

Emergency Active Travel Fund Tranche 2 – Birmingham City Council Schemes

Package 1 - Tranche 1 Projects – enhancements

Scheme 1 - Moseley Local Centre Transport Space Reallocation
Scheme 2 - Stirchley Local Centre Transport Space Reallocation
Scheme 7 - Pop-up cycle lanes: Sutton Coldfield
Scheme 8 – Pop-up cycle lanes: City Centre to Yardley (A45 corridor)
Scheme 9 – Pop-up cycle lanes: Selly Oak to Longbridge (A38 corridor)
Scheme 10 – Pop-up cycle lanes: City Centre to Fort Dunlop (A47 corridor)
Scheme 11 – Pop-up cycle lanes: City Centre to Smethwick (A457 corridor)
Scheme 12 – Pop-up cycle lanes: Bradford Street (City centre cycle access)

Package 2 - Places for People – Low Traffic Neighbourhoods & School Streets

Scheme 1 - Lozells LTN
Scheme 2 - Kings Heath & Moseley LTN
Scheme 3 - Bournville LTN
Scheme 4 - Castle Vale LTN
Scheme 5 - Tyseley & Hay Mills LTN
Scheme 6 - Sutton Coldfield LTN
Scheme 7 - Car Free School Streets Measures
Scheme 8 - Places for People: further quick wins & early demonstration measures

Package 3 - City Centre Traffic Cells

Further development of Tranche 1, Scheme 6 City Centre Traffic Cells Initiative
Development of other elements of City Centre Traffic Cells Initiative

Package 4 - Additional Cycling & Walking Interventions

Scheme 1 - More pop-up cycle lanes incl. A47 spur to Walmley, A47 spur to Ward End, A38 spur to Moseley.
Scheme 2 - Local Centres incl. Sutton Coldfield, Erdington and Soho Road.
Scheme 3 - City-wide cycle parking in public spaces.
Scheme 4 - Big Birmingham Bikes

Package 1 - Tranche 1 Projects – Enhancements

Package of 8 schemes from EATF Tranche 1 to be upgraded, enhanced and made more permanent.

Scheme 1 from Tranche 1: Moseley Local Centre – Transport Space Reallocation

Continuation and further utilisation of existing 0.2km of road space (mainly from on street parking and reallocation of road space) to widen the public space available for active travel modes. Potential for partial closure of St Mary's Road and improved public realm. The provision of this new space has allowed those accessing and travelling through the local centre by active modes to do so more safely. Alignment with high street measures to support business spill-out activity, including popular Farmers' market.

Scheme 2 from Tranche 1: Stirchley Local Centre – Transport Space Reallocation

Continuation and further utilisation of existing 1km of road space (mainly from on street parking and reallocation of road space) to increase the public space available for active travel modes. Potential for junction improvements at Bournville Lane. The provision of this new space has allowed those accessing and travelling through the local centre by active modes to do so more safely. Alignment with high street measures to support business spill-out activity and provide interim arrangements ahead of longer-term development of the area.

Scheme 7 from Tranche 1: Cycle lanes - Sutton Coldfield (A5127)

Make more permanent and reduce traffic management costs of 0.9km of pop-up cycle lanes along A5127 Brassington Avenue (ring road) in the town centre. Currently a heavily trafficked one-way ring road and barrier to active modes. National Cycle Network Route 534 runs alongside the ring road for a short section of narrow shared-use footway. The proposal starts 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. The proposal also helps to provide safer cycle access between Newhall Valley cycle route, town centre, railway station, Sutton College and Sutton Park. Enhancements from Tranche 1 include upgraded signals, signs, widening and pedestrian crossing facilities.

Scheme 8 from Tranche 1: Cycle lanes – City Centre to Yardley (A45 corridor)

Make more permanent and reduce traffic management costs of 3.7km of pop-up cycle lanes between City Centre (Bradford Street and Small Heath) and investigate opportunities to extend towards Yardley. This is a key corridor linking Birmingham City centre with Solihull, Birmingham Airport and the NEC (Commonwealth Games venue) providing links from areas of deprivation in East Birmingham to key employment sites. Enhancements from Tranche 1 include upgraded signals, signs and civils works plus potential extension towards Yardley, in association with the Sprint bus rapid transit project.

Scheme 9 from Tranche 1: Cycle lanes – Selly Oak to Longbridge (A38 corridor)

Make more permanent and reduce traffic management costs of 1km of pop-up cycle lanes in Selly Oak local centre, 3km of bus and cycle lanes between Selly Oak and Northfield and investigate opportunities to extend by a further 3km towards Longbridge. This connects the Birmingham Cycle Revolution A38 'blue' cycle route, Queen Elizabeth Hospital, University of Birmingham, City Centre, Woodgate Valley and National Cycle Network Route 5 at Longbridge. Enhancements from Tranche 1 include upgraded signals, signs and civils works plus potential extension towards Longbridge.

Scheme 10 from Tranche 1: Cycle lanes – City Centre to Fort Dunlop and Castle Vale (A47 corridor)

Make more permanent and reduce traffic management costs of 8km of pop-up cycle lanes and existing cycle route between the City Centre and Castle Vale (via Fort Dunlop). Supports access to the City Centre Learning Quarter including Aston and Birmingham City Universities and connects with Fort Dunlop and Jaguar Land Rover at Castle Bromwich. This will also connect within the City Centre

to the Birmingham Cycle Revolution A34 'blue' route, currently being extended to Perry Barr, as well as the cross-city pop-up cycle lanes (A38-A34). Enhancements from Tranche 1 include upgraded signals, signs and civils works.

Scheme 11 from Tranche 1: Cycle lanes – City Centre to Smethwick (A457 corridor)

Make more permanent and reduce traffic management costs of 2.8km of pop-up cycle lanes between City Centre and City Hospital and investigate opportunities to extend by a further 1.2km towards the new Midland Metropolitan Hospital at Smethwick. Supports access to Smethwick, City Hospital, Soho Loop residential development, Jewellery Quarter, Arena (Commonwealth Games venue), Brindley Place, Library and Centenary Square. Forms part of proposed Dudley Road Major Scheme and future connections towards Sandwell (Midland Metropolitan Hospital and Commonwealth Games Aquatic Centre). Enhancements from Tranche 1 include upgraded signals, signs and civils works plus potential extension towards Smethwick.

Scheme 12 from Tranche 1: Cycle lanes – Bradford Street (City Centre Access)

Make more permanent and reduce traffic management costs of 1.5km of pop-up cycle lanes. Enhancements from Tranche 1 include upgraded signals, signs and civils works and further alignment with the developing traffic cells initiative and Digbeth public realm plans.

Package 2 - Places for People – Low Traffic Neighbourhoods & School Streets

Places for People – Package of 8 Schemes - Low Traffic Neighbourhoods and School Streets

Scheme 1: Lozells LTN – continuation of Tranche 1 project – making elements semi-permanent/permanent and expansion into neighbouring areas.

Works to include use of modal filters for road closures to remove through traffic and make walking/cycling for local journeys safer. Utilise existing road space (mainly on street parking) to widen the public space available for active travel modes. The provision of this new space has allowed those accessing and travelling through the local centre by active modes to do so more safely. In addition, there are potential for school street measures at local schools. The amendments will be made using minimal civils works with a preference to planters, upturned concrete pipes, etc.

Scheme 2: Kings Heath & Moseley LTN – continuation of Tranche 1 project – making elements semi-permanent/permanent and expansion into neighbouring areas.

Works to include use of modal filters for road closures to remove through traffic and make walking/cycling for local journeys safer. Utilise existing road space (mainly on street parking) to widen the public space available for active travel modes. The provision of this new space has allowed those accessing and travelling through the local centre by active modes to do so more safely. In addition, there are potential for school street measures at local schools. The amendments will be made using minimal civils works with a preference to planters, upturned concrete pipes, etc.

Scheme 3: Bournville LTN – building on delivery of two 'quick win' early demonstration measures under Tranche 1 by delivering area-wide interventions.

Works to include use of modal filters for road closures to remove through traffic and make walking/cycling for local journeys safer. Utilise existing road space (mainly on street parking) to widen the public space available for active travel modes. The provision of this new space has allowed those accessing and travelling through the local centre by active modes to do so more safely. In addition, there are potential for school street measures at local schools. The amendments will be made using minimal civils works with a preference to planters, upturned concrete pipes, etc.

Scheme 4: Castle Vale LTN – building on delivery of two 'quick win' early demonstration measures under Tranche 1 by delivering area-wide interventions.

Works to include use of modal filters for road closures to remove through traffic and make walking/cycling for local journeys safer. Utilise existing road space (mainly on street parking) to widen the public space available for active travel modes. The provision of this new space has allowed those accessing and travelling through the local centre by active modes to do so more safely. In addition, there are potential for school street measures at local schools. The amendments will be made using minimal civils works with a preference to planters, upturned concrete pipes, etc.

Scheme 5: Tyseley & Hay Mills LTN – extending our Places to People programme into this new area to address issues of rat-running around the A45 Coventry Road

Works will involve using modal filters for road closures to remove through traffic to make walking/cycling for local journeys safer. Utilise existing road space (mainly on street parking) to widen the public space available for active travel modes. The delivery of this space will support the use of active modes to access the local centre and the potential for school street measures at local schools. The amendments will be made using minimal civils works with a preference to planters, upturned concrete pipes, etc.

Scheme 6: Sutton Coldfield LTN - extending our Places to People programme into this new area in partnership with Sutton Coldfield Town Council

Works will involve using modal filters for road closures and one-way streets to remove through traffic to make walking/cycling for local journeys safer. Royal Sutton Coldfield Town Council have been holding workshops to consider wider measures to support walking and cycling and put forward a range of options in different wards. In some areas these incorporate improved access to schools as well as School Streets.

Scheme 7: Car Free School Streets Measures

Expansion of the Car Free School Streets programme to more schools across the city. This includes closing or restricting roads outside schools to making walking and cycling to and from school easier and safer. A further six schools are already joining this programme from September 2020. However extra funding would enable this number to increase, as well as creating potential for delivery of emergency school street measures during the autumn term as schools reopen to greater numbers of pupils.

Scheme 8: Places for People: further quick wins & early demonstration measures (e.g. Acocks Green & Northfield)

Quick win measure to improve connectivity in Acocks Green either side of the rail line via improved walking and cycling route.

A number of potential locations in Northfield have been identified where using modal filters for road closures would remove through traffic and make walking/cycling for local journeys safer (e.g. St Laurence's Road, Quarry Lane, Hanging Road). Utilise existing road space (mainly on street parking) to widen the public space available for active travel modes. The delivery of this space will support the use of active modes to access the local centre and the potential for school street measures at local schools. The amendments will be made using minimal civils works with a preference to planters, upturned concrete pipes, etc.

Package 3 - City Centre Traffic Cells

Filtered permeability through the creation of six low traffic areas/zones covering the entirety of Birmingham City Centre with the aim of creating a less traffic dominated environment. 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 but with free movement for pedestrians, cyclists and public transport, other than via the ring road. Measures include road closures with filtered permeability, bus gates and banned turns/manoeuvres. Also includes contraflow cycling on one-way streets. This package will support the Birmingham eScooter trial by creating low traffic zones.

Package 4 - Additional Cycling & Walking Interventions

Additional Cycling & Walking Interventions – package of 4 schemes

Scheme 1: More pop-up cycle lanes incl. A47 spur to Walmley, A47 spur to Ward End, A38 spur to Moseley.

Based on lessons learnt from Tranche 1 pop-up cycle lanes, we propose to develop a further programme of pop-up cycle lanes which connect into strategic corridors. The A47 spur to Walmley links key employment sites at Bromford, Fort Dunlop and Castle Bromwich to an extensive residential catchment area along the Chester Road (Castle Vale, Tyburn and Erdington) and Eachelhurst Road (Walmley). Similarly, the A47 spur to Ward End links key employment sites with Bromford, Washwood Heath and Ward End. The A38 spur to Moseley will optimise the planned junction and cycling improvements at Pershore Road and Edgbaston Stadium, by providing a safer connection to Moseley including the new railway station.

Scheme 2: Local Centres incl. Sutton Coldfield, Erdington and Soho Road.

Following the social distancing and footway widening measures that we have introduced under Covid19 emergency funds and the Reopening High Streets Safely Fund, we would like to introduce some more permanent walking and cycling interventions in local centres. The focus will be on those local centres identified in the City Council's Urban Centres Framework and those with active Business Improvement Districts. In these areas, we will support community requests for wider footways, safer crossings and improved cycle access.

Scheme 3: City-wide cycle parking in public spaces.

This programme will complement the Tranche 1 funding for cycle parking at private organisations. The Birmingham city-wide programme will focus on high quality provision in the city centre, local centres (linked to Scheme 2), low traffic neighbourhoods and along the pop-up cycle lanes on strategic corridors.

Scheme 4: Big Birmingham Bikes

Up to 1,000 free bikes will be provided through a further phase of the highly successful Big Birmingham Bikes project. Aligning with a number of the EATF tranche 1 and 2 schemes, this will target and prioritise 10 of the most deprived wards in the city as part of a partnership project with the Birmingham Public Health team and Bloomberg Philanthropies to promote more active lifestyles. This will also be aligned with an expansion of the GP social prescribing pilot across Birmingham and the Black Country.