

Birmingham Cycle Revolution Programme

Presentation to Economy, Skills &
Transport O&S Committee

16th February 2017

Birmingham Cycle Revolution Policy Context

- Birmingham Development Plan (BDP) - 150,000 people and 100,000 new jobs by 2031
- 80,000 more cars and 200,000 more daily trips on our roads by 2031
- Birmingham residents make approximately 250,000 car journeys every day which are less than one mile.
- Birmingham Connected (2014): City Council strategy for delivering transport network to support BDP
- Cycling and walking deliver a step change for short journeys as a response to the challenge but also provides wider benefits in terms of environment/health

Birmingham Cycle Revolution: Background

- Scrutiny Review – Changing Gear (April 2013): endorsed the principle of a city-wide cycling culture
- Funding for cycling became available in late 2013 through first tranche of DfT Cycle City Ambition Grant (CCAG1)
- Cycle strategy developed with a wide stakeholder group as part of original funding bid. Key elements:
 - Ambitious 20-year plan to enable cycling to become a mainstream form of transport across the entire city
 - Target to increase the proportion of cycle trips from the level of 2% in 2013 to 5% by 2023 and 10% by 2033
 - Initial focus on improvements within a 20-minute cycle time of the city centre/reserve road-space across a large number of routes

BCR Key Proposals: Original Bid

- Highway Schemes: main corridors, parallel routes, local links, city centre improvements and 20mph areas
- Green Routes
- Canal Routes
- Supporting measures: Big Birmingham Bikes, Top Cycle Locations, Brompton Docks
- Smarter Choices: promotional, marketing, education, training

BCR Overall Funding and Timescales

Birmingham Cycle Revolution Phase 1	
Cycle City Ambition Grant Tranche 1 =	£17.0m
Local Contribution (revenue and capital) =	£2.9m
Sub-Total =	£19.9m
Birmingham Cycle Revolution Phase 2	
GBSLEP Local Growth Fund =	£6.0m
Local Contribution (capital) =	£2.0m
Sub-Total =	£8.0m
Birmingham Cycle Revolution Phase 3	
Cycle City Ambition Grant Tranche 2 =	£22.1m
Local Contribution (capital) =	£7.9m
Sub-Total =	£30.0m
Overall =	£57.9m

BCR Programme

Delivery Progress to Date

- Significant elements of the BCR programme have now been completed, particularly the Canal Route, Green Route and Supporting Measures packages
- Work well advanced on the development and the first stages of implementation of the remaining elements of the programme

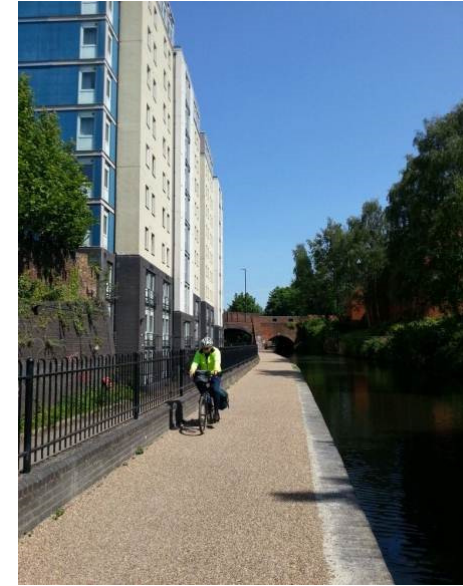
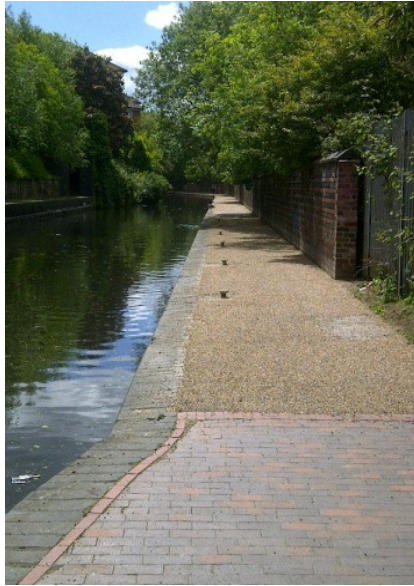
BCR Programme: Canal Routes

- 7 Canal Routes completed (all weather surfacing)
- Over 50km of towpaths improved to date
- Development work on remaining sections underway with delivery planned from early 2017 onwards
- Lighting and way-finding improvements completed in and around the city centre canal network
- 4 No. access improvements completed: programme of further access improvements under development for delivery in 2017/18
- Successful delivery partnership with Canal and River Trust

Canal Routes (before)



Canal Routes (after)



BCR Programme: Green Routes

- Cycle friendly facilities through parks and public open spaces
- 11 Green Route projects substantially completed
- Over 8km of new and 22km of upgraded Green Routes constructed and delivered on programme
- Further 10km of Green Route schemes planned for implementation as part of the programme
- Future schemes: Hatchford Brook, Woodgate Valley Country Park, Highbury Park, Castle Bromwich Hall and Gardens and Yardley Cemetery

Green Routes (before and after)



Green Routes (before and after)



Big Birmingham Bikes

- Provision of bikes and supporting cycle training to disadvantaged communities
- Issue of circa 3,400 bikes now completed. 4,000 overall including long term loans and community groups
- 16 Cycle Centres fully operational delivering cycle enabling programmes (training/maintenance)
- Smarter Choices activities supporting bike giveaways
- GPS data confirming significant usage by bike recipients
- Further bike giveaways/ promotion of partnerships with Social Enterprise Groups to deliver bike access programmes

Big Birmingham Bikes



Private Cycle Parking (Top Cycle Locations)

- Grants for the provision of cycle infrastructure (parking, showers, lockers), pool cycles and associated equipment
- £375k of grants issued to over 50 businesses and schools to date
- A further £500k of TCL investment planned across the entire city, launch date early 2017

Top Cycle Locations



Brompton Dock Cycle Hire

- Provision of cycle hire facilities at key city centre interchanges and business centres
- Docks now installed and fully operational at Moor Street, New Street and Snow Hill stations as well as Aston University and Brindley Place
- Other cycle hire schemes being considered as part of BCR Phase 3

Brompton Dock Cycle Hire



Highway Schemes Original Strategy

Original BCR strategy proposed a number of highway cycle improvements:

- Main Corridors: measures along main arterial routes to provide direct access into the city centre
- Parallel Routes: network of quieter routes running alongside main corridors. Also link to local schools, health centres, parks and other community facilities
- Local Links: connections between Highway/Canal and Green Routes
- City Centre: measures within the city centre quadrant to improve permeability for cyclists
- 20mph Areas: covering approximately one-third of the city's streets

Highway Schemes Progress to Date

- 2 Main Corridor Schemes partially completed (Lichfield Road and Nechells Parkway)
- Lichfield Road to be completed early 2017, Nechells Parkway final section to be undertaken as part of Ashted Circus Pinch Point scheme
- 11 out of 17 Parallel Routes completed
- 3 Pilot 20mph Areas fully operational (City Centre, Central East and Central South)
- Local Links: Phase 1 package substantially delivered

20 mph Pilot Areas

- Speed limits in first 3 pilot areas live and enforceable 10th Oct 2016. Successful 'Kids Court' activity accompanied launch
- Campaign continues to work with schools, businesses & communities:
 - Road safety sessions in schools
 - 20mph posters on council refuse lorries & Fire Service vehicles
 - Development of toolkits for businesses, schools and communities
 - Working with the Police to deliver roadside education & enforcement
 - Working with Department of Work and Pensions work experience programme to recruit Community Champions
 - Continuing to grow social media following

20 mph Pilot Areas (Going Forward)

- Detailed consultation on fourth pilot area completed with implementation taking place later in 2017
- Consultation on proposals to implement variable 20mph limits around 25 schools taking place February 2017
- Initial view on impact will be taken after 12months with a full assessment three years after implementation
- As a reflection of good work taking place in Birmingham, the city have been invited to host the National 20's Plenty Conference 8th March, Birmingham Council House.



BCR (Monitoring) Outcomes to Date

- Sustrans Bike Life report: increase in the overall proportion of cycle trips from 2% in 2013 to 3% in 2016
- Canal Routes: average annual increase in cycling of 43% across all routes. 40,000 additional journeys annually on Worcester and Birmingham Canal
- Big Birmingham Bikes: 125,000 miles covered by BBB users by September 2016

BCR Lessons Learned (2016)

- Canal Routes, Green Routes and Supporting Measures have proved effective in delivering increased cycle trips, supporting economic regeneration through improved accessibility, and providing health benefits
- Elements of Highway Schemes programme not meeting stakeholder expectations, both existing or potential new cyclists
- Particular concern expressed over the effectiveness of the Parallel Routes programme
- Aspiration is for quality rather than quantity: this accords with emerging national 'best practice
- Need to align BCR with emerging master planning activities

BCR Forward Programme

- Approved by Cabinet in December 2016
- Green Routes, Canal Routes and Supporting Measures to continue largely as originally proposed
- Completion of BCR1 Highway Schemes programme (Lichfield Road, Nechells Parkway, Parallel Route J)
- Main Corridor schemes along the A38 Bristol Road and A34 Birchfield Road with a high degree of segregation

BCR Forward Programme

- City Centre north-south link/further city centre measures
- Parallel Route programme to cease
- Investment diverted to Green Travel Districts (GTDs) , particularly Selly Oak and Perry Barr to compliment Main Corridor schemes
- Other highway schemes in original programme to proceed as planned (cycle parking, further local links, 20mph Pilot Area in central south-west Birmingham)

A38 Bristol Road Main Corridor



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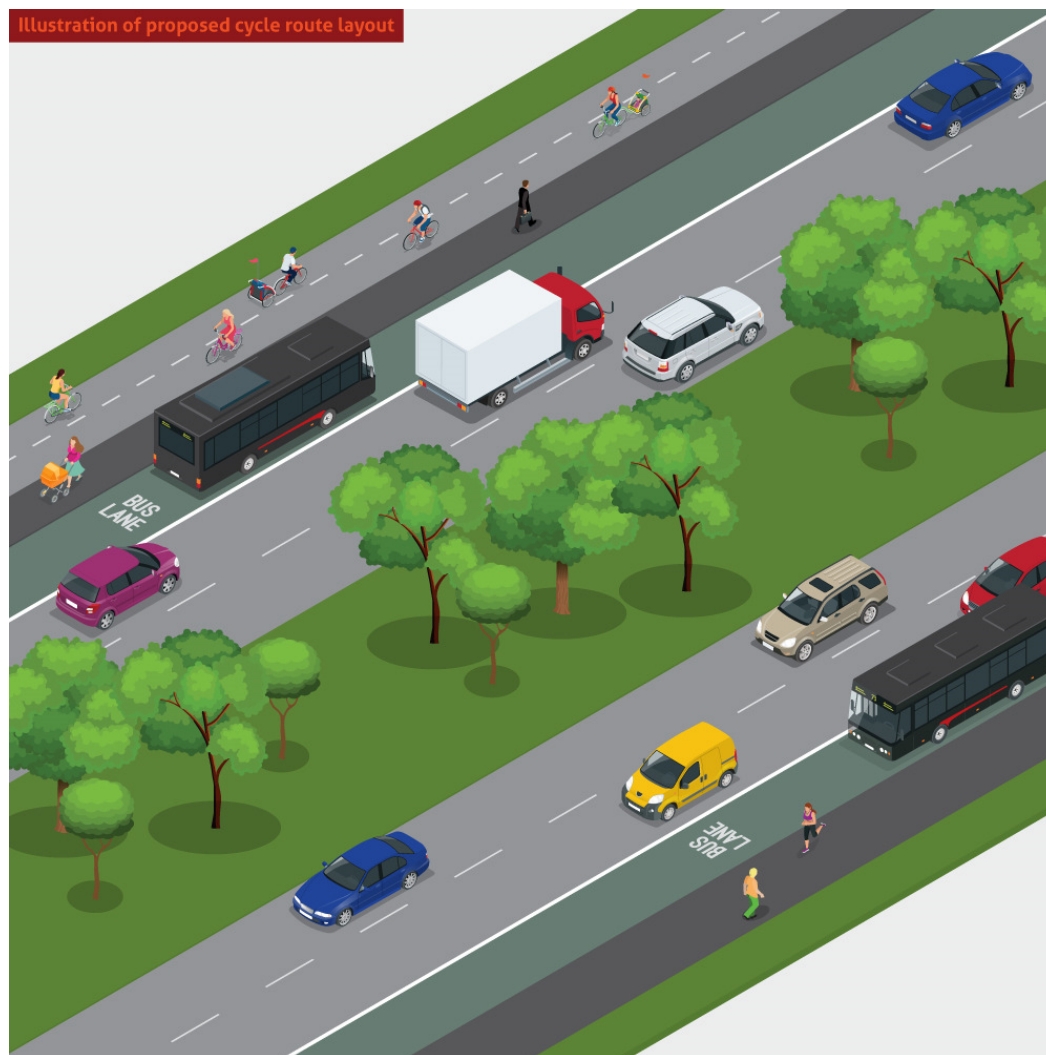
A38 Bristol Road Main Corridor



A34 Birchfield Road Main Corridor



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