

Birmingham Emergency Active Travel Fund Tranche 1 Schemes

Scheme 1 - Moseley Local Centre Transport Space Reallocation

Scheme 2 - Stirchley Local Centre Transport Space Reallocation

Scheme 3 - Lozells Low Traffic Neighbourhood

Scheme 4 - Kings Heath Low Traffic Neighbourhood

Scheme 5 – Places for People: Creating Low Traffic Neighbourhoods in Birmingham

Scheme 6 - City Centre Traffic Cells Initiative

Scheme 7 - Pop-up cycle lanes: Sutton Coldfield

Scheme 8 – Pop-up cycle lanes: City Centre to Small Heath (A45 corridor)

Scheme 9 – Pop-up cycle lanes: Selly Oak to Northfield (A38 corridor)

Scheme 10 – Pop-up cycle lanes: City Centre to Fort Dunlop (A47 corridor)

Scheme 11 – Pop-up cycle lanes: City Centre to City Hospital via Jewellery Quarter

Scheme 12 – Pop-up cycle lanes: Bradford Street (City centre cycle access)

Scheme 13 – Pop-up cycle lanes: A38 to A34 (City centre connection)

Scheme 14 – Park and Pedal city-wide programme

Schemes 1 and 2 – Moseley and Stirchley Local Centre Transport Space Reallocation.

Local centre measures will be installed to support safer walking in areas of high footfall, supporting a 20-minute neighbourhood concept. These local centres are on key, high patronage bus corridors where an uplift in active travel is key to delivering a low carbon recovery from Covid-19, given the current reduction in public transport capacity. These works will utilise existing road space (mainly from on-street parking and highway along with some potential for road closures) to increase the public space available for walking and cycling. The provision of these new spaces will support walking/cycling access to, and travel through local centres. These schemes will be aligned with measures funded separately (proposed to be through the Re-opening High Streets Safely Fund) to support business spill-out activity, including the popular Moseley Farmers' market, and provide interim arrangements ahead of longer-term developments, especially in the Stirchley area.

Schemes 3 to 5 – Lozells & Kings Heath Low Traffic Neighbourhood, Places for People: Creating Low Traffic Neighbourhoods in Birmingham.

These schemes will deliver the first Low Traffic Neighbourhoods in Birmingham, with two pilot projects in Lozells and Kings Heath, along with quick-win demonstration measures in other parts of the city, where full Low Traffic Neighbourhoods will follow as part of phase two of Birmingham's Emergency Active Travel Fund proposals. (including Moseley, Bournville and Castle Vale) These 'Places for People' will be created by using modal filters to close roads to through-traffic and make walking and cycling for local journeys safer. The local centres chosen, particularly Kings Heath and Moseley, are on key, high patronage bus corridors where an uplift in active travel is key to delivering a low carbon recovery from Covid-19 given the current reduction in public transport capacity. The pilot schemes will include measures to

support the use of active travel modes to access local centres and consider potential for 'school streets' measures at local schools. Changes will be made using minimal civils works, with a preference to planters, upturned concrete pipes, etc.

Scheme 6 – City Centre Traffic Cells Initiative

City Centre Traffic Cells Initiative (with filtered permeability) will create six low traffic neighbourhoods covering the entirety of Birmingham City Centre with the aim of creating a less traffic dominated environment. This traffic reduction, provides a safe last mile alternative to the private car to access the City Centre, and to supports fast, reliable journey times for public transport. Through trips by private vehicle would be restricted and potentially rerouted around the city centre. Travel by private vehicle from cell to cell is restricted (other than via the ring road) but providing free movement for pedestrians, cyclists and public transport. Measures include road closures with filtered permeability, bus gates that allow for cycling, as well as banned turns/manoeuvres and contraflow cycling on one-way streets.

Scheme 7 – Pop-up cycle lanes: Sutton Coldfield

Reallocation of road space on Sutton Coldfield ring-road to deliver a two-way segregated cycle route on Brassington Avenue. This is currently a heavily trafficked one-way ring road and a major barrier to active modes locally. This will begin to deliver the vision of the Royal Sutton Coldfield Regeneration Partnership masterplan which includes a remodelling of the ring road to prioritise active modes over private car. This proposal will provide safer cycle access between the existing Newhall Valley cycle route, the town centre, railway station, Sutton College and Sutton Park.

Scheme 8 – Pop-up cycle lanes: City Centre to Small Heath (A45 corridor)

This corridor is part of the West Midlands LCWIP as a regional priority route and is in the Birmingham LCWIP. Light segregation will be provided between the city centre (Bordesley Circus) and Small Heath taking over existing road space and removing some on-street parking. Some additional works will be carried out to install a safe crossing at Small Heath Bridge. This is a key public transport corridor linking Birmingham city centre with Birmingham Airport and the NEC and will provide links from one of the most deprived areas of Birmingham to key employment sites.

Scheme 9 – Pop-up cycle lanes: Selly Oak to Northfield (A38 corridor)

This corridor is part of the West Midlands LCWIP, eventually reaching Longbridge regeneration area. Reallocation of road space in Selly Oak local centre will create a two-way light segregated cycle route from Selly Oak Triangle to Dale Road, combined with a contraflow cycle lane on Dale Road. This will connect with the Birmingham Cycle Revolution A38 'blue' route with links beyond to Queen Elizabeth Hospital, University of Birmingham and the city centre. Also includes the potential for active travel lanes and/or light segregation along the A38 between Selly Oak and Northfield town centre. Encouraging active travel modes along the A38 corridor, which includes the cross city rail line and key bus routes, is key to a low carbon recovery and preventing residents and visitors switching from public transport to private car journeys.

Scheme 10 – Pop-up cycle lanes: City Centre to Fort Dunlop (A47 corridor)

This corridor is part of the West Midlands LCWIP. Reallocation of road space, direction signage and other access improvements will connect the city centre and its Learning Quarter (including Aston and Birmingham City Universities) to Nechells, Saltley, and via the existing cycle route on the A47 to key employment sites at Fort Dunlop and Jaguar Land Rover at

Castle Bromwich. This will also connect to the Birmingham Cycle Revolution A34 'blue' route, currently being extended to Perry Barr. This route will provide a viable alternative to the private car for trips to the City Centre and key employment and education sites.

Scheme 11 - Pop-up cycle lanes: City Centre to City Hospital via Jewellery Quarter

This route is part of Birmingham LCWIP. Proposals are for reallocation of road space, direction signage and other access improvements to support travel by active modes to City Hospital, Soho Loop residential development, Jewellery Quarter, Arena Birmingham, Brindley Place, Library of Birmingham and Centenary Square. This will help to prevent a switch from public transport to private car as the city exits lockdown, and cement mode shift for trips along this corridor into the City Centre. This forms part of the Dudley Road Major Scheme and future connections towards Smethwick, Sandwell and the new Midland Metropolitan Hospital and Aquatic Centre.

Scheme 12 – Pop-up cycle lanes: Bradford Street (City centre cycle access)

This route is part of West Midlands LCWIP plans. The scheme will deliver reallocation of road space to create a two-way, light segregated cycle route, with crossings at side roads, and alignment with the city centre traffic cells initiative. There is potential to extend from the Markets area to Moor Street in combination with A38-A34 proposal (below). This is a key cycle link into the city centre from residential areas linking to employment and development sites in the Digbeth regeneration zone, including HS2 Curzon Street Station.

Scheme 13 – Pop-up cycle lanes: A38 to A34 (City centre connection)

This link, filling the gap between A38 and A34 Birmingham Cycle Revolution schemes, is part of the West Midlands LCWIP. This will enable cross city centre trips – and connect with the Bradford Street and A47 corridor routes (above), as well as aligning with the city centre traffic cells initiative. It links key employment and development sites in the city centre with the south of the city (including University of Birmingham and Queen Elizabeth Hospital) and also links to major public transport interchanges, including New Street, Moor Street and HS2 Curzon Street Stations.

Scheme 14 – Park and Pedal city-wide programme

This programme will provide park and cycle options at rail station car parks where patronage is likely to be lower due to reduced public transport capacity. This facility will also be considered at other locations surrounding the city centre where large car parks exist e.g. large centres of employment, leisure venues, retail venues and football/sports clubs. These facilities will largely link into current cycle routes, however short temporary spurs may be required to link to park and pedal venues. This will reduce the number of commuters and other visitors switching from public transport to a whole journey by private car.

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

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

