

## BIRMINGHAM CYCLE REVOLUTION

### Overview

Birmingham City Council and partners want to deliver an ambitious 20 year plan to support cyclists across the city. The Birmingham Cycle Revolution **will deliver a step-change in levels of cycling**. Our successful Cycle City Ambition Grant bid and recent Growth Fund allocation of funding builds on key cycling projects such as Bike North Birmingham and our Local Sustainable Transport Fund, Smart Network and Smarter Choices project.

Working with partners across the city, our plan aims to **make cycling an integral part of our transport network with cycling part of everyday life and mass participation a reality**. We want to accelerate the pace of cycling growth, creating a visible 'step-change' in levels of cycling within our city. Our aim is to achieve a **cycle modal split target for the city of at least 5% over the next 10 years**, rising to levels of comparable European cities such as Munich and Copenhagen **at over 10% by 2033**. We want to improve our routes, making the city a safe and attractive environment for cycling and walking and delivering an inclusive network for all. Our transformational agenda will play a key role in taking Birmingham forward as an economically thriving city with sustainable, active travel at its heart.

Our successful application for the Cycle City Ambition Grant forms the first stage in the Birmingham Cycle Revolution. The application secured a **total funding contribution from the DfT at £17m with match-funding at £5.9m providing a total investment of £22.9m**. This will deliver cycle infrastructure and enabling measures which is fit for purpose and designed to a high standard between now and 2016 with a clear strategy thereafter for future roll-out to 2023. The project focuses on investment in **deliverable cycling infrastructure and facilities**, building on our existing cycle network, making the best use of our canal network and green corridors, developing a comprehensive on-road network and supported by wider enabling measures such as cycle parking and bike hubs, **offering significantly improved cycling conditions**. This, alongside our wider Smarter Choice initiatives, such as TravelWise Campaign, Top Cycle Location, Women on Wheels and Be Active, will: improve the overall cycling experience resulting in **increased participation; improved access to employment and training; improved health and activity; and decreased car dependency**.

The project has **vision, ambition, strong political leadership and cross-party support**. It is supported by the public, stakeholders and partners who backed the bid and Birmingham's Cycle Revolution.



## The Proposals

The proposed measures to be developed as part of the Birmingham Cycle Revolution project between 2014–2016 and for the longer term strategy to 2023 are outlined below. (The proposed routes are shown on the plans at the end of this paper).

### **2014 – 2016**

- Delivery of cycling network infrastructure within a 20 minute cycling time from the City Centre, providing improvements to 95-kilometres of existing route and 115-kilometres of new routes. Key proposals are described in the following bullets.
- Main Corridors: Measures along eight of the main arterial routes into the city centre. These will generally be suitable for more experienced and confident cyclists who value fast direct routes with priority over side roads, and who are happy to mix with buses and other traffic in areas where separate cycle facilities cannot be provided within the space available. Typical measures will include marked cycle facilities (formal or informal) on the carriageway, shared use footways, improved cycle routes through subways (particularly at the ring road), bus lanes (with cycle lanes to link disjointed sections of bus lane), and short diversions to avoid particularly complex junctions or other pinchpoints. Where facilities cannot be accommodated (for example in local centres) then general traffic management measures will be introduced to narrow traffic lanes and reduce speeds, to give cyclists more confidence in taking up a dominant position within their traffic lane. The bid includes approximately 36km of new routes and 8km of upgrades to existing routes on the main corridors.
- Parallel Routes: A network of generally quieter routes running parallel to the main corridors, but also linking to local schools, health centres, parks and other community facilities, and suitable for less experienced commuter cyclists as well as family trips. Many routes will be identified primarily by signing, but additional measures will be provided in many locations, including marked cycle lanes or shared-use footways, changed priorities at junctions, controlled crossings at intersections with main roads, and measures to reduce vehicle speeds (including traffic calming features and 20mph areas) in some places. There are approximately 57.5km of new and 12km of upgraded parallel routes in the bid.
- City Centre: A series of mostly minor measures within the city centre quadrant, including some contraflow cycle facilities and signing, to improve routes into and through the city centre. These measures will also make use of existing pedestrianised areas within the city core and provide more clarity on their availability to cyclists. There will be approximately 12km of new and 13km of improved routes for cyclists in the city centre as a result of this bid.
- Green Routes: Improvements and extensions to the existing network of 'off-road' routes such as Rea Valley, Cole Valley and Tame Valley, particularly suitable for family and leisure cycling but also available for commuter cyclists. There are about 8km of new and 27km of upgraded green routes in the bid.
- Canal Network: Extensive improvements to existing towpaths to provide a 'sealed' bituminous surface more suitable for all-weather cycling, with improved accesses at certain locations, and signing and wayfinding measures. This will cover about 37.5km of the canal network.
- Supporting Infrastructure Measures: introduction of Brompton Dock hire scheme into city centre at key interchanges and business centres; expansion of rail station cycle hubs in each quadrant. Introduction of on-street maintenance hubs, electric bike charging points and Interconnect enhanced on-street way-marking scheme for



cyclists; capital funds to provide cycle parking and equipment to businesses and third sector organisations; roll out of 20mph limits/zones on residential roads, local centre roads and outside schools.

- **Birmingham Bikes:** building on the established 6 'Be Active by Bike' hubs offering access bicycles and cycle training within disadvantaged communities, we will provide 5000 bicycles and 15 additional hubs as well as long-term loan options for beginner cyclists.
- **Smarter Choices:** A supporting package of revenue-funded promotional, marketing, mapping, educational and training measures to promote cycling to local residents and businesses building on existing programmes and those proposed through the Local Sustainable Transport Fund, Smarter Choices, Smarter Network.
- The package is supported by cycle infrastructure schemes delivered through Local Sustainable Transport Fund in the South Birmingham Quadrant on and around the A38 Bristol Road and A441 Pershore Road corridors, corridors delivered by the Bike North Birmingham area in the north of the city and cycle safety improvements at 3 key junctions funded by the Cycle Safety Fund.

## 2016 – 2023

The development of measures between 2016 – 2023 follows the approach set out above with packages of proposals taken forward for main corridors, parallel routes, green routes, canal network, supporting infrastructure measures, Birmingham Bikes and Smarter Choices. It also builds on the legacy impacts of the Local Sustainable Transport Fund projects. Regional Growth Funding of £8million has recently been secured to implement measure commencing in 2016.

Key measures include:

- New schemes within a 20 minute isochrone developed for consultation and implementation completing the cycle network within the bid area providing approximately 36-kilometres of new routes on key corridors (mainly main routes) and in excess of 100-kilometre of new cycle routes on parallel/orbital routes.
- Development of connecting routes between key radials and extension of radial routes beyond the 20 minute isochrone. These seek to connect local centres and communities of the city as well as into and out of the city centre and increase the population catchment within easy access of the cycle network.
- Introduction of Cycle Point commercial parking hubs in the new Paradise Circus development and other opportunities as part of the Enterprise Zone and provision of a flagship Cycle Point in New St – Moor St 'One Station' hub.
- Review of the network to enhance the quality of provision by introducing greater segregation on busy routes and roll out of 20mph or low-speed zones within residential areas.
- Introduction of a City Bike on-street hire scheme to enable short cycling trips across the greater City Centre.
- New cross-city routes capitalising on opportunities through redevelopment, e.g. Paradise Circus.
- Infilling of subways at key junctions and replacement with surface level facilities and improved safety and security; ensuring cyclists have the support they need to cross busy arterial roads.
- Implementation of city centre Public Realm strategy to further restrict traffic in the core area and enable two-way cycling in pedestrian areas and unsegregated contraflow on low-speed streets.



- Enhance and increase the delivery of enabling Smarter Choice and BeActive packages to meet growing demand for services to support modal shift delivered.
- Deliver further cycling expansion of rail station cycle hubs, on-street maintenance hubs, electric bike charging points, cycle parking and equipment to businesses and third sector organisations.

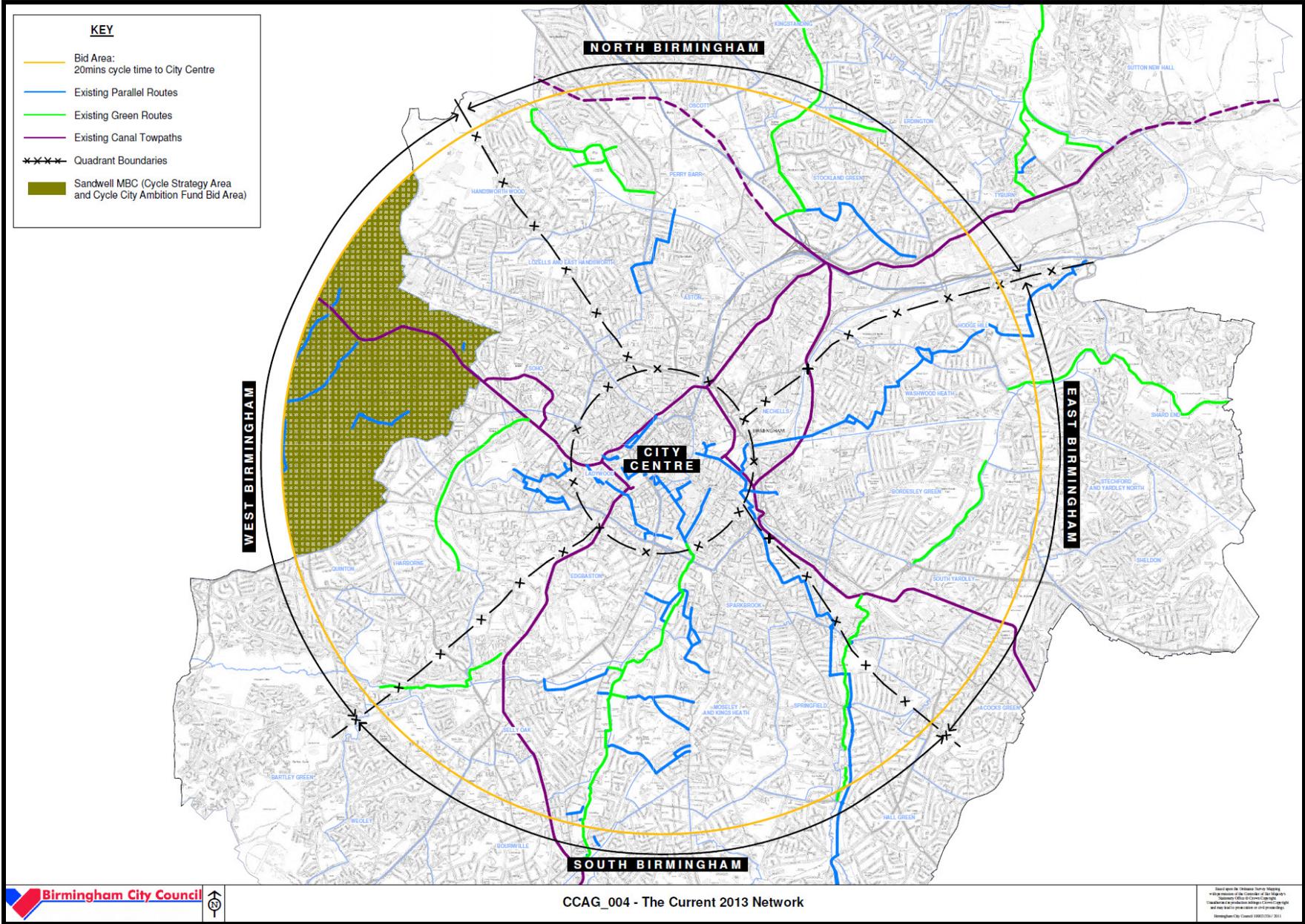
## 2023 – 2033

Our vision for Birmingham in 2033 is a city where cycling is a mainstream mode of transport, integral to a low carbon, sustainable transport system underpinning an economically thriving urban city. From 2023 through to 2033 we expect to see the effects of a positive feedback loop whereby more people cycling makes it more acceptable to give over road space to cycling in a more radical way as seen in Denmark, the Netherlands and other leading European countries and now increasingly in London. As high-traffic shared spaces become more commonplace, such measures become acceptable to cyclists and other members of the public alike and can be used to tackle further problem locations.

Our long term vision for cycling in Birmingham will be to increase the geographical coverage of the cycling network to the entire City and open further connections with neighbouring authorities to ensure continuous provision for cyclists. We will also implement more radical provision for cyclists and refresh infrastructure measures to continuously improve quality. All of these projects will be designed with cyclists and pedestrians in mind, ensuring that their needs are catered for and that cycling is fully integrated into the overall transport network.

For more information and the latest news on the Birmingham Cycling Revolution, please visit: [www.birmingham.gov.uk/bcr](http://www.birmingham.gov.uk/bcr)

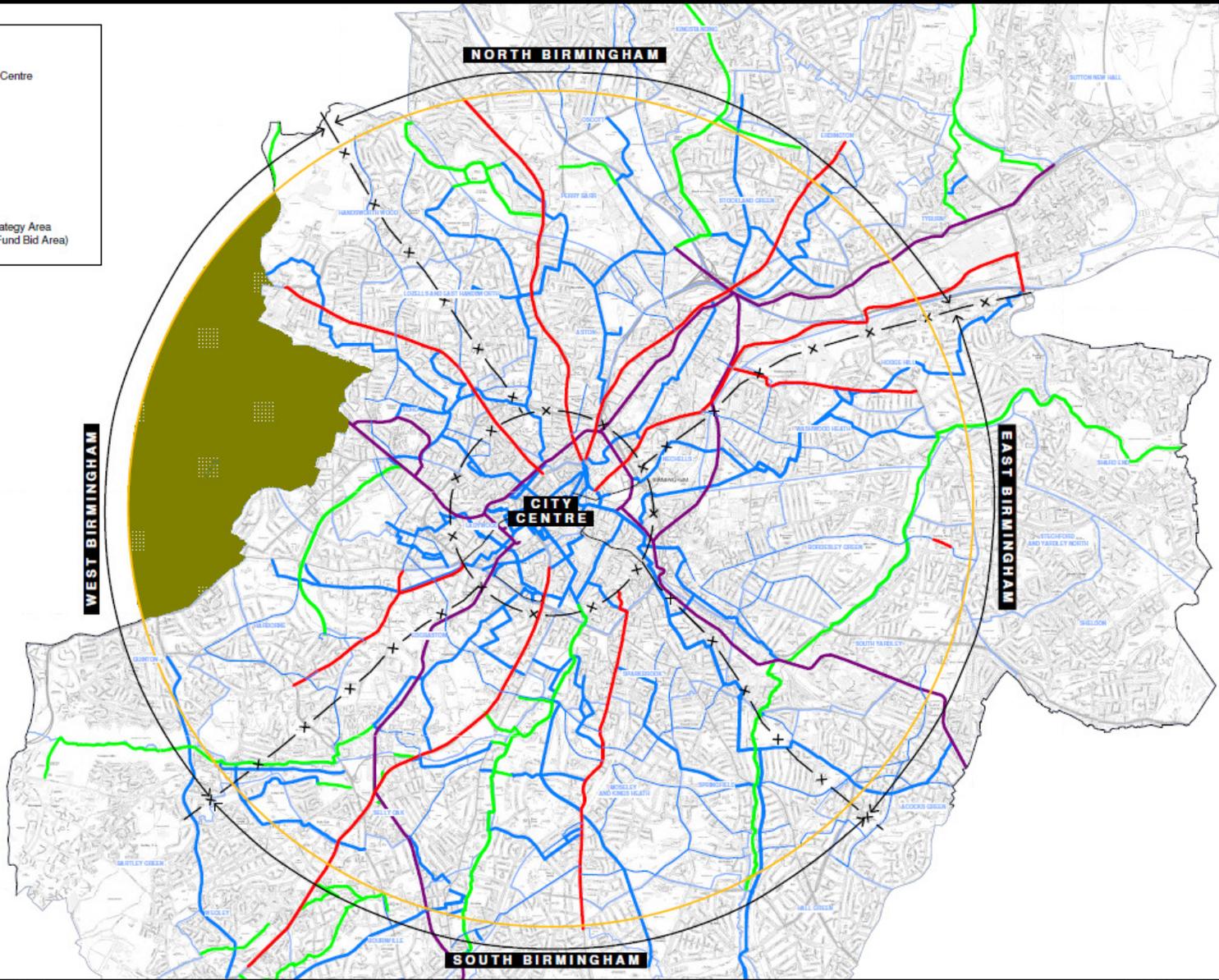






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- Bid Area: 20mins cycle time to City Centre
- Main Corridor Schemes
- Parallel Routes
- Green Routes
- Canal Towpaths
- \*\*\* Quadrant Boundaries
- Sandwell MBC (Cycle Strategy Area and Cycle City Ambition Fund Bid Area)



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