

BIKE *life*

2017

Birmingham





Forward motion

Our vision for cycling in Birmingham



At times we have to look to the past to see routes to the future of a city – and Birmingham is doing just that. Once famous for the production of bicycles, Birmingham has had a real impact on cycling around the world. Today, we're

experiencing a revolution that is, once again, making cycling a real choice for people as they move around our city.

'Birmingham Connected' sets out our ambition to create an innovative and green city that meets the needs of its growing population. Cycling has a big part to play in delivering a sustainable transport system. With the 'Birmingham Cycle Revolution', we are creating a future that will enable five per cent of all trips in the city to be made by bike by 2023 and 10 per cent by 2033. And as Europe's youngest city, by population, we are certainly up for that.

Big steps have already been taken on this journey. You only have to look around to see the canal heritage that has been transformed, or the thousands of free bikes given to people in the most deprived areas of the city, opening up local employment opportunities. 2018 will be an exciting year, with plans in place to create cycle super highways on the A38 and A34.

'Bike Life' gives us an invaluable insight into our progress and the views held by our residents. It helps us to understand how we can provide safe, attractive and accessible cycling infrastructure that will enable the growth in cycling that we want.

But there's still a lot of work to do! We want our city to be less congested, greener, safer and healthier. To do that, we have to win over the hearts and minds of the population not yet cycling, by offering better facilities for their use, so giving them the confidence to join the Birmingham Cycle Revolution.

Councillor Stewart Stacey
Cabinet Member for Transport and Roads
Birmingham City Council

Introducing Bike Life

Sustrans, the charity making it easier to walk and cycle, is collaborating with seven cities in the UK – Belfast, Birmingham, Bristol, Cardiff, Edinburgh, Greater Manchester and Newcastle – to report on progress towards making cycling an attractive and everyday means of travel.



Bike Life is inspired by the Copenhagen Bicycle Account, and is an assessment of city cycling development including infrastructure, travel behaviour, satisfaction, the impact of cycling, and new initiatives.

This is the second report from Birmingham following on from the original report published in 2015. The information in this report comes from local cycling data, modelling and a representative survey of over 1,100 residents in Birmingham conducted by ICM*.

More details on all seven Bike Life city reports can be found at www.sustrans.org.uk/bikelife.

Our thanks to the people of Birmingham who took part in the survey and who told us their stories in this report.

There are substantial benefits to Birmingham from people cycling

- 19.5 million trips** made by bike in Birmingham in the past year
- Saving the NHS £1.4 million annually**, equivalent to the average salary of **60 nurses**
- Bicycles take up to **14,462 cars** off Birmingham's roads each day, equal to a **43-mile tailback**
- £56 million total annual benefit to Birmingham** from people riding bikes for transport and leisure

There is huge potential for more people to ride bikes...

- 3% of Birmingham residents usually cycle to and from work** and **3% of all trips are made by bike**
- 16% of people live within 125m of a cycle route**
- 56% would like to start riding a bike, or could ride their bike more**
- 22% think cycling safety is good**

...and public support to make that happen

Residents in Birmingham think investing in more street space for cycling, walking and public transport is the best way to keep the city moving, improve people's health, and reduce air pollution.

- 73% say Birmingham would be a better place to live and work** if more people cycled
- 81% of people would like to see more money spent** on cycling
- 65% of people would find protected roadside cycle lanes very useful** to help them cycle more
- 79% of residents support building more protected roadside cycle lanes**, even when this could mean **less space** for other road traffic

* Survey conducted May-July 2017.



Making progress

Provision and levels of cycling in Birmingham

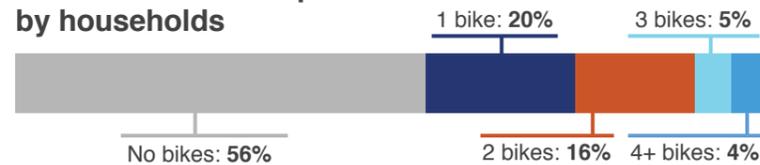
Bike ownership in Birmingham

A bike gives people more choice for getting around, helping them to reach jobs and services, and to see family and friends more often.

43% in 2015 In Birmingham, over two fifths of households (44%) have access to at least one bike. Two thirds of households (66%) with children have at least one child's bike.

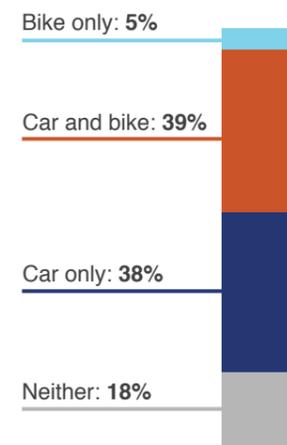
Most households that own a car also own a bike. People use different modes for different journeys.

Adult bike ownership by households



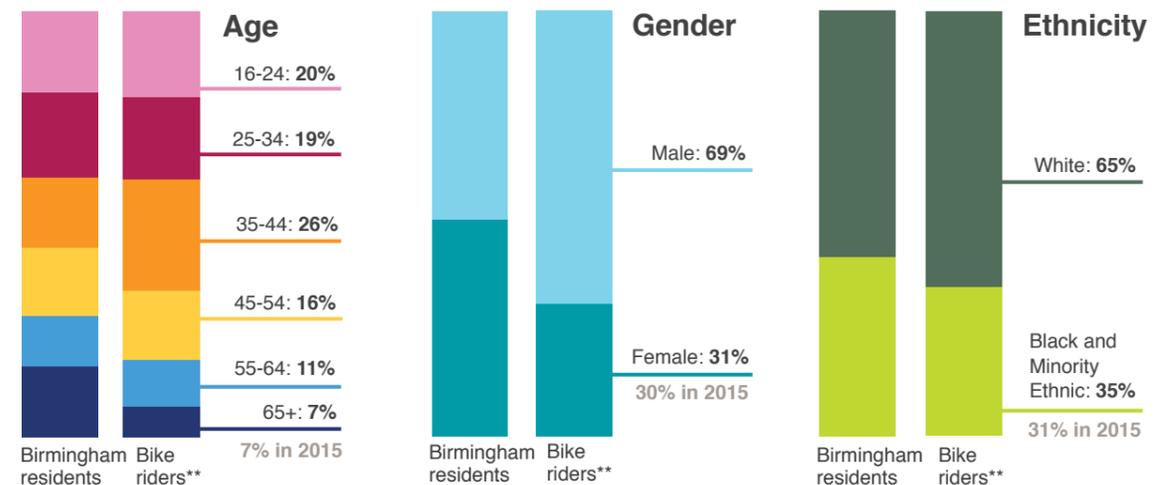
Car and bicycle ownership refers to the percentages of all people living in households that own cars/bikes. Note that census data is normally reported as the percentage of households with given numbers of cars.

Car and adult bike ownership by households



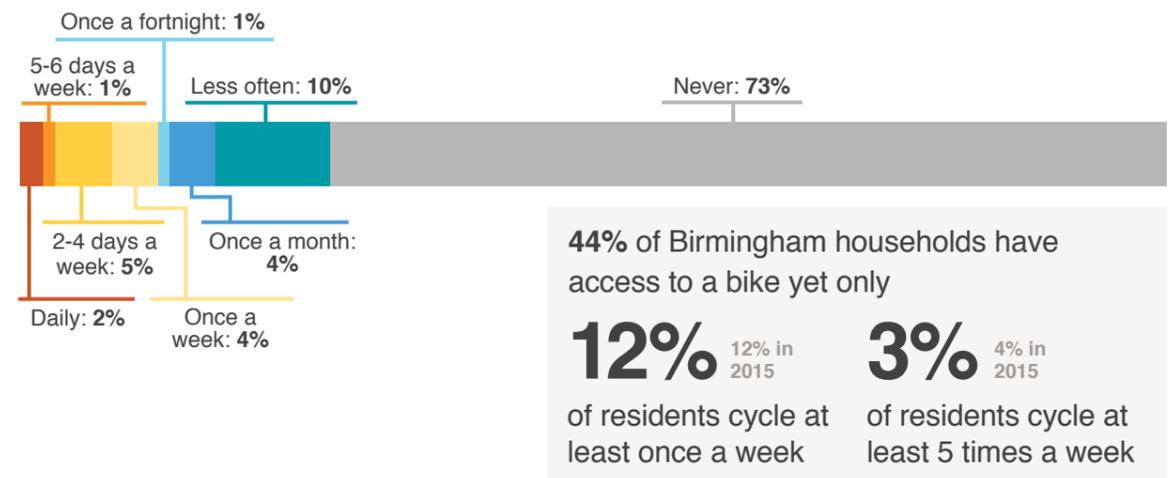
Who is cycling?

In Birmingham, over 65s, women, and black and ethnic minority communities are under-represented when it comes to riding a bike.



For age and gender, the division of Birmingham residents uses 2015 estimates. For ethnicity, it uses the 2011 census.

How often are people riding a bike?



What's available and who's aware?

from 161 miles in 2015 ↑ **174 miles** of cycle routes including

from 130 miles in 2015 ↑ **133 miles** of routes physically separated from vehicles*, including 47 miles improved since 2014

from 15% in 2015 ↑ **16%** of people live within 125 metres of a cycle route

28% of people are familiar with the traffic-free routes in Birmingham

12% of all streets in Birmingham have a 20mph speed limit



3,227 public bike parking spaces, equivalent to 40 bike riders per space

612 railway station parking spaces for bikes, equivalent to one parking space for every 164 passengers per day

Where are people cycling?

Number of trips in the past year



36% of Birmingham residents' cycle trips are for work or education

3% of Birmingham residents usually cycle to and from work

* Includes protected bike lanes, shared footways and paths away from roads. ** Ridden a bike in the past four weeks when the survey was conducted in May – July 2017.

Developing Bike Life

What's happened in Birmingham since 2015



Since the Birmingham Cycle Revolution programme began in 2013 a commitment has been made to provide better cycling facilities on the roads, canal towpaths have been resurfaced, 22km of routes through parks and green spaces have been improved, and 8km of completely new cycle routes have been built.

Alongside this is a programme of supporting activities, giving people more opportunities to experience cycling first hand. The commitment to reduce the speed limit on local roads and local centres to 20mph will ensure that everyone who wants to can walk or cycle in relative safety. There are now four 20mph pilot areas fully operational in the city. We have also worked closely with West Midlands Police to introduce the 'Close Pass' initiative that aims to protect vulnerable road users and enforce safe passing distances.

Before the launch of Birmingham Cycle Revolution 2% of journeys were made by bike. This rose to 3% in 2015, and the ambition is for 5% by 2023 and 10% by 2033. We know that we still have a way to go to reach our targets, but the city council, along with our partner organisations and local cycling groups are working together to make this a reality.

Birmingham has a long term plan to make cycling an easier and safer form of transport for journeys to work and for leisure. It supports the Birmingham Connected Transport Strategy, launched in 2014, which shows how over the next 20 years Birmingham City Council will reinvent the way in which people and goods move across the city.

Big Birmingham Bikes

Over 300,000 miles have been completed on bikes in 12 months following the Big Birmingham Bikes give away.

4,000 bikes were given to residents in the most deprived wards of Birmingham. Use of the bikes is monitored using GPS, which helps to better understand journeys and encourage users to cycle more.

400 bikes for short-term loans were placed in 20 cycle centres across the city. 200 bikes have been given to community groups for them to work directly with their own members and customers.

The programme has also been successful in gaining national recognition through its Ashden Award for Clean Air in Towns and Cities. To ensure a long-term legacy of the programme local residents have been trained as Bikeability Instructors and Ride Leaders who have trained over 2,000 new cyclists and led over 500 rides for people.

With support from Cycling UK, twelve Community Cycling groups have been formed by participants and volunteers who have been inspired by the new project.



Creating cycle-friendly canals

Over the last two years, the city council has worked with the Canal & River Trust to provide a new all-weather surface on seven canal routes in Birmingham covering 54km of towpaths.

In addition several access points on the canal network have been improved and in the city centre lighting and way-finding has been enhanced.

Many of the canal routes were previously in a poor state, with water collecting in puddles and in winter creating patches of ice. This made cycling and walking unpleasant and sometimes hazardous.

The canals are used by commuters and leisure cyclists alike and provide a great off-road walking and cycling network allowing traffic-free access to many parts of the city, with amazing links to surrounding areas and beyond. Between 2014 and 2016, counts show that there has been an increase of 76% in the usage of four canal towpaths: Grand Union, Birmingham Mainline, Birmingham & Fazeley and Worcester & Birmingham.



The impact

The health, economic, and environmental benefits to Birmingham



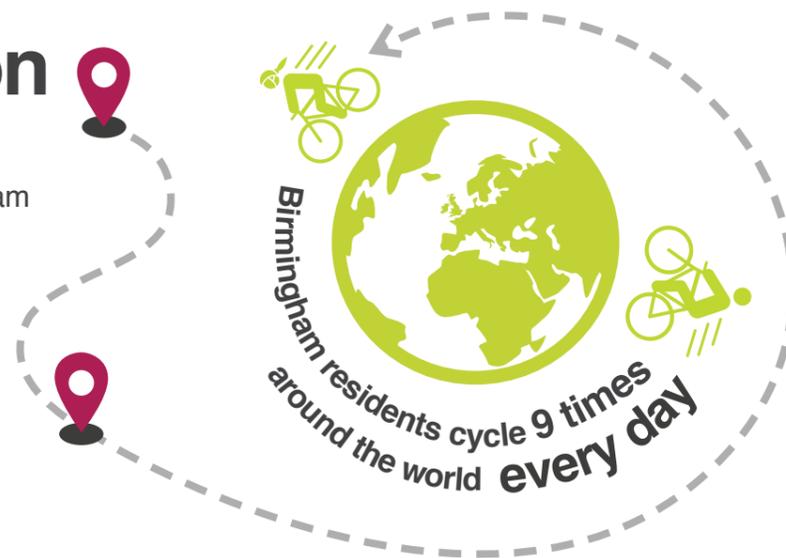
Many people are cycling in Birmingham

23.5 million in 2015

19.5 million trips

made by bike in Birmingham in the past year which altogether adds up to

78 million miles



Benefiting individuals and the local economy

82p per mile

net benefit for each mile cycled instead of driven which adds up to

£22 million

annual benefit to Birmingham from people with a car choosing to cycle for transport

£56 million

benefit to Birmingham from all trips made by bicycle*

These figures are based upon monetising the benefits and drawbacks of driving and cycling. This includes travel time, vehicle operating costs, health, congestion, infrastructure, local air quality, noise, greenhouse gases and taxation.



*The value of £56m is made up of £22m plus the value of purposeful trips cycled by people without access to a car, plus the value of leisure cycle trips made by everyone.



Unlocking significant health benefits in Birmingham

In Birmingham, the physical activity benefits of cycling

prevent 23 early deaths annually*

valued at

£73 million*

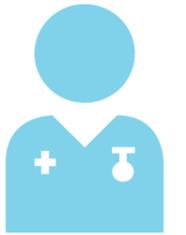
based on what people say they would pay to improve their chances of survival, and calculated using the method set by the World Health Organisation.

Cycling also averts **212** serious long term health conditions annually, saving the NHS in Birmingham

£1.4 million per year

equivalent to the average salary of

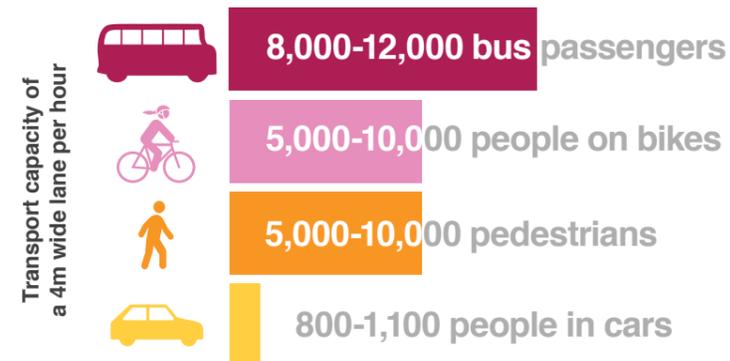
60 nurses



Based on Sport England MOVES tool which shows the return on investment for health of sport and physical activity.



Keeping your city moving

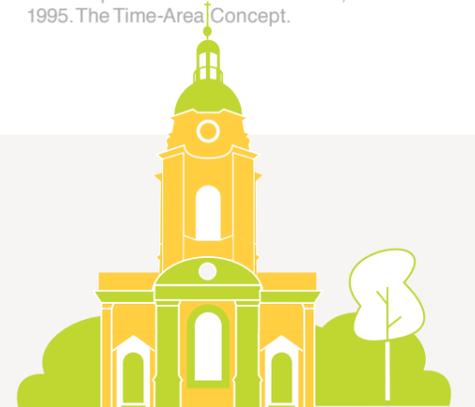


Studies suggest riding a bicycle rather than driving frees up road space. This helps to keep Birmingham moving.

Source: Litman, 2017. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

14,462 return cycle trips are made daily in Birmingham by people that could have used a car. If these cars were all in a traffic jam it would tail back **43 miles**

If these cars were to be parked they would take up the space of **12.5 Birmingham Cathedral grounds.**



More people riding bikes has environmental benefits

8,375 tonnes of greenhouse gas emissions saved annually

equivalent to the carbon footprint of **2,043 people.**



More people riding bikes improves air quality: **16,509 kg of NOx** and **1,797 kg of particulates** saved annually.

In Birmingham **520** early adult deaths occur each year where long-term exposure to air pollution (PM2.5) is deemed to be a contributory factor.

Based upon Public Health England, 2014. Estimating Local Mortality Burdens associated with Particulate Air Pollution. Adults = 25 years+.

* Calculated using WHO/Europe Health Economic Assessment Tool (HEAT) which enables an economic assessment of the health benefits of cycling by estimating the value of reduced mortality resulting from specified amounts of cycling.

Stories from our city

What cycling means to people



Iftikhar Ahmed, "Full-time Grandad"

I'm a retired RAF aircraft engineering technician and full-time grandad. I was 14 years of age when I last rode a bicycle, so in 2016, when I signed up for a charity bike ride, there had been a 44-year gap in my cycling.

Riding around Birmingham now is a completely different experience to the sedate one before; bumper-to-bumper traffic, huge articulated lorries, dodging pot holes, even the bikes are more complex.

Inner-city roads can be very scary at times. I'm in my 2nd year of being on the road now and experienced and more comfortable with the city surroundings — I'm loving it. I hear of and see a lot of initiatives to encourage more cyclists out; improved cycle routes, Big Bike Revival, bike hubs and clubs opening up all around Birmingham.

As more cyclists become visible to the urban driver, I can see Birmingham becoming an increasingly bike-friendly city.



Selina Bamforth, Engineer

I'm an environmental engineer, working in central Birmingham. I cycle to work every day from Moseley. I have always cycled in preference to driving, as I love the freedom, flexibility and speed in getting from A to B. And keeping fit is a bonus!

We have an amazing canal network in Birmingham, and a super set of cycle routes including the River Rea route, but if you don't live close to one of these, cycling on the Birmingham roads can be a challenge.

I think one of the biggest changes necessary to improve cycling in Birmingham is engagement and education of car drivers, who can cause certain dangers to cyclists on roads.

Increased cycling provision wouldn't make me cycle more, but it would make me feel much happier and safer on the roads.



Marcia Bell, Ride Leader

I received one of the 4,000 bikes given away by Birmingham City Council. This spurred me on to riding to work, helping form a community cycling club and to become a ride leader.

The roads in Birmingham are very busy so it can be very daunting if you are not a confident cyclist. I have had a few near misses that make me extra cautious on some roads and totally avoid others.

I know that the Council is making efforts to improve the cyclists' lot but I do think there needs to be more dedicated cycle lanes especially on the major roads that link to the city centre. With better provision I would cycle more and I am sure that I am not alone on that front.

Winning an Ashden Award has put Birmingham in the spotlight which I hope will raise the profile of cycling and encourage more people like me out of cars and onto bicycles.



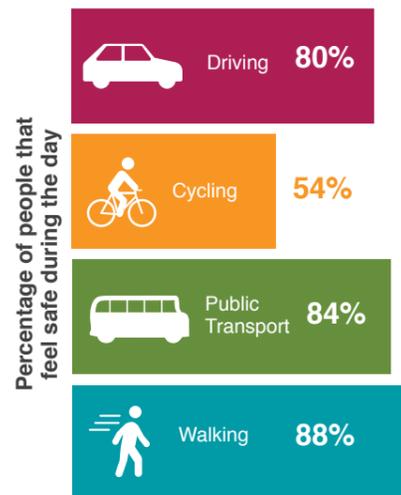
Barriers and potential

What needs to change to make cycling commonplace



Safety and security continue to be a significant concern

Riding a bike feels less safe than other ways of travelling



A cycling injury occurs once every 282,000 miles pedalled around Birmingham.

Whilst over a third (35%) of people think Birmingham is a good place to ride a bike overall, when you dig deeper there are clear concerns about safety. 39% in 2015

only 22%



27% in 2015

of people think **cycling safety** in Birmingham is good.

only 16%

↓ from 22% in 2015

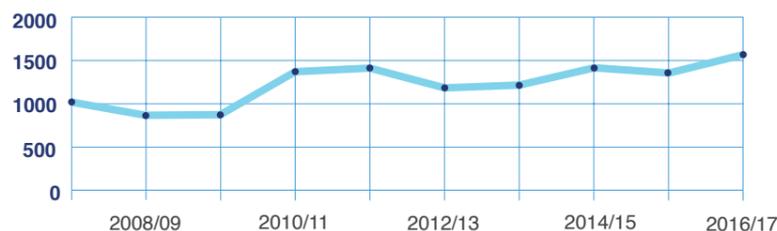
think **safety of children's cycling** is good.



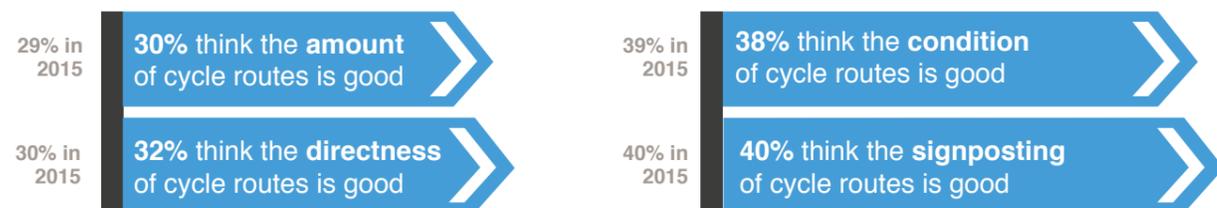
Reported bike thefts

There were 1,585 reported bike thefts in Birmingham in 2016-17.

This equates to a 1.2% chance of a bike rider in Birmingham having their bicycle stolen in the past year. 22% of people think the security of bicycle parking is good. 26% in 2015



How do residents rate Birmingham's cycle routes?



James Connolly and Stacey Jarvis, Co-Owners, Gorilla Coffee Café

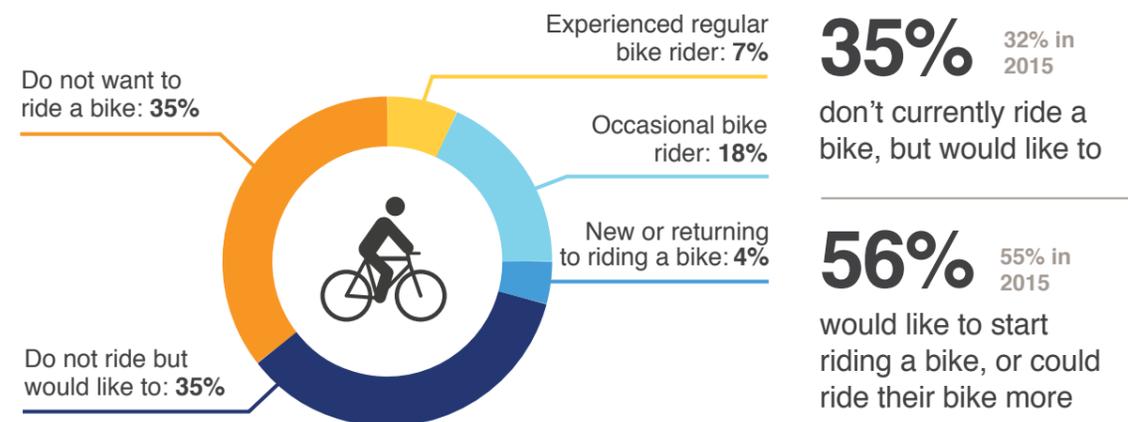
I co-own Gorilla Coffee Café along with Stacey Jarvis. We wanted to create a community feel where cycling, and an active lifestyle is encouraged whilst still enjoying good things in life like cake and beer!

The city has an outstanding network of canals and towpaths that have been rejuvenated. Cycling the tow path, particularly in and around Brindley Place, is a joy. However for 40 years, Birmingham has been dominated by the motor vehicle.

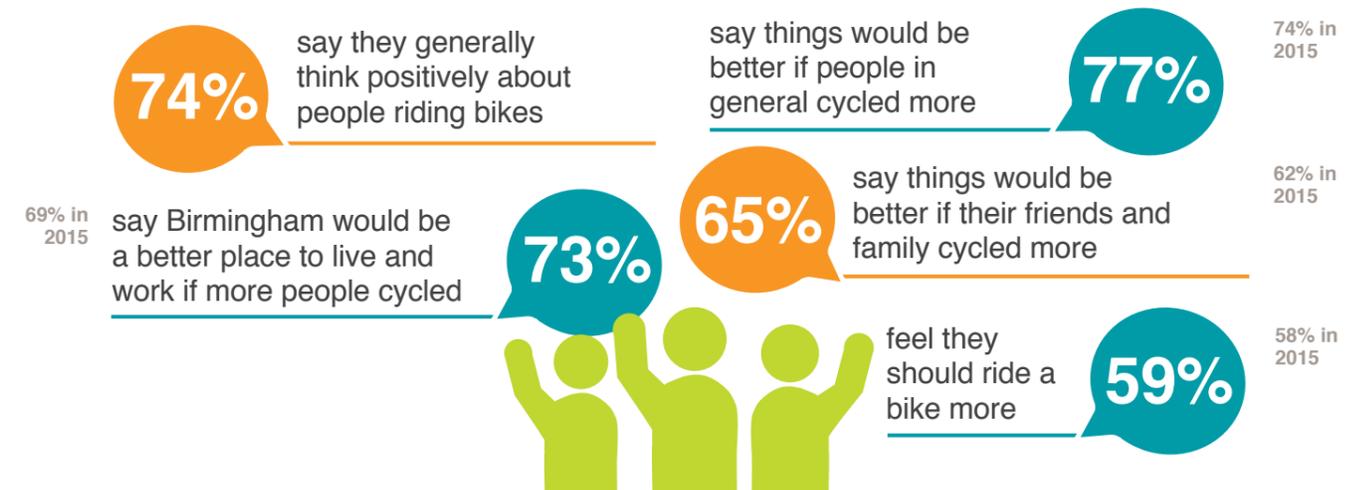
We need to see ambitious infrastructure investments that sacrifice space dedicated for the car, to be handed over to bicycles, pedestrians and public transport.



How do people see themselves when it comes to riding a bike?



Perceptions of cycling are positive



What the public want

Investment, safety and dedicated space

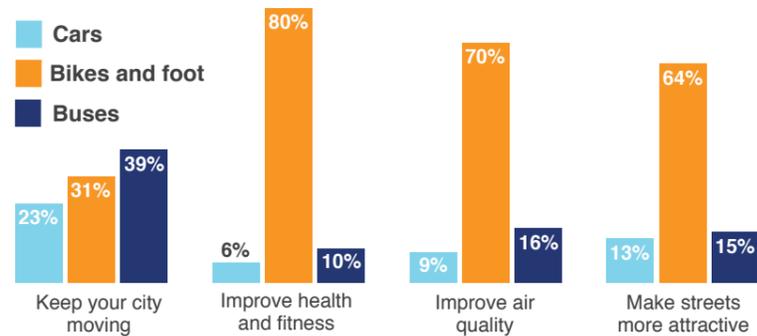
Bike to the future

Our ambition and plans to make it happen



Prioritising investment in cycling and walking

Overall residents in Birmingham think more space for cycling, walking and public transport, as opposed to additional space for cars, is the best way to keep the city moving, improve people's health, reduce air pollution, and make streets more attractive.



81%

of residents would like to see more investment in cycling in Birmingham

77% in 2015

This includes **69%** of those aged over 65, those least likely to ride a bike

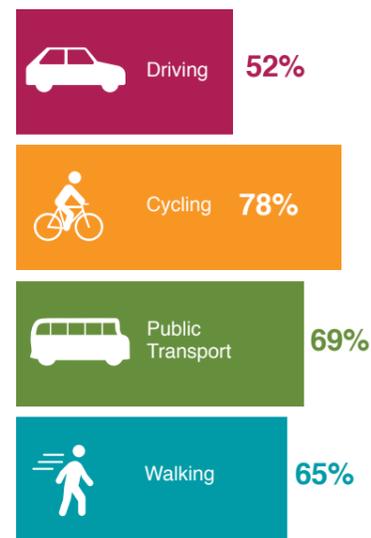
73% in 2015



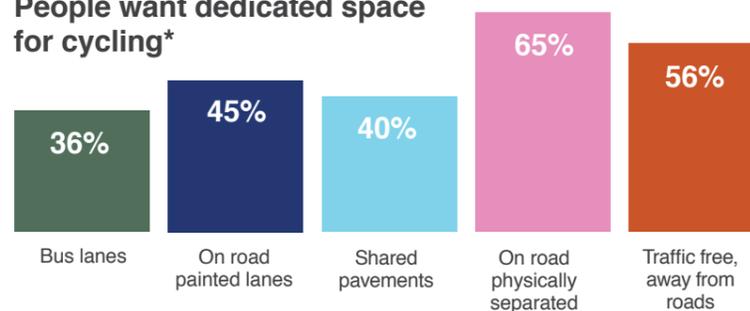
Improved safety and space for cycling

Residents think cycling safety needs to be improved

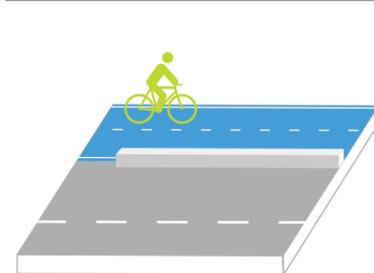
Percentage of people that think safety needs to be improved



People want dedicated space for cycling*



What people would find very useful to start cycling/cycle more



79%

of residents support building more protected cycle lanes, even when this can mean less room for other road traffic

The Birmingham Cycle Revolution is making cycling more common, for transport and for leisure. The aim is to make the whole city less congested, greener, safer and healthier by creating a more attractive urban environment in local centres, key transport corridors and the city centre.

Green Travel Districts

Cycling will be improved in local centres and Green Travel Districts, which are designated areas where many people live or work. Every day, a large number of journeys will begin or end in a Green Travel District, and we want to make sure it is easy, pleasant and safe to walk, cycle and take public transport in them.

Continuing to build our green network

Birmingham is one of Britain's greenest cities with more than one fifth of its area consisting of parks and nature reserves, many of these linked by rivers, watercourses and canals. The city will continue to build on this green capital by supporting residents to access the greenway infrastructure and to become a healthier, happier and more productive city.

By 2031 Birmingham will be renowned as an enterprising, innovative and green city that has undergone transformational change and growth in its economy. The Birmingham Cycle Revolution will continue to help achieve the Birmingham Connected vision for reinventing the way people and goods move across the city - a long term vision for transport that allows our city to grow and succeed.

Cycle Superhighways

In the 2015 Bike Life Report eight in 10 people wanted improved safety for riding bikes. To address this Birmingham City Council is about to build two high-quality cycle superhighway routes from Selly Oak and Perry Barr to the city centre via the A38 and A34.

These will be largely segregated from motor vehicles and offer a more comfortable cycling experience on two of the city's major roads, and make it possible to cycle easily and safely from the north to the south of the city. The routes will serve the busy environment of the city centre, integrating with redevelopment taking place.

* The equivalent graph in the 2015 report showed 'very useful' and 'fairly useful' responses combined.

Notes on terminology and methodology:

The attitudinal survey was conducted May to July 2017.

Due to the rounding up or down of individual figures, the percentages on charts may not total 100% exactly.

Survey results have been tested for change between 2015 and 2017. The level of significance has been set at 0.01 but these should be seen to be indicative only, as they have not been corrected for multiple comparisons. Where a survey result is shown as a change from 2015 this was a statistically significant result at this level.

Note that some values published in 2015 have been recalculated using improved methodology in 2017.

Further details are available at www.sustrans.org.uk/bikelife

Sustrans is the charity making it easier for people to walk and cycle.

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute. Join us on our journey. www.sustrans.org.uk

Sustrans is a registered charity in the UK No. 326550 (England and Wales) SCO39263 (Scotland)

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For further information visit

www.birmingham.gov.uk/bcr

www.facebook.com/BirminghamCycleRevolution



For further information contact

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Bike Life Birmingham has been funded by The Freshfield Foundation and Birmingham City Council. The project is co-ordinated by Sustrans.

