

Birmingham Walking and Cycling Strategy

Consultation Draft

June 2019

Contact

Transport Policy
Planning and Development
Inclusive Growth Directorate
Birmingham City Council

E:mail:

connected@birmingham.gov.uk

Web:

www.birmingham.gov.uk

Call:

0121 464 9608

Visit:**Office:**

1 Lancaster Circus
Birmingham
B4 7DJ

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 Her 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, 2019.

Foreword	4
Summary	5
Introduction	6
Aims and objectives	7
Challenges and opportunities	8
Policy Framework	10
The Strategy	12
Enable walking and cycling in Birmingham	
Develop a great city for walking and cycling	
Inspire walking and cycling	
Delivery Plan	18
Birmingham Cycling and Walking Infrastructure Plan	19
Scope	
Background information	
Network plans	
Priorities	
Integration	

Foreword

I am delighted to present the draft Walking and Cycling Strategy.

Birmingham is an amazing city, with a dynamic and growing population, who need to be able to move around safely and conveniently. For too long our dependence on the motor car (particularly for short urban journeys) has restricted opportunities for walking and cycling.

I want to rebalance this – and ensure that walking, cycling and public transport become the most convenient means of travel in our city - and reduce the negative impacts of car dependence on air quality, road safety and social interactions in our local neighbourhoods.

The Walking and Cycling Strategy is part of our long term transport plan and sets the context for future investment in measures to enable, develop and inspire walking and cycling. The Local Cycling and Walking Infrastructure Plan includes city-wide plans for cycle routes and walking improvements, and builds on the success of the Birmingham Cycle Revolution and city centre pedestrian schemes.

The benefits of increasing our levels of walking and cycling and investing in infrastructure are considerable, not only to the individual in terms of physical and mental health, but also to the wider community, in reducing social isolation, improving air quality and expanding travel choices. Walking and cycling, whether as transport or recreation, can also help to tackle problems of inactivity and obesity. And Birmingham is already rich in resources and community networks that provide opportunities for exercise and social contact (we have more canals than Venice and more green space than any other equivalent sized European city).

Birmingham has always been a forward looking city. This Strategy will help to plan a future city that is safer and better connected for walking and cycling, ready for the next generation.

I look forward to hearing your thoughts and to continue working with you to encourage more people to walk and cycle for everyday journeys in Birmingham.

Councillor Waseem Zaffar
Cabinet Member for Transport and the Environment
Birmingham City Council
June 2019





1 ENABLE

- Training and Education
- Access to bikes
- Funding

2 DEVELOP

- Infrastructure (LCWIP)
- Traffic Management
- Maintenance
- Cycle Parking
- Planning, development
- Public transport

3 INSPIRE

- Campaigns, communication
- Schools, businesses, community
- Events
- Evaluation

Introduction

Introduction

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

The solution is not simple but increasing the levels of walking and cycling is an essential part of making Birmingham 'well-connected'.

The city already has a surprisingly varied and extensive network of paths, pavements, towpaths and tracks connecting people with places to live, work and enjoy. There is considerable scope to improve this network by making it easier, safer and better-connected so that more people will choose to walk and cycle, regardless of age, gender, fitness level or income.

The Birmingham Walking and Cycling Strategy sets out a ten year plan to ensure that active travel becomes the popular choice for short journeys and to increase the opportunities for recreational cycling and walking. The Strategy includes three key objectives with linked policies and actions. It is closely aligned with other regional and local strategies. Outline proposals and priorities for network investment are set out in the Local Cycling and Walking Infrastructure Plan (LCWIP).



Key Aim:

To increase walking and cycling in Birmingham, for transport, leisure and health, particularly for short journeys and in combination with public transport.

Objectives:

These three objectives are all essential requirements to success:

1 Enable walking and cycling in Birmingham

Providing training, improving access to bikes and securing funding

2 Develop a great city for walking and cycling

Improving infrastructure: paths, parking and public transport, managing traffic, maintaining streets

3 Inspire walking and cycling

Organising events and campaigns, distributing information and evaluating outcomes



Challenges and opportunities

Challenges

TOO MANY SHORT JOURNEYS BY CAR

25%

of daily car trips in Birmingham are less than a mile.



SAFETY



Pedestrians and cyclists are more vulnerable.

LOW WALKING LEVELS

6%

of people in Birmingham walk to work.



LOW CYCLE USE

1%

of people in Birmingham cycle to work.



LIMITED TRAVEL CHOICES

36%

of households in Birmingham do not have access to a car.



Opportunities

WALKING

one mile can take approximately

20 MINS



CYCLING

one mile can take approximately

06 MINS



MORE LIFE-YEARS

are gained from regular cycling than lost through injuries.



DAILY WALKS

could increase productivity by up to

30%



OVER

50%

of Birmingham residents would like to cycle more.



BIG BIRMINGHAM BIKES

initiative provided over

7,000

bicycles to residents in the last five years.



Challenges

SOCIAL ISOLATION

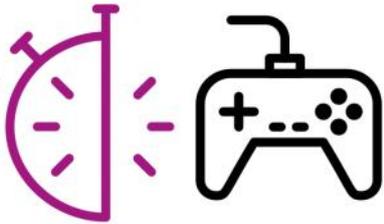
By 2020, over one third of people over 65 will be living alone in the city.

2020



INACTIVITY

One third of adults in the West Midlands spend less than 30 minutes per week on physical activity.



OBESITY

Over 25% of Birmingham residents are obese – the third highest rate in the UK.



POOR AIR QUALITY

Every year,

900

early adult deaths are linked with Birmingham's polluted air.



LACK OF ROUTES

Only

30%

of residents think that the amount of cycle routes is good.



COST OF CONGESTION

Loss of work time due to traffic in Birmingham and Wolverhampton costs over £100m per year.

£100m



Opportunities

SEVENTY-TWO PERCENT

of Big Birmingham Bike users have reduced their social isolation.

72%



PHYSICAL ACTIVITY

levels have increased in users of Big Birmingham Bikes.



WALKING

two miles a day, three times a week can help reduce weight by one pound every three weeks.



CO₂ EMISSIONS

per passenger km:

Car = 160g

Bus = 120g

Rail = 68g

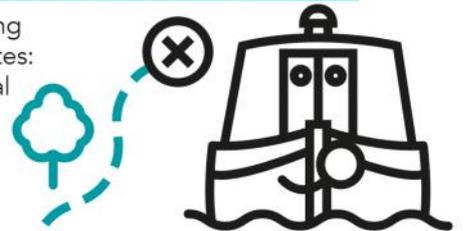
Walking and cycling =

0g



BIRMINGHAM CYCLE REVOLUTION

improved walking and cycling routes: 30 miles of canal towpaths and 20 miles of green routes.

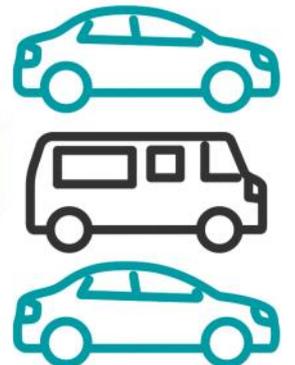


BICYCLES

Bicycles take

14,000

cars off Birmingham's roads every day, equal to a 43-mile tailback.



Policy framework

National framework

The Government’s first statutory Cycling and Walking Investment Strategy was published in April 2017. The Strategy details the Government’s high-level aspirations for cycling and walking up to 2040 and the ambition to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey. Objectives include; increasing cycling activity; increasing walking activity; reducing the rate of cyclists killed or seriously injured on England’s roads; and increasing the percentage of children aged 5 to 10 that usually walk to school. Alongside the Strategy, new guidance was published on Local Cycling and Walking Infrastructure Plans (LCWIPs). In January 2018, the Department for Environment, Food and Rural Affairs produced a 25 year

Environment Plan which supports better connections with green and blue spaces to improve health and wellbeing.

Regional approach

The West Midlands Combined Authority (WMCA) through Transport for the West Midlands has outlined their vision for transport in Movement for Growth: the West Midlands Strategic Transport Plan. The West Midlands Strategic Cycle Network plan was revised as part of the, ‘Common Approach to Cycling and Walking in the West Midlands’ (2019), setting out regional priority routes.

The Movement for Growth Health and Transport Strategy (2018) sets out the health benefits from active travel, links good health to more inclusive growth and highlights

groups who might benefit more from walking and cycling (such as the elderly and people with long term conditions).

The West Midlands Cycle Charter (2015) provides the strategic context for cycling in the West Midlands and is fully endorsed by Birmingham City Council. The Charter identifies targets to raise levels of cycling across the West Midlands Metropolitan Area to 5% of all trips by 2023 from the 1% baseline and to raise cycling levels to 10% of all trips by 2033 (targets also adopted for the Birmingham Cycle Revolution programme). Supporting the Cycle Charter and based on lessons learnt from the Birmingham Cycle Revolution, is the West Midlands Cycle Design Guidance (2017).

The West Midlands on the Move: Physical Activity Strategic Framework (2017) sets out four ambitions; making it easier and more desirable to move around the West Midlands; making it easier and more enjoyable to be outdoors in our green and blue spaces and urban environments; improving how it feels to live in our streets and communities; and improving people’s life chances, wellbeing, employability and access to work.



Cycling and Walking Strategy / Policy framework

Local Policy

Birmingham Connected (2014) sets out clear objectives for efficient, equitable, sustainable, healthy and attractive transport. This 20 year transport strategy has a strong emphasis on multi-modal approaches including 'Green Travel Districts' in priority areas and corridor assessments through 'Transport Space Allocation'. The Birmingham Walking and Cycling Strategy is part of an emerging Birmingham Transport Plan which sets out a refreshed approach to travel in the city.

With Birmingham's population expected to grow by a further 156,000 people by 2031, the Birmingham Development Plan (2017) sets out the city's spatial strategy for jobs and growth, meeting housing needs and sustainable development. The Plan will deliver 51,100 new homes and significant levels of industrial, retail and office floor space. It sets out the vision for 2031: that Birmingham will be renowned as an enterprising, innovative and green City that has delivered sustainable growth, meeting the needs of its population and strengthening its global competitiveness.

Supporting the Birmingham Development Plan will be a Design Guide, Development Management Development Planning Document (DPD) and Parking Supplementary

Planning Document (SPD). The Design Guide will become a key reference for street and parking layouts alongside the West Midlands Cycling Design Guidance. Revised cycle parking standards will be included in the Parking SPD.

The 2018-2022 Council Plan states that, 'we will develop our transport infrastructure, keep the city moving through walking, cycling and improved public transport'. Success will be measured by an increase in percentage of trips taken by bicycles (baseline April 2018).

BDP Policy TP39 Walking

The provision of safe and pleasant walking environments throughout Birmingham will be promoted.

BDP Policy TP40 Cycling

Cycling will be encouraged through a comprehensive city-wide programme of cycling infrastructure improvements (both routes and trip end facilities) supported by a programme of cycling promotion, accessible cycling opportunities, training and travel behavioural change initiatives.



Enable walking and cycling in Birmingham

Policy 1 Training and Education

We will develop the confidence of people to walk and cycle.

- Provide resources to schools on pedestrian training and road confidence for young people.
- Support crossing patrols at high priority sites.
- Develop a training programme for community Walk Leaders.
- Support schools to promote safer, greener, healthier travel through Modeshift STARS.
- Offer national standard cycle training to all children and young people and create a pathway from Bikeability to Go Ride, Ride Active and community cycling groups.
- Support and develop communities and businesses to lead bike rides and organise training, maintenance and social activities, in partnership with Cycling UK, British Cycling and The Active Wellbeing Society (TAWS).
- Work with West Midlands Police to educate road users, including 'Operation Close Pass' for car drivers and 'Exchanging Places' for commercial drivers and cyclists.

Policy 2 Access to Bikes

We will improve access to good quality bikes.

- Continue the distribution of free bikes through the successful Big Birmingham Bikes initiative.
- Support TAWS, British Cycling, Midland Mencap and Wheels for All, to improve access to adapted cycles.
- Promote free bike hire for residents at Wellbeing Centres and community cycling hubs and support visitor bike hire through the West Midlands bike share project and Brompton Bikes.
- Provide bike loans for children and young people through community Bike Banks.
- Encourage pool bike provision and bike loans at work places.
- Signpost bike recycling projects such as Cycle Chain, Trikes & Bikes and the Jericho Foundation.
- Provide information on electric bikes and public charging points and review 'micro mobility' options (small, electrically powered machines).

Policy 3 Funding

We will identify resources to deliver the Strategy and Cycling and Walking Infrastructure Plan.

- Obtain national and regional funding in partnership with West Midlands Combined Authority, Greater Birmingham and Solihull Local Enterprise Partnership, Highways England and HS2.
- Request developer contributions and seek business sponsorship.
- Identify local, long-term sources of both revenue and capital funding to reduce uncertainty.
- Optimise costs through innovative approaches including temporary measures and phased delivery of projects.
- Ensure integration of cycling and walking with other transport, housing, regeneration, health, physical activity and community projects.



Policy 4 Walking and Cycling Infrastructure

We will design and develop a city-wide network of walking and cycling routes, crossings and low traffic neighbourhoods that are safe, convenient, comfortable, direct and coherent.

- Audit existing infrastructure to identify improvements including; removal of barriers; widening; lighting; wayfinding; new crossings; and changes to waiting and 'clearance' times at crossings.
- Extend 20mph limits across the city and reduce other speed limits where appropriate.
- Support development of low traffic neighbourhoods and school streets, through filtered permeability, parking management and streetscape improvements.
- Prioritise new infrastructure at locations with;
 - high levels of cycling and/or walking demand (existing and potential);
 - clusters of pedestrian and or cyclist collisions/ casualties;
 - poor air quality;
 - inadequate facilities and poor connections to key destinations (growth area, local centre, education site, large employer or public transport hub) and open spaces; and
 - complimentary community programmes and partnerships.

- Focus on high quality design including protected infrastructure (two-way segregated cycle tracks) on main corridors. On-road advisory cycle routes will form part of the local cycling network, but will require clear and consistent direction signing, slow speeds, low traffic levels and junction improvements. Training on the West Midlands Cycle Design Guidance will be provided for engineers, planners, Councillors and stakeholders in partnership with Transport for West Midlands. Pedestrian priority will be integral to the design of new residential areas, low traffic neighbourhoods and School Streets.
- Provide clear and consistent way marking and direction signs between key destinations.
- Ensure that highway improvements and local safety schemes apply the principles of Transport Space Allocation and Healthy Streets and that all Road Safety Audits and Equality Audits consider measures to encourage walking and cycling for people of all ages and abilities.
- Provide forward plans for infrastructure (Local Cycling and Walking Infrastructure Plan (see later) and Rights of Way Improvement Plan) and review these regularly, to reflect changes in policy and respond to the growth of the city and new funding opportunities.

Policy 5 Traffic management and enforcement

We will address the over dominance of motor traffic to make Birmingham's streets safer and more attractive for everyone.

- Reduce air pollution from motor traffic through introduction of a Clean Air Zone and associated measures (bus priority, signalling upgrades, parking management, active travel promotions).
- Support the Police to enforce traffic speeds and roll out 20mph limits across the city
- Target pavement parking through wider enforcement and verge protection measures.
- Prioritise walking and cycling during periods of disruption and through road works.
- Reduce parking pressures and conflicts around schools, hospitals, public transport hubs and local centres with greater parking controls, introduction of low traffic neighbourhoods and implementation of School Streets and 'park and stride' sites.

Policy 6 Maintenance

We will minimise obstructions and unevenness on routes.

- Work with City Council Highways and Parks teams, Canal and River Trust and other organisations to inspect and undertake regular maintenance of routes and provide prompt repair of potholes and lighting defects.
- Provide clear information on how to report faults.
- Review winter maintenance programmes on key walking and cycling routes.

Policy 7 Cycle Parking

We will provide a range of cycle parking opportunities around the city.

- Continue to provide new stands and shelters within the public realm and highway space, and advise on funding for cycle parking on private land.
- Set minimum standards and design guidelines and provide case studies for high quality cycle parking in new developments, including homes, schools and workplaces.

Policy 8 Land use planning and development

We will ensure that new developments enhance walking and cycling.

- Request provision within developments (including trip-end facilities such as showers and changing rooms), developer contributions towards wider infrastructure and effective Travel Plans to promote and monitor active travel.
- Set minimum standards and design guidelines for high quality cycle parking.
- Protect green (parks and open spaces) and blue (canals and rivers) corridors as active travel and ecological corridors.

Policy 9 Public transport

We will facilitate multi-modal travel and linked trips to public transport interchanges.

- Support secure, long-stay cycle parking and bike hire at public transport interchanges.
- Support access improvements such as lifts and ramps at public transport interchanges.
- Improve walking and cycling routes to key bus and Metro stops and railway stations as part of the Stations Alliance programme, Station Travel Plans and new service provision.
- Encourage public transport operators to expand the space available for carriage of wheelchairs, pushchairs and bicycles on their services.



Policy 10 Schools, business and local community

We will promote walking and cycling at places where people study, work and live.

- Develop and deliver travel plans using the national Modeshift STARS online system.
- Monitor travel trends and actions through Modeshift STARS.
- Share information and opportunities through Birmingham Connected Business Travel Network and Business Improvement Districts and develop a culture of walking and cycling at workplaces with Birmingham City Council leading by example.
- Support Green Travel Districts and the Green Travel Task Force.
- Incentivise walking and cycling through targeted challenges, rewards and awards.

Policy 11 Campaigns and communication

We will engage with local people about walking and cycling.

- Listen and respond to views and ideas on walking and cycling, and consult on infrastructure proposals. This includes meetings and site visits with stakeholders (such as the Birmingham Local Access Forum, Push Bikes and disability groups), informal discussions and wider public engagement.
- Publicise national, regional and local campaigns on road safety, air quality, sustainable travel, and provide up-to-date information on walking and cycling - online and through social media, Birmingham Connected emails, printed media and press releases.
- Develop and update a digital version of the Birmingham walking and cycling map and signpost to online journey planning tools.
- Work with public transport operators to provide integrated sustainable travel information.

Policy 12 Events

We will support events that inspire more people to walk and cycle.

- Promote a city-wide walking programme with partners including Living Streets, The Active Wellbeing Service, NHS Trusts and Ramblers.
- Promote a city-wide programme of community cycling activities with The Active Wellbeing Society, Cycling UK, British Cycling and Push Bikes – including training, rides and maintenance.
- Work with partners to develop mass-participation events – including charity walks, ‘Let’s Ride’, sportives, pop-up events and community festivals – with temporary secure cycle parking.
- Provide opportunities for local people to watch or compete in cycle sports in Birmingham – including closed road races, triathlon, cyclocross and BMX.
- Enable businesses and residents to plan street events, using temporary road closures.





Policy 13 Evaluation

We will use quantitative and qualitative data on walking and cycling to help focus resources.

- Assess existing infrastructure to identify gaps and locations with inadequate facilities.
- Investigate sites with clusters of pedestrian and cyclist casualties.
- Explore new ways to measure people rather than cars, particularly pedestrians.
- Undertake travel surveys at schools and workplaces using Modeshift STARS.
- Continue to count cyclists and gather data using the network of automatic cycle counters, intercept surveys, biannual cordon counts and cycle parking surveys, and work with TfWM's Data Insight Service and with TfWM and Sustrans on the 'Bike Life' biannual bicycle report.
- Request new automatic cycle counters in developments and along new routes.
- Work with TAWS to analyse data from the Big Birmingham Bikes project and apps.
- Publish annual monitoring reports and case studies.

Delivery Plan

In order to increase levels of walking and cycling in Birmingham, for transport, leisure and health, a wide range of people and organisations will need to work together to ensure that opportunities are maximised and the benefits are shared.

The objectives, policies and actions in this Strategy will therefore be delivered jointly by Birmingham City Council and its partners.

Key delivery partners include Transport for the West Midlands, The Active Wellbeing Society, Sustrans, Living Streets, Cycling UK, British Cycling and Canal and River Trust. (All partners will also have a role in identification of funding and grant applications as well as delivery).

The emerging Birmingham Transport Plan will provide a refreshed approach to sustainable travel in the city. The annual Transportation and Highways Funding Strategy sets out the current and future capital programme and the City Council's Infrastructure Delivery Plan identifies key transport projects.

The next section describes the Birmingham Cycling and Walking Infrastructure Plan which will be used to identify and prioritise specific infrastructure schemes to take forward for funding and delivery.



Birmingham 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 green and blue infrastructure.

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. This Infrastructure Plan sets out Birmingham's aspirations for development of local 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 Plan has been developed in a series of six stages, based on the Department for Transport Local Cycling and Walking Infrastructure Plan (LCWIP) technical guidance.

LCWIP Process

Stage 1	Determining Scope
Stage 2	Gathering Information
Stage 3	Network Planning for Cycling
Stage 4	Network Planning for Walking
Stage 5	Prioritising Improvements
Stage 6	Integration and Application



Scope

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

Background information

A wide range of data and information has been gathered for the 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.

Assessment of demand

Although Birmingham has an extensive network of automatic cycle counters, current walking data is very limited.

Census data (2011) for journeys to work provides city-wide statistics on journeys by foot and cycle (although not journeys combined with public transport). Census cycle to work data is also used as a basis for the Department for Transport's Propensity to Cycle Tool and Birmingham City Council's Cycle Model.

However, not all cycle journeys are people commuting to work – 36% of cycle trips are for work and education, 39% for leisure purposes and 25% for shopping and other 'purposeful trips' (Bike Life Report, 2017). Walking trips are likely to show a similar pattern.

The Propensity to Cycle Tool helps to outline future demand for walking and cycling alongside housing and employment growth areas identified in the Birmingham Development Plan.

Collision and casualty data

Reducing causes of harm, managing risks and understanding perceptions of safety are essential in order to increase levels of cycling and walking. Collision data was assessed to identify particular locations, trends and common factors.

Review of existing infrastructure

Birmingham has approximately 1,500 miles of highways (with footways alongside most roads). There are 174 miles of cycle routes (133 miles physically separated from vehicles) and 162 miles of public footpaths. Existing cycle routes were reviewed and digitally mapped, including the latest Birmingham Cycle Revolution routes.

The type and quality of cycle routes is wide-ranging; from mixing with traffic along local roads, cycle lanes and bus lanes; to separation from traffic on shared use footways,



Birmingham Development Plan Growth Areas

green routes and canal towpaths. National Cycle Network routes combine all types.

Information was gathered at site visits, audits and stakeholder discussions and from planning proposals and area masterplans.

Living Streets' community and street audits were used as well as a Sustrans audit of all National Cycle Network routes. Physical barriers such as motorways, canals and railways were identified. These can sever natural desire lines and funnel pedestrians and cyclists onto heavily-trafficked bridges and tunnels, or remote footbridges and underpasses.

The review of infrastructure helped to inform network planning but also highlighted the need to undertake further audits in future, particularly of crossing facilities and walking routes.

Public cycle parking spaces in Birmingham have risen to 3,650, thanks to recent investment as part of the Birmingham Cycle Revolution. Demand is greatest in the city centre, at busy local centres and near public transport hubs.

Motivations and deterrents

The benefits of walking and cycling – improving air quality, reducing congestion and increasing physical activity - are widely recognised.

Analysis of individual motivations from Birmingham Cycle Revolution user surveys in 2018 showed the

importance of exercise and environmental factors. Responses also highlighted directness, convenience and transport, indicating that new routes should be well-connected with key destinations.

Deterrents for people who already walk and cycle include safety, personal security, poor surfacing (unevenness, potholes and broken glass), lack of continuity and lack of lighting.

For people considering taking up walking and cycling, these factors are also important, alongside issues such as lack of a bike, limited knowledge of local routes and concerns over personal fitness, weather and carrying capacity.

Personal profiles

Bike Life Surveys provide useful profiles of age, gender and ethnicity of people already cycling in Birmingham.

The design and location of new walking and cycling infrastructure could have a key role in attracting people to walk and cycle from under-represented groups and areas of the city, and in facilitating more activity for people with disabilities.



Network plans

The information gathering stage helped to identify the key factors for the design and location of improved infrastructure:

Design	Location
Reduce conflict with other road users, particularly motorists	Focus on areas with high current and potential demand
Consider personal security and minimise opportunities for anti-social behaviour	Focus on key destinations including Commonwealth Games venues
Provide for leisure use and exercise	Address collision locations
Create attractive places	Overcome physical barriers and connect up missing links
Offer comfortable facilities (particularly surfaces)	Improve level of service of existing routes
Support access for users of all ages and abilities	Follow up National Cycle Network audit recommendations

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. In addition, the Commonwealth Games venues and legacy projects will add to existing destinations within the city centre, Perry Barr and Selly Oak growth areas, as well as provide opportunities to connect with neighbouring local authorities: Solihull and Sandwell.

The Walking and Cycling Strategy aims to increase walking and cycling as part of longer public transport journeys. Proposed route improvements for cycling and walking are therefore designed to connect with new and upgraded public transport facilities and services. This includes new stops on the extended Midland Metro line, stations on the Camp Hill Rail Line and access to Curzon Station (HS2).

Existing cycle routes in Birmingham 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.

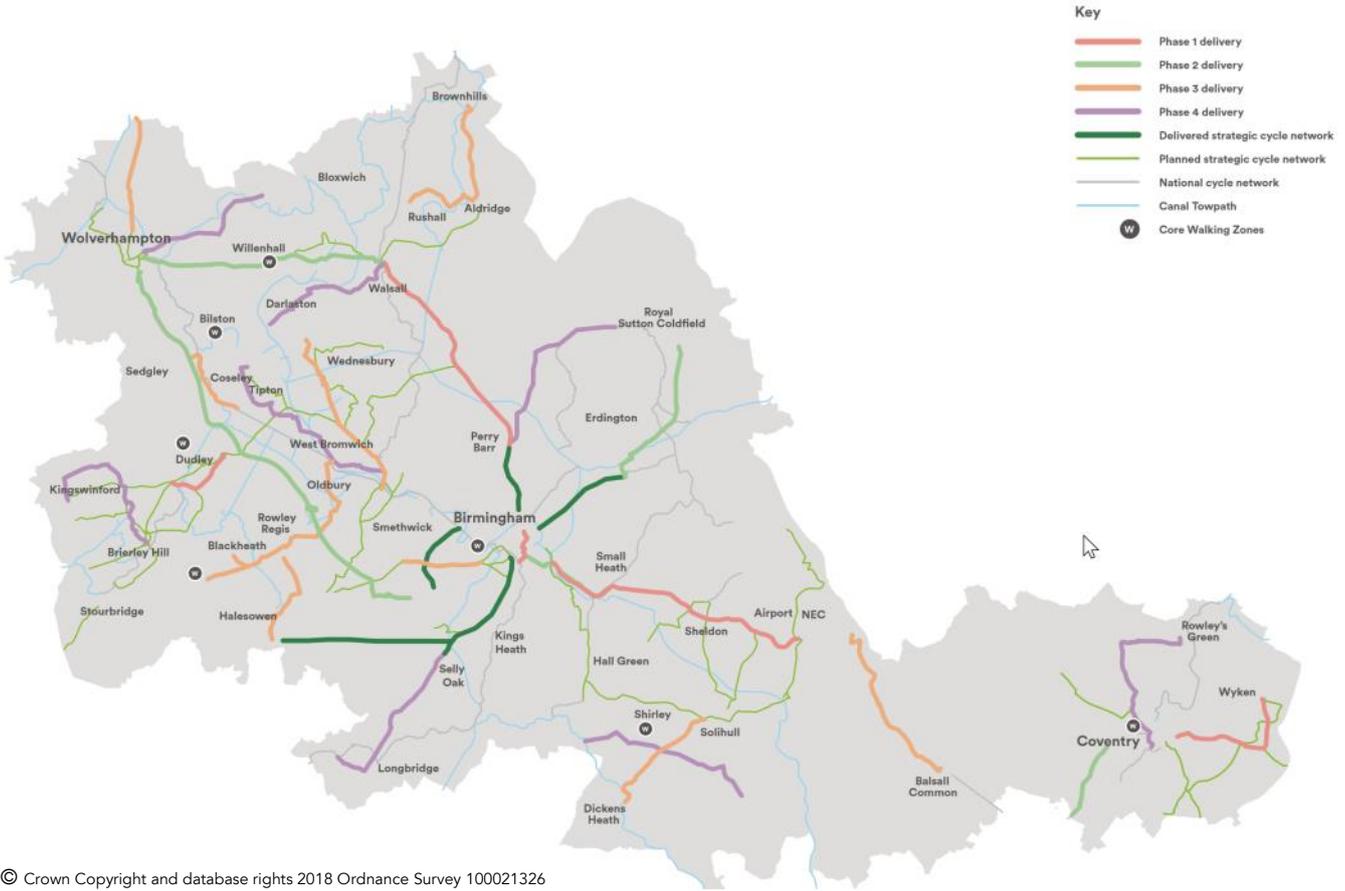
The proposed city-wide cycling network consists of existing

routes plus regional priority cycle routes, local cycling networks in growth areas and local links, to complete gaps in the existing network and provide improved connections to community facilities, education sites, hospitals and public transport hubs, both in Birmingham and neighbouring local authorities.

Further feasibility work is required to identify detailed alignments, type of infrastructure, junction improvements and costs.

The proposals provide an indication of potential types of route:

- on-road cycle routes (cyclists mix with traffic): cycle lanes and signed advisory routes
- off-road routes (traffic-free): green routes and canal towpaths (suitable for walking as well as cycling) and cycle tracks alongside main roads.



© Crown Copyright and database rights 2018 Ordnance Survey 100021326

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.

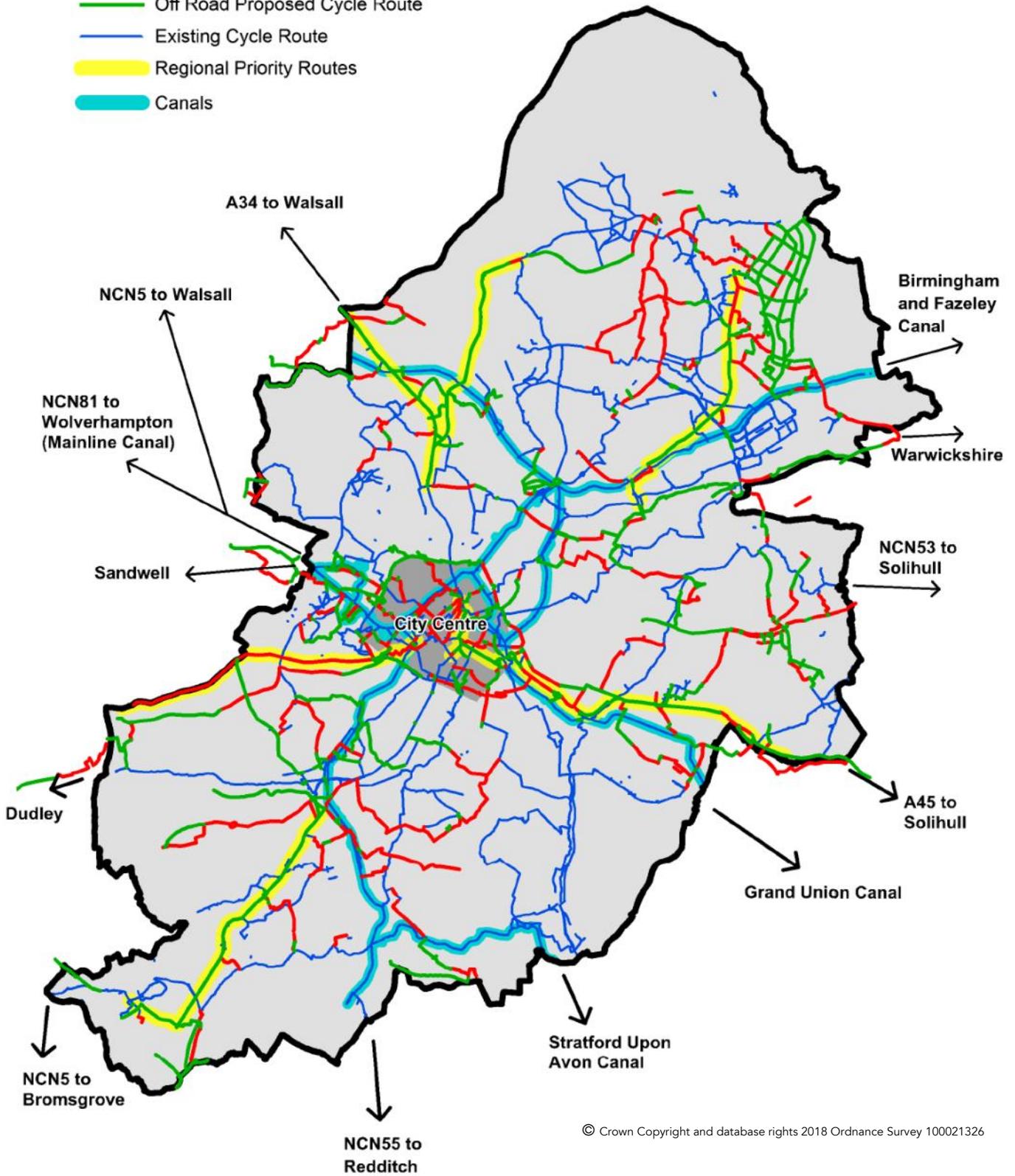
Detailed alignments for each route corridor will be determined following feasibility studies. Design of regional routes will focus on provision of fully segregated two-way cycle tracks and priority crossings.

Regional Priority Cycle Routes

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

KEY

- On Road Proposed Cycle Route
- Off Road Proposed Cycle Route
- Existing Cycle Route
- Regional Priority Routes
- Canals



© Crown Copyright and database rights 2018 Ordnance Survey 100021326

Birmingham Cycling Infrastructure Plan: City-wide

Local cycling networks

The Walking and Cycling Strategy aims to increase active travel for short journeys, therefore 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 network infrastructure plans will therefore be developed for specific growth areas (which are also 'core walking zones').

Local network areas

- City Centre
- Perry Barr
- Sutton Coldfield
- Langley and Piddimore
- Stechford
- Meadway (Lea Hall)
- Longbridge and Rubery
- Selly Oak and South Edgbaston
- Icknield Port

KEY

- On Road Proposed Cycle Route
- Off Road Proposed Cycle Route
- Existing Cycle Route
- Regional Priority Routes
- Canals

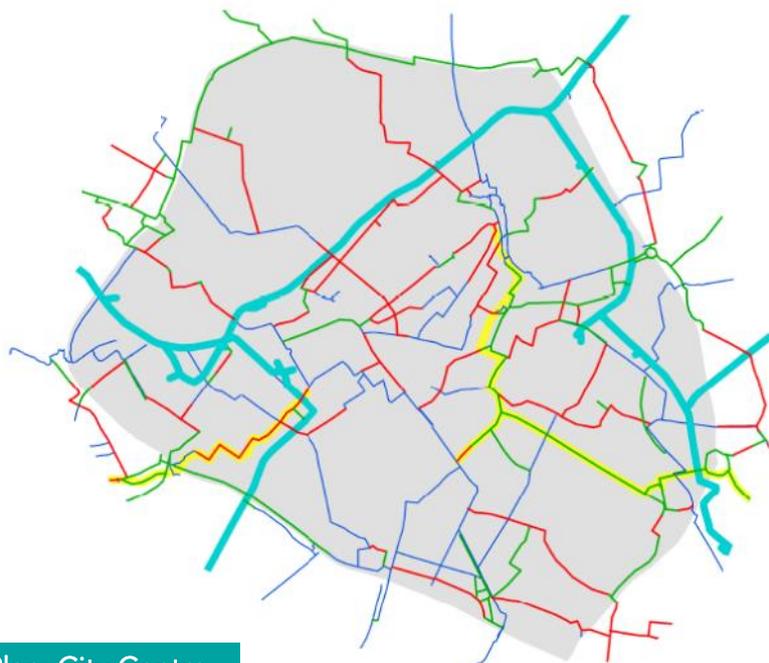
City Centre Cycle Routes

Middleway – the A4540 has a key role in keeping traffic moving. From 2020 it will provide 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 will include the Regional Priority Route connecting the A34 and A38 cycle routes. Cycle parking will continue to be provided at key destinations in order to meet growing demand and to encourage people to dismount at the edge of busiest pedestrian areas and continue on foot.

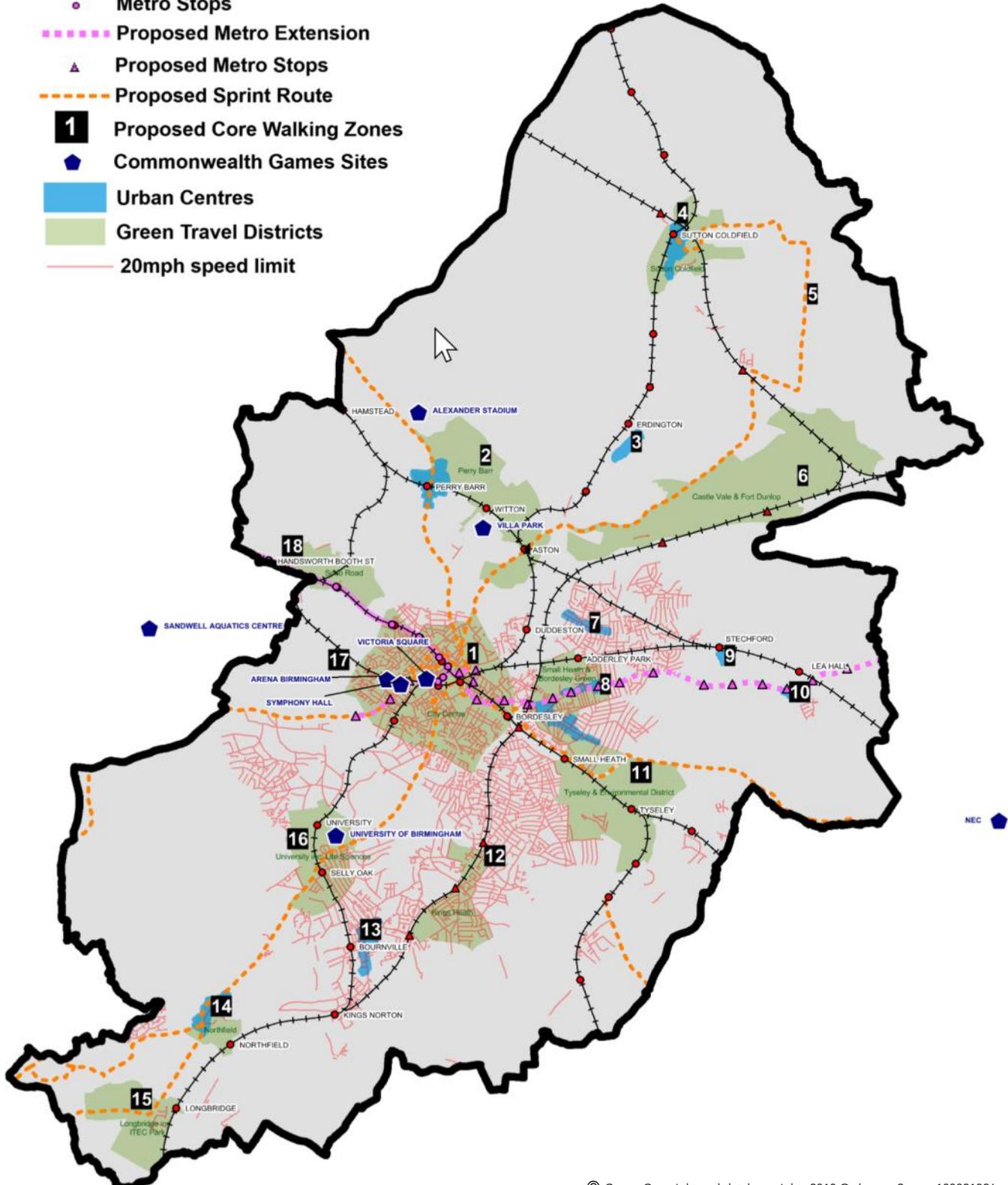
Canal towpaths – will continue to provide traffic-free, direct walking, running and cycling routes into the heart of the city. Access and lighting improvements will be considered, particularly around Curzon Station (HS2) and Brindley Place.



© Crown Copyright and database rights 2018 Ordnance Survey 100021326

Key

- +++++ Railways
- Rail Stations
- ▲ Proposed Rail Stations
- Metro Route
- Metro Stops
- Proposed Metro Extension
- ▲ Proposed Metro Stops
- - - Proposed Sprint Route
- 1** Proposed Core Walking Zones
- ◆ Commonwealth Games Sites
- Urban Centres
- Green Travel Districts
- 20mph speed limit



© Crown Copyright and database rights 2018 Ordnance Survey 100021326

Priority areas for walking improvements

Core Walking Zones

Walking improvements are difficult to comprehend on a city-wide scale. However, priority areas for walking improvements (or 'core walking zones') have been identified in order to link with higher demand in the growth areas as well as regeneration of specific local centres and High Streets, development of Green Travel Districts and improvements at public transport hubs.

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 and 'filtered permeability' measures will also be introduced.

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 combine short walking journeys with longer public transport journeys.

City Centre

Major investment in pedestrian improvements and public spaces is already taking place within the city centre and will continue with the introduction of the Clean Air Zone in 2020 and further reallocation of transport space to walking, cycling and public transport. Key schemes in development and being brought forward over the LCWIP timescale include Centenary Square, New Street, Snow Hill, Ladywell Walk, Curzon Promenade, Digbeth High Street and Smithfield. There is also potential for new Green Routes through the Rea Valley Urban Quarter and along the Duddeston Viaduct.

Pedestrian crossings

A comprehensive city-wide package for pedestrian crossings is required; new crossings; upgraded pedestrian facilities at signal controlled junctions; and changes in timings at existing crossings (crossing times as well as waiting times).

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 (Lea Hall)
11. Tyseley
12. Kings Heath and Moseley
13. Stirchley
14. Northfield
15. Longbridge and Rubery
16. Selly Oak and South Edgbaston
17. Icknield Port
18. Soho Road



Green Routes and Public Rights of Way

Birmingham has an extensive network of parks and green spaces, providing continuous 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 Langley,

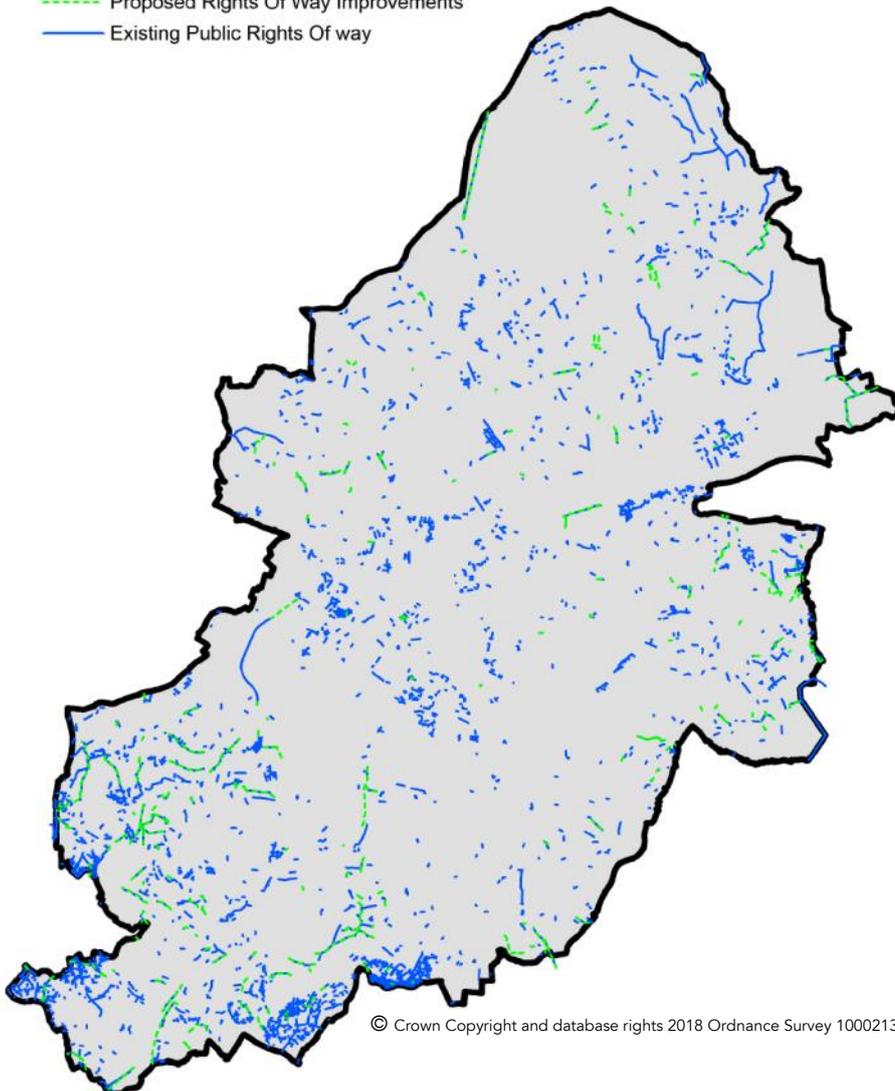
Longbridge and along the Tame Valley corridor, and to upgrade existing routes, including lighting.

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 maintain existing paths, create new paths, improve signs and remove obstructions.

KEY

- Proposed Rights Of Way Improvements
- Existing Public Rights Of way



© Crown Copyright and database rights 2018 Ordnance Survey 100021326

Public Rights of Way

Other walking and cycling infrastructure

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

In addition there will be a focus on journeys to school and greater restrictions on access by car and traffic speeds. A trial of car-free 'school streets' (closed to traffic at the start and end of the school day) is already underway, 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 will be considered.



Priorities

The Birmingham Cycling Infrastructure Plan, Walking Improvements and Rights of Way maps identify over 100 potential walking and cycling schemes. Due to limited funding and a need to co-ordinate and complement other projects, these schemes will be subject to a prioritisation process.

Discussions with stakeholders have helped to identify potential criteria for assessment of schemes:

- high levels of cycling and/or walking demand (existing and potential)
- clusters of pedestrian and or cyclist collisions/ casualties
- poor air quality
- inadequate facilities and poor connections to key destinations (growth area, local centre, education site, large employer or public transport hub) and open spaces
- complimentary community programmes and partnerships

More detailed scheme prioritisation will be undertaken following local consultation.



Integration

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

Walking and cycling improvements will have a pivotal role in the emerging Birmingham Transport Plan.

Following local consultation, the LCWIP schemes will be reviewed, prioritised and costed. This will enable funding to be sought to undertake further 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. Revenue funding will be essential in order to deliver supporting measures to enable and inspire walking and cycling. Capital funding to develop the infrastructure projects will be set out in the annual Transportation and Highways Funding and Infrastructure Delivery Plan.

The adoption of the Birmingham Walking and Cycling Strategy, alongside the emerging Birmingham Transport Plan and new policies on air quality, 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.

LCWIP Delivery Programme - Themes

Walking and cycling

- Local safety schemes and targeted interventions
- School Streets and Safer Routes to School
- Local Cycling Networks and Core Walking Zones
- Green Routes and Rights of Way
- 20mph limits
- Supporting measures

Walking

- Pedestrian crossings
- City Centre pedestrianisation and public spaces

Cycling

- Regional Priority Cycle Routes
- City Centre cycle routes
- Local cycling links
- Cycle parking

