

Birmingham Cycle Revolution
Forward Programme Proposals

1. Summary of Forward Programme Proposals

Following the BCR programme review and Lessons Learned exercise a revised implementation strategy is proposed for the remainder of the Birmingham Cycle Revolution (BCR) programme, as detailed below:

- Continue with development and implementation of further phases of the Canal Works, Green Routes and Supporting Measures initiatives, broadly in line with the original bid proposals, but subject to a review of specific package elements (see Sections 4 and 5 below).
- Complete the delivery of previously approved Main Corridor schemes contained within the BCR Phase 1 programme, where the necessary level of segregation for cyclists from other traffic can be provided (see Section 2).
- For the forward Highway Schemes programme, develop a smaller number of Main Corridor routes where it will be possible to introduce higher-quality segregated cycle infrastructure, but recognising the increased cost of implementing such routes (see Section 3 below).
- Defer the implementation of further Main Corridor schemes, where it has not been possible to provide adequate segregation for cyclists, until such time as additional funding becomes available to implement suitable cycle-friendly measures along these routes (see Sections 2 and 3).
- Cease further development of the Parallel Routes programme. Consideration will be given to implementing alternative 'cycle-friendly' routes into and between the Green Travel District areas, and this may include some routes which were previously included in the Parallel Routes programme where these can be shown to demonstrate sufficient quality to be attractive to a wide cross-section of cyclists.
- Focus remaining highway investment into improving cycle accessibility into key local centres and Green Travel Districts, particularly those linked to the remaining Main Corridor routes. Specific measures would be developed with reference to DfT's new 'Propensity to Cycle' Tool, which provides a more evidence-based approach to the identification of where cycle infrastructure would provide the most benefits.
- Implement other on-street cycle measures as proposed in the original funding bids, including City Centre access improvements, Cycle Parking, additional Local Link schemes, and a further 20mph Pilot Area (Central South-West Birmingham, as Area B2).
- The funding provisionally allocated to Area-Wide Minor Measures will also be reallocated to the GTD schemes to fund similar measures in those specific areas.

2. Phase 1 Highway Schemes

In respect of the Phase 1 highway schemes programme, there are two routes yet to be delivered where the necessary level of segregation for cyclists can be provided – the Bristol Street Main Corridor and the final phase of the Lichfield Road Main Corridor. It is proposed that the Lichfield Road scheme is now implemented as soon as possible in line with the original funding bid proposal. The Bristol Street scheme will be reviewed to ensure it meets current design aspirations, and delivered in conjunction with the wider City Centre and Bristol Road Corridor schemes.

A further two Phase 1 Main Corridor schemes, the Soho Road and Alcester Road, are proposed to cease within the current BCR-funded programme, until such time as additional funding becomes available to deliver the desired level of segregated cycle infrastructure along these corridors. In addition, on the Alcester Road, consideration will be given instead to implementing more localised cycle measures as part of the proposals around the Green Travel District which covers Kings Heath and parts of Moseley, and which would provide connections to the Rea Valley Route and on to the city centre, as well as links to other existing routes and destinations including adjacent Green Travel Districts.

3. Phases 2 and 3 Highway Schemes

The Phase 2 and 3 bids, to DfT for Tranche 2 CCAG funding and the GBSLEP for LGF monies, proposed development of further Main Corridors in addition to those within Phase 1. These further schemes comprised the A38 Bristol Road, Harborne Road, Tyburn Road/Walmley Road, Bordesley Green and A34 Birchfield Road corridors. Initial development work has been undertaken on these schemes, and the outcomes have been used to inform a route prioritisation exercise which considered each scheme against a number key BCR objectives, including potential to generate modal shift, the quality and safety of each route for cyclists, impact on the highway network, connectivity, regeneration benefits and constructability.

Outputs from the prioritisation exercise have identified the A38 Bristol Road (City Centre to Selly Oak) and the A34 Birchfield Road (City Centre to Perry Barr) as being the two corridors which align most closely with the strategic objectives of BCR, and it is recommended therefore that these corridors are prioritised for implementation. These two Main Corridor schemes would complement wider cycle access improvements which would be developed for the key Selly Oak and Perry Barry local centres/Green Travel Districts in line with the principles identified in Paragraph 5.3.4 of the Cabinet Report.

A further Main Corridor scheme, the A45 Coventry Road, was also included in the DfT bid for Tranche 2 CCAG funding. However, this was not included in the initial development Route Prioritisation exercises identified above, as it is now proposed that cycling infrastructure along the A45 is developed in tandem with the 'Sprint' Bus Rapid Transit initiative, as part of an integrated transport package along this corridor.

The schemes which are no longer being taken forward as part of the future programme can be reconsidered as and when further funding can be secured. It is possible that some of these can be developed for cyclists as part of future Sprint or Metro routes.

Whilst the need for higher quality cycle infrastructure has been identified, it must be recognised that such infrastructure may have significant implications for the overall highway network in respect of:

- Road space allocation and overall network capacity including buses
- The impact of proposed schemes on local amenities (loss of parking/loading)
- Impact on the environment (loss of trees, verges and reservations etc.)

Initial assessments have been made of the likely impacts that the key Main Corridor schemes proposed for further development (A38 Bristol Road and A34 Birchfield Road) would have on the highway network, a summary of which is provided below:

Scheme	Impact on Amenity	Impact on Environment	Impact on Network Capacity
A38 Bristol Road (City Centre to Selly Oak)	Some loss of on-street parking off peak between Ring Road and Priory Road, but in an area with very low demand which can be met by off-street parking availability.	Tree loss as follows: <u>Ring Rd to Priory Rd</u> 3x saplings 3x 6m high trees 3x 8m high trees 3x 10m high trees <u>Priory Road to Edgbaston Park Road</u> 2x saplings 5x 8m high trees	Minor improvement to link capacity for corridor. Some turning movements off the main corridor would be banned, but this would have a corresponding improvement in accident reduction.
A34 Walsall Road (City Centre to Perry Barr)	Parking not affected	Potential loss of trees on housing land between Ring Road and Newbury Road, but these could be replaced. Potential loss of trees between Johnstone Street and Hatfield Road, but could be avoided if cycle infrastructure provision is reduced over this section	Negligible effect on traffic

There may also be a requirement to acquire or appropriate additional land at pinchpoint locations along the main corridors. These will be identified and approvals sought as part of the FBCs for the individual schemes.

4. Off-Road Routes

As stated above, it is proposed to continue with development of the Canal Works and Green Routes programmes in light of the benefits to cyclists being realised through the implementation of schemes to date. This will include completion of the remaining sections of towpath improvements and a number of improved canal accesses.

The Green Routes programme will include two additional schemes, at Hatchford Brook and Highbury Park Kings Heath, following requests from local communities for new cycling facilities in these areas. Both schemes align with the strategic objectives of BCR, the Highbury Park scheme providing a key link into the Moseley and Kings Heath GTD area, whilst the Hatchford Brook scheme provides improved sustainable access into key employment sites at Jaguar Land Rover and Birmingham Airport/NEC.

5. Supporting Measures

Budget provision has been made within Phase 3 of the BCR programme for the roll-out of further Brompton Cycle Hire Docks, the proposal being for new docks to be provided in selected Green Travel District areas to complement those already installed around the City Centre. The existing units have only recently become operational and monitoring of usage is currently ongoing. It is therefore proposed to undertake a review of the Brompton Dock scheme to determine its effectiveness in supporting overall BCR objectives, in particular the benefits to economic regeneration, before a final decision is taken on further roll-out. This will include consideration of whether the currently allocated funding could be better utilised supporting the introduction of a more comprehensive Bike Share/Cycle Hire scheme similar to those which have been introduced in a number of other UK cities, the most high profile of which is the 'Santander Cycles' scheme in London. Opportunities for sponsorship of such a scheme would also be investigated.

6. Current Financial Position

See Appendix C for financial information on the forward programme.