



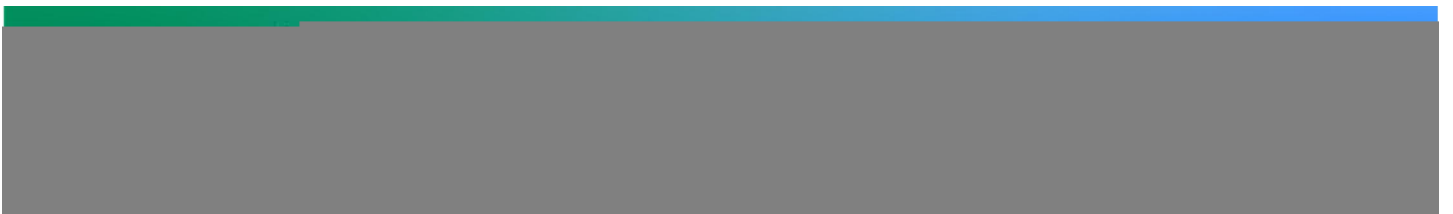
# Emergency Active Travel Fund Tranche 1 Review

Emergency Active Travel Fund Tranche 1 Review

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Birmingham City Council





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## Emergency Active Travel Fund Tranche 1 Review

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- Appendix A. Social-distancing measures in local centres
- Appendix B. Local Road Closures (LTN's and Places for People)
- Appendix C. City Centre Traffic Cells
- Appendix D. Pop-up cycle facilities



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## Executive Summary

Birmingham City Council have commissioned Jacobs to undertake a review of the Emergency Active Travel Fund (EATF) Tranche 1 schemes designed and implement in the summer of 2020 in response to considering whether to make the schemes more permanent or to amend/ remove them.

Birmingham City Council has recently delivered a number of temporary and experimental schemes under the EATF Tranche 1 programme, including pop-up cycle lanes, low-traffic neighbourhoods (LTN's), and social-distancing measures in local centres.

BCC has secured additional funding from DfT and have been allocated £2M to assess, review and consider changes to the EATF1 measures as part of EATF 2 which looks to make the temporary measures semi-permanent and consider improvements, modifications and upgrades to the EATF 1 measures.

Jacobs have visited 12 scheme sites which aim to provide social-distancing measures in local centres, LTN's, city centre highway network reconfiguration and pop-up cycle facilities including light-segregated cycle lanes and other measures. Following this review Jacobs have reviewed the operation and performance of the EATF 1 measures and have produced this report, to identify and recommend subsequent measures that satisfy the national guidance and BCC's standards.

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#### Selly Oak to Northfield (A38 Corridor)

It was noted that the measures which have been implemented, generally provided a safe environment for cyclists to ride whilst also allowing the traffic to flow. The measures were easily understood by cyclists, pedestrians, and motorists and had not been damaged or moved, by malicious intent or by accident.

The formalising of some of the elements, such as the light segregation measures and crossing facilities, of the pop-up cycle lane shall ensure enforcement of traffic regulations and improve provision for cyclists along the route.

#### City Centre to Fort Dunlop (A47 Corridor)

It was noted that the measures which have been implemented, generally provided a safe environment for cyclists to ride whilst also allowing the traffic to flow. The measures were easily understood by cyclists, pedestrians, and motorists and had not been damaged or moved, by malicious intent or by accident.

The formalising of some of the elements, such as the light segregation measures and crossing facilities, of the pop-up cycle lane shall ensure enforcement of traffic regulations and improve provision for cyclists along the route.

#### City Centre to City Hospital (via Jewellery Quarter)

It was noted that the measures which have been implemented, generally provided a safe environment for cyclists to ride whilst also allowing the traffic to flow. The measures were easily understood by cyclists and pedestrians. There was evidence of some measures being tampered with causing gaps in the segregation that are being used by construction vehicles to park.

The formalising of some of the elements, such as the light segregation measures and crossing facilities, of the pop-up cycle lane shall ensure enforcement of traffic regulations and improve provision for cyclists along the route.

#### Bradford Street Cycle Lanes

The measures which have been implemented, generally provided a safe environment for cyclists to ride whilst also allowing the traffic to flow, the scheme could benefit from continuous cycle connection through the



## 2. Introduction

Birmingham City Council has This commission is for a technical review of 13 temporary and experimental schemes recently implemented as part of Emergency Active Travel Fund (EATF) Tranche 1, as part of a wider project review before decisions are made on whether to make the schemes more permanent or to amend / remove them.

Birmingham City Council has recently delivered a number of temporary and experimental schemes under the EATF Tranche 1 programme, including pop-up cycle lanes, low-traffic neighbourhoods, and social-distancing measures in local centres.

Further funding has now been secured through EATF Tranche 2 to further improve these measures and to make them more permanent. As part of the development of Tranche 2 a review is to be carried out of the schemes delivered under Tranche 1. The full review will include strands covering technical aspects, public comments and responses, and equality issues. This commission covers the technical aspects of the review.

The Tranche 1 schemes to be reviewed are listed below:

1. Moseley Local Centre Transport Space Allocation
2. Stirchley Local Centre Transport Space Allocation
3. Lozells Low Traffic Neighbourhood
4. Kings Heath Low Traffic Neighbourhood
5. Places for People (Moseley, Bournville and Castle Vale LTNs)
6. City Centre Traffic Cells
7. NOT REQUIRED
8. City Centre to Small Heath (A45 Corridor)
9. Selly Oak to Northfield (A38 Corridor)
10. City Centre to Fort Dunlop (A47 Corridor)
11. City Centre to City Hospital via Jewellery Quarter
12. Bradford Street Cycle Lanes
13. A38 to A34 City Centre Connection

Schemes 1 and 2 relate to social-distancing measures in local centres. Schemes 3 to 5 are local road closures





This technical review aims to identify safety issues which need to be addressed, any further measures which are needed for the schemes to comply with current guidance for permanent schemes (including LTN 1/20, Guidance on Use of Tactile Paving etc), and any other desirable improvements which would make the schemes more convenient, such as increasing segregation between pedestrians and cyclists and removing locations where cyclists may have to dismount at crossing points.

The review shall consider the needs of all road users in accordance with the City Council's road hierarchy, including cyclists, pedestrians, passengers at bus stops, essential loading and servicing to frontages, and emergency service routes.

The review should also identify any equalities issues within the current scheme layouts, which will feed into the separate Equalities part of the overall review.



### 3. Social-distancing measures in local centres

The following sites have been assessed that relate to social-distancing measures in local centres and to determine what further measures would be desirable in order to improve the schemes if they are made more permanent as part of Tranche 2.

1. Moseley Local Centre Transport Space Allocation
2. Stinchley Local Centre Transport Space Allocation

#### 3.1 Moseley Local Centre Transport Space Allocation

Social distance measures have been provided within Moseley, through the implementation of footway widening from the southern extents at the junction of Salisbury Road, north on Alcester Road to the crossroads with Chantry Road and Woodbridge Road.

The footway on the eastern side of Alcester Road has been widened through the provision of temporary barriers in the nearside southbound lane, from outside Cafephilia, north to Woodbridge Road south to King Edward Road. This section of social distancing includes for an in-line bus stop and accommodates the existing controlled crossing. Throughout the length of the widening, ramps have been provided to allow pedestrians to transit between the footway and carriageway level. Opposite Cafephilia, the existing northbound bus stop has been built out to provide social distance for pedestrians in and around the bus shelter and for passing pedestrians.

Footway widening has also been provided by converting the northern parking bay on Saint Mary's Row, with the taxi bay on the southern side amended to allow loading.

The Consultant drawings which have been received for review are as follows:

3. B2309001-SDM-MOSE-03, Sheet 2 of 3 showing Alcester Road
4. B2309001-SDM-MOSE-03, Sheet 3 of 3 showing St Marys Row

##### 3.1.1 Site Observations

The following site observations were captured:

- Alcester Road
  - It was noted that the provision of temporary barriers and ramps at the northbound stop, at the junction of Chantry Road (Stop ID: nwmajtdg), provide a large area of extended footway for pedestrians to pass the existing shelter, located on an existing relatively narrow footway. The barriers are in good condition and have maintained their positioning, leading passing traffic and buses up to the tarmac boarding point.
  - It was noted that "Covid-19 Keep apart" markings painted on the footway in the vicinity of the bus stops are worn and are not clearly visible.
  - It was noted that the temporary barriers outside Cafephilia provide positive guidance to southbound traffic, to more across from the nearside lane. It was noted though that the temporary "keep right" signs and A-frames were damaged.
  - It was noted that the footway widening from the junction of Woodbridge Road to King Edward Road, provides additional social distance space for passing pedestrians and that the barrier alignment has not been altered.
  - It was noted that's the ramps between the footway and carriageway level provide access for mobility impaired users and have been installed at a gradient of 1 in 12, which is the maximum that may be



used as any greater than this will cause difficulties for manual wheelchair users. They also allow drainage to the rear, although it was noted that leaves from the adjacent trees had blocked the carriageway channels and blocked the drains to the rear of the ramps, the leaves left a slippery surface that pedestrians could slip on.

- It is noted that the existing controlled crossing is operating from the original signal poles and call buttons. On the eastern side of the crossing, pedestrians were observed to walk in front of waiting pedestrians, coming within 2m.
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## Emergency Active Travel Fund Tranche 1 Review

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The formalising of the social distance measures shall allow other road users in accordance with the City Council's road hierarchy to benefit:

- Cyclists,
  - There shall be improved facilities and the widened footway shall allow cyclists to leave the carriageway.
- Pedestrians,
  - The widened footway shall allow pedestrians greater space to pass. Also, the dropped accesses, shall improve mobility for wheelchairs users and the visually impaired, as it shall be easier to cross the road and identify the crossing points.
- Passengers at bus stops,
  - The bus stop adjacent to No. 72 Hazelwell Street has greater footway width and allows more space for pedestrians to wait and maintain social distance, as well as allow access and egress from buses by passengers.
- Essential loading and servicing to frontages,
  - Liaison with shop owners on Hazelwell Street shall be required to ensure that access is provided for deliveries to the properties.
- Emergency service routes,
  - Ensure that the streetscape does not impact on the ability for emergency services to operate safely. The proposed road layout could create a restriction between No. 72 Hazelwell Street through to Bournville Lane, should measures be implemented to prevent parking, although the provision of double yellow lines would prohibit indiscriminate parking along this section of carriageway.

### 3.2.3 Summary of observations and findings

It is observed that the EATF1 measures were well maintained and the temporary measures were being respected. Therefore, it is recommended that the following further measures are considered for implementation and or modification of the existing layout in order to improve the schemes if they are made more permanent as part of Tranche 2:

- The ramps between the footway and carriageway are lengthened to create a gradient of 1 in 12, to allow wheelchair and pedestrians access.
- Consideration is to be given to providing a cycle facility from No. 72 Hazelwell Street through to Morrisons supermarket, utilising the widened footpath area. This shall allow cyclists and pedestrians to travel with increased safety due to less risk of being struck by vehicles.
- Redesign the traffic island at the junction of Hazelwell Street and Bournville Lane, to provide a safe crossing point for pedestrians and cyclists. Consider a raised crossing point with adequate signing, drainage and tactile provision. Include bollards at the leading edge of the traffic island to denote its presence.
- Provide carriageway drainage at the junction with Bournville Lane and Hazelwell Street, to eliminate the ponding adjacent to the 3.6m wide tactile crossing.
- Undertake a review of the carriageway and footway surfaces, to ensure that footways and carriageways are undertaken where necessary resurfacing measures in line with the junction improvements.
- From No. 70 Hazelwell Street formalise the footway widening, through the provision of a cycle facility and provide measures to prevent informal parking.
- Undertake a review of the existing lining and signing, to ensure the existing and proposed lining is correct and that sign clutter is reduced.





- Hunters Road
  - The planned measures on Hunters Road were not implemented on the day of the site visit.
- Graham Street
  - There are no pedestrian crossing facilities at the junction with Church Street
  - The lorry tyre planters are not painted like the others in the area and are not aesthetically pleasing.
  - Westbound cyclists are currently required to cycle between parked cars on each side of the road, facing oncoming vehicles.
- Anglesey Street
  - Northbound cyclists are currently required to cycle between parked cars on each side of the road, facing oncoming vehicles.
  - It was observed on site that vehicles are parking on the zigzags outside Anglesey Primary School.
  -





- Pedestrians
  - The one-way systems create quieter streets for pedestrians and improve safety as it will be easier for pedestrians to cross a single lane of traffic.
- Passengers at bus stops
  - No bus stops are affected by the measures at Lozells
- Essential loading and servicing to frontages
  - The one-way systems access from Lozells Road slightly restrict parking and loading opportunities for the high street shops. Liaison with shop owners shall be required to ensure that sufficient access is provided for deliveries to the properties.
- Emergency service routes
  - Access to all areas within Lozells is maintained for emergency service access, due to the one-way system not closing off any areas.
  - Ensure full access is maintained through communication with the emergency services.

#### 4.1.3 Summary of observations and findings

It is observed that the modal filter planters on Finch Road have missing markings in the carriageway hatching and insufficient cycle signage to promote the contraflow cycle lane.

The one-way gyratory system for Church Street, Graham Road, Anglesey Street and Nursery Road was observed to not be respected by drivers, with vehicles travelling northbound on Anglesey Street. The cycle measures in this area are also poor, due to parked vehicles blocking the cyclist and forcing them to cycle between parked cars on each side of the road, facing oncoming vehicles.

The planned measures on Hunters Road were not implemented on the da033 Tc/F3(ed )32(on the d)17 wge72 Tdy S Tc/r



The modal filters take the form of wooden planters in the carriageway, with a central removable bollard between the planters. In some places, there have also been further bollards placed in the footway or grass verge to prevent vehicles bypassing the planters.

In the case of York Road, multiple sets of modal filters have been introduced at each end of the road to create a pedestrianised streetscape outside the local shops.

The modal filters have been supplemented with appropriate advanced signage indicating where the road is closed (except for cyclists).

The Consultant drawings which have been received for review are as follows:

- 04965-PM-KH-C-01-01, showing the junction of High Street and Station Road
- 04965-PM-KH-C-01-02, showing the junction of High Street and Grange Road
- 04965-PM-KH-C-01-03, showing the junction of High Street and Bank Street
- 04965-PM-KH-C-01-04, showing the junction of High Street and York Road
- 04965-PM-KH-C-01-05, showing the middle of Silver Street
- 04965-PM-KH-C-01-06, showing the junction of Highbury Road and Grange Road
- 04965-PM-KH-C-01-07, showing the junctions of Grange Road, York Road, Station Road and Bank Road
- 04965-PM-KH-C-01-08, showing the junction of Highbury Road and Silver Street
- 04965-PM-KH-C-01-09, showing the junction of Silver Street and Fairfield Road
- 04965-PM-KH-C-01-10, showing the junction of High Street and Silver Street
- 04965-PM-KH-C-01-11, showing the junction of Grange Road and York Road
- 04965-PM-KH-C-01-12, showing the junction of Grange Road and Bank Street
- 04965-PM-KH-C-02-01, showing the junction of Poplar Road and Woodville Road
- 04965-PM-KH-C-02-02, showing the junction of Poplar Road and High Street
- 04965-PM-KH-C-04-01, showing the junction of Colmore Road and Howard Road
- 04965-PM-KH-C-04-02, showing the junction of Hazlehurst Road and Howard Road
- 04965-PM-KH-C-04-03, showing the junction of All Saints Road and Howard Road
- 04965-PM-KH-C-04-04, showing an overview of All Saints Road
- 04965-PM-KH-C-04-05, showing the junction of Vicarage Road and Colemore Road
- 04965-PM-KH-C-04-06, showing the junction of Vicarage Road and Abbots Road
- 04965-PM-KH-C-05-01, showing the junction of Cambridge Road and School Road
- 04965-PM-KH-C-05-02, showing the junction of School Road and Greenhill Road
- 04965-PM-KH-C-05-03, showing the junction of Cambridge Road and Clarence Road
- 04965-PM-KH-C-05-04, showing the junction of School Road and Cotton Lane
- 04965-PM-KH-C-05-05, showing the junction of School Road and Oxford Road
- 04965-PM-KH-C-Advanced Signage Layout Northern #1, showing an overview of Station Road, Grange Road, Bank Street
- 04965-PM-KH-C-Advanced Signage Layout Northern #1 – Amended design, showing an amended version of the above
- 04965-PM-KH-C-Advanced Signage Layout Central #2, showing an overview of York Road, Silver Street and Highbury Road





The current layout of the LTN modal filters to the west of High Street are generating complaints from locals due to the impact it is having on access to shops and the concentration of traffic on the Highbury Road access into the estate. York Road has modal filters set out at each end, creating a pedestrianised area which is beneficial for the streetscape of the area. However, this is restricting access to the shops on York Road and businesses have complained due to a decrease in custom this may be causing. The current layout of the modal filters puts all residential traffic to/from the north on High Street via Highbury Road, as this becomes the fastest available route.

It is recommended that an alternative layout of modal filters is pursued:

- i. Move the York Road filters to west of the York Road / Waterloo junction
- ii. Move the Grange Road filter to west of the Grange Road / York Road junction
- iii. Move the Station Road filter to both west and north of the Station Road / York Road junction
- iv. Add another filter on South Road, south of the South Road / Grange Road junction

These amendments will create three distinct cells, which will ensure the traffic impact is distributed more evenly among the access points. It will also allow for vehicular access to remain to the shops on York Road. There is the potential to make York Road one-way to maintain access to shops but also provide wider footways for an improved streetscape.

The formalising of the LTN measures (as per the existing or alternative layout) shall allow other road users in accordance with the City Council's road hierarchy to benefit:

- Cyclists
  - The modal filters allow for cyclists to pass through whilst preventing vehicles from doing so, hence creating quieter streets for cyclists to travel along.
- Pedestrians
  - The modal filters prevent vehicles from rat running through the residential areas of King Heath, creating quieter and safer environments for pedestrians.
- Passengers at bus stops
  - No bus stops are affected by the LTN measures at Kings Heath
- Essential loading and servicing to frontages
  - Under the alternative layout recommended above, access to York Road is maintained from High Street which allows for the loading and servicing to frontages. Otherwise, access is maintained if loading vehicles are granted access via the removable bollards.
- Emergency service routes
  - Access to all areas within Kings Heath is maintained for emergency service access, via both diverted routes and via the removable bollards at the modal filters.
  - Ensure that the streetscape does not impact on the ability for emergency services to operate safely.

#### 4.2.3 Summary of observations and findings

It is observed that the modal filter planters, as part of the EATF1 measures, were well positioned with clear forward visibility and consistent identification with reflective stripes and a central, removable bollard. The Places for People signs attached to some of these planters also provide a positive message to all users and helps to promote the use of the LTN for pedestrians, children, disabled and cyclists. However, they were not being universally respected, with signs of them being bypassed if sufficient space was available to manoeuvre a vehicle





- Franklin Road (Bournville)
  - Planters are easily observed with reflective strips, bollards in footway and a removable bollard located in the centre of the carriageway between the planters.
  - The carriageway markings at the junction are not clear, as they have not been updated since prior to the road being closed
  - The additional set of planters set back from the junction were not installed
- Oak Tree Lane (Bournville)
  - The carriageway markings at the junction are not clear, as they have not been updated since prior to the road being closed
  - A green "Road Open To" sign facing traffic on Woodbrooke Road was not present on the eastern planter for cyclists etc from that direction
- Yatesbury Avenue (Castle Vale)
  - The carriageway markings at the junction with Cosford Crescent are not clear, as they have not been updated since prior to the road being closed
  - The route along Yatesbury Avenue is not a cul-de-sac as motorists are able to loop around Yatesbury Avenue via Cosford Crescent. Therefore, the "No through road" signs for westbound traffic are incorrect.
- Cosford Crescent (Castle Vale)
  - Vehicles are bypassing the modal filter and travelling between Cosford Crescent and Tangmere Drive by driving over the verge and footpath
  - In order to prevent vehicles travelling between Cosford Crescent and Tangmere Drive, by driving over the verge and footpath, install additional reflective bollards to prevent access. Also raise the existing dropped kerb heights from the dropped crossing level, which promotes the use of the shortcut.

#### 4.3.2 Findings

At both Franklin Road and Oak Tree Lane in Bournville, consideration should be given to formalising the road closure through the removal of the give-way lining and providing continuous edge of carriageway lining on the major road (the A4040 and Woodbrooke Road respectively). Also consider the location of permanent regulatory signs, to replace the temporary installations.

An additional green "Road Open To" sign facing traffic on Woodbrooke Road was not present on the eastern planter for cyclists etc from that direction





- The “No through road” signs for westbound traffic on Yatesbury Avenue needs to be removed.
- An additional “Road Open To” sign promoting the LTN network for children, pedestrians, wheelchair users and cyclists should be installed on the eastern planter at Oak Tree Lane, facing Woodbrooke Road.
- Consideration is given to excavating the carriageway and creating verges with trees and bollards to restrict onward passage by motorists.
- Install additional reflective bollards to prevent access over the footpath and grass verge between Tangmere Drive and Cosford Crescent.
- Consideration is to be given to turn the existing mini roundabout at the junction of Cosford Crescent and Yatesbury Avenue into a defined bend, through the use of build outs on Yatesbury Avenue and the verge being widened on the northern side of the junction.





## 5. City Centre Traffic Cells

The following sites have been assessed with regard to the provision of cycle lanes through the reallocation of road space within the highway boundary. The following review considers whether the provision of the cycle infrastructure is achieved by reallocating carriageway space and not by reducing the level of service for pedestrians.

1. The Jewellery Quarter
2. Snow Hill and Newtown
3. A38 Bristol Street

### 5.1 Jewellery Quarter

Cycle infrastructure has been implemented within the Jewellery Quarter, through the closure of roads at junctions, the implementation of on-carriageway cycle lanes, reallocation of on-street parking and new signing.

The Consultant drawings which have been received for review are as follows:

- 104130-PF-100-C1-DR-TR-001, showing the junctions of Pope Street with Moreton Street and Albion Street
- 104130-PF-100-C1-DR-TR-002, showing the junction of Sand Pits and Summer Hill Street
- 104130-PF-100-C1-DR-TR-003, showing Newhall Hill and its junction with Sand Pits
- 104130-PF-100-C1-DR-TR-004, showing the junctions of Parade with Charlotte Street and Fleet Street
- 104130-PF-100-C1-DR-TR-005a, showing the traffic diversion signs along Newhall Street

#### 5.1.1 Site Observations

The following site observations were captured:

- Moreton Street
  - The proposed cycle lane on Moreton Street has not been implemented in full and the parking outside Moreton House, remains in situ (seven parking spaces). These parking spaces shall require removal.
  - The proposed contraflow cycle sign is missing opposite Michael House, this shall require locating on lamp column number three.
- Albion Street
  - There are vehicles parking within the permit holders only parking bay on the southern side of Albion Street opposite the junction of Pope Street. This is preventing the closure of Albion Street for westbound traffic, due to the narrow remaining carriageway space between parking bays and cycle lane.
  - Some contraflow cycle signs are incorrectly orientated (lamp column number one on Albion Street) or missing (on the approach to the cycle lane on Albion Street for westbound cyclists and traffic).
- Newhall Hill
  - The existing flag type signs mounted on lamp column number eight, are incorrect as George Street is now closed except for cycles.



- Existing parking bay signing is on the eastern side of Newhall Hill, but these parking bays have been relocated to the other side of the carriageway to make space for the cycle lane. The signs are therefore on the wrong side of the carriageway.
- At the junction with Graham Street, the existing signing, the temporary keep left bollards and 'ahead only' sign causes confusion due to vehicles being able to turn right onto Graham Street.
- The cycle lane on Legge Lane has a bollard within a small kerbed island that restricts pedestrian passage and would be a trip hazard for the visually impaired.
- The public transport infrastructure, such as the bin and the flag post, for the bus stop opposite Sytner Birmingham is no longer needed as the bus stop has been removed.
- Charlotte Street
  - Due to the road closure the one-way traffic signs, controlled zone and 20mph terminals at the junction of Charlotte Street and Parade are no longer needed.
  - A 'no through road' sign requires erecting on Charlotte Street at the junction with Holland Street.
- Fleet Street
  - The 'except cycles' plate has been removed from the banned left sign on the Parade as you approach Fleet Street.

#### 5.1.2 Findings

It is recommended that the various temporary signs on A-frames through the measures are made permanent on either new poles at the back of the footway or, ideally, incorporated into other existing poles where possible to reduce sign clutter.

In addition, the following measures are recommended on a site-by-site basis:

- Moreton Street
  - The parking spaces need to be removed for the cycle lane to be properly implemented.
- Albion Street
  - It is recommended that the parking bays opposite the junction of Pope Street are removed and build outs are constructed on Albion Street to enforce the change of priority.
  - Correct the contraflow cycle sign on lamp column number one on Albion Street. Contraflow cycle sign also requires erecting on the approach to the cycle lane on Albion Street for westbound cyclists and traffic.
- Summerhill Street
  - Consideration may be given to blanking off the permanent signs signing to City Centre and A457 Bromsgrove.
- Newhall Hill
  - The existing flag type signs mounted on lamp column number eight are required to be taken down as George Street is now closed except cycles.



- Realign the entry splays to the roundabout to formalise the changes, based on the number of entry and exits paths on the roundabout.
- It is recommended that the junction of George Street and Newhall Hill is remodelled to accommodate the right turn only as a thoroughfare. Provide a curved footway adjacent to the roundabout and towards the junction of George Street for pedestrians walking along the dual carriageway. Maintain priority for cyclists traveling south on Newhall Hill as they join the footpath, having crossed the junction of George Street. Remove the dropped kerb outside car show room to provide uniform level footway.
- Consideration is to be given to providing shared or segregated cycle / footway provision from Newhall Hill to Charlotte Street and beyond on the Parade. This is to prevent cyclists descending Newhall Hill, joining the dual carriageway and then having to contend with a bus stop as they travel into the city.
- Take down existing parking bay signing and re-erect on western side of Newhall Hill adjacent to new parking bays.
- Correct the keep left bollards on traffic islands as TC 03-33 in place of the existing signing and the temporary keep left bollards. It is recommended that the 'no entry except cycles' sign is mounted on the traffic island facing north for vehicles on Legge Lane, Graham Street and Frederick Street. It is recommended that the island is relocated north or extended to include a pedestrian crossing point for pedestrians crossing from Legge lane to Graham Street; the benefit of this will promote the closure of Newhall Hill and provide an improved pedestrian crossing point.
- Provide a pedestrian crossing point and consider the visually impaired when crossing from Newhall Hill in a northbound direction on the western side of the road continuing onto Frederick Street. Consider improvements to all pedestrian crossing point at the crossroads.
- Erect 'left turn only' sign on lamp column number one on Frederick Street with distance plate. Erect sign with Sikh temple flag.
- Consider the requirement to remove the public transport infrastructure such as the bin and the flag post for the bus stop opposite Sytner Birmingham.
- Charlotte Street
  - Due to the road closure, take down the one-way traffic signs, controlled zone and 20mph terminals at the junction of Charlotte Street and Parade. A 'no through road' sign instead requires erecting on Charlotte Street at the junction with Holland Street.
  - Consider providing at grade footway across the junction of Charlotte Street for pedestrians walking along the Parade.
- Fleet Street
  - Redesign the junction with Fleet Street and the Parade to provide footway and cycleway facilities from Newhall Hill to the existing cycle facility on the Parade. Remove the off slip and redesign the signing as required i.e. remove 'one-way' signs 'no entry' signs etc. The provision of cycle facility all the way to Newhall Hill will allow cyclist traveling out of town to continue instead of being instructed that it is currently the end of route and to dismount.



The formalising of the City Centre measures in the Jewellery Quarter shall allow other road users to travel in safety, in accordance with the City Council's road hierarchy to benefit:

- Cyclists
  - Contraflow cycle lanes are being introduced on roads being made one-way for vehicles, which provide segregated facilities for cyclists and ensure direct routes are maintained.
  - A shared use or shared or segregated cycle / footway provision from Newhall Hill to Charlotte Street would prevent cyclists descending Newhall Hill, joining the dual carriageway and then having to contend with a bus stop as they travel into the city.
- Pedestrians
  - The one-way systems create quieter streets for pedestrians and improve safety as it will be easier for pedestrians to cross a single lane of traffic.
  - Improvements to pedestrian crossing facilities are proposed at various locations.
- Passengers at bus stops
  - The bus stop on Newhall Hill is being removed due to the one-way system, which results in a negative impact for bus passengers. Liaison will be needed with Transport for West Midlands to ensure the service is re-routed appropriately an adequate bus stop is introduced.
- Essential loading and servicing to frontages
  - Access to all areas within the Jewellery Quarter is maintained for loading and servicing due to the one-way system not closing off any areas.
- Emergency service routes
  - Access to all areas within the Jewellery Quarter is maintained for emergency service access, due to the one-way system not closing off any areas.
  - Ensure that the streetscape does not impact on the ability for emergency services to operate safely.

### 5.1.3 Summary of observations and findings

It is observed that the EATF1 measures in the Jewellery Quarter in some places have not been fully implemented, with parking bays being retained in place of the proposed canal-side parking. The retention of parking bays in place of the proposed canal-side parking is a concern as it may impact on the safety of pedestrians and cyclists. The retention of parking bays in place of the proposed canal-side parking is a concern as it may impact on the safety of pedestrians and cyclists.

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- North side of Moreton Street, to allow for the cycle lane to be properly implemented
- East side of Albion Street, to allow for the change in priority to be better enforced
- The junction of George Street and Newhall Hill is remodelled as follows:
  - To accommodate the right turn only as a thoroughfare, with a curved footway adjacent to the roundabout and towards the junction of George Street.
  - Maintain priority for cyclists traveling south on Newhall Hill as they join the footpath, having crossed the junction of George Street.
  - Remove the dropped kerb outside car show room to provide uniform level footway.
- Provide a shared use or segregated cycle / footway provision from Newhall Hill to Charlotte Street and beyond towards the City Centre on the Parade.
- The island on Newhall Hill at the junction with Legge Lane and Graham Street is relocated north or extended to include a pedestrian crossing point for pedestrians crossing from Legge lane to Graham Street
- x







### 5.2.3 Summary of observations and findings

It is observed that some of the EATF1 measures in Snow Hill and Newtown have not been implemented properly, such as the bus gate and advanced signing on St Chads Queensway and the destination signing at Lancaster Circus, or are being ignored by drivers, such as the road closure on Lower Loveday Street and the turn into Brearley Street.

The various A-frame temporary signs often block the footway with excessive sign clutter.

Therefore, it is recommended that in order to improve the schemes if they are made more permanent as part of Tranche 2 the following are considered:

- The various temporary signs on A-frames are reviewed to ensure they are correct and comprehensive, and then made permanent on either new poles at the back of the footway or incorporated into other existing poles where possible.
- A permanent traffic island is constructed at the northern end of the bus gate at Colmore Circus Queensway, to accommodate the regulatory sign associated with the bus gate.
- It is recommended that the islands widths on St Chads Queensway be increased to assist in the promotion of the bus gate. The A.D.S and tourist destination signing in the area should be corrected accordingly.
- Bollards should be positioned across each end of Lower Loveday Street at the junction of Cleveland Street and Princip Street. The regulatory signs and advanced signing also need correcting to enforce the closure.
- The existing weight limit regulatory signs on Lower Loveday Street can be removed.
- The Newtown Road / Cecil Street junction is realigned to only allow vehicles to turn left out of Cecil Street as and provide banned left regulatory signs on New Town Row in advance of the junction.
- At the junction of Lower Tower Street, close the access from New Town Row so that the footway is continuous and at the same gradient. The route of the cycle path could be relocated if BCC deems appropriate as it is currently set to back to avoid conflict of vehicles entering Lower Tower Street.
- The junction of Brearley Street and New Town Row is reduced in width so that vehicles can only exit turning left onto New Town Row. Design the junction so that it is self-enforcing for vehicles looking to turn left into Brearley Street who are observed to be ignoring the banned left currently. As with Cecil Street, direct bollards to fgnorve00 Tvbecles parking on .008 Tc 0s8 Tf 18 0 z/F2 10.ATz/wa v15(run8(treo2 18 0 1(ads -24.7.ATo





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- Provide bollards on the existing cycle barriers to inform the vehicle users as to the hazards of striking them during the hours of darkness.
- Consideration should be given to undertaking remedial works to the footpath on Renton Street through the removal of old drop crossings so that there is a smooth surface for pedestrians.







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- Consider an alternative provision on Bedford Street to maintain safe cycle provisions in both directions.
  - Replace the temporary surfacing with full depth footway construction.
  -



- Potholes were observed within the cycle lane between Heeley Road and Hubert Road
- It is unclear how cyclists travelling south-westbound are to cross the carriageway near Heeley Road to join the south-westbound cycle lane.
- It was noted that there is no Advanced Stop line for cyclists leaving the train station, it is recognised that there is likely a demand for cyclists using the rail network.
- It was noted that the arrow marking proposed as part of the original plans has not been installed at the end of the cycle lane on the south-westbound approach to The Dingle.
- It was observed that the shared footway / cycleway is only 2.0m wide on the south-westbound approach to The Dingle.
- It was noted that the access from the shared footway / cycleway to the south-west of Langleys Road to the bus, taxi and cycle lane are blocked by temporary barriers.
- It was noted that the bus, taxi and cycle lane has not been installed across Weoley Park Road as per the proposals.
- It was noted that there are leaves and debris covering the cycle ramps to the signalised crossing adjacent to Cob Lane.
- It was observed that the section of shared footway / cycleway to the rear of the bus stop near Maryland Drive has a width of 1.9m which is insufficient for a shared footway / cycleway. Furthermore, the shared footway / cycleway has not been signed at its south-western extents.

### 6.3.2 Findings

It was noted that the measures which have been implemented, generally provided a safe environment for cyclists to ride whilst also allowing the traffic to flow. The measures were easily understood by cyclists, pedestrians, and motorists and had not been damaged or moved, by malicious intent or by accident.

The formalising of some of the elements of the pop-up cycle lane shall ensure enforcement of traffic regulations and improve provision for cyclists along the route:

- Cyclists,
  - Off-peak daytime site visit observed limited cycle usage, it is recommended that monitoring is undertaken to observe usage.
- Pedestrians,
  - Limited pedestrian usage observed during off-peak daytime site visit, however there is sufficient adjacent pedestrian footway provision.
- Passengers at bus stops,
  - Limited interaction with bus stops, however there are locations where there is potential for conflict between bus passengers and cyclists, however these sections of shared footway / cycleway have been highlighted with shared use space signing and corduroy tactile paving, except for the location specifically highlighted in section 6.3.1.
- Essential loading and servicing to frontages,
  - Limited impact on frontages.
- Emergency service routes,
  - Little to no impact on Emergency services.



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## 6.4 Summary of observations and findings

It is observed that the EATF1 measures offer a good level of provision for cyclists, there were observed issues as







- Emergency service routes,
  - Little to no impact on Emergency services.

### 6.6 Summary of observations and findings

It is observed that the EATF1 measures offer a good level of provision for cyclists, there were observed issues as outlined in section 6.5.1, therefore it is recommended that the following is implemented in order to improve the schemes if they are made more permanent as part of Tranche 2, (also refer to the plans in Appendix D):

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## 6.8 Summary of observations and findings

It is observed that the EATF1 measures offer a good level of provision for cyclists, there were observed issues as outlined in section 6.7.1, therefore it is recommended that the following is implemented in order to improve the schemes if they are made more permanent as part of Tranche 2, (also refer to the plans in Appendix D):

- A programme of maintenance is required to frequently remove built up leaves and debris.
- Upgrade signals throughout the scheme to allow cycle only stages or toucan crossings to remove the requirement for cyclists to frequently dismount.
- It is recommended that the damage bollards are replaced and reflectorised to prevent vehicular access to the shared footway / cycleway.
- It is recommended that the cycle lane markings are replaced to replicate the layout originally proposed to allow cyclists to turn left out of Capstone Avenue onto Clissold Street.
- Consideration should be given to extending the northbound cycle lane on Hingeston Street to the junction with Knightstone Avenue by commencing the central hatch markings further north on Hingeston Street, allowing for segregation of cyclists and vehicles until the point that cyclists leave Hingeston Street.
- At the junction of the A4540 Ickneild Street / Hingeston Street, consideration should be given to providing a cycle only stage within the signals to allow cyclists to cross the junction while it is clear of other vehicles, this

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The formalising of some of the elements with consideration of minor alterations to the route and some additional protection shall ensure enforcement of traffic regulations and improve provision for cyclists along the route:

- Cyclists,
  - Off-peak daytime site visit observed limited cycle usage, it is recommended that monitoring is undertaken to observe usage.
- Pedestrians,
  - Limited pedestrian usage observed during off-peak daytime site visit, however there is sufficient adjacent pedestrian footway provision.
- Passengers at bus stops,
  - Limited interaction with bus stops, however there are locations on where there is potential for conflict between bus passengers and cyclists, due to narrow boarding points.
- Essential loading and servicing to frontages,
  - Limited impact on frontages.
- Emergency service routes,
  - Little to no impact on Emergency services.

## 6.10 Summary of observations and findings

It is observed that the EATF1 measures were a good level of provision for cyclists, there were observed issues as outlined in section 6.9.1, therefore it is recommended that the following is implemented in order to improve the schemes if they are made more permanent as part of Tranche 2, (also refer to the plans in Appendix D):

- A programme of maintenance is required to frequently remove built up leaves and debris.
- A programme is required to inspect the route on a frequent basis in order to identify damaged surfaces, potholes and sunken manhole covers to ensure repairs are made on a routinely to minimise the likelihood of collisions or falls.
- Consider possible amendments to the cycle route to avoid high footfall and narrow width of the shared pedestrian/cycleway on the south side of the B4100/Moat Lane central island. A possible alternative could be given to improve directional signage to direct cyclist from Bradford Street to the north of the central island where there are wider footways and there is lower footfall.
- It is recommended that the on Bradford Street near Moat Street that the temporary footway that has been installed that has a steep gradient and an uneven surface finish is replaced by a permanent hardstanding facility.
- Upgrade signals throughout the scheme to allow cycle only stages or toucan crossings to remove the requirement for cyclists to frequently dismount.
- At locations where there is evidence of ponding and debris at the built-out kerb lines, drainage provision is required.
- Reprofile the ramps at the bus stops to make shallower to minimise the discomfort to cyclists.
- To reduce the likelihood of bus passengers from waiting in the cycle track consider increasing the width of the bus boarder.
- The build-out at Rea Street/ Bradford that may not be particularly visible during the hours of darkness and vehicle may strike the ramp needs to be amended to make more visible.



- The two-way cycle track on the south side of Bradford Street has not been installed to provide best use of space, the overall width is 2m width, with the city bound cycle lane is 800mm, the lanes should be of equal width.

## 6.11 A38 to A34 City Centre Connection

The Consultant drawings which have been received for review are as follows:

- 104130-PF-100-C1-DR-TR-101 to 104

### 6.11.1 Site Observations

The following site observations were captured and referred to on the plans in Appendix D:

- Low usage during site visit, although it should be noted that this was during the middle of the day.
- Limited space between parking bays and marked cycle lanes on Smallbrook Queensway.
- Cycle lane on Smallbrook Queensway proposed 1.5m on scheme drawing, however measured 1.15m on site, below minimum standards.
- The shared cycle provision with buses on St Martins Queensway provides low protection and therefore may discourage use by less confident cyclist.
- At the Junction of St Martins Queenway/ Moor Street buses turning right could pinch cyclist against the kerb line.
- It was noticed that cyclist are required to mount the kerb during HS2 works currently being undertaken, there should be consideration for an interim solution provided through the junction of Moor Street Queensway and Carrs Lane.
- There is a steep gradient on Albert Street makes it difficult for less able cyclists to continue riding, consideration to provide a direct route should be given, this could follow the route along Moor Street Queensway to join James Watt Queensway more directly.
- Albert Street was congested during the day and there was limited space for cyclists to navigate past queuing cars / buses, this is intimidating to the less abled rider.
- It was noted that the steep gradient of Dale End may be prohibitive for less able cyclists, consideration should be given to extending the route along Moor Street Queensway to join James Watt Queensway more directly.
- There is limited cycle signing to identify the route for cyclists to use, this is especially noticeable at each end of the scheme.

### 6.11.2 Findings

The measures which have been implemented, provide less protection than the other routes and may discourage



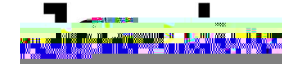
- Off-peak daytime site visit observed limited cycle usage, it is recommended that monitoring is undertaken to observe usage.
- Pedestrians,
  - Limited pedestrian usage observed during off-peak daytime site visit, however there is sufficient adjacent pedestrian footway provision.
- Passengers at bus stops,
  - Limited interaction with bus stops, all facilities provided on carriageway
- Essential loading and servicing to frontages,
  - Limited impact on frontages.
- Emergency service routes,
  - Little to no impact on Emergency services.

## 6.12 Summary of observations and findings

It is observed that the EATF1 measures were a good level of provision for cyclists, there were observed issues as outlined in section 6.11.1, therefore it is recommended that the following is implemented in order to improve the schemes if they are made more permanent as part of Tranche 2, (also refer to the plans in Appendix D):

- Provide additional width to cycle lane on Smallbrook Queensway to meet minimum standards, alternatively consider the provision of a protected route which may require relocation of taxi bays or hardstanding between taxi bay and cycle lane.
- A programme of maintenance is required to frequently remove built up leaves and debris.
- Consider an alternative provision on St Martins Queensway possibly by providing a marked cycle lane to allow protection to cyclists and a level of perceived safety for less confident users.
- Introduce a short section of cycle only lane at the junction of St Martins Queensway/ Moor Street to provide protection to cycles which may be impeded by buses turning at the junction.
- During HS2 works currently being undertaken consider an interim solution through the junction of Moor Street Queensway and Carrs Lane, there is a wide footway which could accommodate off carriageway cycle facilities; however, the bus stops along this route are well utilised so any solution would have to consider interaction with bus passengers.
- The current cycle route via Albert Street is not direct and requires cyclists to negotiate steep gradients and congestion. Consideration to provide a direct route should be given, this could follow the route along Moor Street Queensway to join James Watt Queensway more directly.
- There is limited cycle signing to identify the route for cyclists to use, this is especially noticeable at each end of the scheme.



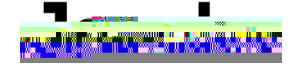


## Appendix A. Social-distancing measures in local centres

Insert Drawings for the above here CM - DM

## Emergency Active Travel Fund Tranche 1 Review

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## Appendix C. City Centre Traffic Cells

Insert Drawings for the above here CM - DM



