

Transport Delivery Committee

Date	20 July 2020
Report title	Cycling Charter Progress Report
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Report has been considered by	Councillor Diana Holl-Allen Councillor Kath Hartley Councillor Richard Worrall

Recommendation(s) for action or decision:

TDC is recommended to:

- Note the progress to date of the TfWM led initiatives of the West Midlands Cycling Charter Action Plan.

1. Purpose

- 1.1 To report matters relating to the performance, operation and delivery of TfWM led initiatives within the West Midlands Cycling Charter Action Plan.

2. Background

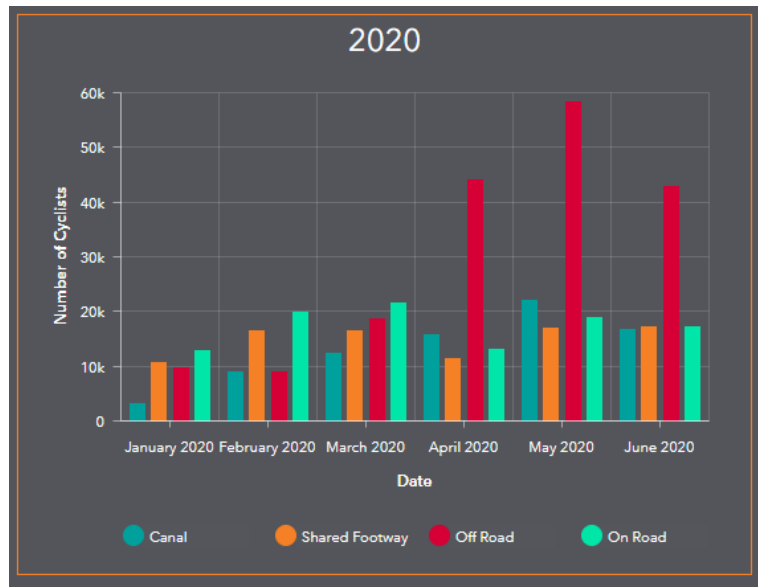
- 2.1. The West Midlands Cycling Charter outlines the key principles that all partners, including the seven constituent Local Authorities, have adopted to deliver the required step change in cycling across the West Midlands Metropolitan area. It represents a shared vision and approach that will increase cycling levels across the West Midlands.
- 2.2. A detailed Action Plan is currently being delivered with the target of increasing levels of cycling to 5% of all trips by 2023 from the current levels of 1.7% (Census Data, 2011).
- 2.3. The Cycling Charter is based on the following four principles:
 - Leadership and Profile
 - Cycling Network
 - Promoting and Encouraging Cycling
 - Funding.

3. Cycling Charter Action Plan progress

- 3.1. [Bike Life](#) is a report prepared by Sustrans in partnership with city regions and combined authorities around the country. Along with 14 other regions in the country, WMCA is working with Sustrans over the four years (starting in 2019) years on a West Midlands Bike Life report. The report will provide a strong evidence base to support and drive forward further investment in cycling and walking provisions in the region. The launch of the report took place 4 March 2020 with an event, social media coverage and press release.
- 3.2. The report is made up of data on cycle provisions in the region as well as the results of a survey of 1554 residents of the West Midlands. Some headline data include:
 - 65% support building more cycle tracks even if that means reallocating road space
 - 76% believe there should be more space for socialising, walking and cycling on their high streets
 - 14% of men and 5% of women cycle at least one time per week
 - 11% of white people and 6% of people from minority ethnic groups cycle one time per week
 - There are 501 miles of green routes, paths through parks canal towpaths and segregated cycle lanes in the West Midlands but only 14% of residents live within 125m of these routes
- 3.3. WMCA and the 7 local authorities developed a **West Midlands strategic LCWIP** (Local Cycling and Walking Infrastructure Plan) which was adopted by WMCA Board in March 2019. This plan outlines a prioritised programme of investment.
- 3.4. £23m of **Transforming Cities Fund** (TCF) has been allocated to develop and deliver a cycling and walking infrastructure programme. Details on the allocation can be found in the finance section below. The programme is coordinated by TfWM as part of the Walking and Cycling Programme.
- 3.5. As part of the TCF programme, funding has been allocated towards the development of the Phase 1 routes within the LCWIP. The local authorities are currently working on developing business cases and preliminary designs as part of this project.
- 3.6. During March and April 2020, the Commonplace Platform was used for a consultation on the Cycling and Walking Network. 3343 comments from 581 respondents were received which have been passed on to the local authorities for reviewing. As part of the Emergency Active Travel Fund

measures (see below), the license for Commonplace will be renewed which will allow engagement during the COVID19 recovery. Due to restrictions during the COVID19 outbreak, only the digital format was available as in person engagement was not possible. Recruitment of a Community Engagement Lead is currently taking place, who will be reaching out to the communities and groups during future engagement and consultation.

- 3.7. £2m of TCF allocation formed the [Better Streets Community Fund](#), an innovative community-focused grant scheme which allowed residents in the West Midlands to submit ideas to improve their local area for cycling and walking. TfWM received over 140 applications from across the West Midlands for the scheme. Following a rigorous assessment 31 schemes were selected for delivery. Two of these projects have been delivered to date, including new parking buddies at Clifton Road Primary School in Birmingham and new cycle parking outside the YMCA building in West Bromwich Town Centre. The full list of successful schemes is listed in the Appendix.
- 3.8. [Birmingham City Council](#) and [Sandwell Metropolitan Borough Council](#) released their own LCWIP in 2019/20. Coventry City Council is working on an LCWIP that will be linked to their future Transport Plan. Solihull Metropolitan Borough Council are currently completing their cycling plan as part of their LCWIP development. Wolverhampton, Dudley and Walsall are scoping funding for development and delivery of the schemes within the WM LCWIP.
- 3.9. **Emergency Active Travel Fund (EATF)**. On 9th May the Government announced that an 'Emergency Active Travel Fund' will fund local authorities across the country to help make it easier for people to use bikes to get around. An allocation of £250 million from the £2 billion investment in cycling and walking, previously announced at the March budget is to be made available immediately to support the delivery of temporary schemes such as pop up cycle lanes and widening pavements.
- 3.10. West Midlands Combined Authority has been allocated £17.2m of EATF which will be distributed via two tranches using a light touch application process. Tranche 1 is £3.447m with applications closed 5 June 2020. DfT has stressed that measures need to be delivered within 8 weeks of receiving the funding, and these must involve a 'meaningful reallocation of road space'. TfWM have submitted a joint bid with the constituent local authorities.
- 3.11. A programme of schemes that includes cycle pop-up lanes, increased room for pedestrians on footways, modal filters and cycle parking has been included in the application to DfT. The programme also includes supporting measures to deliver interventions that support long term behaviour change. A communications and marketing package has also been included in the programme.
- 3.12. West Midlands Cycle is launching "[Cycle Parking for Organisations](#)" supported by social enterprise Park That Bike. Park That Bike will provide and install cycle parking on our behalf to organisations across the West Midlands. This project is funded by Transport for West Midlands in order to keep the region moving during the COVID 19 recovery phases and beyond. The first round of applications will support up to 100 organisations and is open now with a limited number of cycle parking stands available.
- 3.13. There are currently 20 operational cycle counters on the cycle network. An increase in cycling has been observed along routes associated with leisure (off-road routes such as green routes and canal towpaths) during COVID19 lockdown restrictions, as many people took up cycling for daily exercise. Not surprisingly, routes associated with commuting saw a decrease in use as many people worked from home. As restrictions have eased, there is now an increasing trend along these routes to pre-lockdown levels. Cycle use on leisure routes also continues to rise, a slight decline was observed over June due to poorer weather conditions.



- 3.14.** A feasibility study was completed to improve the network of Cycle Counters in the West Midlands to improve monitoring of cycling levels. The study outlined the minimum requirement for high quality monitoring of cycling in the region which included placing a minimum of 38 cycle counters a site specific location including: future LCWIP routes, education sites, key destinations (e.g. employment sites). This provides data on cycling at these specific areas (and types of infrastructure)
- 3.15.** The study also recommended a minimum of 89 representative sites which helps to provide a more complete picture of cycling in the region. While it is useful to monitor where cycling is expected to be observed, this does not provide an accurate picture of cycling in the region. Data collected from the 'representative' locations can be combined and extrapolated to evidence usage across the whole network. This approach is important from an equalities perspective. If data collection is only focused on collecting data from the key sites, evidence of how the network is being used away from these sites will not be available. This means that the network will not develop in ways that serve those types of usage or the people making those trips.
- 3.16.** We will be improving data collection on the network with phased delivery of new cycle counters. Delivery will be focused on 20 new counters for LCWIP Phase 1 routes as well as areas where there are gaps (in particular Walsall and Solihull) as well as to start deployment of counters at representative sites. A Request for Quotation will be released later this year. The indicative cost of the programme is £100k and this can be managed within existing resources.
- 3.17.** Re-procurement commenced in September 2019 for a West Midlands wide bikeshare scheme. TfWM will be appointing a supplier through competitive dialogue to deliver a scheme across the West Midlands we anticipate appointing a supplier in July 2020. The scheme will link to our public transport network businesses, centres, universities and trip-attractors to provide more opportunities for cycling and the use of multiple modes of transport. The Bikeshare scheme will be a blend of pedal bikes and Ebikes.
- 3.18.** TfWM continues to collaborate with **Brompton** to promote their cycle hire facilities in Birmingham city centre at New Street, Snow Hill, and Moor Street stations with investment in social media and digital advertising campaigns.
- 3.19.** In 2019/20 the **Network Wide Cycle Parking Programme**, which aims to improve cycle parking capacity and quality across the network, will deliver cycle parking improvements at key transport interchanges across the region including Birmingham New Street. New cycle parking has been delivered in autumn 2019 at Coventry Pool Meadow and Wolverhampton bus stations as well as Solihull in December 2019. Monthly cycle monitoring demonstrated that these stations were at capacity or were in need of replacement.

Station	Previous Number of Spaces	Total Number of New Spaces
Solihull	30	60
Birmingham New Street	206	46
Pool Meadow	23	43
Wolverhampton Bus Station	8	16

3.20. West Midlands Trains have completed improvements to cycle parking at the following stations, including sheltered two-tiered cycle parking and/or Sheffield stands and cycle-repair equipment:

Station	Line
Yardley Wood	Stratford Line
Shirley	Stratford Line
Dudley Port	Wolverhampton Line
Selly Oak	Redditch Line
Stourbridge Junction	Stourbridge Line
Northfield	Redditch Line
Marston Green	Coventry Line
Stechford	Coventry Line
Four Oaks	Lichfield Line
Sutton Coldfield	Lichfield Line

3.21. Audits of all stations and interchanges have been completed in 2019/20. These were assessments and observations on the cycle parking, the availability of information for people on pedal cycle or on foot as well as types of routes surrounding the station. These audits will inform future development of facilities for cyclists and pedestrians.

3.22. Sustrans has been commissioned by DfT to deliver cycle parking at rail stations. TfWM has liaised with the local authorities and have recommended 12 stations to West Midlands Trains (total estimated 135 spaces) to be considered as part of their bid. These were recommended based on the availability of a minimum number of spaces, the results of the cycle audit of the stations and feedback by the local authorities.

3.23. We have been providing feedback on Darlaston and Willenhall Station designs to ensure cycle provisions are provided. TfWM Cycling and Walking team will work with West Midlands Trains on new stations on the Camp Hill Line when designs are made available.

3.24. In partnership with Chiltern we will be upgrading the cycle parking at Moor Street Station, as part of a joint successful bid to DfT.

3.25. Cycle parking occupancy counts are undertaken by TfWM Data Insight Team. While on average occupancy has remained consistent, with the increase in capacity, usage of the cycle parking is steadily increasing overall. Station travel plans are being delivered by West Midlands Trains which include promotion of cycle parking at the stations.

Average	2014	2015	2016	2017	2018	2019 Q1*	2019 Q2*	2019 Q3*	2019 Q4*	Total 2019/20
Average Patronage	380	397	468	525	567	531	499	522	467	505
Average Capacity	1346	1474	1740	1980	2279	2243	2241	2267	2241	2248
Average % Occupancy	28.5%	27%	26.8%	26.6%	24.8%	23.7%	22.3%	22.4%	19.1%	21.9%

*Note: for 2019/20 cycle counts are done bimonthly.

- 3.26.** Due to restrictions during COVID19 cycle counts have not taken place between March and May 2020. Monthly check of card swipes at the cycle hubs show only minimum use with only or two customers accessing the hubs a few times during the month.
- 3.27.** We continue to deliver our award winning five-point Cycle Crime Action Plan. The plan focuses on key areas of enforcement, engagement, education, environment and evaluation to combat cycle theft at stations. Between April 2019 and end of March 2020, there have been 154 cycle thefts from stations in the region. This is a significant drop from previous year which peaked at 279 thefts. This is due to the bespoke plans to address the highest cycle theft stations.
- 3.28.** In the specification for the bike share tender, we have asked potential supplier to work alongside West Midlands Police Designing Out Crime Team as well as Safer Travel Police Team to prevent crime and antisocial behaviour.
- 3.29.** We continue to offer subsidised D-locks at New Street Travel Information Centre. 2020 bike marking has been paused due to social distancing restrictions. These are promoted at the station travel shops as well as on social media.
- 3.30. Managing Short Trips (MST)** is a programme of cycling infrastructure improvements in the Black Country. These improvements are designed to create cycle friendly corridors between existing cycle routes, residential areas and local centres alongside the canal towpath. We have created a series of maps for walking and cycling along the MST routes [which are available online from May 2020](#). A promotional plan for these is being developed.
- 3.31. Big Bike Revival.** A partnership is in place between TfWM and Cycling UK to deliver the Big Bike Revival programme, a scheme to develop community cycle clubs and encourage cycling. There are 15 community clubs across Dudley, Walsall, Wolverhampton, and Sandwell (table below). Birmingham City Council is also working with Cycling UK to develop community cycling clubs around Birmingham with 22 active clubs.

Area	Club Name
Wolverhampton	Wildside Activity Centre
	The Bike Shed
Walsall	Walsall Arboretum Community Cycle Club
	Palfrey Park Womens Community Cycle Club
	Palfrey Park Mens Community Cycle Club
	Aaina Ladies Community Cycle Club
	Willenhall Memorial Park Community Cycle club
	Reedswood Park CCC
	Walsall Bike Project CIC
Sandwell	Smethwick Beat the Street Community Cycle Club (MST1)
	Hadley Stadium Community Cycle Club
	Lightwoods Community Cycle Club
	Hallam Street Hospital
	BWA Community Cycle Club
Dudley	Silver Jubilee Park Community Cycle Club

- 3.32.** As part of our partnership we were looking to recruit volunteer ride leaders. The training will be free for the volunteers and provided by Cycling UK across the West Midlands. We are looking to start new clubs in 2020 with the support of these new ride leaders pending lockdown restrictions lifting.
- 3.33.** TfWM partnership with British Cycling currently being developed to help capitalise on the increased level of cycling we are seeking in the West Midlands. Recruitment will take place Summer 2020 for an officer role.

3.34. Living Streets. Living Streets has partnered with TfWM to deliver the WOW – Walking to School Challenge to schools across the region. There are three Project Coordination Officers in post in the West Midlands (within 7 constituent local authorities of TfWM) working across transport, education and health sectors to recruit schools. The programme includes an online platform to monitor modal share and incentivises uptake of active travel through monthly reward badges. Data collected is shared with local authorities.

3.35. From approximately 785 schools across the West Midlands (Department for Education data), 121 schools have taken part in WOW – the year-round walk to school challenge, which is about 13% of the total schools (Appendix). There is scope to expand the scheme further. Active travel trips have increased from 60% to 83%, with car use decreased from 38% to 16%.

3.36. Living Streets have secured funding with Department for Transport for the programme in 2020/21. Activities with schools have been suspended due to Covid 19 and will resume September 2020. Living Streets have retained contact with schools on the programme with resources for #walking from home. TfWM have supported Living Streets National Walking Month - encouraging #Try20: Walk for 20 minutes a day as part of daily exercise.

3.37. School Streets: Solihull Metropolitan Borough Council launched Car Exclusion zones at three schools which started in September 2017 as part of an 18-month pilot to minimise traffic around school drop offs. The scheme has now been made permanent and there are now plans to start rolling out the scheme at three other schools starting April 2020.

3.38. Birmingham City Council has started their pilot in September 2019 at the following schools:

- Alston Primary (Heartlands)
- Chilcote Primary (Hall Green South)
- Cofton Primary (Longbridge & West Heath)
- Featherstone Primary (Stockland Green)
- Nelson Primary (Ladywood)
- St Francis CE Primary (Bournville & Cotteridge)

Progress will be monitored a decision will be made on how to expand the programme.

3.39. COVID19 response. Cycling and walking has taken a central focus in Government directives to control the virus. To support the initial lockdown, TfWM created a bespoke webpage enabling citizens to access key information about exercising while practising good social distancing – walking, running and cycling. The page provides up-to-date details of keyworker initiatives, general bike safety and maintenance information, as well as local cycling and walking routes. By doing so, we have supported local citizens to maintain their physical and mental wellbeing, while also increasing their cycling proficiency and confidence. This page is constantly evolving and being updated in line with the latest Government communications and partner initiatives.

3.40. TfWM Cycling and Walking team have supported the creation of a WMCA survey to understand the impact of COVID-19 on local citizens which has gathered over 6000 responses. This information and further data collection via a series of focus groups will be invaluable in the development of a behaviour change campaign encouraging and enabling citizens to choose cycling and walking as their primary mode of transport during and after the pandemic. Due to restrictions during COVID19, only the digital version of the survey was available.

Travel type	Before COVID-19	Since COVID-19
Cycle to work	1%	7%
Walk to work	5%	20%
Cycle to shops	2%	4%
Walk to shops	8%	40%

3.41. Cycling UK is currently delivering the Big Bike Revival (BBR) for Key Workers programme to support independent bike shops, mechanics and recycle centres to help key workers get back on

their bikes or start cycle commuting for the first time. To date, 12 organisations across the West Midlands have been awarded grants through the programme. This was promoted online, as well as posters at hospitals and key worker sites.

- 3.42. Cycling UK is in discussions with the Department for Transport regarding extension of the BBR programme to cover pop-up cycle repair. Free 3-month membership has been launched for health and social care workers to support those choosing to cycle during the COVID-19 pandemic. Over 2,000 new members have joined Cycling UK taking up this offer.
- 3.43. An online version of Bike Week took place from 6-14 June to bring people together through a series of fun events under the banner of #7daysofcycling. TfWM will be partnering with Cycling UK to deliver promotional activities to support the campaign.
- 3.44. With the aim to raise the profile of cycling and walking, Shanaze Reade was appointed as the first **Cycling and Walking Ambassador** for the West Midlands in March 2019 with an official launch event that took place in May 2019.
- 3.45. Shanaze Reade represented the West Midlands at meetings of the cycling and walking commissioners from around the country. The Cycling and Walking Ambassador has also made a number of appearances to promote cycling and walking in the region including the two British Cycling Let's Ride events in Birmingham (9 June) and Coventry (8 September), and a visit to St Mathias School in Wolverhampton (20 June) and St Philip's Catholic Primary School in Smethwick (10 January). She also attended the Bike Life West Midlands launch in Birmingham on 4 March.
- 3.46. Due to COVID19 social distancing restrictions, further appearance days were cancelled. Shanaze has promoted staying active at home during this time.
- 3.47. The contract for Shanaze ended as scheduled on 31 May 2020. The role of Cycling and Walking Ambassador is now under review.

4.0 Financial Implications

- 4.1 The 2018/19 cycling investment per head was an estimated £9.47. This will be updated to reflect final spend from the seven constituent local authorities once received.
- 4.2 The additional £23m investment through Transforming Cities Fund (TCF) referenced in section 3.3 will continue to support the ambition contained within the Cycling Charter to achieve £10 per head.
- 4.3 Part of this investment has been allocated as capital contributions as follows:

Allocation	TCF Funding Contribution (Capital, £m)
Better Streets Community Fund	2.0
Development Funding	1.0
A34 Cycle Route (Perry Barr to Alexander Stadium)	1.5
A45 – Birmingham to Solihull Boundary	5.0

Binley Road Coventry University to University Hospital Cycle Route	5.0
Wednesbury to Brierley Hill Metro Corridor Access Improvements at stops for cycling and walking	3.0

4.4 DfT have allocated £17.2m of EATF to the WMCA towards delivery of infrastructure and supporting measures that support people to cycle and walk more either for transport or exercise. These will be distributed via two tranches, with the first tranche being £3.85m.

5.0 Legal Implications

5.1 There are no immediate legal implications flowing from the contents of this report.

6.0 Equalities Implications

6.1 The West Midlands Cycling Charter does not result in any negative disproportionate impact for any of the protected characteristics. However, cycling nationally (and regionally) is unequal with cyclists more likely being male, young, non-disabled and white. To improve wider participation and representation there needs to be a stronger focus on the creation of more inclusive cycling environments (both in terms of infrastructure and cycling route choices) that can cater for cycles of all sizes, including recumbents, tricycles, trailers and tandems and for all different types of cyclists. Moreover, promotion of cycling activities and opportunities needs to be reflective of the diversity of the region, both in terms of the imagery used and the way information is disseminated and communicated to West Midlands residents.

6.2 Recovery from Covid19 is offering an opportunity to invest more in active travel provision and improve infrastructure to facilitate travel change. While this is a positive development and there has already been a shift towards more active travel modes, it is also worth noting that active travel modes such as cycling are not an easy option for a number of vulnerable groups due to affordability, accessibility, fear of safety, cultural and lifestyle barriers and fear of theft. Moreover, most deprived groups reside in urban areas which are predominantly designed around the car. For any cycling investment to have an impact on a wider range of people/groups it is vital that funding is allocated to remove barriers to cycling (real and perceived).

6.3 A number of the Cycling Charter Action Plan activities are likely to have a positive impact on different equality groups by raising awareness and promoting cycling more widely as well as through infrastructure and other improvements and initiatives.

6.4 Some people with special needs or physical disabilities may be able to benefit from programmes in the region that use adapted bicycles and they are referred to the organisations that deliver these. ParkRide and Wheels for All are initiatives organised by Midland Mencap and Cycling Projects in various locations across the UK including the West Midlands (Sutton Coldfield, Coventry, Birmingham, and Solihull).

7.0 Inclusive Growth Implications

7.1 Encouraging cycling and walking in the West Midlands LCWIP supports inclusive growth by supporting the following themes:

- Affordable, safe, and connected places
- Sustainability
- Health and Wellbeing
- Equality
- Economy

7.2 Safer routes for cycling and walking will help provide the people who live, work, learn and play here with safer routes to walk and cycle to where they want to go. Active travel encourages people to combine physical activity as part of their journey which has a positive impact on health and wellbeing as well as air quality.

7.3 A wide spectrum of users can access safer cycling and walking routes including people who use adapted cycles, scooters, motorised scooters, and even inline skaters. The objectives are to get people to use alternative modes of travel and to participate in physical activity.

7.4 As accessible and low-cost modes of transport, cycling and walking can help people access their local high streets, jobs and education.

8.0 Geographical Area of Report's Implications

8.1 Transport for West Midlands will work with the Constituent Local Authorities to manage cross border relationships and align cycling and walking schemes to ensure consistency in access and quality. Approximately 57% of journeys in the West Midlands cross an administrative boundary.

8.2 Several members of the West Midlands Cycling Charter Steering Group have remits that cover the wider WMCA 3 LEP geography. Cycling UK and Living Streets have community development officers hosted within TfWM's Cycling & Walking Team, they deliver promotional schemes across the region.

9.0 Other Implications

9.1 Improving cycling and walking provisions to increase levels of active travel will have a positive impact on air quality, physical and mental health.

10.0 Schedule of Background Papers

10.1 [West Midlands Cycling Charter](#)

Appendix

Better Streets Community Fund – Successful Projects

Birmingham

- Woodgate Valley Country Park: The Better Streets Community Fund will be funding the widening and resurfacing of the main pathways around Woodgate Valley Country Park to allow for people using adapted bicycles to use their routes. There will also be a contribution made to a local charity to provide adapted bikes and storage for them with the aim of creating a hub for inclusive cycling.
- Wheelers Lane and Barns Lane: The Better Streets Community Fund will be funding an improved crossing across the busy roads of Wheelers Lane and Barns Lane. This is to improve safety and access to the 5 schools in the local area.
- Soho Road in Bloom: The Better Streets Community Fund will be funding the expansion of the Soho Road in Bloom project which aims to make the Soho Road a more pleasant place to walk and shop. The funding will go towards more planters which will reduce pavement parking and aid in improving air quality.
- Clifton Primary School: The fund will provide Clifton Primary School with a number of Parking Buddies which aim to reduce the amount of pavement parking outside of their school. This will help make the trip school a safer and happier experience.
- Sparkbrook/Balsall Heath: The Better Streets Community Fund will be providing funding for cycle parking outside a community hub in Sparkbrook/Balsall Heath. This will give local people the opportunity to cycle to their community hub without the concern of not knowing where to park their bike.
- Summer Lane Canal Access: The Fund will be contributing towards the improvement of the canal access point on Summer Lane. The access currently has steps which make it difficult for cyclists and those with mobility issues to gain access to the canal, the improvements will aim to remove these steps to make it more accessible.
- Tangmere Drive Crossing: Improvements to a crossing on Tangmere Drive to improve access to local facilities.

Coventry

- Charterhouse Community Corridor: The Better Streets Community Fund will be funding the first stage of the Charterhouse Community Corridor. Working with Historic Coventry Trust the funding will be used to create an safe, accessible, offroad cycle link between the local residential areas to and the historic Charterhouse building in Coventry. The end result being a completely traffic free walking and cycling route which can be used by everyone in the local community.
- Stoke Aldermoor: This project aims to make the community of Stoke Aldermoor an easier place to walk and cycle around. This will be done with improvements to signage, lighting and cycle parking within the community.
- Allesley Park: The project aims to improve the pedestrian and cycling access to Allesley Park in Coventry. This will be done by delivering a new crossing across Allesley Park Drive as well as safer entrance for pedestrians and cyclists to the park itself.
- Local Nursery: The Better Streets Community fund will be providing funding to add cycle parking to a local nursery to allow parents to cycle their children to school.
- Parkride: The Better Streets Community Fund will be contributing towards the setting up of a Parkride Inclusive Cycling Centre in Coventry. The funding will be a contribution towards the provision of adapted bicycles and storage for them.
- Stivichall Primary School: The Better Streets Community Fund will provide funding to improve cycle parking outside Stivichall Primary School to enable more children from the local community to cycle to school.

Dudley

- Howley Grange Park: This project will deliver footpath improvements on Howley Grange Park providing a strategic walking and cycling route helping to link this area of Halesowen with Woodgate Valley in Birmingham.
- Thorns Road: The Better Streets Community Fund is providing funding to improve two crossings across the busy Thorns Road near Quarry Bank. The crossing will allow the students from Old Park School and Thorns Primary School to cross the Thorns Road more safely while also allowing better access to the green space provided by Stevens Park.
- Wordsley School: The Better Streets Community Fund is providing funding to improve the crossing outside Wordsley School in Dudley by improving it to a toucan crossing allowing both cyclists and pedestrians to cross safely. This will improve access from the school to nearby residential areas as well as the recently resurfaced canal towpath network.

Sandwell

- Millenium Community Centre and Friar Park Primary School: Two applications for the Better Streets Community Fund were submitted within close proximity of each other asking for improvements near the Millenium Community Centre and Friar Park Primary School. This project will provide improvements at and between these two locations providing a safe and enjoyable space for local people to walk and cycle.
- Smethwick Old Church and Dorothy Parkes Community Centre: This project will aim to improve the public space outside of Smethwick Old Church and Dorothy Parkes Community Centre by reducing traffic speed and making it easier for people to walk and cycle in their local community.
- Blackheath: The Better Street Community Fund will contribute to improving the accessibility of an existing crossing for cyclists and those with mobility issues by providing small amount of dropped kerb. The crossing in Blackheath forms a part of an existing cycle route between Blackheath and Rowley Regis Train Station and this small improvement will help improve this route.
- West Bromwich Town Centre: This project will provide public cycle parking outside of the YMCA in West Bromwich Town Centre. Allowing people attending the YMCA and the wider town centre to be able to park their bikes securely.

Solihull

- Berkswell Project: The Better Streets Community Fund will be funding the start of the Berkswell Project, which aims to make the local area a better place for cycling and walking by engaging the local community.
- Green Hill Way Day Centre: This project will provide benches and planters on the local streets around Green Hill Way Day Centre. The aim of this is to improve the area for the local elderly population making their local area a more pleasant place to walk around.

- Willow Park, Balsall Common: This project will provide new cycle parking at Willow Park in Balsall Common with the aim of encouraging local people to cycle to the park.

Walsall

- National Cycle Route 5: The Better Streets Community Fund will provide funding to improve accessibility on National Cycle Route 5 in Walsall and improve a the link between NCN5 and Walsall Town Centre. The aim being to give all of the local community the opportunity to access the town centre and NCN5 by bike.
- Hawes road: This project will aim to deliver cycling and walking improvements along Hawes road with the aim of encouraging local residents to walk and cycle more. The project will widen footpaths and calm traffic to make the area a more pleasant place for the local community to become more active.
- Aldridge High Street: This project will add cycle parking to Aldridge High Street outside of Aldridge Social Club, as well as adding some planters and other improvements to the public realm improvements. The aim of this project is to make the town centre a more attractive place to cycle to in the hope of reducing congestion in the town.
- Walsall Rugby Club: The Better Streets Community Fund will help make Walsall Rugby Club a cycling hub for the local community. The aim is to build new cycle storage and provide a balance bike area for members of the local community to engage with cycling.

Wolverhampton

- Cycleways and Signage: This project will make minor improvements to cycleways and signage around a local community of Wolverhampton.
- Wednesfield Road: The Better Streets Community Fund will help support the delivery of improvements along the Wednesfield Road with the aim of creating a strategic cycling link into the Town Centre.
- Park Village Education: The Better Streets Community Fund will help Park Village Education become a cycling centre for its members and the wider community. The project will provide cycle parking, maintenance equipment as well as an area in cycle training can take place.
- Aldersley Stadium: The Better Streets Community Fund will be contributing towards the setting up of a Wheels for All Inclusive Cycling Centre at Aldersley Stadium in Wolverhampton. The funding will be a contribution towards the provision of adapted bicycles and storage for them.

Schools Taking Part in Living Streets Walk to School

Birmingham

Birchfield Community School
 Northfield Manor Primary Academy
 Brownmead Primary Academy
 Cofton Primary
 Clifton Primary School
 St Laurence Church Infant School
 St Albans Catholic Primary School
 St Saviours CofE Primary School
 St John Fisher R C School
 Woodthorpe Junior and Infant school
 St Laurence Church Junior School
 Quinton Church Primary
 Kings Rise Academy
 Olive Primary School
 Leigh Junior Infant and Nursery School
 West Heath Primary School
 George Dixon Primary School
 Waverley School
 Walmley Infant School
 Wyndcliffe Primary School
 Christ The King Catholic Primary School
 Nelson Mandela School
 Benson Community School
 Billesley Primary School
 Greenholm Primary School
 Warren Farm Primary School
 St Francis C of E Primary School
 Corpus Christi Catholic Primary School
 Lyndon Green Infant School
 Regents Park Community Primary School
 SS John and Monica Catholic Primary School

Thornton Primary School
 Guardian Angels Catholic Primary School
 Minworth Junior & Infant School
 St Benedicts Primary School
 Washwood Heath Academy
 Parkfield Community School
 Broadmeadow Junior School
 Ark Kings Academy
 Nelson Primary School
 Ward End Primary School
 Colmore Infants School
 Colmore Junior School
 Lea Forest Primary Academy
 Chivenor Primary School
 Alston Primary
 Little Sutton Primary
 Moor Green Primary Academy
 Nansen Primary School
 Pegasus Primary School
Coventry
 Cannon Park Primary School
 Eastern Green Junior School
 St Patrick's Catholic Primary School
 Sacred Heart Catholic Primary School
 Whitley Abbey Primary School
 Mount Nod Primary School
 Joseph Cash Primary School
 Wyken Croft Primary School
 St John Fisher Catholic Primary School
 Stanton Bridge Primary School
 Hill Farm Primary School
 Marsall Community Academy

St Elizabeth's Catholic Primary School
Dudley
 Tenterfields Primary
 St Joseph's Catholic Primary School
 Priory Primary School
 Howley Grange Primary School
 St Mary's RC Primary School
 Redhall Primary
 Newfield Park Primary School
Sandwell
 Moat Farm Infant School
 Grove Vale Primary School
 Yew Tree Primary School
 St Matthew's Church of England Primary
 Corngreaves Academy
 St. Philip's Catholic Primary School
 Hall Green Primary School
 Temple Meadow Primary School
 St John Bosco Catholic Primary School
 Lyng Primary School
 Brandhall Primary School
 Christ Church CE Primary School
 Moat Farm Junior School
 Tameside Primary Academy
 Lodge Primary School
 St Mary's Catholic Primary School
 St John's CE Primary Academy
 Mesty Croft Academy
 Blackheath Primary School
 Crockett's Community Primary School
 Glebefields Primary School
 Whitecrest Primary School

Ferndale Primary School

Our Lady and St Hubert's Catholic Primary School

Solihull

Blossomfield Infant School

Peterbrook Primary School

Marston Green Infant Academy

Damson Wood Nursery & Infant School

Olton Primary School

Our Lady Of The Wayside Catholic Primary School

Dorridge Primary School

Meriden C E Primary School

Langley Primary school

Yew Tree Primary School Solihull

Castle Bromwich Junior School

Haslucks Green School

St Mary and St Margarets CE Primary School

St Patricks Church of England Primary Academy

Yorkswold Primary School

Greswold Primary School

Walsall

Fibbersley Park Academy

St Joseph's Catholic Primary School Darlaston

St Patrick's Catholic Primary School

SS Peter And Paul Catholic Primary Academy & Nursery

Blackwood School

Wolverhampton

Bantock Primary School

Bilston CofE Primary School

D'Eyncourt Primary School

Wilkinson Primary School

Manor Primary School

Rakegate Primary School