

Birmingham Cycle Revolution

Erdington District Committee Meeting
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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**

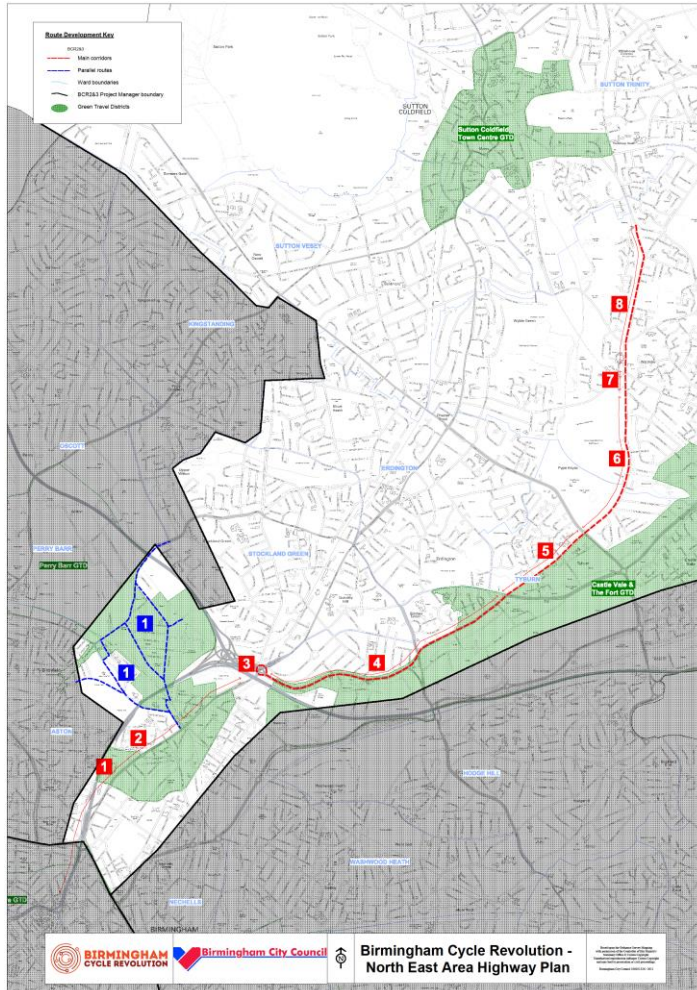
- The other cities are: Bristol, Cambridge, Leeds, Manchester, Newcastle, Norwich and Oxford
- BCC secured DfT Cycling City Ambition Grant (CCAG) in 2013 to deliver the £24m BCR Phase 1 programme. Implementation of the works for this Phase are now underway.
- BCC secured further CCAG and LGF to deliver 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.)



- Other Elements:

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

North East Area - Overview



Key characteristics:

- Red dashed line highlights main corridor route which is 7.7km long starting from Salford Circus then runs north along Tyburn Road, Eachelhurst Road & Walmley Road.
- Two thirds of the route is dual carriageway with the remainder single carriageway.
- Major junctions; Salford Circus, Tyburn Road/Bromford Lane and Tyburn Road/Kingsbury Road.
- Isolated junctions off main corridor route are Lichfield Road/Rocky lane Roundabout and Lichfield Road/Waterlinks Boulevard.
- Sutton Coldfield Green Travel District & Castle Vale and the Fort Green Travel District.

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 CO₂ emissions
- Improving connectivity for households without a car, and
- Benefiting pedestrians, public transport users and road safety

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

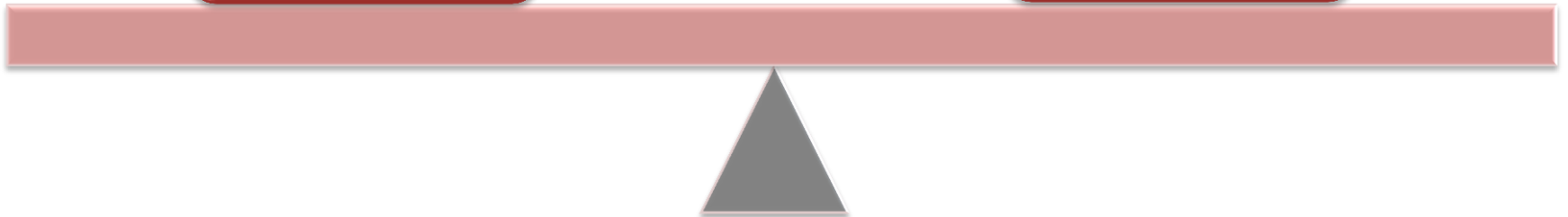
Continuous
routes

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