✓ Monitoring data from various sources
 - ✓ Technical review (inc. road safety audits)
 - ✓ Equality impact assessments
 - ✓ Consultation & engagement (feedback)
- This review was instigated to assess the impact and effectiveness of the emergency transport measures delivered in 2020, and decide whether they should be made more permanent, modified or removed in future
- Report and recommendations to be published shortly (and to inform Tranche 2 development and delivery)



Lessons from EATF (Tranche 1)

- ✓ Timescales for delivery needed to be longer to adequately develop, design and deliver these schemes
- ✓ Appropriate resourcing would aid pressure around existing workloads and optimising capabilities
- ✓ Reduced consultation/engagement resulted in strained relationships with residents and businesses
- ✓ Team were still able to deliver what was required and utilise opportunity to innovate and trial new solutions
- ✓ Partnership approach to working with contractors meant they could mobilise & adapt to change quickly



EATF1 review – implementation of recommendations

A number of recommendations have been made from the various elements of the EATF1 review, outlining suggested changes or improvements to be made to schemes and measures delivered last year. These are currently being assessed and will be taken forward in a number of ways:

- Any outstanding snagging issues still to be completed from original scheme delivery
- Wider operational issues that need to be resolved e.g. maintenance, signage
- Mitigation measures to alleviate impact from existing schemes where practical
- Further development of these schemes or enhancement of measures to make them more permanent, as part of ATF2



Active Travel Fund schemes (Tranche 2)

Focus on installing more permanent measures to support a green (low carbon) recovery over the coming year. Consolidation and further development of the existing temporary schemes as well as delivery of some new ones.

Birmingham allocation = c£4.5million

The programme will include:

- Cycle corridor schemes and links
- Places for People (low traffic neighbourhoods)
- City Centre Traffic Segments
- Local centre improvements
- Supporting measures (local and regional)



Map of Active Travel Fund schemes (Tranche 2)



List of Active Travel Fund schemes (Tranche 2)

	Cycle lanes	Places for People	City Centre Segments	Local Centre improvements
Upgrade to Tranche 1 schemes	A38 corridor A45 corridor A457 corridor A47 corridor Bradford Street	Kings Heath* Lozells	Initial measures in Jewellery Quarter, Colmore and Southside areas	Moseley Stirchley
New schemes for Tranche 2	A38 link to Moseley A47 link to Walmley A47 link to Ward End	Bournville Castle Vale Moseley*	Eastside Segment	Sutton Coldfield Erdington Soho Road Harborne
+ Cycle parking, Big Birmingham Bikes giveaways, social prescribing pilot project				

Places for People

Listen and Learn

Seeking community input at every stage

Development process to be followed for all schemes as and where appropriate



Vision & Values

Engage with local community to gain a deeper understanding of the area and the changes that people want to see.



Propose & Plan

Consider possible measures to explore what might work best and how this could benefit the local area.



Test & Trial

Consult on proposed measures and locations, including short-term trials where appropriate.



Review & Refine

Review feedback on proposals and identify what things might be added, amended or expanded.



Design & Deliver

Produce designs for a final scheme and implement agreed measures on a trial basis.



Places for People

Making a positive difference everyday to people's lives

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Active Travel Fund Tranche 2 timeline

- Currently seeking people's input and inviting initial comments and suggestions during March and April 2021:
<https://covidmeasuresbirmingham.commonplace.is/>
- Currently procuring and appointing consultants to develop and design the next set of proposals; these will be shaped by outcome of EATF1 review along with people's feedback
- Public consultation (through Birmingham Be Heard) will be carried out for these scheme proposals later on this year
- Delivery of schemes to start by late summer/early autumn and to be fully completed by March 2022 at the latest