

Birmingham Cycle Revolution (BCR)

Ladywood District Committee Meeting
January 2016

Perminder Balu
Project Manager, BCR 2&3 North West - HIGHWAYS

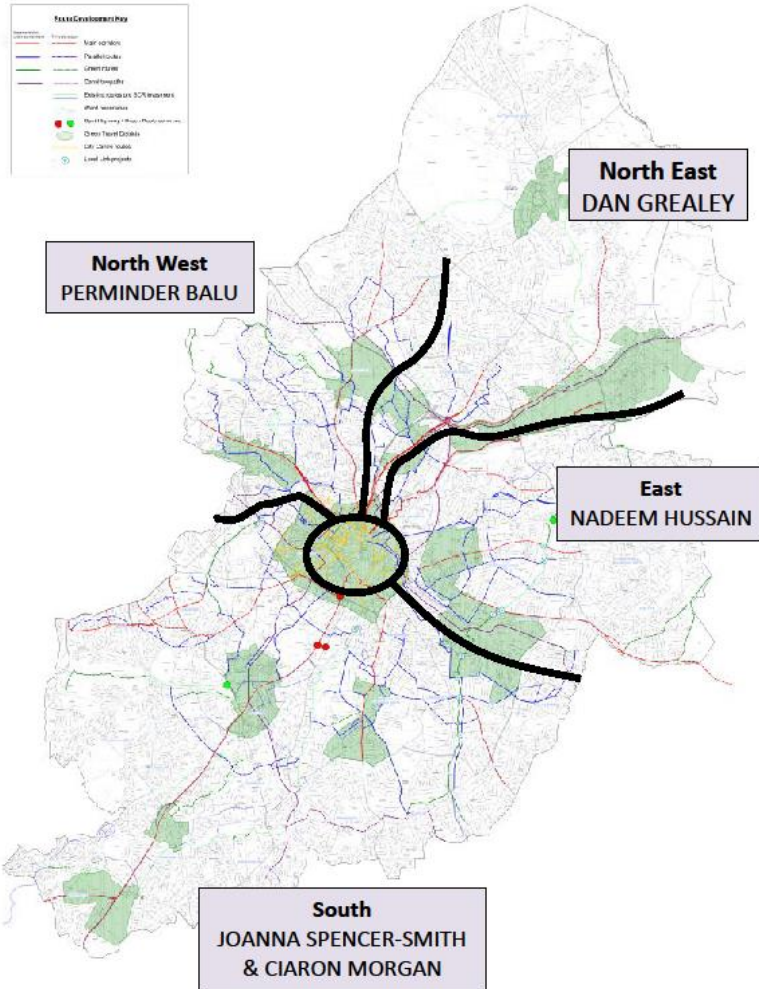


What is Birmingham Cycle Revolution?

Birmingham is one of eight cities awarded DfT funding **to increase the proportion of journeys in the city made by bike**

- The other cities are: Bristol, Cambridge, Leeds, Manchester, Newcastle, Norwich and Oxford
- BCC secured DfT Cycling City Ambition Grant (CCAG) in 2013 to deliver the £24m BCR Phase 1 programme. Implementation of the works for this Phase are now underway.
- BCC secured further CCAG and LGF to deliver the BCR Phases 2 & 3 (£8m and £30m respectively) additional cycle infrastructure over the next 5 years.
- Allocated to Highways is approximately £24.3m, for schemes predominately along the City's major arterial roads (and network of local routes along minor roads.)

Managing the process



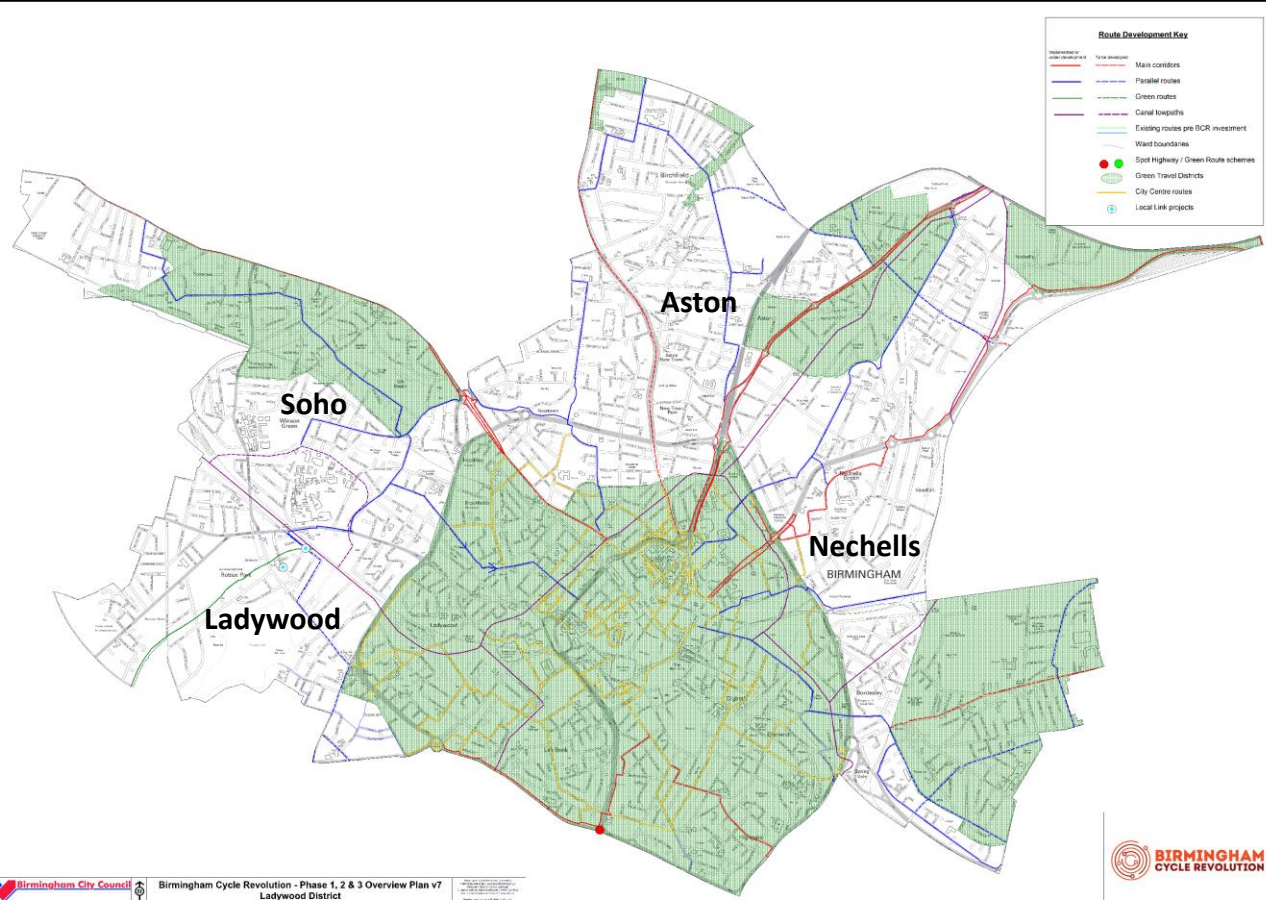
Highways:

- **Divided into 4 areas**
- **Dedicated Project Manager**
- **Stakeholder engagement**
- **Manage expectations**

Other Elements:

- Canal Towpath upgrades
- Green Routes & Local Links
- Big Birmingham Bikes
- Cycle Parking
- Brompton Docks (Bike Hire)
- Green Travel Districts
- 'Mini Holland' - Pilot/Trail

Ladywood District - Overview



Key characteristics:

- As part of Big Birmingham Bikes, within Ladywood almost 800 bikes given out, approx. 25% of total for the whole City.
- BCR Phase 1 (*Canals, Soho Rd, Lichfield Rd, Green Routes etc*) all ongoing.
- BCR 2&3 proposed Main Routes (dashed red lines) through Aston, Nechells and Ladywood.
- Series of parallel routes (dashed blue lines) to create local networks along minor roads.
- Green Travel Districts (Soho Rd Corridor, Small Heath & Bordsley Green, and Castle Vale & The Fort – shaded green)

Aims

To 'promote sustainable travel options by increasing the attractiveness of cycling', which will contribute towards:

- Making roads & junctions safer for cyclists
- Improving health & the environment
- Reducing car use and assisting BCC in target of reducing CO₂ emissions
- Improving connectivity for households without a car, and
- Benefiting pedestrians, public transport users

How? The options available



On road (within existing traffic lanes)



Bus lanes with cycle use



Footpath conversions (shared or segregated)



Signs, Line, Traffic calming...



Supportive Measures:

Big Birmingham Bikes, Green Travel Districts, Canal and Parks Links)

Considerations

CYCLISTS

Safety

Quality routes

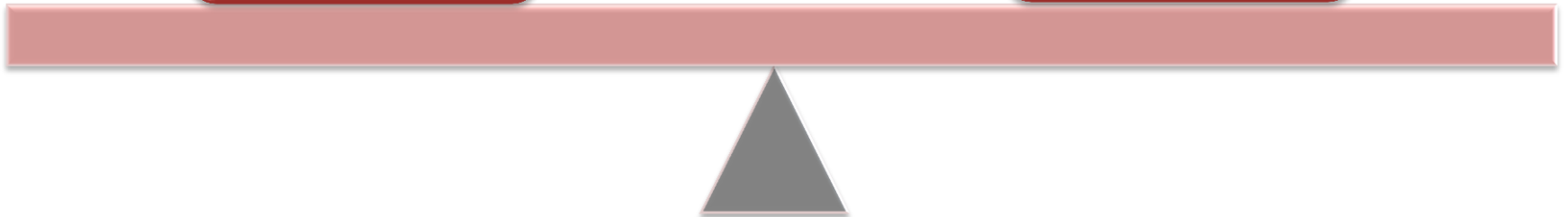
Continuous
routes

OTHER ROAD USERS


Road capacity


On-street
parking


Traffic flow
management



Outline Process

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- Analyse current situation (*ongoing*)
 - Identify potential options (*ongoing*)

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- Councillor engagement (*ongoing*)
 - Identify preferred options (*underway*)
 - Preliminary/ Outline Designs – early 2016*

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- 1st Stakeholder & Public Consultations – spring 2016*
 - Modify designs (*where possible*)
 - Detailed Designs – 2016/17*

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- 2nd Stakeholder & Public Consultations (*where required*)
 - Construction – 2017 to 2020*

* Indicative dates/periods only

What's needed from Councillors



Engagement from outset to assess & inform options



Local knowledge/ potential issues to develop mitigation



Input to process of determining measures along routes



'Champion' Birmingham Cycle Revolution