

Birmingham Cycle Revolution

District Committee Meeting
January 2016

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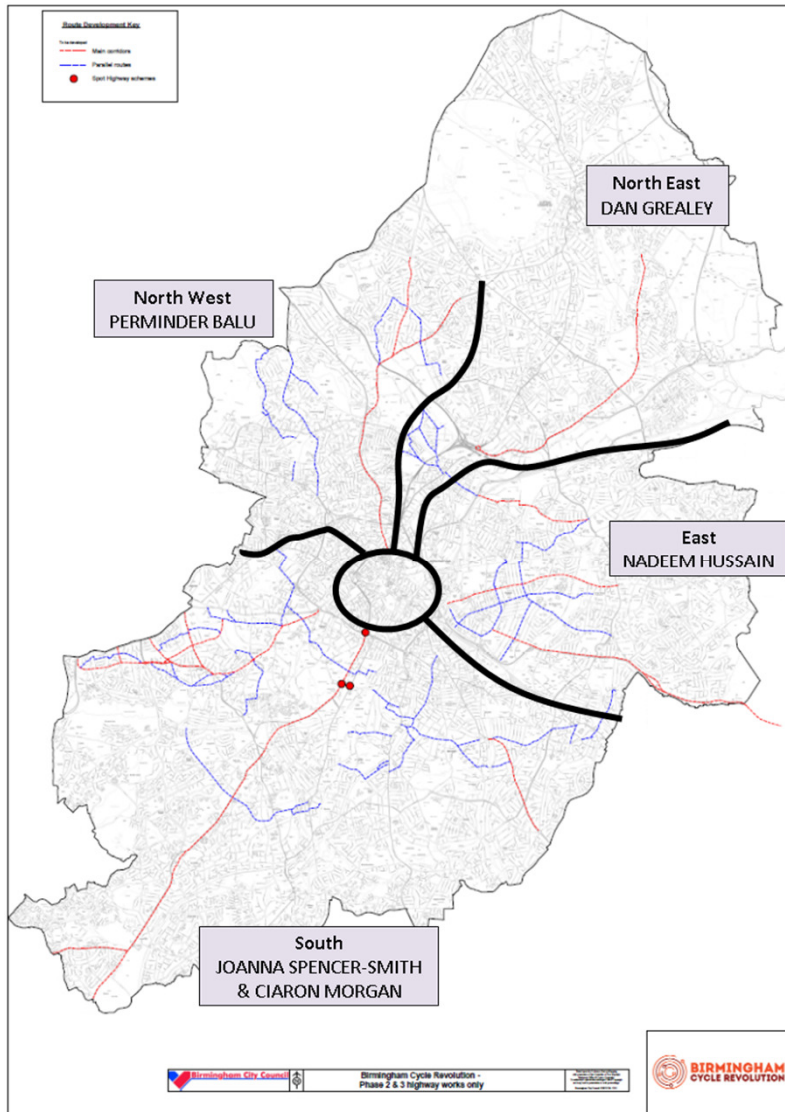


What is Birmingham Cycle Revolution?

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.)

Managing the process



Highways:

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

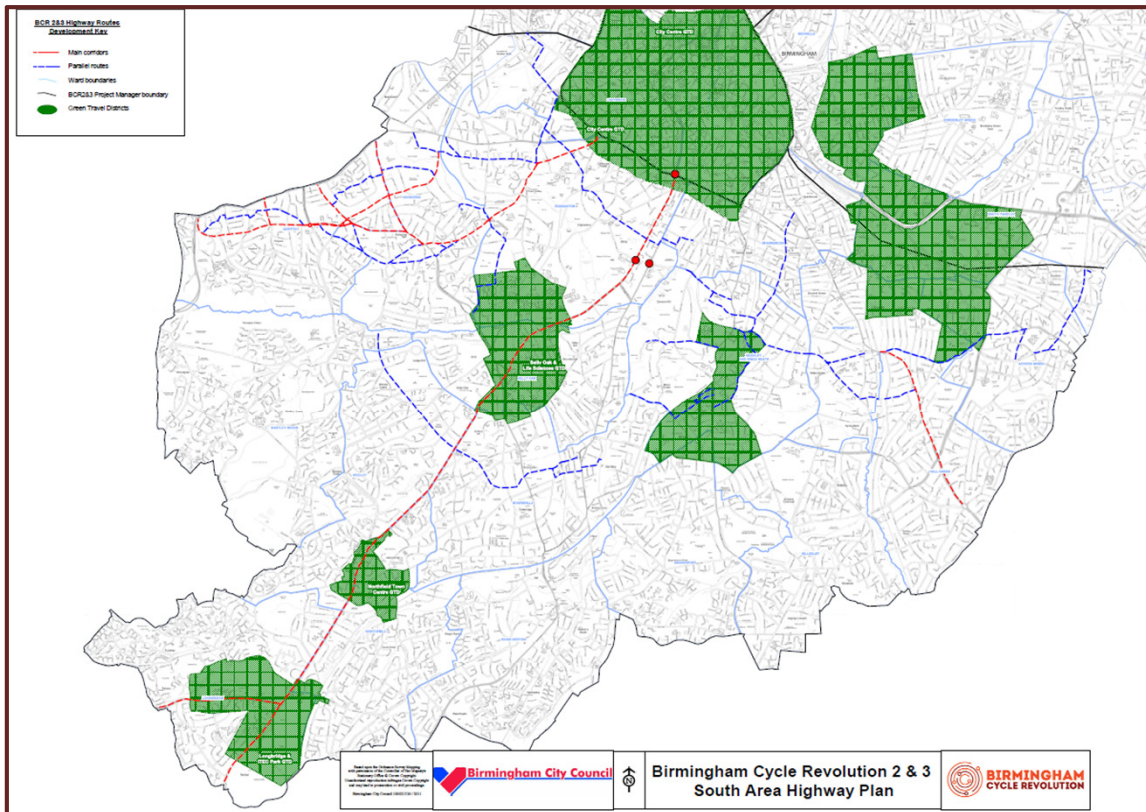
Other Elements:

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

South Area - Overview

Key characteristics:

- Main routes (red lines) Harborne Road Main Corridor, A38 Bristol Road and Stratford Road (BCR2)
- Major Junctions on the A38 at Belgrave Middleway and Priory Road
- Series of parallel routes (dashed blue lines) to create local networks along minor roads.
- Green Travel Districts (green areas) Selly Oak and Life Sciences, Northfield Town Centre, Longbridge and ITEC Park, and Moseley & Kings Heath
- 937 bikes were given out as part of the Big Birmingham Bikes initiative
- 20mph Area between Pershore Road and Hagley Road, from the Ring Road to the A4040 (outer circle)








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, Lining, Traffic calming...
-  Supportive Measures:
Big Birmingham Bikes, Green Travel Districts, Canal & Greenway Local Links)

Considerations

CYCLISTS

Safety

Quality routes

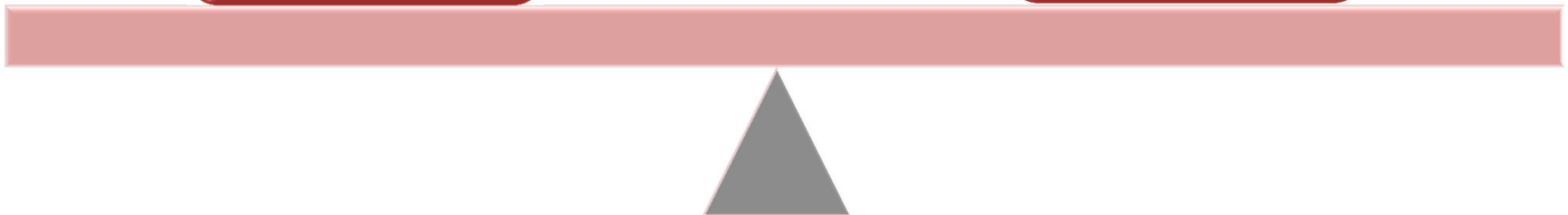
Continuous
routes

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

