

Birmingham Cycle Revolution

Overview and Scrutiny Committee

23rd October 2015

Background Information

Birmingham Cycle Revolution

Birmingham Cycle Revolution is an ambitious 20-year plan to enable cycling to become a mainstream form of transport across the entire city with a target to increase the proportion of cycle trips from the level of 2% in 2013 to 5% by 2023 (3% increase) and 10% by 2033 (8% increase)

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The Birmingham Cycle Revolution Programme Key Objective

The primary objective of the Birmingham Cycle Revolution programme, as stated in funding bids to both central government and the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP), is to create a strategic network of radial cycle routes and facilities that will encourage cycling and support the economic growth of the city centre and the wider Birmingham area. The programme will also have a number of secondary benefits including improved health and safety, and decreased car dependency.

This will be achieved by constructing 300km of new cycle routes as well as providing improvements to over 100km of existing routes.

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Birmingham Cycle Revolution Funding

The City Council has been successful in securing funding from a number of sources, totalling £62m over the period 2013 to 2020, in order to advance the Birmingham Cycle Revolution programme. A summary of the funding sources and timescales for expenditure is provided in the table below. A detailed expenditure profile by year and Pie-Chart showing the allocation of funding to the various work-streams is also provided at Appendix A of this document.

Table: Birmingham Cycle Revolution (BCR) Funding Sources and Timescales	
BCR Phase 1 (2013 to 2016)	
• Cycle City Ambition Grant Tranche 1 (CCAG1) =	=£17.0m
• Local Contribution	=£7.1m
Sub-Total =	= £24.1m
BCR Phase 2 (2015 to 2020)	
• Greater Birmingham and Solihull LEP Local Growth Fund (LGF)	=£6.0m
• Local Contribution	= £2.0m
Sub-Total =	= £8.0m
BCR Phase 3 (2015 to 2018)	
• Cycle City Ambition Grant Tranche 2 (CCAG2)	= £22.1m
• Local Contribution	= £7.9m
Sub-Total =	= £30.0m
Total =	= £62.1m

Local contribution to be funded by a combination of ITB, S106, CIL, ESIF, Smarter Choices revenue activities and existing projects and programmes matched to BCR (i.e. ITB, EZ, LGF and Major Projects). Position to be updated post Comprehensive Spending Review, which will confirm ITB allocations and BCR Phase 3 grant for 2016/17 and future years.

The Birmingham Cycle Revolution Programme

Key Proposals

The aim of the Birmingham Cycle Revolution programme is to provide a city-wide strategic cycle network, initially within a 20-minute cycle time of the City Centre, but ultimately across the entire Birmingham city. The network will provide sustainable travel links between the city centre, local centres, key employment and regeneration sites, public transport interchanges and residential areas.

To achieve this aim, a package of infrastructure improvements is being delivered, complimented by a number of Supporting Measures as follows:

Highway Works

- Main Corridors: New cycle routes along the main arterial roads into the city centre, generally more suitable for more experienced and confident cyclists who value fast direct routes with priority over side roads.
- Parallel Routes: A network of quieter routes running parallel to the main corridors, but also linking to local schools, health centres, parks and other community facilities.
- Local Links: Location specific improvements linking Highway Routes with adjacent Canal and Green Route improvements.
- City Centre Improvements: Measures to improve cycle access into and through the city centre quadrant including some contraflow facilities and signage.
- 20mph Areas: Roll-out of 20mph speed limits across approximately one-third of the streets in Birmingham.

Green Routes

Improvements and extensions to the existing network of 'off-road' routes through parks and public open space areas.

The Birmingham Cycle Revolution Programme Key Proposals (continued)

Canal Routes

Extensive improvements to existing canal towpaths to provide an all-weather cycling surface, together with associated access improvements, lighting upgrades, signing and wayfinding.

Supporting Measures

- Big Birmingham Bikes: Procurement of approximately 4,000 bikes and supporting cycle training for disadvantaged communities, including over 3,000 bike giveaways.
- Private Cycle Parking (Top Cycle Locations): Grants to schools and businesses to provide cycle parking and other on-site cycle facilities:
- Brompton Docks: Provision of cycle hire facilities at key city centre interchanges and business centres. Possible roll-out into Green Travel Districts as part of later BCR phases.
- Smarter Choices: A supporting package of promotional, marketing, mapping, educational and training measures to promote cycling to local residents and businesses.

Birmingham Cycle Revolution Programme Delivery Progress to Date

'Significant elements of the Birmingham Cycle Revolution Phase 1 programme have now been completed whilst remaining elements are on target to be delivered by September 2016 within timescales agreed with the Department for Transport.

Work is also now progressing well on the development of Phase 2 and 3 Cycle Revolution schemes following successful bids for further Cycle City Ambition Grant and Local Growth Fund monies.'

Plans showing the extent of the cycle route network, at the inception of the Birmingham Cycle Revolution (BCR) programme in 2013, the current network in 2015, and the proposed network following completion of all phases of BCR are provided at Appendix B of this document whilst a delivery timeline for key elements of the programme is provided at Appendix C.

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Birmingham Cycle Revolution Canal Routes Progress

6 Canal Routes and associated access improvements included within the original Birmingham Cycle Revolution Phase 1 programme were substantially completed by the end of September 2015. These include sections of the Worcester & Birmingham, Birmingham Mainline, Birmingham and Fazeley and Grand Union Canals.

- A total of 36km of canal towpath has been refurbished as part of the improvements.
- The total expenditure to date on Canal Routes is over £6m funded mainly from the Cycle City Ambition Grant but including a local contribution from the Canal and River Trust (CRT) for development costs.
- A successful delivery partnership has been developed with CRT, with all improvement works being undertaken by the Trust's own Framework Contractor.
- Work is now progressing on the development of further towpath and access improvements as part the next phases of the Birmingham Cycle Revolution.

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Birmingham Cycle Revolution Green Routes Progress

- 11 Green Routes projects were substantially completed by Summer 2015 as part of the Birmingham Cycle Revolution Phase 1 programme. These include the Cole Valley (South) and the Hamstead Park route in Perry Barr.
- A total of 8km of new routes have been constructed whilst upgrades including new surfacing and improved signage have been carried out to a further 22km of Green Routes.
- The total expenditure to date on Green Routes as part of the Birmingham Cycle Revolution programme is approximately £1.6m funded from the Cycle City Ambition Grant.
- Work is now progressing well on the development of a further 30km of Green Routes as part of the Birmingham Cycle Revolution Phase 2&3 programmes, with implementation planned to start in early 2016.

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Birmingham Cycle Revolution Supporting Measures Scheme Progress

Big Birmingham Bikes

- Provision of approximately 4,000 bikes and supporting cycle training to people in the most socially deprived areas of Birmingham.
- Ballots for over 3,000 bike giveaways were held in early 2015 with the process being oversubscribed. The issue of bikes to successful applicants commenced in July 2015 and will be completed by the end of the calendar year. To date, approximately 1,000 bikes have been issued.
- 16 Big Birmingham Bike Cycle Centres are now fully operational, delivering cycling enabling programmes (cycle training and maintenance courses)
- Supporting Smarter Choices activities are being undertaken in tandem with the bike giveaway exercise.
- A plan showing the distribution of Big Birmingham Bikes by ward is provided at Appendix D of this document.

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Birmingham Cycle Revolution Supporting Measures Scheme Progress (continued)

Private Cycle Parking Grants (Top Cycle Locations)

- Grants have been awarded to over 20 educational establishments and 25 businesses to provide cycle facilities and associated equipment with the aim of securing a significant increase in cycle usage at key trip attractors.
- The initial focus has been on establishments located within a 20-minute cycle time of the city centre. Further phases of the project are to be launched in the coming months, when all educational establishments and large businesses in Birmingham will be invited to apply.
- A plan showing the location of schools/businesses who have been issued with grants to date is provided at Appendix E of this document.

Brompton Dock Cycle Hire

- The provision of cycle hire facilities at key city centre transport interchanges and business centres.
- Docks have already been installed at Moor Street, New Street and Snow Hill stations.
- Further docks are due to be installed at Aston University and Brindley Place by the end of 2015.

Supporting Measures

- Complementing the infrastructure investment, a supporting package of revenue-funded Smarter Choices interventions has been delivered as part of the wider Birmingham Cycle Revolution programme. This includes marketing, mapping, educational and training measures to promote cycling to residents and businesses, building on previous programmes, including those introduced as part of the Local Sustainable Transport Fund (LSTF), Smart Network, Smarter Choices programme.

Birmingham Cycle Revolution Highway Works

Key Challenges

- Scope of Work – Birmingham Cycle Revolution contains an ambitious and complex programme of highway infrastructure measures over a large geographical area.
- Maintaining a Balanced Approach – The Birmingham Cycle Revolution programme aspires to implement schemes which adhere to the principles of Birmingham Connected i.e. road safety and to consider roadspace reallocation wherever possible.
- Stakeholder Engagement – The process of engaging with multiple stakeholders, often with conflicting aspirations and requirements has been a complex one, frequently involving a number of iterations.
- Overall Scope of Development Process – As a consequence of the issues raised above, the overall time spent in developing the Highway Schemes package has increased significantly from that which was envisaged at the time of the original funding bid submission.
- Network Coordination – The highway network is a finite asset which has numerous competing demands placed upon it. There is a need to coordinate cycle schemes implementation with both highway maintenance and other network improvement schemes, and this challenge has to be kept in balance in order to meet the City Council's network management duty.
- Resource Availability – Whilst Cycle City Ambition Grant Funding is to be welcomed, this places significant competing demands on the supply chain from end to end. Consequently, the availability of resources skilled in the development and design of new cycle facilities has been at a premium.
- The necessary cultural changes sort

Birmingham Cycle Revolution
Highway Works Phase 1: Progress to Date

- Extensive stakeholder consultations have now been undertaken, in particular with cycle interest groups and local communities.
- The (design) development of schemes is now significantly advanced for all elements of the Phase 1 Highway Works programme.
- A number of initial highway schemes (Local Links) have already been delivered on the ground.
- The delivery strategy has now been confirmed for remaining elements of the Phase1 Highway Works programme.
- Contractors have been engaged to complete outstanding design work and implement schemes on the ground.
- Remaining schemes delivery will commence on site shortly (from October 2015 onwards).

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Birmingham Cycle Revolution
Highway Works Phase 1: Forward Programme

Remaining schemes within the Birmingham Cycle Revolution Highway Works Phase 1 programme will be implemented in two phases over the next 12 months, as follows:

- Phase 1a: Bristol Street and Nechells Parkway (part) and Lichfield Road (part) Main Corridors, Parallel Routes A&B (Birchfield Road), C (Moor Lane), D&E (Graveley Hill), I (Coventry Road), J (Warwick Road), K (Stratford Road), L (Alcester Road), Q (Soho Road) and 20mph Areas A2 and A3. Programmed for completion by March 2016.
- Phase 1b: Remaining Main Corridors and Parallel Routes, 20mph Area A1 and City Centre works. Programmed start February 2016 with completion by September 2016.

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Birmingham Cycle Revolution

Forward Programme/Strategy

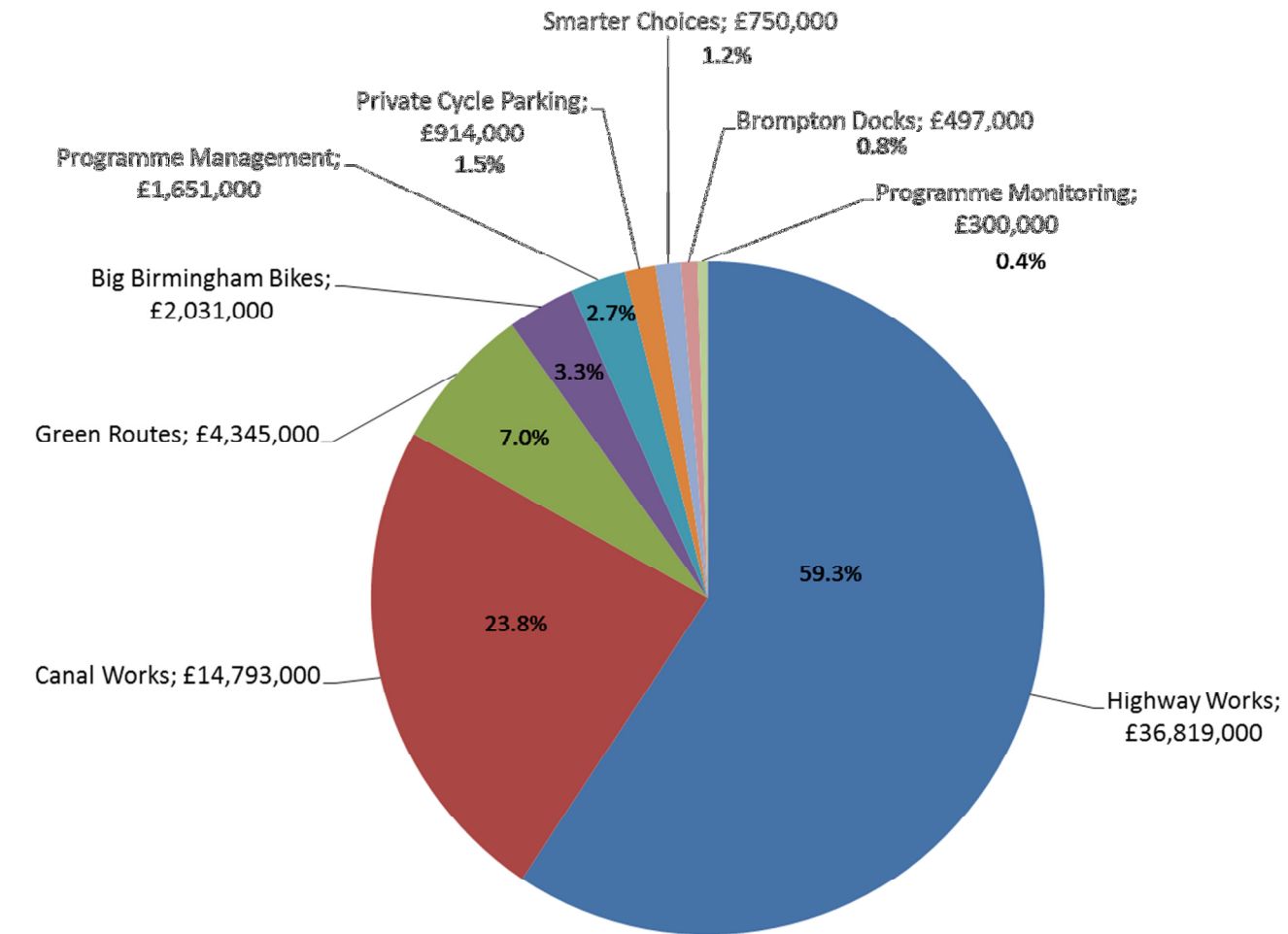
- A joint procurement strategy for delivery of the remaining elements of the BCR Phase 1 Highway Works programme along with development of Phase 2&3 programmes has been developed. This involves the engagement of two of the City Council's Framework Contractors who, in addition to delivering the Phase 1 schemes on the ground, will undertake Early Contractor Involvement (ECI) on the further phases.
- Phase 2&3 of Birmingham Cycle Revolution, particularly the Highway Works packages, will be developed as a single programme. This will not only provide an economy of scale, but will also ensure that cycle infrastructure is developed and implemented in a coordinated manner in accordance with the overall Birmingham Cycle Revolution strategy and the wider principles of Birmingham Connected.
- For future highway schemes, early engagement with Lead Members, District Chairs and Ward Councillors is planned, to discuss possible route options prior to scheme development commencing in earnest. This will include 'walk the route' exercises.
- Wider stakeholder engagement will commence from early 2016 onwards, including more local engagement with individuals/frontagers affected by cycle scheme proposals.
- The development of Canal Routes, Green Routes and Supporting Measures included in the Phase 2 & 3 BCR programmes is already well underway, with implementation planned to commence in early 2016.

Appendix A

Birmingham Cycle Revolution Phase 1 to 3
Forecast Expenditure Profile

	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	Total
	£	£	£	£	£	£	£	£
Birmingham Cycle Revolution Phase 1								
Cycle City Ambition Grant Tranche 1	614,000	7,282,000	9,104,000	0	0	0	0	17,000,000
Local Contribution	994,000	839,000	2,561,000	2,706,000	0	0	0	7,100,000
Sub-Total =	1,608,000	8,121,000	11,665,000	2,706,000	0	0	0	24,100,000
Birmingham Cycle Revolution Phase 2								
Local Growth Fund	0	0	1,000,000	1,000,000	2,000,000	1,000,000	1,000,000	6,000,000
Local Contribution	0	49,000	121,000	140,000	10,000	1,360,000	320,000	2,000,000
Sub-Total =	0	49,000	1,121,000	1,140,000	2,010,000	2,360,000	1,320,000	8,000,000
Birmingham Cycle Revolution Phase 3								
Cycle City Ambition Grant Tranche 2	0	0	1,000,000	10,817,000	10,283,000	0	0	22,100,000
Local Contribution	0	0	743,000	961,000	1,696,000	4,500,000	0	7,900,000
Sub-Total =	0	0	1,743,000	11,778,000	11,979,000	4,500,000	0	30,000,000
Total =	1,608,000	8,170,000	14,529,000	15,624,000	13,989,000	6,860,000	1,320,000	62,100,000

Birmingham Cycle Revolution Programme: Allocation of Funding by Workstream



Birmingham Cycle Revolution Total Budget = £62,100,000

Birmingham Cycle Revolution

Cycle Network Plans – 2013/2015/2020

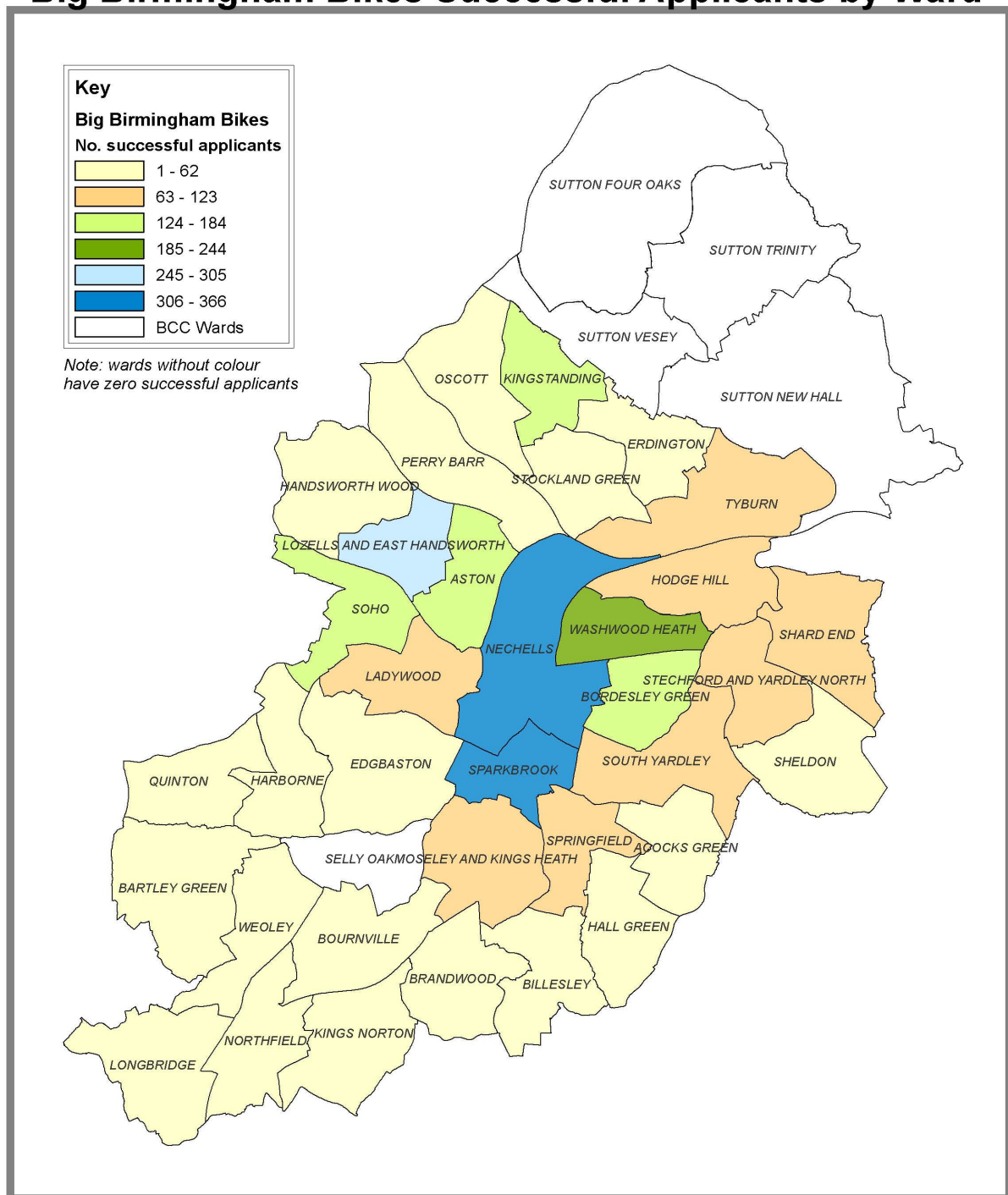
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Birmingham Cycle Revolution Programme

Delivery Timeline

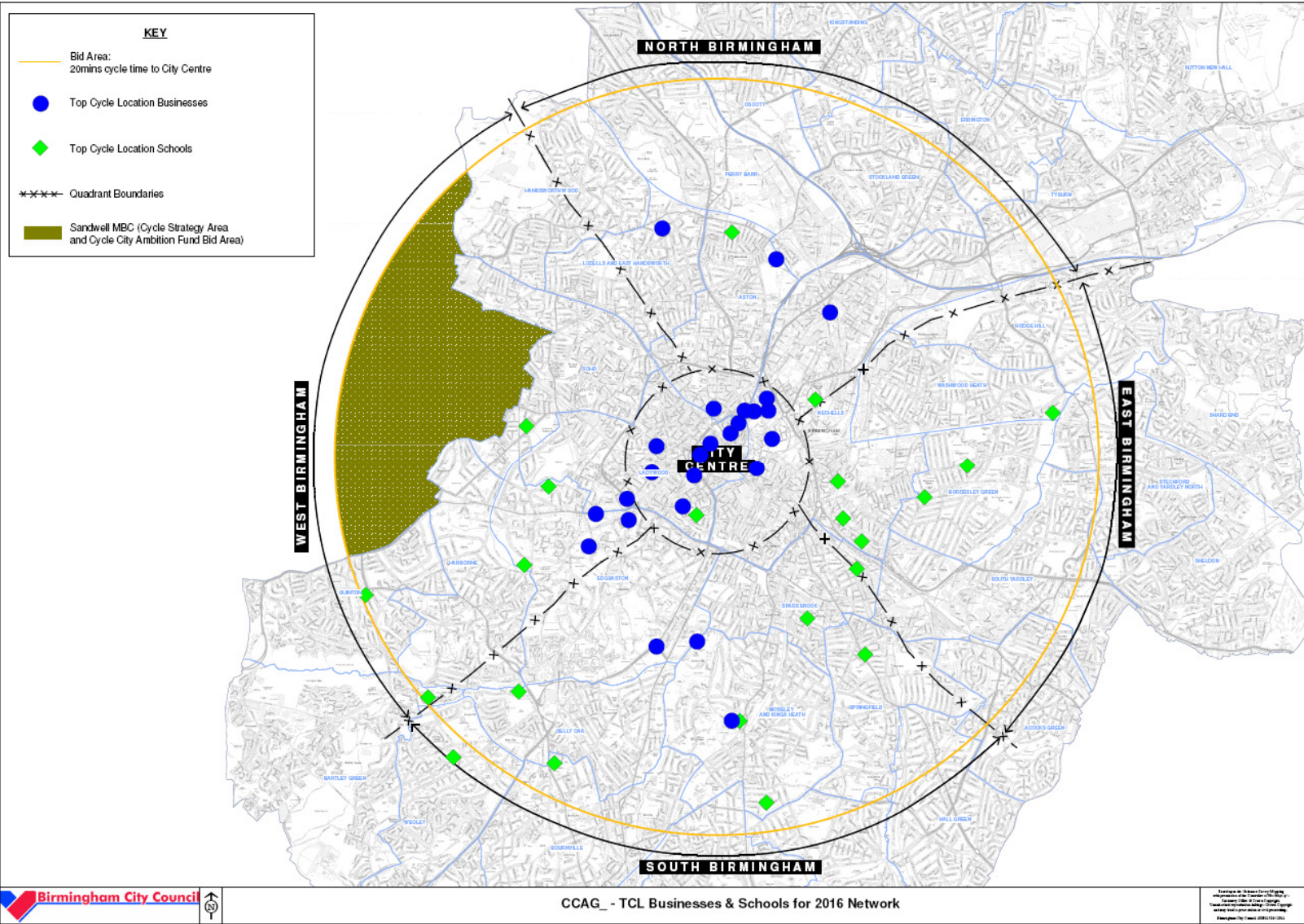
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Big Birmingham Bikes Successful Applicants by Ward



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Private Cycle Parking Grants (Top Cycle Locations)



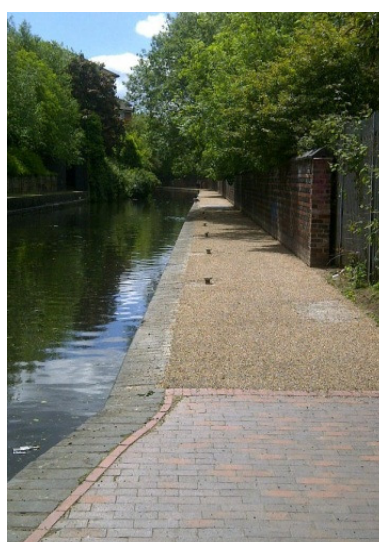
Birmingham Cycle Revolution Programme Phase 1

Progress Photographs

Canal Routes: Before



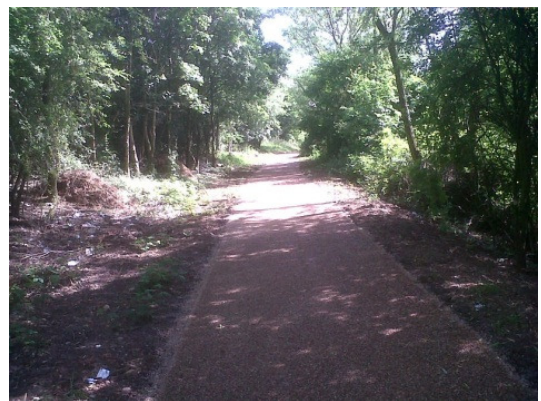
Canal Routes: After



Green Routes: Before



Green Routes: After



Big Birmingham Bikes

