

Transport Delivery Committee

Date	10 October 2022
Report title	Cycling and Walking Programme Progress Report
Portfolio Lead	Councillor Ian Ward
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Report has been considered by	Adam Tranter, Cycling and Walking Commissioner Cllr Robert Grinsell Safe and Sustainable Travel MEG Lead

Recommendation(s) for action or decision:

Transport Delivery Committee is recommended to:

- (1) Note the progress to date of the TfWM led initiatives of the Cycling and Walking Programme.

1. Purpose

- 1.1. To report matters relating to TfWM led initiatives within the Cycling and Walking Programme. This report outlines progress of schemes within the development, delivery and West Midlands Cycle Hire work streams.

2. Background

- 2.1 Cycling, walking, and wheeling are key to meeting the aims and ambition of the WMCA to become a better connected, more prosperous, fairer, greener, and healthier West Midlands. Both as a mode of transport and as a physical activity, cycling, walking, and wheeling provide people the opportunity to travel short distances, link with public transport for longer journeys as well as increase levels of physical activity which can improve physical and mental health and wellbeing.
- 2.2 This report outlines the progress in the delivery of the Cycling and Walking Programme which aims to increase levels of cycling and walking in the West Midlands.
- 2.3 TfWM and the Local Authorities work with partners across the region to deliver the Cycling and Walking Programme.

3. Deliver, monitor, and evaluate projects within the Walking and Cycling Programme (Infrastructure and Behaviour Change Delivery) (2022/2023)

- 3.1 Living Streets and British Cycling continue to deliver walking and cycling activities on the ground. Delivery in August 2022 focused on the Commonwealth Games.
- 3.2 Living Streets launched the WOW Ambassador schemes; new schools will soon commence with Ambassador training. During the Commonwealth Games, Strider (mascot) met the Wolverhampton Community Games torch at Fallings Park Primary School in Wolverhampton; and met the baton bearer for the Birmingham 2022 Baton Relay at Nishkam Community Centre, Soho Road. The Autumn term will see a number of school route audits and school streets initiatives. The team are busy planning for International Walk to School month in October.
- 3.3 British Cycling's 'ride and shine' included offers for children, young people, families and communities, for example the 'come and try events', guided rides and involvement in Community Games like Heathtown Community Games in Wolverhampton. A holiday programme continued at a number of locations including Highfield Hall, Birmingham. British Cycling were involved in 'Shine the Light' festival (Sandwell), Sportsfest (Broadgate, Coventry) and community events in Solihull.
- 3.4 Local Authorities are progressing with their scheme delivery. The following Active Travel Fund Tranche 2 (ATF2) schemes have been completed:
 - WAL203 – School Streets
 - BIR202G - Car Free School Streets Measures
 - SOL204 – Meriden to Millisons Wood Cycleway
 - SOL202 - Knowle to Solihull Town Centre Cycleway
 - DUD204 – A456 Corridor (Halesowen) Cycling Measures - Phase 1
 - WAL201 (Connecting Bentley Phase Two)
 - WOL203 (Ring Road St Peters/St Andrew's Cycle Route)
 - WOL204 (Wednesfield Road)

4. Deliver Cycling for Everyone

- 4.1 Cycling for Everyone (C4E) is a community Cycling Legacy Project for the Birmingham 2022 Commonwealth Games (CWG). Its objective is to work with communities in the most deprived areas of the West Midlands, to enable and inspire cycling as an enjoyable way to travel and stay active. The project consists of community engagement, adult and child cycle training, subsidised West Midlands Cycle Hire and a bike giveaway which includes adapted cycles.
- 4.2 Residents can access information on the programme on the [TfWM Cycling for Everyone landing portal](#) and [Cycle Confident website](#).
- 4.3 Up to the end of August 2022, there have been 63 applications for subsidised West Midlands Cycle Hire, 48 have activated codes.
- 4.4 23 Cycle Training Activities have been delivered to 231 participants. There are many more activities across the West Midlands planned throughout the Autumn.
- 4.5 The Bike Giveaway element of the programme has mobilised with engagement work to allocate cycles within the targeted communities. Cycles are due to be delivered towards the end of September 2022.

5. Operate a high-quality Cycle Hire scheme

- 5.1 The West Midlands Cycle Hire Scheme continues to operate as planned since it was launched in March 2021. Serco are managing the contract effectively, with oversight from TfWM. Scheme reporting is received monthly. Since its launch, there have been over 390,000 journeys to date, cycling just over 1million km, made by 91,000 people. TfWM constantly track the popularity of docking stations, scheme usage and travel habits to inform scheme design and to tailor messaging to drive usage.
- 5.2 More enhanced reporting was completed through the CWG period as a result of a free offer for the public to use bikes during this period. Usage during the Games period was extremely strong, with circa 28,000 journeys during Games time with 4000 new users to the scheme.
- 5.3 In September 2022, 20 docking stations will be moved to new locations within areas where usage and income is forecast to be higher than at present.

6. Deliver, monitor, and evaluate projects within the Walking and Cycling Programme (Scheme development projects) (2022/2023)

- 6.1 There has been increased investment opportunity in cycling, walking and wheeling improvements for the West Midlands with a number of successful bids for funding from Department for Transport (DfT) which are outlined below.
- 6.2 Local Authority Capability Funding (£1.9m award) is delivering a number of behaviour change activities including cycle training as well as developing local cycling and walking infrastructure plans that will further improve the Starley Network.

- 6.3 As part of the Birmingham 2022 Commonwealth Games Legacy, [DfT awarded WMCA a further £2m to deliver Cycling for Everyone](#), which will provide opportunities for those living in the most deprived areas of the region with opportunities to access cycle training, free pedal cycles and free cycle hire.
- 6.4 [Active Travel Fund – Tranche 3 \(ATF3\) was awarded to WMCA](#) with a total of £17,250,000 for investment in capital projects including school streets and safer crossings. Business cases for each scheme are currently being drafted for Single Assurance Framework (SAF) approval.
- 6.5 WMCA submitted a Self-Assessment as part of the pre-bidding process. This required WMCA to provide a score (out of a maximum score of 4) across three areas: Local Leadership and Support, LCWIP Maturity and Delivery and provide evidence to support these scores.
- 6.6 WMCA scored the following: 4,3 and 3 across Local Leadership and Support, LCWIP Maturity and Delivery, respectively. The updated Local Transport Plan which includes a vision for 15 minute neighbourhoods and 45 minutes regions, WMCA also has a number of strategies across health and wellbeing, environment and air quality that identifies the importance of active travel to support these aims. Along with the West Midlands LCWIP, all 7 local authorities either have published or are currently developing their LCWIP, and finally, we are currently developing and delivering across a number of cycling and walking schemes funded through Transforming Cities Fund, and Active Travel Fund Tranche 2 (ATF2) as well as previously through Emergency Active Travel Fund.
- 6.7 Active Travel England assessed WMCA as an overall score of 3. The outcome of this is an invitation to bid for £3,142,291 of funding from the Capability and Ambition Fund indicating that strong bids would be awarded up to an additional 25%. On 29 September 2022 we submitted a bid with a value of £3,922,873 with a focus on increasing capacity for development of cycling, walking and wheeling schemes. The ambition amount is focused on year 2 of Cycling for Everyone behaviour change activities.
- 6.8 Active Travel England have indicated that ATF4 bidding will open in the autumn and early indication is that it will be a multiyear settlement.
- 6.9 The main risk has been around the timelines for the bidding process and the implications on staff time and resource. This has been mitigated through WMCA and the LAs working in collaboration to collate information, as well as to engage with Active Travel England as early as possible to have sight of the bidding applications.
- 6.10 TfWM Cycling and Walking Team have appointed an Assistant Spatial Data Analyst and will be appointing engineering technical support to provide the necessary expertise to ensure Local Transport Note 1/20 (LTN1/20) compliance of schemes and provide support to the local authorities as needed to develop scheme designs.

7. Operate TfWM cycle storage including regular audits, usage counts and maintenance as required

7.1 **Station and Interchange.** Cycle parking occupancy counts are undertaken by TfWM Customer Intelligence Team. Cycle parking figures have decreased from pre-Covid levels, mainly due to the changes in travel behaviour including working from home more often as well as decreased patronage of public transport.

Average	2014	2015	2016	2017	2018	2019*	2020**	2021	2022 Q1
Average Patronage	380	397	468	525	567	505	194	230	284
Average Capacity	1346	1474	1740	1980	2279	2248	2441	2478	2474
Average % Occupancy	28.5%	27%	26.8%	26.6%	24.8%	21.9%	8%	9%	11.5%

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

** Counts did not take place from March until end of May 2020.

7.2 **Cycle Crime.** TfWM 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. For 2021-22 there were a total of 100 cycle thefts from stations in the region. Between April and July 2022 there were a total of 36 thefts This is a significant decrease since last year, whereby there were 63 thefts over the same period in 2021.

8. Financial Implications

- 8.1 The £23m Transforming Cities Fund investment will continue to support the ambition contained within the Cycling Charter to achieve £10 per head.
- 8.2 The Cycling and Walking Programme financial position has materially grown over recent years with several new DfT grants being awarded to the WMCA to improve Cycling and Walking measures across the region.
- 8.3 In June 2022, a Programme Business Case was approved by the WMCA which confirmed and detailed the funding allocations to be approved. In addition, the Programme Business Case also detailed the Cycling and Walking ambition outlined in the CRSTS funding allocations.
- 8.4 The Cycling and Walking programme over the project life is £54.6m (capital) of which £17.5m is expected to be spent over 2022-23 financial year. A further £7m revenue expenditure has been forecast for 2022-23 on the programme which is made up of DfT grant (Cycling for Everyone, LACF, Active Travel Fund), WMCA funding and Transport Levy.
- 8.5 The current project life and 2022-23 position has been summarised in the tables below:

Capital

£m	Prior Years	2022-23 YTD	2022-23 Forecast remaining	2022-23 TOTAL	Future Year Forecast	Grand Total Project Life
EATF (WMCA)	0.28	0.00	0.00	0.00	0.00	0.28
EATF (LA)	2.43	0.00	0.00	0.00	0.00	2.43
ATF 2 (WMCA)	0.34	0.04	0.02	0.06	0.00	0.40
ATF 2 (LA)	3.09	0.80	4.10	4.89	2.32	10.30
ATF 3 (WMCA)	0.00	0.04	0.51	0.55	2.17	2.72
ATF 3 (LA)	0.00	0.00	3.19	3.19	11.34	14.53
West Midlands Cycle Hire	5.71	0.05	0.26	0.31	0.00	6.02
Better Streets Community Fund	1.59	0.05	0.29	0.34	0.04	1.97
Priority One Development Workstream	0.40	0.24	0.49	0.73	0.30	1.44
LSTF - Cycle Counters	0.09	0.00	0.00	0.00	0.00	0.09
Priority 1 Delivery- Perry Barr- Sutton Coldfield	0.00	0.00	0.09	0.09	1.41	1.50
Priority 1 Delivery- A45 Coventry Road Birmingham	0.00	0.00	0.20	0.20	4.25	4.45
Priority 1 Delivery- Binley Road Coventry	0.44	0.81	3.75	4.56	0.00	5.00
Priority 1 Delivery- WTBH Metro Corridor Access Improvements	0.00	0.00	0.55	0.55	0.45	1.00
Metro WTBHE- A4123 Bridge Widening works	0.00	0.00	2.00	2.00	0.00	2.00
Metro Edgbaston Extension- Cycle Study	0.00	0.00	0.03	0.03	0.00	0.03
Sprint -A45 Birmingham - Coventry Rd Cycle Scheme	0.45	0.00	0.00	0.00	0.00	0.45
Total	14.82	2.03	15.48	17.51	22.29	54.61

2022-23 Revenue forecast position

£m	2022-23
Sustainable Travel	0.68
West Midlands Cycle Hire	1.74
Active Travel Grant (WMCA)	0.15
Active Travel Grant (LA)	0.60
LACF (WMCA)	0.63
LACF (LA)	1.28
Cycling for Everyone	2.00
	7.07

- 8.6 The DfT allocated £16.9m of EATF to the WMCA towards delivery of infrastructure and supporting measures that supported people to cycle and walk more either for transport or exercise. These were 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. We are currently in the delivery of programme from ATF2.

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

- 8.7 In addition, DfT awarded £17.25m funding for Active Travel Tranche 3 (capital) 2021-22. It has been agreed with the DfT that funding should be committed by March 2023 with delivery within a reasonable timescale following this. A summary of the successful bid breakdown is noted in the table below.

Approved Schemes with Updated Costs	
Scheme Name	Total Cost
Fixed Programme Costs	£463,957
Birmingham East Side (BES) – Bradford Street – updated cost	£3,000,000
WM LCWIP A38 - Selly Oak Local Centre	£620,000
Phase 1: Wednesbury Brierley Hill Extension (WBHE) - local connections for cycling and walking	£3,242,400
Binley Road Coventry University to University Hospital	£2,890,000
Places for People	£250,000
Additional/Replacement Schemes	Total Cost
A454	£1,932,100
Wednesfield Road – A4124	£1,610,000
Solihull – Walking Improvements	£985,500
Coventry Earlsdon LTN	£500,000
Coventry Spon End LTN	£500,000
Regional Contraflow Cycling Project	£846,043.10
Regional school streets	£410,000.00
TOTAL	£17,250,000

9. Legal Implications

- 9.1 Whilst there are no direct legal implications arising from the contents of this Report, clients are advised to liaise with Legal Services following successful bid submissions and approval of business cases. Legal Services can then identify any legal implications and determine the appropriate form of agreement required for the specific matter/ scheme/ project.

10. Equalities Implications

- 10.1 The Cycling and Walking Programme 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.
- 10.2 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).
- 10.3 A number of the Cycling and Walking Programme 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.
- 10.4 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).

11. Inclusive Growth Implications

- 11.1 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

- 11.2 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.
- 11.3 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.

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

12. Geographical Area of Report's Implications

- 12.1 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).
- 12.2 Several members of the West Midlands Cycling Charter Steering Group have remits that cover the wider WMCA 3 LEP geography.