



West Midlands
Combined Authority

Transport Delivery Committee

Date	8 February 2021
Report title	Cycling Charter Progress Report
Portfolio Lead	Councillor Diana Holl-Allen
Accountable Chief Executive	Laura Shoaf – Managing Director laura.shoaf@tfwm.org.uk
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Report has been considered by	Councillor Diana Holl-Allen, Lead Member for Safe and Sustainable Travel Councillor Kath Hartley, Lead Member for Putting Passengers First Councillor Richard Worrall, Lead Member for Air Quality Congestion & Environmental Impact

Recommendation(s) for action or decision:

Transport Delivery Committee 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. In August 2020, the vision for cycling and walking for the West Midlands was launched. The **Starley Network** seeks to bring together the West Midlands Local Cycling and Walking Infrastructure Plan (LCWIP), as well as the local authorities LCWIPs, the canal towpaths, National Cycle Network and existing cycling and walking infrastructure into a single cohesive network.
- 3.2. £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.
- 3.3. As part of the TCF programme, funding has been allocated towards the development of the Phase 1 routes within the LCWIP (listed in Paragraph 4.3). The local authorities are currently working on developing business cases and preliminary designs as part of this project.
- 3.4. £2m of TCF allocation formed the [Better Streets Community Fund](#), a community-focused grant scheme which allowed residents in the West Midlands to submit ideas to improve their local area for cycling and walking. Six of these projects have been delivered to date, including Walsall Rugby Club Cycling Activity Centre and Stevens Park Toucan Crossings (Dudley). The full list of successful and delivered schemes is listed in the Appendix.
- 3.5. Solihull Metropolitan Borough Council have consulted on their [cycling and walking strategy which included their Local Cycling and Walking Infrastructure Plan](#). Wolverhampton, Dudley and Walsall are exploring funding options for development and delivery of the schemes within the WM LCWIP. Birmingham and Sandwell published their LCWIP last year.
- 3.6. **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.

- 3.7. West Midlands Combined Authority has been allocated £16.9m of EATF which will be distributed via two tranches and an application process to DfT. Tranche 1 was £3.447m with applications closed 5 June 2020. TfWM submitted a joint bid with the constituent local authorities.
- 3.8. The West Midlands was awarded £3,850,997, £404,197 more than DfT's indicative allocation and a reflection of the strength of the region's funding application. The funding was distributed as follows:

Local Authority	Allocation (£)
Birmingham	1,130,982
Coventry	479,259
Dudley	285,000
Sandwell	296,602
Solihull	214,496
Walsall	255,000
Wolverhampton	347,378
WMCA	842,280
Total	3,850,997

- 3.9. EATF Tranche 1 schemes were required to be delivered over an 8-week period following receipt of the funding. In the West Midlands the deadline for completion of schemes was 7 September 2020.
- 3.10. A total of 57 infrastructure schemes, including pop up cycle lanes, pedestrian and walking zones and Places for People (also known as Low Traffic Neighbourhoods) have been delivered through the EATF Tranche 1 programme. The table below provides a summary of the number of capital schemes and the length of improvements by Local Authority.

EATF Tranche 1 infrastructure summary

Local Authority	No. schemes	Length (miles)
Birmingham	15	13.38
Coventry	7	1.48
Dudley	7	1.25
Sandwell	4	1.30
Solihull	14	4.38
Walsall	5	1.57
Wolverhampton	5	0.76
Total	57	24.12

- 3.11. The programme also includes supporting measures to deliver interventions that support long term behaviour change. A communications and marketing package was included in the programme. The infographic below summarises the reach and impact of the activation package.



3.12. As part of the supporting measures package, “[Cycle Parking for Organisations](#)” was delivered supported by social enterprise Park That Bike. Park That Bike provided cycle parking on our behalf to organisations across the West Midlands. This project is funded by Transport for West Midlands to keep the region moving during the COVID 19 recovery phases and beyond. The first round of applications will be supporting 261 organisations with new cycle parking.

3.13. Social prescribing. In partnership with Active Black Country, we worked with 8 surgeries in the Black Country (2 per local authority). Forty individuals who were recently diagnosed with pre-diabetic condition, hypertension or who had recently arrived in the country were recruited into the social prescribing programme. They were provided information on access to green spaces and parks, as well as maps of the canal towpaths. 20 individuals received a £50 voucher to spend on gear that would help them be active (e.g. used pedal cycle or running shoes). After 8 weeks, 70% of participants reported an improvement in physical health as well as enjoyed being more active and 93% stated they planned on continuing being more active. We are looking to expand this offer as part of the Tranche 2 programme.

3.14. As part of the Emergency Active Travel Fund measures, the license for Commonplace was renewed which allowed for 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. TfWM has appointed a Community Engagement Lead who will be leading on reaching out to the communities and groups during engagement and consultation of schemes on Active Travel Fund.

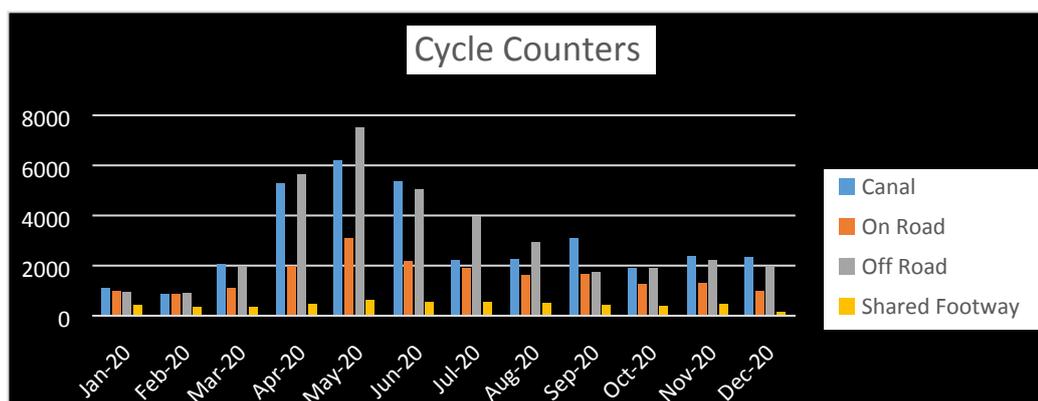
3.15. While it is anticipated that there will be objections to some schemes, we continue to work with our partners and communities to ensure the benefits of the scheme to children, air quality and physical activity are communicated and to consider amendments to schemes as appropriate.

- 3.16.** TfWM have engaged with charities such as Cycling Projects and the Royal National Institute of Blind. TfWM are also working closely with WMCA staff to support the “Include Me WM” initiative, as well as other disability cycling partners including Cycling Projects, Midland Mencap and Activity Alliance to understand and meet the needs of disabled people across the region.
- 3.17.** Online surveys were conducted post-delivery of the schemes, and it was found that respondents were generally supportive of EATF schemes. This is in line with Bike Life West Midlands Report where it was found that 65% of residents support building more protected on-road cycle tracks, even when this would mean less room for other road traffic.

Measure	Support	Oppose	Number of respondents
Providing more cycle parking	72%	8%	1,197
Cordoning off space outside shops/widening pavements to help people social distance when walking/queuing	70%	17%	1,213
Implementation of pop-up cycle lanes to protect people on bikes and keep them safe	65%	23%	1,219
Providing bus and cycling lanes on main travel corridors	63%	24%	1,203
Removal of on-street car parking space to make more room for people to walk, queue and socialise	56%	29%	1,210
Close residential streets to motor vehicles while maintaining access to create low-traffic neighbourhoods	47%	37%	1,211

- 3.18.** In November 2020, the allocations for Active Travel Fund (ATF, Emergency dropped from the name) Tranche 2 was announced with WMCA awarded £13.1m (80% Capital, 20% Revenue) to deliver a programme of schemes including new cycling infrastructure, making some the current pop up cycle lanes more permanent, Places for People and a supporting measures package (Appendix).
- 3.19.** The allocation received was 95% of the original £13.78m application. Following discussions and key priorities, it was agreed at STOG Active Travel Group (4 December 2020) to approve that the 5% reduction would be met by WMCA, and therefore not affect the Local Authority planned allocations to deliver respective priorities.
- 3.20.** The 5% reduction would be met by WMCA through uncommitted TCF funding (£269K) and release of ATF scheme contingency (£420k) to cover the remaining balance.
- 3.21.** It is also worth noting that the 5% reduction impact (£0.69m) in Tranche 2 is offset by the £0.4m additional funding that was received in Tranche 1 over and above the bid. Thus, the overall allocations in comparison to the application for both Tranche 1 and 2 is a £0.29m reduction.
- 3.22.** ATF Tranche 2 guidance includes a significant focus on engagement and consultation. An [engagement plan for the West Midlands has been published](#) and a formal letter submitted to DfT. Following this, schemes will need to undergo engagement and consultation during development prior to delivery with formal letters submitted to DfT outlining the consultation that took place, and the stakeholders that were engaged.
- 3.23.** We will continue to use the Commonplace platform for consultation, which has proven to be effective during Tranche 1. An offline option will also be made available for those without internet access, using either post or phone.

- 3.24. TfWM are committed to engaging with public transport colleagues, and organisations that support disabled people as well as others during the development and delivery of ATF schemes. While face to face engagement is limited during the pandemic, we will seek solutions to reach out to the different organisations.
- 3.25. Schemes to support disabled people using active travel modes have been included in the ATF Tranche 2 proposals.
- 3.26. The proposal for a Cycling legacy of the Birmingham 2022 Commonwealth Games (CWG), is **Cycling for Everyone**, an activation and behaviour change package which supports or complements the mission of the CWG and builds on the success of previous programmes such as Big Birmingham Bikes that distributed 7000 bikes and training to the most deprived communities in Birmingham.
- 3.27. The vision is that the next five years will see the delivery of behaviour change schemes (such as cycle training, free bikes, community cycle clubs) focused around the package called **Cycling for Everyone**. The package which will be based on best practice and community led. This includes behaviour change interventions with the aims of closing the inequality gap in health and physical activity amongst the most deprived communities. The package will also enable those who would not otherwise be able, to benefit from the existing cycling network and new investment in infrastructure. Cycling for Everyone aims to deliver interventions that support long term behaviour change and confidence.
- 3.28. The aim of Cycling for Everyone is to target 1% to 3% of people living in the most deprived communities in the West Midlands with needed support services, including training for both adults and children as well as overcoming the barrier of bike ownership through a scheme such as Big Birmingham Bikes or through subsidised West Midlands Cycle Hire membership.
- 3.29. The Cycling for Everyone activation package will complement the wider Active Travel Legacy, the current Walking and Cycling Programme including the Emergency Active Travel Fund (EATF), Transforming Cities Fund, Local Cycling and Walking Infrastructure Plans (LCWIP), West Midlands Cycle Hire, the Travel Demand Management Programme, and partnership work (Cycling UK/Sustrans/British Cycling/The Active Wellbeing Society/Canal and River Trust).
- 3.30. Walking legacy for the Games is addressed within the Active Environments workstream led by WMCA, while the cycling legacy is being led by TfWM.
- 3.31. 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 has been a steady decrease in cycling levels, in part due to the cooling temperatures and shorter daylight hours, which is typical for autumn/winter.



- 3.32.** We will be improving data collection on the network with phased delivery of 21 new cycle counters. A Request for Quotation was completed in December 2020 with the commission being awarded in early 2021. The indicative cost of the programme is £100k and this can be managed within existing resources.
- 3.33.** West Midlands Cycle Hire scheme. TfWM have appointed Serco through competitive dialogue to deliver a scheme across the West Midlands. 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. The Press launch of scheme took place on 10th December 2020. Mobilisation underway, with scheme trial to take place on 8th February 2021, and extensive scheme rollout to follow on from March 2021. Various workstreams underway with supplier to progress scheme development.
- 3.34.** TfWM continues to collaborate with **Brompton** to promote fold up 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. Brompton usage in Birmingham saw an uplift during the Summer months as the bicycles were utilised to support key workers, with free longer term hire.
- 3.35. Station and Interchange Cycle parking.** In partnership with West Midlands Rail Executive we will be installing cycle parking at Perry Barr Station, as part of the station redevelopment.
- 3.36.** In partnership with Chiltern we will be upgrading the cycle parking, lighting and signage at Moor Street Station, as part of a successful bid to DfT. Designs are being produced, in readiness to submit to Birmingham City Council. Moor Street has a listed building status.
- 3.37. Station and Interchange Cycle parking** occupancy counts are undertaken by TfWM Data Insight Team. Due to restrictions during COVID19 cycle counts have not taken place between March and May 2020. Cycle parking has been steadily increasing every quarter since restrictions were eased. 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*	2020** Q1	2020 Q2	2020 Q3
Average Patronage	380	397	468	525	567	505	136	207	265
Average Capacity	1346	1474	1740	1980	2279	2248	2450	2420	2442
Average % Occupancy	28.5%	27%	26.8%	26.6%	24.8%	21.9%	5.55%	8.5%	11%

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

** Counts did not take place from March until end of May 2020 and this is for June 2020 only.

- 3.38. Cycle Crime.** 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 to December 2020, there have been 66 cycle thefts from stations in the region. This is a decrease from 139 thefts in the first three quarters in 2019/20.
- 3.39.** 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.
- 3.40.** 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, by the train operators, on the digital boards at the stations as well as on social media.
- 3.41. Active Travel Partnerships.** The West Midlands now has a **British Cycling** Community Activator. Since the beginning of September, a varied programme of volunteer support and engagement has been facilitated, enabling a return to activity offer 138 community led rides for 650 participants. Additional capacity has been developed with the training of 22 new volunteers in Coventry and the

development of a partnership with the Canal and River Trust to deliver further courses, to utilise and promote their network improvements.

- 3.42.** Big Bike Revival. A West Midlands partnership is in place with **Cycling UK** to deliver the national Big Bike Revival programme, a scheme to develop community cycle clubs and encourage community cycling. There is currently a total of 32 community clubs across the West Midlands (please see Appendix for list of Affiliated Community Cycle Clubs). During the Summer, Cycling UK delivered 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. During the Autumn and continuing into the winter Cycling UK is delivering BBR as a pop- up Dr Bikes for communities, workplaces and schools. Across the West Midlands there are currently 48 mechanics delivering these pop up Dr Bike sessions. An online version of Bike Week and the Women's Festival of Cycling have also featured this year.
- 3.43. Living Streets.** Living Streets has partnered with TfWM to deliver the WOW – Walking to School Challenge to schools across the region. From approximately 785 schools across the West Midlands (Department for Education data), 146 schools have taken part in WOW – the year-round walk to school challenge, which is about 18% of the total schools (Appendix). Since September, active travel trips have increased from 66% to 75%, with car use decreased from 34% to 25%. The biggest change is seen at schools new to WOW, with active travel trips increasing from 53% to 70% and car use from 47% to 30%.
- 3.44.** Living Streets was successful in securing DfT funding to expand WOW. In the West Midlands this means extra coordinator support and a further 60 schools engaged in WOW by March 2021.
- 3.45.** As part of Active Travel Fund, the West Midlands is piloting Living Streets' Little Feet programme – a walking activity for early years. 20 settings have been recruited and are receiving resources and local coordinator support to encourage more families with children aged 2-5 to walk, and to help them overcome barriers to walking.
- 3.46. School Streets:** After trialling School Streets at three schools in Solihull, the scheme was made permanent at these schools in 2019 and extended to include a further three schools from September 2020. Evaluation from the original three schools showed an average 65% decrease in the number of children being driven to school and 90% support for the scheme continuing from residents. Solihull MBC will be looking at extending the scheme further in the future'.
- 3.47.** Walsall Council have provided safer walking and cycling routes for school pupils, by creating 'School Streets' at a number of locations across the borough. School Streets have been successfully implemented at the following educational establishments in Walsall, using EATF T1 funding: Brownhills West Primary, Manor Primary, Pool Hayes Primary, Whetstone Field Primary and Palfrey Junior. The trial may be extended as part of ATF funding.
- 3.48.** In Birmingham a range of [School Streets](#) campaign resources have been put together to support schools with encouraging walking, scooting and cycling to school by tackling parking issues, speeding concerns and air pollution at the school gates. Through the [Car Free School Streets](#) initiative, roads outside schools are closed to traffic at the start and end of the school day. An initial pilot with 6 schools was launched in September 2019, and this was expanded to include an additional 6 schools from September 2020. An initial evaluation was carried out after 6 months to highlight the main lessons learned from the pilot and inform decisions as to whether this should be made permanent at these schools as well as identifying opportunities to expand the scheme to other suitable locations
- 3.49.** **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.

3.50. 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.

3.51. An online version of Bike Week took place from 6-14 June 2020 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.

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 3.2 will continue to support the ambition contained within the Cycling Charter to achieve £10 per head.

4.3 This investment has been allocated as capital contributions as follows:

Allocation	TCF Funding Contribution (Capital, £m)
Better Streets Community Fund	2.0
Development Funding	1.3
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
West Midlands Cycle Hire Scheme	5.0
Small Measures and Additional Community Fund	0.2
Total	23.0

4.4 DfT have allocated £16.9m 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. The second Tranche was £13.1m as Active Travel Fund as shown in the table below:

Local Authority	Tranche 1 (£)	Tranche 2 (£)	TOTAL (£)
Birmingham	1,130,982	4,477,349	5,608,331
Coventry	479,259	1,438,816	1,918,075
Dudley	285,000	780,000	1,065,000
Sandwell	296,602	1,783,935	2,080,537
Solihull	214,496	841,141	1,055,637
Walsall	255,000	1,111,626	1,366,626
Wolverhampton	347,378	1,027,801	1,375,179
WMCA	842,280	1,636,982	2,479,262
TOTAL	3,850,997	13,097,650	16,948,647

4.5 As per section 3.19 to 3.21 above, 95% of the Tranche 2 application was received, resulting in a £0.69m reduction for WMCA to be met through uncommitted TCF funding (£269K) and release of ATF scheme contingency (£420k) to cover the remaining balance.

4.6 **Cycling for Everyone** is currently an unfunded package and will be included within future asks of Government as part of a wider programme for cycling and walking.

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 all journeys (all modes) in the West Midlands cross an administrative boundary (of one of the seven constituent local authorities).

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](#)

Glossary

Active Environments	Places designed specifically or with infrastructure in place for sport and physical activity or be environments that enable physical activity but were not solely designed for this purpose. For example, introducing new green spaces in urban areas, closing off streets that allow for play (e.g. the Active Streets programme)
ATF	Active Travel Fund – this is the second tranche of funding allocated by DfT towards increasing cycling and walking.
Commonplace	An engagement platform online (website), whereby people can leave comments and feedback on schemes.

Cycle Counters	A device that counts cyclists automatically as they ride by.
Cycling for Everyone	The Birmingham 2022 Commonwealth Games legacy for cycling programme. This will include behaviour change schemes targeting areas of higher deprivation.
D-Lock	A type of cycle lock in a D-shape
DfT	Department for Transport
EATF	Emergency Active Travel Fund – this is the first Tranche allocated by DfT in response to the need to increase active travel during Covid19 restrictions
Modal Filters	A feature added to the road or highway to limit vehicle movement, for example a bus gate to prevent cars from entering a section of road, or planters that allow for cyclist and pedestrians but not cars.
School Streets	From http://schoolstreets.org.uk/ : “A School Street is a road outside a school with a temporary restriction on motorised traffic at school drop-off and pick-up times. The restriction applies to school traffic and through traffic. The result is a safer, healthier and pleasant environment for everyone.”
TfWM	Transport for West Midlands

Appendix

Emergency Active Travel Fund (Tranche 1) Schemes

Local Authority	Scheme Code	Scheme Name
Wolverhampton	WOL001	City Centre traffic lane closure Lichfield Street and Darlington Street.
Wolverhampton	WOL002	Addition of contraflow cycle lane in Darlington St/Lichfield St, and cycle parking.
Wolverhampton	WOL003	Victoria Street closure to motor vehicles and creation of pedestrian/cycling zone
Wolverhampton	WOL004	Gateway markings and arrangements at ring road access points to aid social distancing.
Wolverhampton	WOL005	Toucan crossing on Wolverhampton Ring Road
Coventry	COV001	Introducing pedestrian and cycle zones on High Street City Centre
Coventry	COV002	Protecting footways from parking at Foleshill Rd shops
Coventry	COV003	City Centre to Canal Basin Pop Up Cycle Lane
Coventry	COV004	Stoney Stanton Road to City Centre Pop up Cycle Lane
Coventry	COV005	City Centre Modal Filters
Coventry	COV006	Supporting Behaviour Change
Coventry	COV007	Corporation St / Bishop St / Tower St – bus gate and modal filters
Coventry	COV009	University of Warwick– new cycle route
Coventry	COV010	NCN 52 improvements to all weather surfacing
Solihull	SOL001	Footprint stencilled markings at all entrances and gateway points to the main retail centres and public spaces in Solihull
Solihull	SOL002	Borough Wide social distancing temporary signage
Solihull	SOL003	Warwick Road at Poplar footway widening and pop up cycle lane
Solihull	SOL004	Mill Lane and Drury Lane space for walking and cycling
Solihull	SOL005	School Streets
Solihull	SOL006	Warwick Road Signage – social distancing
Solihull	SOL007	B4102 Dickens Heath to Solihull Town Centre – Pop up cycle lane (WM-LCWIP)
Solihull	SOL008	Homer Road walking and Cycling space
Solihull	SOL009	A34 Stratford Road Closure for cycling and walking
Solihull	SOL010	The Square -New Road Temporary Road Closure – Modal Filter
Solihull	SOL011	Warwick Road – George Road space for cycling and Walking
Solihull	SOL012	Bickenhill Parkway Pop up cycle lane
Solihull	SOL013	Lode Lane Pop up cycle lane and walking space
Solihull	SOL014	Central Cycle Hub
Solihull	SOL015	Travel support to engage with businesses and schools
Dudley	DUD001a	Road space reallocation to support social distancing and active travel in Dudley, local centre
Dudley	DUD001b	Dudley Road space reallocation - Stourbridge
Dudley	DUD001c	Dudley Road space reallocation - Halesowen
Dudley	DUD001d	Dudley Road space reallocation - Brierley Hill
Dudley	DUD001e	Dudley Road space reallocation - Lye
Dudley	DUD001f	Dudley Road space reallocation - Sedgley
Dudley	DUD002	Cycle parking in centres and other key borough destinations
Sandwell	SAN001	Oldbury Town Centre to NCRN81
Sandwell	SAN001a	Oldbury Town Centre

Sandwell	SAN002	Smethwick Town Centre
Sandwell	SAN002a	Smethwick Rolfe St Station to Spon Lane pop up cycle lane A457
Walsall	WAL001	Walsall Town Centre Zone 1: Crown Wharf
Walsall	WAL002	Walsall Town Centre Zone 2: St Paul's Street
Walsall	WAL003	Walsall Town Centre Zone 3: Bridge Street
Walsall	WAL004	District & Local Centres Active Travel Interventions
Walsall	WAL005	Residential Footway Widening Package
Walsall	WAL006	Walsall Town Centre Cycle Parking
Walsall	WAL007	Renewing Existing Cycle Infrastructure
Birmingham	BIR001	Moseley Local Centre Transport Space Reallocation
Birmingham	BIR002	Stirchley Local Centre Transport Space Reallocation
Birmingham	BIR003	Lozells Low Traffic Neighbourhood
Birmingham	BIR004	Kings Heath Low Traffic Neighbourhood
Birmingham	BIR005	Places for People: Creating Low Traffic Neighbourhoods in Birmingham
Birmingham	BIR006	City Centre Traffic Cells Initiative
Birmingham	BIR007	Pop-up cycle lanes: Sutton Coldfield
Birmingham	BIR008	Pop-up cycle lanes: City Centre to Small Heath (A45 corridor)
Birmingham	BIR009	Pop-up cycle lanes: Selly Oak to Northfield (A38 corridor)
Birmingham	BIR010	Pop-up cycle lanes: City Centre to Fort Dunlop (A47 corridor)
Birmingham	BIR011	Pop-up cycle lanes: City Centre to City Hospital via Jewellery Quarter
Birmingham	BIR012	Pop-up cycle lanes: Bradford Street (City centre cycle access)
Birmingham	BIR013	Pop-up cycle lanes: A38 to A34 (City centre connection)
Birmingham	BIR014	Park and Pedal city-wide programme
Birmingham	BIR015	A38 Bristol Road South - Bus/cycle lane on a section of A38 Bristol Road South between Selly Oak and Northfield
Birmingham	BIR016	Moseley & Bournville Modal Filters
TfWM	WMSM001	Cycle Parking for Organisations
TfWM	WMSM002	LovetoRide
TfWM	WMSM003	Commonplace
TfWM	WMSM004	Travel planning capacity
TfWM	WMSM005	Road safety package
TfWM	WMSM006	Modeshift STARS
TfWM	WMSM007	Focus groups
TfWM	WMSM008	Go Jauntly and Social prescribing
TfWM	WMSM008	Active Travel Partnership Expansion – Cycling UK, British Cycling, Living Streets
TfWM	WMSM010	Contribution towards revenue costs of West Midlands Cycle Hire
TfWM	WMSM015	Travel Planning Support to engage with businesses and education sites
TfWM	WMCOM001	Communications Package

Active Travel Fund (Tranche 2) Schemes

Birmingham	BIRM201a	Scheme 1 Moseley Local Centre - Transport Space Reallocation
Birmingham	BIRM201b	Scheme 2 Stirchley Local Centre - Transport Space Reallocation
Birmingham	BIRM201c	Scheme 7 Pop-up cycle lanes: Sutton Coldfield
Birmingham	BIRM201d	Scheme 8 Pop-up cycle lanes: City Centre to Yardley (A45 corridor)
Birmingham	BIRM201e	Scheme 9 Pop-up cycle lanes: Selly Oak to Longbridge (A38 corridor)
Birmingham	BIRM201f	Scheme 10 Pop-up cycle lanes: City Centre to Fort Dunlop (A47 corridor)

Birmingham	BIRM201g	Scheme 11 Pop-up cycle lanes: City Centre to Smethwick (A457 corridor)
Birmingham	BIRM201h	Scheme 12 Pop-up cycle lanes: Bradford Street (City Centre Cycle Access)
Birmingham	BIRM202a	Lozells LTN - further development of Tranche 1, Scheme 3
Birmingham	BIRM202b	Kings Health & Moseley LTN - further development of Tranche 1, Scheme 4 & Scheme 5
Birmingham	BIRM202c	Bournville - further development of Tranche 1, Scheme 5
Birmingham	BIRM202d	Castle Vale - further development of Tranche 1, Scheme 5
Birmingham	BIRM202e	LTN Expansion - Tyseley & Hay Mills
Birmingham	BIRM202f	LTN Expansion - Sutton Coldfield
Birmingham	BIRM202g	School Streets Measures (50% EATF 50% THCP)
Birmingham	BIRM202h	Quick Wins & Further Pilots inc Acocks Green, Northfield
Birmingham	BIRM203a	Further development of Tranche 1, Scheme 6 City Centre Traffic Cells Initiative
Birmingham	BIRM203b	Development of other elements of City Centre Traffic Cells Initiative
Birmingham	BIRM204a	Pop-up cycle lanes incl. A47 spur to Walmley, A47 spur to Ward End, A38 spur to Moseley
Birmingham	BIRM204b	Local Centres incl. Sutton Coldfield, Erdington and Soho Road
Birmingham	BIRM204c	City-wide cycle parking in public spaces
Birmingham	BIRM204d	Big Birmingham Bikes
Coventry	COV201	University Hospital
Coventry	COV202	Foleshill/Radford to City Centre
Coventry	COV203	Campus Connections University of Warwick 1
Dudley	DUD202	A4123 Corridor (Dudley/Sandwell section)
Dudley	DUD204	A456 Corridor (Halesowen) Cycling Measures - Phase 1
Sandwell	SAN201	Blackheath Town Centre Active Travel Interventions
Sandwell	SAN202	Wednesbury Town Centre Active Travel Interventions
Sandwell	SAN203	Bearwood High Street Active Travel Interventions
Sandwell	SAN204	A4123 Corridor (Dudley/Sandwell section)
Solihull	SOL201	Blossomfield Road Pop up Cycleway
Solihull	SOL202	Knowle to Solihull Town Centre Pop up Cycleway
Solihull	SOL203	Borough Wide Cycle Parking
Solihull	SOL204	Meriden to Millisons Wood Cycleway
Walsall	WAL201	Connecting Bentley Phase II
Walsall	WAL203	School Streets Phase II
Wolverhampton	WOL203	St Peters Ring Road Crossing & Waterloo Road
Wolverhampton	WOL204	Wednesfield Road
Wolverhampton	WOL206	Supporting measures
WMCA/TfWM	WMSM202	Regional enabling measures (Revenue) – Love to Ride and Modeshift
WMCA/TfWM	WMSM204	Local cycling and walking activation measures
WMCA/TfWM	WMSM205	Bolstering cycling & walking partner delivery
WMCA/TfWM	WMSM206	Support package for businesses and education sites
WMCA/TfWM	WMSM207	Road safety package
WMCA/TfWM	WMSM208	Pilot to help disabled people to be more mobile and connected
WMCA/TfWM	WMSM209	Cycling – intelligent lights project
WMCA/TfWM	WMSM210	Community Enabling Project
WMCA/TfWM	WMSM213	Supporting Measures mobilisation & support
WMCA/TfWM	WMSM203	TfWM communications package

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.
- **DELIVERED** - 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.
- **DELIVERED** - 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.
- **DELIVERED** - 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.
- **DELIVERED** - 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.
- **DELIVERED** - 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.
- **DELIVERED** - 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.

Currently Affiliated Community Cycle Clubs

Birmingham:

- B10 (Khidmat)
- Balsall Heath
- Bike 2 Life
- Gear Up
- Handsworth & Hamstead Pavilion
- Joyful Bellas and Fellas
- Ladywood (New Roots)
- Pathfinders CCYW
- Saheli Ward End Ladies
- Sara Park
- Share (Calthorpe)
- Cannon Hill CC
- Hawksley (Age Concern)
- Cobble Cafe/E Bike Brum
- Rookery Riders
- Welsh House Farm
- Friends United for WellBeing (previously Leisure Forum)

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

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