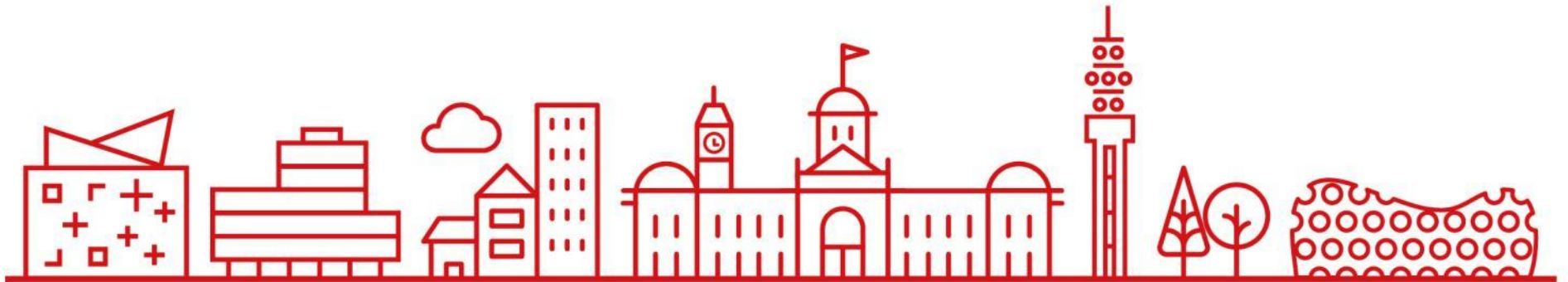


Future plans for walking and cycling: Birmingham

Sustainability and Transport Overview and Scrutiny Committee 24th July 2019

Alison Kennedy, Transport Policy



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.



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.



OBSESITY

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

25%



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

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.



SEVENTY-TWO PERCENT

of Big Birmingham Bike
users have reduced their
social isolation.



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.

1lb

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.



Walking and Cycling Strategy: policy framework

- National
 - Cycling and Walking Investment Strategy 2017
- Regional
 - Movement for Growth
 - Cycle Charter 2015
 - On the Move (physical activity) 2017
 - Health and Transport Strategy 2018
- Local
 - Birmingham Connected 2014
 - Birmingham Development Plan 2017
 - Council Plan 2018-2022

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.

Walking and Cycling Strategy: policies and actions

Objective 1: Enable walking and cycling in Birmingham

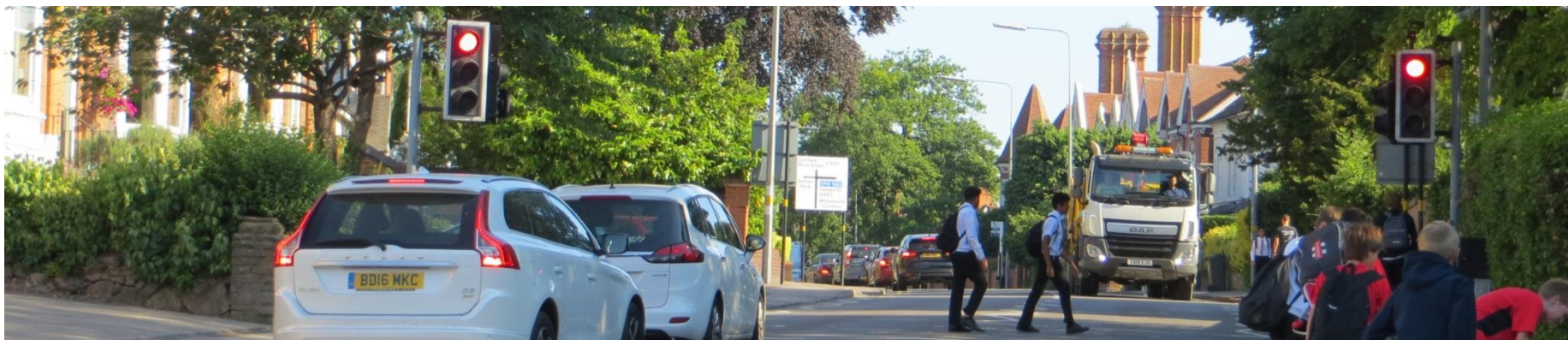
Policy 1	Training and Education	Developing confidence to walk and cycle
Policy 2	Access to Bikes	Improving access to good quality bikes
Policy 3	Funding	Identifying resources to deliver the plans



Walking and Cycling Strategy: policies and actions

Objective 2: Develop a great city for walking and cycling

Policy 4	Infrastructure	Developing a city-wide network of routes
Policy 5	Traffic management	Addressing the issues of motor traffic
Policy 6	Maintenance	Minimising obstructions and unevenness
Policy 7	Cycle parking	Providing a range of cycle parking
Policy 8	Land use planning	Ensuring new developments provide facilities
Policy 9	Public Transport	Facilitating multi-modal travel



Walking and Cycling Strategy: policies and actions

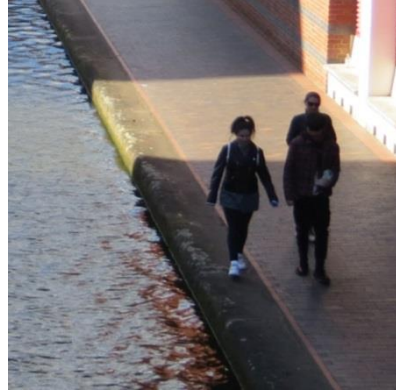
Objective 3: Inspire walking and cycling

Policy 10	Schools, business, community	Promoting walking and cycling at places where people study, work and live
Policy 11	Communication	Engaging with local people
Policy 12	Events	Supporting events
Policy 13	Evaluation	Using data to focus resources



Infrastructure Plan: types of infrastructure

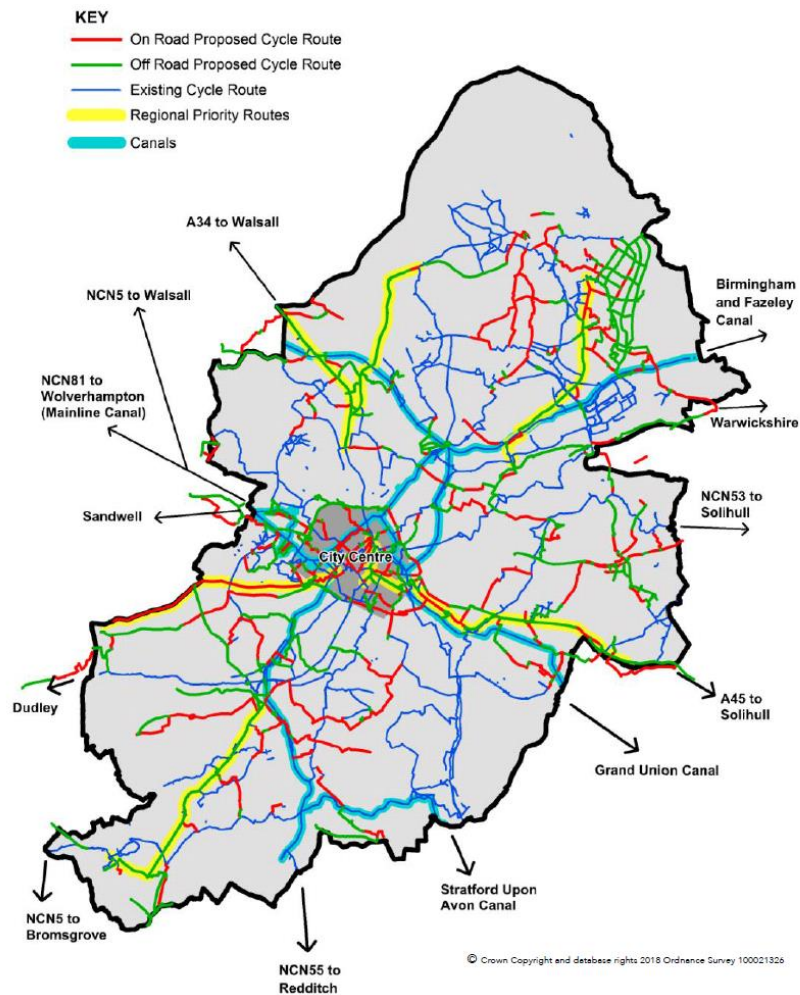
Off-road – cycling and walking routes separated from traffic



On-road – cycling routes mixed with traffic



Infrastructure Plan: cycling network plans



Local network areas

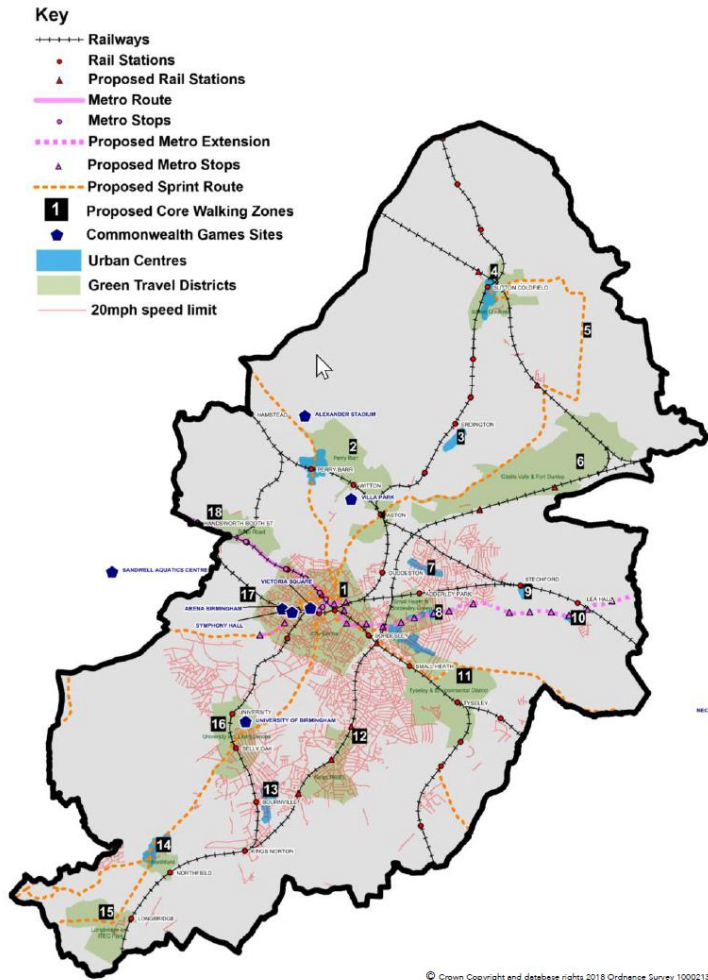
- City Centre
- Perry Barr
- Sutton Coldfield
- Langley and Piddimore
- Stechford
- Meadway (Lea Hall)
- Longbridge and Rubery
- Selly Oak and South Edgbaston
- Icknield Port

Birmingham Cycling Infrastructure Plan: City Centre



Birmingham Cycling Infrastructure Plan: City-wide

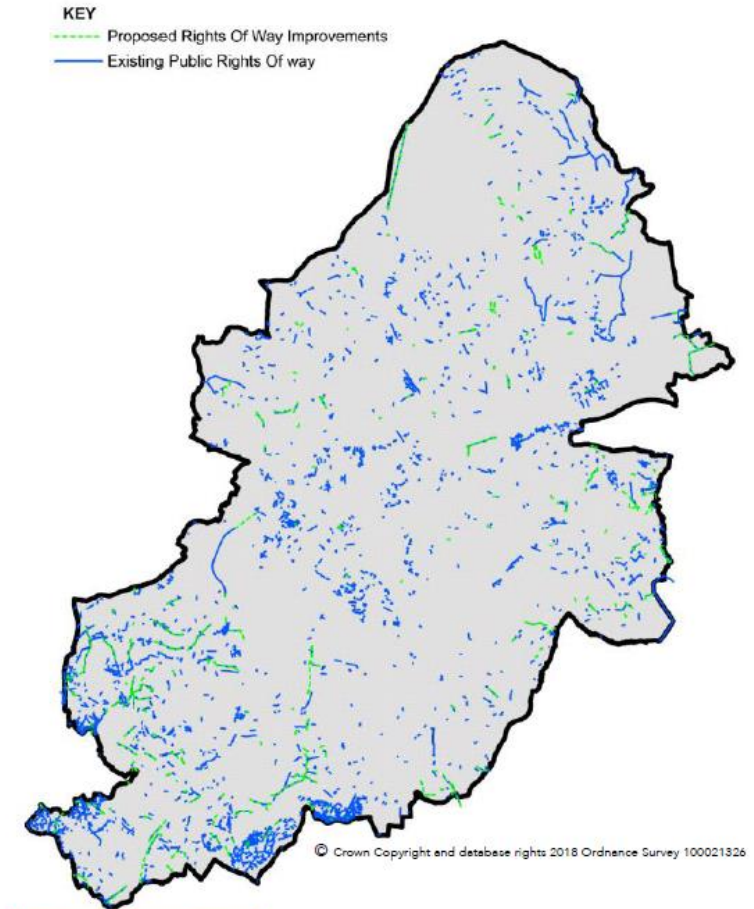
Infrastructure Plan: walking zones and rights of way



Priority areas for walking improvements

Core Walking Zones

1. City Centre
2. Perry Barr
3. Erdington
4. Sutton Coldfield
5. Langley and Piddimore
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



Public Rights of Way

Next steps

- Analyse consultation responses and amend strategy and plans
- Assess priorities, estimate costs and identify potential funding
- Develop long-term programme and delivery plan, in co-ordination with other transport, health and economic programmes



birminghambeheard.org.uk/economy/walkingcyclingstrategy



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Making a positive difference everyday to people's lives