

Solihull Cycling and Walking Strategy

Solihull Metropolitan Borough Council



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Introduction

The Solihull Cycling and Walking Strategy is a key step in our approach to accommodate growth in travel demand on our network and how we will seek to maintain Solihull's character. These are exciting times for the Borough with significant opportunities for investment to ensure our environment and economic health are maintained and enhanced.

Solihull MBC is embarking on a strategy of 'Managed Growth' through the promotion of 'UK Central'. This plan brings together all of the economic assets of the Borough, including regional business parks, town centres, Jaguar Land Rover, the Airport, future HS2 and the NEC. The Council is

determined to make this vision of 'managed growth' a reality.

Whilst the borough continues to grow, it is of utmost importance to acknowledge the urgency of tackling climate change and ensuring a reduction in carbon emissions. Through the Net Zero

As we recover from COVID-19, we will support the National Cycling and Walking Plan adopted in July 2020.

Action Plan (currently under development) it is imperative that the transport network is reviewed to identify quick win to long term projects which

have the ability to significantly reduce carbon emissions from the transport sector.

As we recover from COVID-19, we will support the National Cycling and Walking Plan adopted in July 2020. The vision for cycling and walking is clear in the national plan, the vision is for England to be a "great walking and cycling nation and places will be truly walkable. A travel revolution in our streets, towns and communities will have made cycling a mass form of transit. Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030"

Our Transport Strategy, 'Solihull Connected', acknowledges that there is a risk that without a properly planned transport system growth could cause ever-increasing congestion on our roads; stifling our economy, worsening our quality of life and hampering our transition to a sustainable low-carbon economy. Solihull Connected acknowledges the importance of active travel to the transport network in Solihull and to the overall health and wellbeing of our residents.

To get to a position where cycling and walking are well-used and convenient forms

of daily transport across the Borough, we must ensure that high quality and well maintained infrastructure is provided. For cycling in particular, we need to provide the appropriate training to ensure all users are confident to cycle on the local network. To enable our residents and visitors to travel by cycling or on foot, we need to provide a comprehensive network of cycle and walking routes across the Borough. Cycling and walking as modes of transport are unrivalled in their health and environmental benefits. Beginning in 2021, we will start to implement improved cycling and walking provision.



Solihull Cycling and Walking Strategy

Purpose of the Strategy

To support our transport strategy, Solihull Connected, it is imperative that we produce a Cycling and Walking Strategy that will seek to achieve objectives relating to active travel within Solihull. The Cycling and Walking Strategy will demonstrate our clear commitment to increase the number of sustainable journeys on our network.

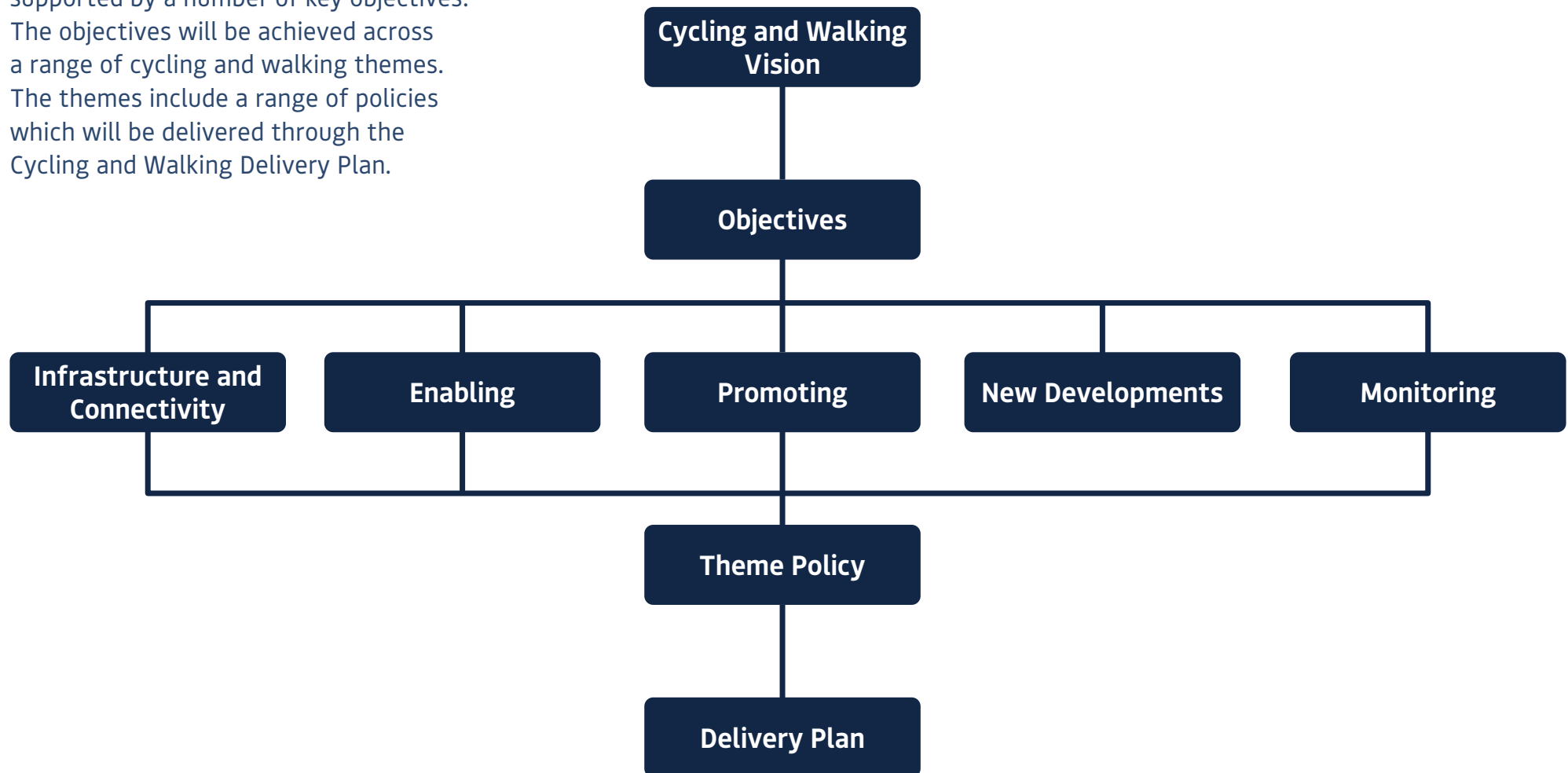
The purpose of the Cycling and Walking Strategy is to:

- Set clear policies for cycling and walking, ensuring the council is consistent on all matters relating to active travel;
- Ensure cycle and walking infrastructure achieves the standards set by the West Midlands Design Guidance and/or standards set within the strategy;
- Provide guidance for developers, ensuring new developments are more sustainable and encourage cycle and walking journeys;
- Improve the capability and confidence of local users to cycle, or cycle more often. This will maximise the benefits of new infrastructure by improving capability;
- Develop creative promotion programmes to encourage active travel; and
- Develop a funding strategy to gain future funding for active travel.



Cycling and Walking Strategy Structure

The figure below outlines the structure of the Cycling and Walking Strategy. The overall vision of the strategy is supported by a number of key objectives. The objectives will be achieved across a range of cycling and walking themes. The themes include a range of policies which will be delivered through the Cycling and Walking Delivery Plan.



Benefits of Cycling and Walking in Solihull

Cycling and walking for all journey purposes, can provide significant benefits to the health of our community and improve the environment that we live in. Both cycling and walking are healthy, non-polluting and space efficient forms of travelling. In the right environment, both forms of active travel can be the most convenient and pleasant ways to travel for short to medium distance journeys. As we embark on a period of substantial growth in the borough, it is important that we utilise the benefits of cycling and walking to ensure we can achieve sustainable growth.

This strategy aligns closely to the objectives outlined within Solihull Connected, acknowledging the major benefits that cycling and walking can provide to Solihull residents and visitors. The strategy seeks to deliver a sustainable and active future for our residents, ensuring we can maximise the key benefits that cycling and walking can provide, such as:

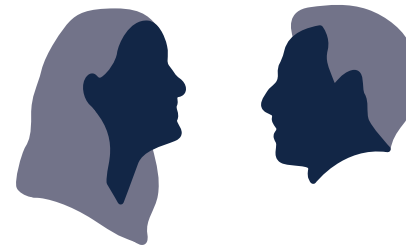
Both cycling and walking are healthy, non-polluting and space efficient forms of travelling.



Sustainability



Health



Social



Clean air

In 2019, the Bike Life Programme gathered a wide range of information from West Midlands residents on cycling. The information gathered includes local cycling data, modelling and a representative survey of 1,554 residents. Respondents came from a wide demographic background and include those that cycle and those that don't or do so very rarely.

Some of the key benefits of cycling identified within the West Midlands Bike Life Report include:



Every year, cycling in the West Midlands saves **23,000 tonnes** of greenhouse gas emissions...



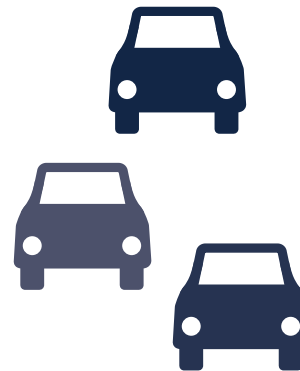
...this is equivalent to the carbon footprint of **28,000** people flying from Birmingham to New York



In the West Midlands, the physical activity benefits of cycling prevent **54** early deaths annually



38,000 return cycle trips are made daily in the West Midlands by people who could have used a car...



...if those cars were all in a traffic jam, it would tail back for **114 miles**, the same distance as Birmingham to London



Every year, cycling creates **£143.4 million** in economic benefit for individuals and the West Midlands region

Vision and Objectives

The vision for cycling and walking in the Borough is to:
Develop Solihull into a Borough where cycling and walking are the most convenient modes of travel for local journeys.
Developing a network of safe, attractive and direct cycle and walking routes, improving physical activity and wellbeing

In order for our cycling and walking vision to be realised in the borough, we have identified a range of objectives. The objectives presented below will be achieved through the policies set out in the 5 key themes below. The Solihull Cycling and Walking Strategy objectives are as follows:

- Increase the number of people cycling and walking in Solihull; contributing towards the national target of 50% of short distance journeys undertaken by cycling and walking within the town centre
- Improve the provision of cycling and walking infrastructure, increasing the number of segregated cycle routes, making active travel more convenient for short distance journeys thus supporting the local economy;
- Improve cycling capability throughout the borough by providing cycle training and initiatives; including Bikeability for children across the borough;
- Make cycling and walking 'the norm' through a major campaign and targeted
- New developments to include high quality cycle and walking infrastructure and facilities.
- Increase leisure journeys through improved cycling and walking provision connecting to green spaces and targeted programmes to encourage physical activity.



Concept Design - Segregated cycle provision along Blossomfield Road

Cycling and Walking Themes

The Solihull Cycling and Walking Strategy is underpinned by five key themes to help shape the future direction of cycling and Walking in the borough. The themes are supported through key policies which will guide programmes and initiatives to be delivered across Solihull over the coming years through the Cycling and Walking Delivery Plan.

These themes have been identified:

- To support the overall Cycling and Walking Strategy vision
 - To acknowledge the need to improve cycling and walking infrastructure
 - Based on their potential to address challenges faced by air quality and physical inactivity:
 - Maximise on new development opportunities: and
 - To better promote cycling and walking across Solihull
- In recognition of the wide variety of topics and projects relating to cycling and walking in the borough



The five themes are presented to the right

There are many links between the themes outlined to the left. A coordinated approach will maximise on investment, particularly through the promotion of new infrastructure, including engaging with the local community. Examples of our coordinated approach across the themes include:

- Developing behavioural change programmes as part of new cycling and walking infrastructure schemes;
- Ensure that all new cycling infrastructure has a monitoring programme to develop an evidence base for assessing benefits of new infrastructure and;
- All new behavioural change programmes (as part of enabling theme) have a coordinated package of promotional activities.

Infrastructure and Connectivity

Enabling

New Developments

Monitoring and Funding

Promotion

Cycling and Walking Policy

To achieve the objectives and overall vision of the Cycling and Walking Strategy, it is imperative to develop a range of policies which will support the five themes outlined on the previous page. The draft policies presented below have been developed in coordination with local stakeholders. A number of key policies have been outlined below, please see the 'Cycling and Walking Strategy Technical Report' for a full list of policies.

The following tables outlines the policy, the alignment to the relevant theme and a brief description of what we will do as part of the policy.



Policy	Theme	Policy Description
<p>We will deliver a high quality cycle network which ensures cycling is a safe and convenient mode</p>	<p>Infrastructure and Connectivity</p>	<p>To achieve our cycling and walking vision, the development of a high quality cycling network is imperative. The Solihull Cycling Network will consist of three key elements</p> <p>Solihull Strategic Corridors - Largely made up of high quality cycle routes leading into Solihull Town Centre and key district centres</p> <p>Solihull Local Routes - Local access routes serving residential, education, leisure employment and rural areas and generally not on major highways</p> <p>Solihull Green Corridors - These are routes that are away from the highway network including the use of canals and parks in the borough</p> <p>We will need to consider new cycle infrastructure as well as improving the existing network including enhancing existing provision to meet Local Transport Note 1/20 and West Midlands Cycle Design Guidance. The maintenance of the existing network is something we will explore as part of this strategy</p>

Policy	Theme	Policy Description
<p>Cycle infrastructure schemes will meet National Cycling Standards set out within Local Transport Note 1/20 (where viable)</p>	<p>Infrastructure and Connectivity</p>	<p>It will be important that cycle infrastructure delivered in Solihull meets the standards set out within Local Transport Note 1/20 and the West Midlands Cycle Design Guidance where possible. We will seek to design schemes around the core 5 principles outlined below</p> <p>Safety - All cycle routes within the network will be designed with safety as the most important design principle</p> <p>Directness - We will seek to design routes which connect origin (where people travel from) and destination (where people travel to) using the least distance and least delay as possible</p> <p>Coherence - We will design routes to a consistent standard. The network will comprise of different types of routes, but the aim will be to provide continuous provision, with no 'gaps' at difficult locations.</p> <p>Attractiveness - Cycle routes will be designed to make them attractive options for potential users. We will do this by designing for all abilities, allowing for adequate width and reducing conflict with motorised vehicles</p> <p>Comfort - Routes will be designed to be physically comfortable with a high quality surface key to the overall design of the route.</p>

Policy	Theme	Policy Description
<p>Improve the walkability of Solihull. Improving connectivity and the public realm</p>	<p>Infrastructure and Connectivity</p>	<p>Moving forward as a borough, it is important that we increase our emphasis on designing around people not cars. Designing Solihull Town Centre and districts around people will lead to a healthier population and less congestion in Solihull,</p> <p>As part of new infrastructure projects we will consider the following principles:</p> <p>Making walking a priority – ensuring all users feel comfortable</p> <p>Plan for walking at all stages –ensure that the needs of pedestrians is considered throughout the design and delivery process</p> <p>Create a walking network - develop a network of pedestrian routes linking new developments to existing network</p> <p>Design streets as places to enjoy – design the local network around people and not the car. Streets will be designed in a way to encourage people to travel on foot and places to stay and socialise.</p>

Policy	Theme	Policy Description
<p>We will prioritise active travel investment in routes and locations with key employment and education sites.</p>	<p>Infrastructure and Connectivity</p>	<p>As part of the Solihull Cycling Network, we will prioritise corridors which link major residential sites to employment and education sites. We will also prioritise investment based on:</p> <ul style="list-style-type: none"> • High levels of cycling demand • Clusters of cyclist collisions/casualties • Poor air quality • Inadequate facilities and poor connections to key destinations <p>Whilst the focus will be on strategic routes (e.g. main roads into Solihull Town Centre) at the development stage of our strategic cycle routes, local roads which serve the strategic routes (connections into residential areas and local services) for walking and cycling will be improved.</p>

Policy	Theme	Policy Description
Cycling and walking will be accessible for all.	Infrastructure and Connectivity	<p>Moving forward, it is important that our cycling network and the pedestrian environment is clearly accessible for all users, regardless of ability and/or confidence. A key focus will be to improve access to services for our more deprived communities.</p> <p>As we look to develop the Cycling Network and pedestrian environment within Solihull, we will engage with the local public, hard to reach groups and wider stakeholders to discuss improving access for all. We will also work with disability groups where possible and follow the West Midlands Cycle Design Guidance to cater for users with disabilities.</p>
We will develop new awareness initiatives and capability programmes around new cycle and walking infrastructure	Enabling	<p>As part of new cycle infrastructure, it will be imperative that we develop a range of awareness and capability programmes to maximise on the opportunities arising from high quality cycle infrastructure. As a council, we understand that not everyone will have the confidence to cycle, regardless of the type of cycle route offered.</p> <p>As part of new schemes we will develop cycle training and walking programmes. We will also work with local communities to tackle barriers to cycling and walking. Awareness programmes will be developed to promote the many pleasant walking routes within the borough.</p>

Policy	Theme	Policy Description
<p>We will work with local schools to provide Bikeability (level 1-3) to primary and secondary school children.</p>	<p>Enabling</p>	<p>Bikeability has been a great success in Solihull. In 2019/2020 we delivered the programme in junior and secondary schools across the borough. Moving forward, we want to build on the success of the Bikeability programme.</p> <ul style="list-style-type: none"> • As part of our partnership with local schools through the Bikeability programme, we will undertake the following: • We will ensure cycle training is available to all schools within the borough from learn to ride through to advanced on road training. • Provide training such as maintenance skills which will provide children with the skills to maintain their own bike <p>Work with parents to build cycle confidence and address common perceived issues around cycling and walking that will result in their children cycling more</p>

Policy	Theme	Policy Description
<p>Enable and encourage more cycling and walking journeys to school</p>	<p>Enabling</p>	<p>Whilst we will continue with the roll out of Bikeability across the Borough, measures are required to make cycling and walking safe/feel safer to local schools. The sustainable transport team has worked in partnership with local schools to deliver the School Streets initiatives.</p> <p>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, particularly for children and parents who would like to cycle and/or walk.</p> <p>The School Street programme offers a proactive solution for school communities to tackle air pollution, poor health and road danger reduction. We will also consider other measures such as:</p> <ul style="list-style-type: none"> • Provide incentives to walk to school such as “walking breakfast” • Create and implement class room challenges • Continue to expand the Independent Travel Training Service to reach more vulnerable people

Policy	Theme	Policy Description
<p>Development proposals should incorporate appropriate safe and convenient access to walking and cycling routes, linking to the Solihull Cycling Network where possible.</p>	<p>Developments</p>	<p>Attractive and well-connected networks encourage more people to walk and cycle to local destinations. Increasing the uptake of active travel within new developments has a beneficial impact on health while reducing motor traffic, energy use and pollution.</p> <p>We expect developers to review their proposals against the principles of active travel provision within Manual for Streets. The following should also be considered:</p> <ul style="list-style-type: none"> • Developments in Solihull should also align to the core principles of sustainable transport as set out in the National Planning Policy Framework; • Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities; • Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones; and • Consider the needs of people with disabilities by all modes of transport.

Policy	Theme	Policy Description
<p>High quality cycle parking and associated facilities such as changing, store and showers, should be considered as part of new developments</p>	<p>Developments</p>	<p>Cycle parking is a key component in encouraging people to cycle. Storing a bike in a convenient but secure location near the front door is a great way to make people use their bike automatically, particularly for short distance journeys.</p> <p>As part of new developments, developers are expected to consider the following when delivering cycle storage</p> <p>Convenience – Storing a bike should be convenient therefore; cycle parking should be located near main entrances and easily accessible.</p> <p>Security – High quality and secure stands are vital. It is important that the frame of the bike can be locked to a cycle stand which is clearly visible. Isolated stands can deter people from cycling.</p> <p>Quantity – Developers should determine the sufficient levels of cycle parking for the number of residents or, for amenities such as shops/ workplace, the likely number of visitors and employees</p> <p>Space - There must be sufficient space for people to approach and leave the cycle parking easily. It must be easy for someone to locate their bike.</p>

Policy	Theme	Policy Description
We will seek developer contributions to support the development of cycling and walking routes/programmes across the Borough	Developments	<p>Developer contributions will be sought for highway improvements and this may include connection to cycleways/improvements outside of local plan site boundaries.</p> <p>To ensure developments are as sustainable as possible and promote cycling and walking journeys where possible, the council (as stated within the Local Plan) will require transport assessments and/or travel plans where developments have the potential to generate significant traffic volumes or have the potential to have a significant impact on the highway network.</p>
Cycling and walking will be promoted through the new active travel page on the Solihull MBC website	Promotion	Promoting cycling and walking will start within our own media platforms. As part of the overall redevelopment of the Solihull Metropolitan Borough Council website in 2021, we will develop a new Cycling and Walking Page which will a sub section of the Solihull Connected page. The cycling and walking page will including latest policy development, cycling and walking maps and information on local cycling and walking groups

Policy	Theme	Policy Description
We will promote local and national cycling and walking campaigns to provide greater coverage of active travel	Promotion	<p>At a local, regional and national level, various cycling and walking campaigns take place across the UK to highlight the benefits of cycling and walking. Such campaigns have a great impact in promoting active travel and enables the message to reach a large audience.</p> <p>Our communications team will work closely with our sustainable transport team to identify and promote regional and national campaigns; we will use our various media platforms including the Solihull MBC website, Facebook and twitter accounts to promote campaigns and activities taking place across throughout the year. At a local level we will work with local schools and businesses to promote activities such as Bikeability and Cycle to Work programme.</p>
Work with Transport for West Midlands and local partners to promote region wide programmes and infrastructure projects.	Promotion	<p>The West Midlands local authorities and the Combined Authority have a successful relationship when collaborating on active travel programmes. In 2021, the West Midlands region will again work in partnership to deliver the West Midlands Bike Share Programme. The programme is expected to be implemented in Solihull in Summer 2021.</p> <p>In August 2020, TfWM announced the introduction of the regional cycling network known as the 'Starley Network'. The Starley Network represents a new era for the region's cycling network. Ongoing discussions are taking place to ensure the Solihull Cycling Network Plan (outlined in Solihull LCWIP) is incorporated into the regional Starley Network Plan.</p>

Policy	Theme	Policy Description
Regular engagement with local residents to monitor transport trends	Monitoring and Funding	As our strategy evolves, it is important that we continue to engage with the local community to identify any changes to the way in which people travel. Regularly engaging with the local community will help to identify constraints and opportunities relating to travelling on foot or by bike. Through working with the local community, we can start to tailor our priorities based on local needs.
Develop a funding process to ensure delivery of cycle and walking infrastructure and associated programmes	Monitoring and Funding	To deliver our priority cycle routes and pedestrian improvements identified through the Solihull LCWIP, it is imperative that we continue to develop our schemes. Developing our schemes through the business case process will help us to be in pole position to attract funding at a local, national and regional level.

Delivery Plan

To deliver on the vision and objectives, the following projects and programmes will be delivered. The delivery plan will closely align to the policies outlined in the strategy, ensuring consistency and high quality projects are delivered.

Infrastructure and Connectivity

As part of the Infrastructure and Connectivity theme, the following initiatives will form part of the Cycling and Walking Delivery Plan.

Production of an LCWIP

To deliver an improved Solihull Cycling Network and pedestrian environment, we are currently in the final stages of developing a Local Cycling and Walking Infrastructure Plan. The document follows the guidance produced by the Department for Transport. The infrastructure plan includes a number

of priority cycle routes and core areas for improved walking provision. The infrastructure plan will help us deliver high quality cycling and walking provision in the borough over the next 10 years.

Deliver the Active Travel Fund in Solihull

In November 2020, the West Midlands Active Travel Fund programme was awarded funding from the Government. Across the region, a mixture of temporary and permanent cycle and walking schemes will be delivered. In Solihull, three pop up cycle lanes will be delivered by March 2022. High quality cycle storage will also be provided as part of the programme.

The three pop up cycle lanes to be delivered as part of the Active Travel Fund are:

- Dickens Heath to Solihull Town Centre (Blossomfield Road)
- Knowle to Solihull Town Centre (Warwick Road)
- Meriden Cycleway



Concept Design - cycle and walking crossing improvements along Lugtrout Lane

Engineers trained on West Midlands Cycle Design Guide

To ensure we deliver high quality cycling and walking infrastructure, we will seek to follow West Midlands Cycle Design Guidance. In partnership with Transport for West Midlands, we will ensure that existing and future engineers are trained to the key principles and standards of the design guidance through a regular training/workshop programme.

Audit of existing cycle infrastructure

Whilst it is important that we pay attention to developing new cycle provision based on improved cycle infrastructure guidance, we will continue to monitor our existing cycle infrastructure to determine improvements across our existing network. A full audit of cycle provision within the Borough is anticipated to take place in 2021.

Pedestrian audit of Solihull town centre

As part of our aim to improve the levels of walking into our Town Centre (and to reduce the use of the car) we will undertake a detailed pedestrian audit of the Town Centre and the key corridors which connect into the centre. The audit will look at opportunities to improve the environment for pedestrians as well as identifying major severance issues which might deter potential walking trips. The audit is expected to take place during 2020/2021.



Deliver Cycling and Walking Infrastructure in the Borough

Through the Solihull LCWIP, a long term Solihull Cycling Network Plan and six Core Walking Zones have been developed. Whilst dependent on funding, we will aim to deliver new cycling and walking provision over the next 10 years. Whilst the priority will be on LCWIP schemes, we will also explore other funding avenues to deliver localised measures including rural connectivity improvements.

The first schemes to be introduced are pop up cycle lanes as part of the Active Travel Fund. The pop up cycle lanes (Dickens Heath and Knowle to the Town Centre) will be developed into permanent high quality cycle lanes. The permanent schemes will be delivered in 2022-2023 dependent on securing funding. Further strategic cycle corridors outlined in the Solihull LCWIP will be implemented on a phased programme.

Enabling

As part of the Enabling theme, the following initiatives will form part of the Cycling and Walking Delivery Plan

Training and Promotion of New Cycle Infrastructure

As part of new cycle infrastructure delivered, we will seek to work with local businesses, schools and community groups to ensure potential users have the skills and confidence to use new infrastructure.

Bikeability Training

We will continue to develop the Bikeability programme in Solihull. We will seek to build upon strong relationships with existing schools whilst focusing on engaging with new schools to ensure Bikeability is delivered across the borough.

Adult Cycle Training Programmes

We will work with local community groups to seek opportunities to develop adult training programmes. We will also work with local schools to identify parents who wish to improve their cycle skills and confidence. We will work with small to major businesses to develop cycle courses including maintenance programmes

Development of Walking Programmes

A more focused approach on walking will be delivered. We will work with local schools to provide new initiatives such as 'walking breakfast' to encourage more children and parents to walk to school. We will continue to deliver and further develop our 'School Streets' project with the aim for more schools taking part in the coming years.

Expansion of the School Streets Initiative

The School Streets initiative has been a great success in Solihull. As part of the strategy, we will continue to work in partnerships with schools and parents to identify opportunities to expand the programme. Whilst there is currently no specific target, it is anticipated that the roll out of 3 schemes per school year will continue.

Travel Plan Support

We are currently supporting business travel plans as part of Wildlife Ways. We will explore opportunities to provide further travel plan support however; this will be dependent on securing funding.

New Developments

Work with developers to provide high quality cycle and walking provision

As part of new developments, we will work with developers to ensure that cycling and walking provision is provided. We will review development proposals and provide guidance on the most suitable form of provision for cycling and walking.

Explore opportunities to provide support and monitoring of travel plans as part of new developments

As part of new developments, particularly major housing and retail developments, it will be important to promote sustainable transport options including cycling and walking. We will work with developers to encourage travel plans that promote cycling and walking including the use of personalised travel planning to promote local cycling and walking routes.

Work with local stakeholders and neighbourhood forum groups to develop local connectivity improvements to link to existing and new developments

As part of major new housing developments as part of the updated Solihull Local Plan, feedback from the local community on connectivity within new developments is welcomed. As part of new developments, we will work with developers, local stakeholders and neighbourhood forums to discuss opportunities for high quality cycling and walking links. We will work with local stakeholders as part of the LCWIP process to identify opportunities to link up new and existing cycling and walking infrastructure to new developments.



Promotion

New Cycling and Walking Page on Solihull MBC Council Website

As part of a redevelopment of the Solihull MBC website, we will develop a cycling and walking page under the Solihull Connected banner.

Promote local and national cycling and walking campaigns

Through our media platforms such as the new cycling and walking page on the Solihull MBC website and social media, we will regularly promote cycling and walking campaigns taking place locally and across the UK. We will also look to promote Bike Week, delivered by Cycling UK, which is an annual celebration to showcase cycling. We will also work on educational campaigns helping to educate those that travel by bike and other modes. Our communications and sustainable transport team will work closely with neighbouring authorities to make sure we can reach a wider audience and deliver cross boundary initiatives.

Actively engage with residents throughout the development of new cycle routes and pedestrian improvements

As part of all new cycle routes and major pedestrian infrastructure improvements developed and delivered within Solihull, we will undertake extensive engagement with local users. Engagement is likely to be in the form of events in the local area, online surveys and working with local stakeholders such as cycling and walking groups and major cycling and walking organisations.

Deliver and Promote the West Midlands Bike Share Programme

Working in partnership with TfWM, we expect to implement the Bike Share programme in Solihull by the Summer of 2021. The programme will see a number of docking stations situated across the Borough. Whilst the location of stations is to be determined, it is anticipated that users will be able to hire bikes from key destinations such as

Solihull Town Centre, Solihull Railway Station and key urban centres. The programme will consist of a mixture of pedal and E bikes available for hire.

To ensure a successful roll out of the programme, we will work in close collaboration with TfWM to ensure the Bike Share programme is promoted extensively prior to implementation. We will also work with local stakeholders to promote the programme and maximise on potential benefits.

Appoint a Solihull Cycling and Walking Champion

To ensure we are able to maximise on the Cycling and Walking Strategy, we will appoint a Solihull Cycling and Walking Champion to be at forefront of active travel in the Borough.

Monitoring and Funding

Develop strategic cycle corridors within the Solihull Cycling Network as prioritised within the Solihull LCWIP.

During 2020/21, we will begin to develop a number of strategic cycle corridors identified within the Solihull LCWIP. Development of the cycle corridors will go through the business case process including developing a detailed design for the corridors. Throughout the process it will be important to engage with local residents and users. It is anticipated that a local workshop will take place before detailed designs are developed.

Prepare the strategic case for all priority cycle routes identified through the Solihull LCWIP.

Recent Government announcements have indicated that further funding will be dedicated to cycle infrastructure. To ensure we are in a position to maximise on funding opportunities, we will need to prepare a detailed strategic case for each cycle route within the Solihull Cycle Network. Over the next two years, we will develop a strategic case outlining the benefits of each route ensuring we are ready to submit bids for regional and national funding opportunities.

Monitor new cycle infrastructure and pedestrian improvements delivered within the borough

During the development of new cycle infrastructure, we will develop a monitoring programme to ensure we set targets for new infrastructure and monitor their delivery. As part of the monitoring programme, we will determine whether cycle counters and/or surveys are required to monitor use and level of service. As part of new pedestrian infrastructure including public realm improvements, we will look to undertake street surveys to gain feedback from local users. We will also monitor pedestrian movements to ensure that schemes provide local users with direct and convenient links to key trip attractors

Monitor the standard of existing cycle and walking infrastructure across the network

Over the coming years, it will be important to monitor the standard and quality of our existing network as well as new infrastructure that is delivered. As part of our overall highway maintenance programme, we will identify cycle and walking provision which requires maintenance and will undertake such activity as appropriate. We will also work with local user groups to monitor accident trends, ensuring we record accident hotspots and work across departments to solve such issues. We will welcome feedback from local users and will regularly undertake feedback exercises through face to face sessions and through the SMBC website.

Annual review of proposed cycle schemes to assess funding priorities

As part of the Solihull LCWIP, we will be identifying a number of cycle routes which will be part of a long term network plan. As part of the network plan, a prioritisation process will be undertaken. As the network will be delivered over a 10 year plus timeframe, it is important that we monitor travel patterns and behaviours across the borough. As part of this strategy, we will undertake an annual review of the Solihull Cycling Network Plan, particularly focusing on the prioritisation process undertaken as part of the Solihull LCWIP



Concept Design - off-road cycle provision on Chelmsley Road



Concept Design - improving pedestrian and cycle access across junctions

Solihull Cycling Network Plan

A key output of the Cycling and Walking Strategy has been the development of the Solihull Local Cycling and Walking Infrastructure Plan (LCWIP) As part of the LCWIP, we have developed a long term plan for cycling and walking. A summary of the Solihull Cycling Network Plan can be found below. The full LCWIP report including planning for pedestrians, can be found on the Solihull Council website.

As part of the LCWIP process, we have identified key corridors in Solihull with current demand for cyclists as well as identifying where people are likely to cycle in the future. The Propensity to Cycle tool developed by the Department for Transport has been used to identify where people are likely to cycle in the future using census data.

Using feedback from key stakeholders and the Propensity to Cycle Tool, the following corridors are examples of the Strategic Corridors within the Solihull Cycling Network Plan

- Acocks Green/Olton to Solihull
- Balsall Common to UK Central (Regional LCWIP – A452 corridor)
- BIA/NEC/Elmdon to Solihull (Damson Parkway and Bickenhill Lane)
- Blythe Valley/Monkspath to Solihull
- Castle Bromwich/Chelmsley Wood to BIA/NEC (plus Marston Green connection)
- Dorridge/Knowle to Solihull
- Sheldon (Solihull border) to Solihull (Lode Lane corridor)
- Shirley to Blythe Valley (A34 corridor)
- Solihull Lodge/Shirley to Solihull
- Wythall/Dickens Heath to Solihull

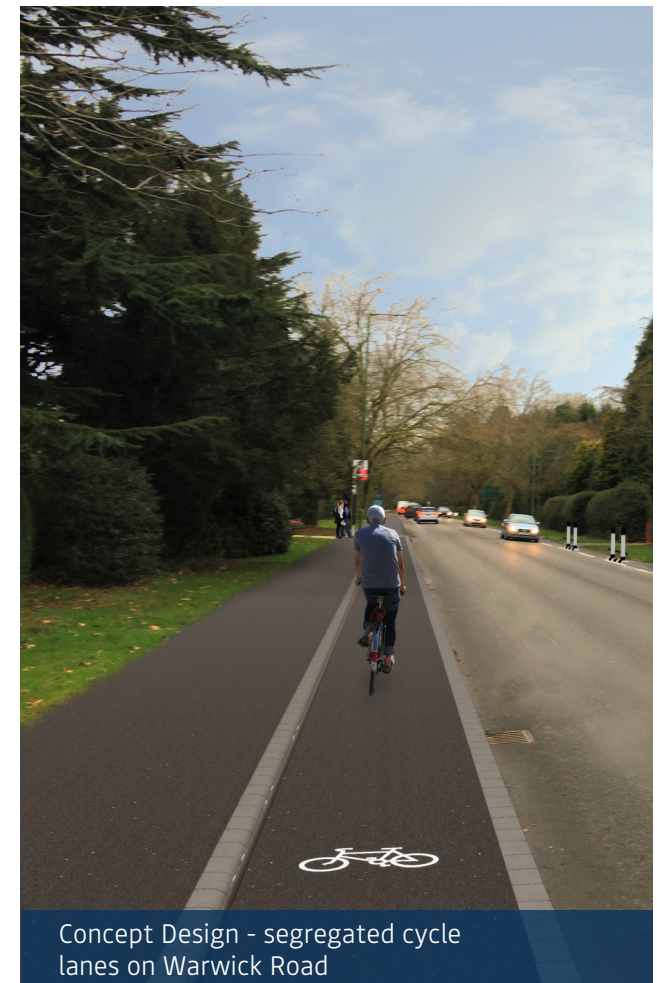
These corridors tend to link several locally important trip attractors along their length, and it is likely that many trips will be between places along the corridor (for example, passenger trips on a local bus or rail route) rather than end to end. The corridors above are spread across the Borough however; there is a focus on improving cycle connectivity into Solihull Town Centre.

The Strategic Cycle Network will be complemented by a secondary tier, in which more localised routes are considered in locations where demand is likely to be lower. It will be important to provide convenient connections to the Strategic Cycle Routes in order to fully maximise the benefit they can provide. Furthermore, connections will be required in some of the more remote, rural areas within the Borough; although demand in such areas will inevitably be lower due to longer travel

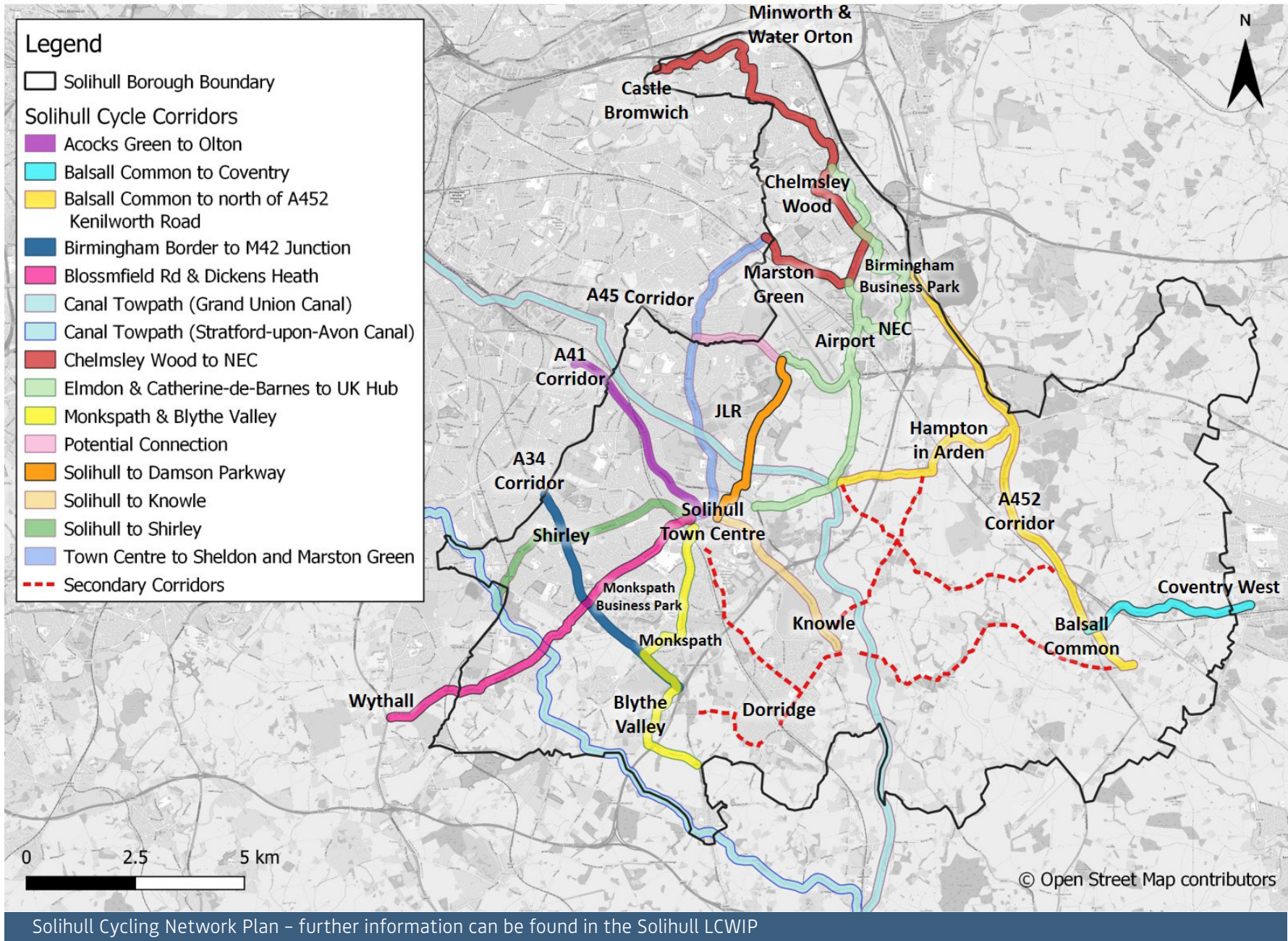
distances, improvements will be required to enable travel in a convenient and safe manner. Improvements are likely to include surface and visibility improvements to improve conditions for all road users.

We have ambitious plans to deliver the Solihull Cycling Network Plan. The first step will be to deliver the Active Travel Fund programme in Summer 2021. We will implement pop up cycle lanes connecting the town centre to Dickens Heath and Knowle. The pop up cycle lanes will be turned to permanent high quality segregated cycle lanes when funding is available. We will seek to deliver our strategic corridors and localised routes over a phased period, ensuring we prioritise schemes based through our Solihull LCWIP.

The figure on the next page presents our Solihull Cycling Network Plan.



Concept Design - segregated cycle lanes on Warwick Road





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