

Cabinet / Cabinet Team **REGENERATING WOLVERHAMPTON**

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Portfolio(s) **TRANSPORTATION**

Open/Exempt Paragraph

Originating Department(s) **REGENERATION & TRANSPORTATION**

Panel Contact Officer(s) / Telephone Number(s) **MALCOLM READ EXT 5700**

red

amber

green

Title/Subject Matter **DRAFT REVIEW OF THE  
WOLVERHAMPTON CYCLE STRATEGY  
AND CYCLE INITIATIVES 2000/02**

## Decision / Recommendation

The Cabinet Team is asked to:

- (I) endorse the draft review of the Cycling Strategy for public consultation
- (II) approve the following action as part of the rolling programme of cycle initiatives across the city:
  - A consultation exercise to determine the need for the provision of cycling and walking facilities in the Compton Park area
  - Consultation with local residents and the advertisement of Cycle Orders for a cycle route along Walsall Road to Middle Cross and Bilston St

Continued overleaf

(green decisions only)

Signature	Signature	Signature
Date:	Date:	Date:

To be completed by Committee Admin	Date of Meeting	Decision
Cabinet / Cabinet Team Meeting for information (green decisions only)		
Cabinet / Cabinet Team Meeting for decision (amber/red only)		
Scrutiny Group meeting		
MPDP meeting		
Additional Notes / Document Reference		

- Island as detailed in 3.8 d) of the report and Plan C attached. If there are no unresolved objections from the consultation Members are asked to approve implementation of the scheme on a date to be agreed between the Coordinating Directors for Regeneration and Transportation and Law and Resources.
- A rolling programme for cycle counts and monitoring.
- A rolling programme for the provision of secure cycle parking and associated cycle facilities in the City centre and town and local centres.

# **DRAFT REVIEW OF THE WOLVERHAMPTON CYCLE STRATEGY AND CYCLE PROGRAMME FOR 2000/02**

## **I. Purpose of Report**

- 1.1 To seek Cabinet Team's endorsement of the draft review of the cycling strategy for public consultation and to seek approval of the rolling programme of cycle initiatives for 2000/01 and 2001/02.

## **2. Report Background**

- 2.1 **Draft Review of the Wolverhampton Cycle Strategy.** The current Cycle Strategy was approved by Members in 1995 and has informed the rolling programme of cycle initiatives and cycle route development since that date. A review of the strategy is now required to reflect the increased emphasis on cycling as an environmentally sustainable and healthy mode of transport and the increased resources available through the Local Transport Plan for cycle initiatives. A draft review of the cycle strategy is attached as Appendix A to this report for Members' comments and approval. This first draft has been written in collaboration with local and regional representatives of the CTC (Cycle Touring Club) and the Wolverhampton Cycle Users Group. With Members endorsement, this document will be used as the basis for a public consultation exercise and the comments received used to inform the form and content of the final strategy and to define the future cycle infrastructure programme.
- 2.2 **Progress on Cycle Initiatives.** This report sets out the progress made on developing a cycle route network and other cycle initiatives and seeks Members' approval of the programme for this year and the forthcoming year.

## **3. Report Detail**

- 3.1 **Draft Review of the Cycle Strategy.** The Government published its National Cycling Strategy in July 1996. This provides a useful framework and National targets that have informed this review of the Wolverhampton Cycle Strategy. The West Midlands Local Transport Plan 2000 is another key document that informs the Cycle Strategy. The Strategy for Cycling in Wolverhampton seeks to address the infrastructure and engineering issues, promotional and educational aspects, and enforcement needed to create a safe, direct, attractive and convenient cycle network. It has as its first priority to promote cycle trips to school, work, shopping, hospitals and other health facilities, as well as links with the bus, rail and Metro. The second priority is to extend and improve the cycle network to provide for leisure trips – access to the countryside, promotion of tourism and heritage, and access to public open space. The overall objective is to increase cycle use.
- 3.2 The final Strategy will need to identify key targets and outputs that reflect the National Strategy, the Local Transport Plan for the West Midlands and local priorities. These will be defined in the light of the public consultation exercise on the draft strategy. It is likely that they will relate to the number of cycling trips, the journey to school, and reductions in accidents involving cyclists and cyclist casualties. Targets will also need to relate to the provision of cycle facilities within workplaces and schools, cycle proficiency training, education and promotion. The Cycling Strategy and Programme to be followed will need to directly relate to these targets and directly contribute to their achievement. The programme to

develop the cycle route network over the next five years will also be reviewed as part of the consultation on the strategy.

- 3.3 Public consultation undertaken as part of the Local Transport Plan process shows that the main reasons why people do not cycle are personal safety, theft of cycles, lack of awareness of the benefits of cycling, lack of facilities, and the need for a more comprehensive network of safer cycle routes.
- 3.4 The draft Strategy suggests a number of policies and statements of intent to define the approach the Council will take. Policies C1, C2 and C3 outline how the Council will provide a comprehensive, city-wide network of cycle routes. There are policies on the expansion of cycle parking and other cycle facilities at key sites within the city centre and other centres etc. Other policies highlight the need for access by cycle to be considered within new development, new highway schemes and alterations and highway maintenance. Education, promotion and the importance of a partnership approach to achieving the objectives of the Strategy is also included.
- 3.5 The draft strategy has been written with the help of members of the Council's Cycle User Group and local members of the CTC (Cycle Touring Club). Members' comments on the draft strategy are welcomed and, subject to the consideration and incorporation of the comments, approval is sought for the publication of the draft strategy for public consultation. Consultation will be undertaken with LA21 groups, local cycle groups, and the general public and local business community. Copies of the consultation document will be advertised in the local press, on the Council Website, and made available in offices open to the public, libraries etc.
- 3.6 The outcome of the public consultation and the revised strategy will be reported for Members consideration in due course.
- 3.7 **Progress on Cycle Initiatives.** At a meeting in July 1999 funding of £75,000 was approved for the financial year 1999/00 for cycle routes from the **City Centre to Valley Park** and a route linking **Deans Road and Neachells Lane**, as part of the ongoing programme. The June 2000 meeting of the Cabinet Team allocated £44,000 from the 2000/01 programme for a revised footpath link and the addition of street lighting on the City Centre to Valley Park route and along Deans Road to Neachells Lane.

**City Centre to Valley Park Route:** Members will be pleased to note that the footway/cycle link designed to minimise the potential conflict between cyclists and school children at Merridale Primary School has been completed and lighting has been installed. Following the completion of this work, cycle lane markings and direction signing will now be introduced on Great Brickiln Street and Aspen Way. A refuge and realignment of the kerb at the junction of Merridale Road / Jeffcock Road is to be constructed by the end of March 2001 as part of the Local Safety Scheme Programme. Members approved this work on 20th November 2000. The refuge will help to provide a logical continuation of the Valley Park cycle route, linking the footpath from Aspen Way to Finchfield Road West and improve road safety at this point of the busy Merridale Road. Members have already given approval for the route through to Valley Park and further work is being done in collaboration with Leisure Services, to design the link from Merridale Road to Valley Park. Members' approval to a detailed scheme to complete the route will be sought in due course.

**Deans Road and Neachells Lane Link:** Work to install lighting on this link will be completed in January 2001.

- 3.8 **Proposed Programme.** Members approved a review of options to improve the cycle network and further feasibility work on a number of other cycle schemes at the June 2000 meeting. These schemes are shown on Plan A attached and are detailed below.
- 3.9 Promotion of these schemes will make a valuable contribution to the cycle network. Further work on the network will be undertaken in accordance with the Cycle Strategy and subject to the confirmation of resources made available through the Local Transport Plan settlement.

**a) A4123 Birmingham New Road/Thompson Avenue.** Investigations to improve facilities for cyclists along this route is being undertaken by term consultants as approved at the June 2000 meeting and as part of wider traffic management considerations. This work will complement the provision for cyclists already included within the Local Safety Scheme for Thompson Avenue, to the north of the Birmingham New Road, which was approved on 20 November 2000. The alignment for a cycle route on the Birmingham New Road, from the City Boundary to the junction of Parkfields Road is indicated on Plan B attached for information and detailed on a further plan to be displayed at the meeting. Work on the design of the scheme is ongoing and the detailed scheme will be reported to a future meeting of the Cabinet Team for approval for public consultation etc. It is proposed to undertake the work within the 2001/02 programme.

**b) Goldthorn Hill Route.** Options to enhance and extend this route will be considered as part of the 2001/02 Local Safety Scheme programme. Members' approval will then be sought on the preferred scheme for public consultation. The Goldthorn Hill route is an important route to the City Centre and will enhance the cycle route network. The work and funding through "New Deal for Communities" will provide further opportunities to improve cycling facilities in this area.

**c) Links from Valley Park to Compton Park.** The Compton Park area contains a number of schools and Wolverhampton College and has great potential for increased cycle use including new links with the Valley Park Greenway. The catchment area for each of the educational establishments is likely to be very different and further work is proposed to determine the best approach for Safer Routes to School, cycle routes and cycle facilities needed. Members are therefore asked to approve a consultation exercise to determine the need and approach to providing facilities for people walking and cycling to the site.

**d) Lower Walsall Street.** Completion of the Deans Road – Neachells link and also the work undertaken along the Willenhall Road will provide an important route from the east towards the City Centre. The Cabinet Team has already approved the installation of traffic signals at the junction of Willenhall Road/Lower Walsall Street. This will improve safety for cyclists particularly for those turning into and from Lower Walsall Street. Cyclists could also be encouraged to use Lower Walsall Street through the provision of a cycle lane along an existing footway between Walsall Street to Middle Cross through to the underpasses at Bilston Street Island into the city centre. Cycle Orders are required to allow cyclists to use the footway and underpasses. Cabinet Team is therefore asked to endorse this scheme for consultation with local residents and the advertisement of Cycle Orders. If there are no unresolved objections Members are asked to approve the implementation of the scheme on a date to be agreed between the Co-ordinating

Directors for Regeneration and Transportation and Law and Resources. The details of the route is shown on Plan C attached and requires the following work:

- Marking and colouring of on-street cycle lanes and appropriate signs along Walsall Street.
- Improved facilities for cyclists at the Walsall St / Commercial Rd junction.
- Widen and improve the footpath at Walsall St / Middle Cross for use by cyclists and pedestrians.
- Provide a shared pedestrian/cycle route from Middle Cross to Pipers Row, using the Bilston Street Island underpass. This will be subject to consultation and the advertisement of Cycle Orders under section 66 and section 65(1) of the Highways Act 1980, as detailed above and listed in appendix B.

**e) Cycle Monitoring.** Members are asked to approve a rolling programme of cycle counts. Currently only the annual city centre cordon survey specifically counts cyclists, and some information on cycle usage is obtained from general traffic counts. However cycle use within residential areas will help to identify future cycle routes and is important to monitor increases cycle trips as the City's cycle network expands. The use of the Citizens Panel to assist with monitoring will also be investigated. Members are therefore asked to approve an allocation of £5,000 from the Cycle Programme for cycle surveys.

**f) Cycle Parking:** Members are asked to approve £10,000 for a rolling programme for the installation of secure cycle parking facilities and associated facilities in the city centre and other town and local centres. Sites will be selected to serve key buildings, sites and uses, to complement the developing network and strategy and in response to requests from the public. Expenditure will be controlled within the approved budget.

#### **4.0 Financial Implications**

4.1 The works identified in this report will be part-funded from within the Safer Routes to School and Cycling Programme for 2000/01 of £115,000. The remaining expenditure to be funded out of the allocation for cycle provision in the 2001/02 programme and will be controlled within the approved budget.

- £35,000 for a cycle route at Walsall Street detailed in paragraph 3.8 d).
- £10,000 for secure cycle parking and related facilities in the city centre and the town and local centres.
- £5,000 for a cycle monitoring programme

#### **5.0 Equal Opportunities**

5.1 Cycling is a healthy and low cost mode of transport and improved provision for cyclists will make this form of transport a realistic option for more journeys and more people.

#### **6.0 Environmental Implications**

6.1 Encouraging cycling for more journeys, particularly for short urban trips, has a positive environmental benefit by providing an acceptable, emission-free and cost effective alternative to the motor car.

## **7.0 Background Information**

7.1 Report to Regenerating Wolverhampton Cabinet Team - **Cycling Initiatives**  
**2000/01, 26 June 2000.**

7.2 **Cycling Strategy 1995**

### **Cycling Strategy for Wolverhampton. Draft for Consultation – January 2001**

#### **Vision.**

The vision for transport in Wolverhampton is:

“To create a transport system that is safe, efficient, clean and available to all irrespective of income or physical disability. A system that will play a key part in regenerating Wolverhampton and the West Midlands.”

The cycling strategy will play an important part of achieving this vision by encouraging cycling, especially for local trips, by creating cycle routes and facilities that are safer, more convenient and attractive, and developing an extensive network of cycle routes.

#### **Achievement of the Vision.**

To achieve the Vision the strategy needs to:

- Integrate cycling with buses, trains and trams to provide “seamless journeys” and an attractive alternative to the car.
- Create a safe, direct, attractive, and convenient cycle network to places of work, shops, public buildings, and leisure facilities.
- Provide secure and conveniently located cycle parking.
- Further develop safer and convenient cycle routes to the countryside to encourage cycling for leisure. These need to link with other cycle routes to provide for longer journeys.
- Provide the framework for an educational and information programme to encourage more journeys to be undertaken by cycle.
- Support traffic management and enforcement measures to favour cyclists and to promote responsible and safe use of the highway by motorists and cyclists.

#### **Benefits from Cycling.**

- Cycling is one of the least polluting forms of transport
- It is a very convenient form of transport for trips to school, work and the shops
- It is an enjoyable, healthy and an environmentally friendly way to travel

- It can offer significant health benefits through increasing opportunities to take exercise and reduced vehicle emissions if people correspondingly reduce their car use.

## **Background.**

The Council adopted the current Cycling Strategy in 1998 and have made good progress in implementing its proposals. The Government published “The National Cycling Strategy” in 1996 and the Cycling Strategy for the West Midlands set out in the local Transport Plan 2000 provide the framework and targets to inform the revision of Wolverhampton’s Cycling Strategy.

Concerns about the health, environmental and economic effects of increasing car use and traffic congestion have led to a shift in transport policy and legislation in recent years. Cycling offers a real alternative to the car, particularly for shorter, local journeys and improving conditions for cyclists is an important component of the new transport policy agenda. One third of all journeys are less than one mile and almost half are less than 2 miles. Cycling can cater for all these journeys.

About one in three people own cycles and cycling for leisure has grown in popularity in recent years. On average it has been estimated that about 3% of journeys to work in Wolverhampton are made by cycle, slightly higher than the National average of 2%, but lower than other European countries such as Sweden (10%), Germany (11%) and Denmark (18%) and other UK cities such as Bristol (8%). So what are the barriers that need to be overcome to increase the number of journeys undertaken by cycle in Wolverhampton?

Public consultation on the West Midlands Local Transport Plan 2000 shows the following to be the most significant barriers:

<b>Barrier</b>	<b>Specific Issue</b>
<b>Personal Safety</b>	<ul style="list-style-type: none"> <li>▪ Concern about the risk of accidents</li> <li>▪ Conflict between pedestrians and cyclists</li> <li>▪ Conflict between traffic and cyclists</li> <li>▪ Need to improve cycling skills and confidence</li> <li>▪ In the past not enough priority has been given to cyclists in highway schemes</li> <li>▪ Safety and security of cyclists, especially of children</li> </ul>
<b>Theft and security</b>	<ul style="list-style-type: none"> <li>▪ Theft of cycles</li> </ul>

	<ul style="list-style-type: none"> <li>▪ Lack of secure and conveniently sited cycle parking</li> </ul>
Lack of Knowledge	<ul style="list-style-type: none"> <li>▪ People are not aware of the existing network of cycle routes and parking provision</li> <li>▪ Need to educate all road users of the need to share road space and encourage mutual respect</li> <li>▪ Some choose not to cycle for cultural and attitudinal reasons</li> </ul>
Lack of Facilities	<ul style="list-style-type: none"> <li>▪ There is a need for a more extensive cycle network</li> <li>▪ Need to link with cycle routes provided outside Wolverhampton Borough</li> <li>▪ Need for more secure cycle parking provision</li> </ul>

Following the publication of the Council's first Cycling Strategy in 1995 there has been considerable progress, including:

- Extended and improved the cycle network across the City, including a new advisory cycle route along the A41 Tettenhall Road, the Low Hill cycle lane, and along the Birmingham Canal and linking with the National Cycle Network; Willenhall Road; Stafford Road; and Valley Park
- Published a cycle map of the Borough
- A cycle skills training programme for school children which trains 900-1000 children per year
- Supported the Sustrans National Cycle Network and opening events
- Cycle racks provided at key locations in the Borough, especially in the City and other centres
- Formation of a Cycle Users Group to assist in developing cycling policy and priorities for the Borough

### **Complementary Policies**

The Cycle Strategy will be complementary to other Council strategies and policies, including:

- Wolverhampton's Local Agenda 21 Strategy
- Unitary Development Plan
- Wolverhampton Regeneration Strategy
- West Midlands Local Transport Plan
- Tourism and Cultural Strategies

- Town Centre Strategy and Action Plan
- Walking Strategy
- Wolverhampton Health Action Zone
- Wolverhampton Health Improvement Programme
- Safer Routes to School / Road Safety
- The Crime Reduction and Community Safety Strategy for Wolverhampton 1999-2002
- National Cycling Strategy
- Planning Policy Guidance Notes 6 (Town Centres) and 13 (Transport).
- Regional Planning Guidance for the West Midlands (RPG11)

## **Targets**

Set out below are selected targets from the National Cycling Strategy and the West Midlands Local Transport Plan 2000 and will need to be refined to reflect the local situation in Wolverhampton and the comments received from the consultation on this draft review. The targets set will need to be relevant, realistic, measurable and targeted.

### **i) National**

The National Cycling Strategy was published in July 1996. This represents a collaboration between the private and public sectors and aims to restore cycling as a viable and attractive transport choice. It has the following strategic outputs and targets:

*Overall Objective: To increase cycle use*

*Mechanism: The implementation of the National Cycling Strategy*

***National Target: To double the number of cycle trips between 1996 and 2002 and to increase the number of trips four-fold by the end of 2012.***

*Local Targets: Local Authorities and other transport providers and trip generators to set local targets which will contribute to the central targets to increase cycle use.*

### **ii) Targets for Wolverhampton**

Unless otherwise indicated, the targets listed below are taken from the West Midlands Local Transport Plan 2000. They reflect the National Cycling Strategy targets and the comments received from consultation on the West Midlands Local Transport Plan.

### **Cycling Trips:**

*To increase the number of cycling trips to 5% of all journeys by 2006 and to increase this further, to 8%, by 2012*

*To increase the percentage of children walking, cycling or using public transport to school to 70% in primary schools and 85% in secondary schools by 2010*

### **Accidents and Casualties:**

*The Wolverhampton Best Value Performance Indicator is the number of road accident cases per 100,000 population.*

*The West Midlands Local Transport Plan has the following targets:*

- *A 40% reduction in the number of people killed or seriously injured in road accidents by 2010 based on the 1994-1998 average*
- *A 50% reduction in the number of children killed or seriously injured in road accidents by 2010 based on the 1994-1998 average*
- *A 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres travelled*

### **Security:**

*Suggested local targets for Wolverhampton are:*

*To provide secure cycle parking facilities at all Council buildings that are open to the public by the year 2006*

*To provide secure cycle parking for staff at all Council buildings employing 50 or more staff by 2012*

*To increase the number of cycle lockers at the railway station from 6 to 20 by 2002.*

*To at least double the number of cycle racks at the railway station by 2006*

*To contact all business employing more than 50 members of staff to encourage them to provide secure cycle parking facilities by 2006 as part of a Green Travel Plan*

### **Training:**

*To offer on-road cycle training to 100% of the City's 10-year olds throughout the life of the strategy*

### **Education and Promotion:**

*Suggested local targets for Wolverhampton are:*

*To promote cycling and "Travelwise" to all the primary schools in the Borough throughout the life of the strategy*

*To promote "Travelwise" to all businesses with more than 25 staff by 2012*

## Strategy Priorities and Policies

The cycling strategy will address infrastructure and engineering issues; information, promotion and education aspects; and enforcement. The strategy will concentrate on utility trips for school, work, shopping, and leisure purposes and will also consider cycling as a leisure activity in its own right. The strategy has the following priorities for implementation:

Priorities	
<p>1. Provide cycle routes and secure parking to encourage cycling for:</p> <ul style="list-style-type: none"> <li>School</li> <li>Work</li> <li>Shopping</li> <li>Hospitals</li> <li>Bus Station, Metro Stops and Railway Stations</li> </ul>	<p>2. Extend and improve the cycle network to provide:</p> <ul style="list-style-type: none"> <li>Access to the Countryside</li> <li>Tourism and Heritage</li> <li>Access to Public Open Space</li> <li>Trips for Leisure</li> </ul>

This approach is seen as the most effective way of reducing car use, especially for shorter journeys and to complement improvements in public transport and increase the use of buses, trams and trains. The Cycling Strategy is therefore an important part of the wider integrated transport policy for Wolverhampton and the West Midlands.

### Infrastructure

**C1 – The Council will provide a comprehensive, borough-wide network of cycle routes using segregated cycle and pedestrian lanes, quieter roads, and segregated cycle lanes along main roads and busy road junctions. The Council will work with neighbouring authorities and other partners, including Sustrans and their work on the National Cycle Network, to improve and extend the cycle network to link with other cycle networks outside the Borough boundary.**

**C2 - All highway and land use development schemes will be subject of a cycle audit in accordance with current guidance to ensure that schemes provide improvements, or at least have no negative impact on the coherence,**

**directness, safety, attractiveness, and comfort of routes used by cyclists.**

**C3 – Priority for New Routes will be given to the following:**

- I. Those routes that integrate with public transport. Routes that serve journeys for utility purposes such as for work, journeys to school, hospitals, shops and other areas that attract significant numbers of people. These need to be supported by convenient and secure cycle parking facilities.**
- II. Other routes considered important for utility journeys, including between local centres and linking urban centres. Again secure cycle parking is needed.**
- III. Routes for recreational purposes, including links to green spaces and the countryside and links with the National Cycle Network.**

**C4 – Improvement to Existing Routes**

**A programme will be developed to improve the coherence, safety, attractiveness and comfort of existing routes. This will focus on bridging gaps in the respective routes and improving facilities for cyclists at traffic junctions and roundabouts.**

The development of comprehensive cycle networks continues to be the Council's priority. The network must be enforced, uncluttered by parked cars, and take the cyclists safely across roundabouts and busy road intersections to be of use to cyclists and encourage more people to cycle for more trips. The Council has a rolling programme for the development of the cycle network. Monitoring and annual reviews of the annual programmes will be undertaken in collaboration with the cycle users group and will be subject to wider consultation. A flexible approach will be taken to the programme to allow new opportunities and changed priorities to be exploited. For example, links with the National Cycle Network will be pursued, and improvements through "Safer Routes to Schools" exploited.

Cycle routes and other facilities for cyclists will be provided in accordance with current guidelines, design standards, and best practice. Direct routes will include the use of highways, parks, and public open space, canal towpaths, and disused railway lines. Shared use of the footway with pedestrians will be considered only when there are no

alternatives. There will need to be clear signing and different coloured surfacing of the cycle route where cycle paths are shared with pedestrians to minimise conflict. Each route will be considered on its own merit. Building materials will be chosen to complement the surrounding environment.

## **Site Facilities**

**C4 - The Council will seek to expand the provision of secure cycle parking provision and other facilities for cyclists in the following locations, and in accordance with the cycling strategy:**

- (a) Wolverhampton City Centre Shopping area**
- (b) District Centres and local shopping centres**
- (c) Workplaces, particularly those where there is a large workforce**
- (d) Major leisure facilities**
- (e) Bus Station, Railway Station and Metro stops**
- (f) School, and College premises**
- (g) Wolverhampton University**

**C5 – Cycle parking standards. Cycle parking should be provided as a condition of planning consent for all new development in accordance with the standards set within the Unitary Development Plan (draft review).**

Good cycle facilities are vital to the success of the strategy and require secure cycle parking at popular venues, including the town centre, the railway station, hospitals, schools, colleges, workplaces, shops and public buildings. Theft and the fear of theft is a major obstacle to people when deciding whether or not to cycle. The presence of showers and clothes lockers is also a factor that influences people's decision to cycle, especially for work trips.

Where appropriate, cycle parking, changing and other facilities for cyclists will be considered as a condition of planning consent for all new development.

## **Highway Provision**

**C6 – All new development should be easily accessed by cycle and linked to the Borough’s cycle route network. Wherever possible and appropriate the provision of this will be negotiated with the developer as part of the consideration of the planning process and in accordance with the UDP (draft review).**

**C7 – The needs of cyclists will be taken into account in all road improvements, traffic management and bus priority schemes. Cyclists will, wherever possible and safe, be exempt from road closures.**

**C8 – Detailed cycle design standards. All cycle ways and facilities for cyclists should be designed to meet current standards and best practice.**

**C9 - All highway engineering work will include a cycle audit to ensure that schemes provide improvements to the coherence, directness, safety, attractiveness, and comfort of routes used by cyclists.**

Particular attention needs to be taken to include safer provision for cyclists, especially at roundabouts and road junctions through careful design or alternative routes. Other techniques, such as advanced stop lines, should be employed at traffic signals and priority junctions and roundabouts to move the balance of advantage of road space towards the cyclist.

Traffic calming schemes should be designed to assist the cyclist and allow maximum benefit to be gained from the reduced traffic speeds and safer environment.

#### **Maintenance:**

**C10 – Road maintenance, cleaning, lighting and salting treatment will consider the needs of cyclists, particularly with regard to the standards at the edge of the carriageway and reducing the problems of channels and gullies.**

Many cycle lanes will use the road space adjacent to the kerb and greater emphasis will therefore need to be given to the quality of the road surface at the road edge, drain covers and highway drainage. The maintenance of materials and road sweeping regimes will also need to be

reviewed. Signing of the routes and tree and planting maintenance will need to be carefully considered.

## **Education and Promotion**

**C11 – The Council will continue to promote the cycle routes and other facilities. The health, environmental and social benefits of cycling will also be promoted, particularly through the work with schools and as part of ‘Travelwise’ and Travel Plans.**

**C12 – The Council will continue to provide on-road cycling training to children as part of its ‘Travelwise’ in schools and ‘Safer Routes to School’ initiatives.**

The provision of safe, secure, and integrated cycle networks must be accompanied by a strong campaign to raise awareness of the routes. The benefits of cycling must also be promoted and accompanied with cycle training, particularly for school children. Innovative approaches to encourage more children to cycle to school, such as assisted purchase of child carrying equipment, a cycling bus, cycle buddy schemes etc, will be explored. Other action will include support for National Bike Week activities, Road Safety Campaigns and other appropriate safety and security campaigns. Motorists will be targeted to encourage responsible driving, reduce speeds and to encourage them to have regard for cyclists when parking etc.

## **Partnership**

**C13 - The Council will work with other agencies, including neighbouring local authorities and interest groups to promote cycle routes, cycling and pro-cycling policies and initiatives. The Council will also continue to support a cycle user group to give advice on policy and priorities. The authority will support other organisations to develop new facilities for cyclists and to encourage people to cycle.**

## **Enforcement**

Promotional campaigns for cycling will be supported by enforcement measures to:

- Reduce speeds , enforce car park restrictions and regulations etc
- Ensuring cyclists observe highway restrictions, signs, signals etc

- Co-operate with the police and other agencies to address the problems of cycle theft

## **Funding and Resources**

Funding for new cycle facilities and existing route improvement and maintenance will be sought through:

- Local Transport Plan
- European Funding Opportunities
- National and Regional Regeneration Funds (including New Deal for Communities, SRB etc)
- Sponsorship from local business and commerce
- Planning Obligations from developers to serve particular development proposals.

## **Monitoring and Review of the Strategy and Programme**

The programme for the extension and enhancement of the cycle route network and other facilities for cyclists will be reviewed annually and the priorities and policies will be subject of consultation at regular intervals. The cycle users group will be key to the review and development of the programme.

The targets set within this strategy will be monitored annually as part of the Local Transport Plan for the West Midlands monitoring process and the Unitary Development Plan review and monitoring process.

Comments on the Draft Cycling Strategy should be sent to:

Lydia Barnstable  
Strategic Transport Planner  
Heantun House  
Salop Street  
Wolverhampton WV3 0SQ

Or via e-mail: [lydia.barnstable@dial.pipex.com](mailto:lydia.barnstable@dial.pipex.com)

Comments should be made by \_\_\_\_\_.

**CYCLE PROGRAMME 2000/01**  
**TRAFFIC REGULATION ORDERS**  
**SCHEDULE 1**

Shared use Pedestrian/Cycle Route

- 1.) Walsall Street - Footway link between Walsall Street and Middle Cross
- 2.) Middle Cross – Link along the footway between Walsall Street and Bilston Street Island
- 3.) Bilston Street Island - Footway link from Middle Cross to Pipers Row



Cycle Scheme Programme

1. Town Centre to Valley Park
2. Deans Road to Neachells Lane link
3. Birmingham New Road/Thompson Avenue
4. Goldthorn Hill
5. Compton Park Area
6. Lower Walsall Street

Plan A

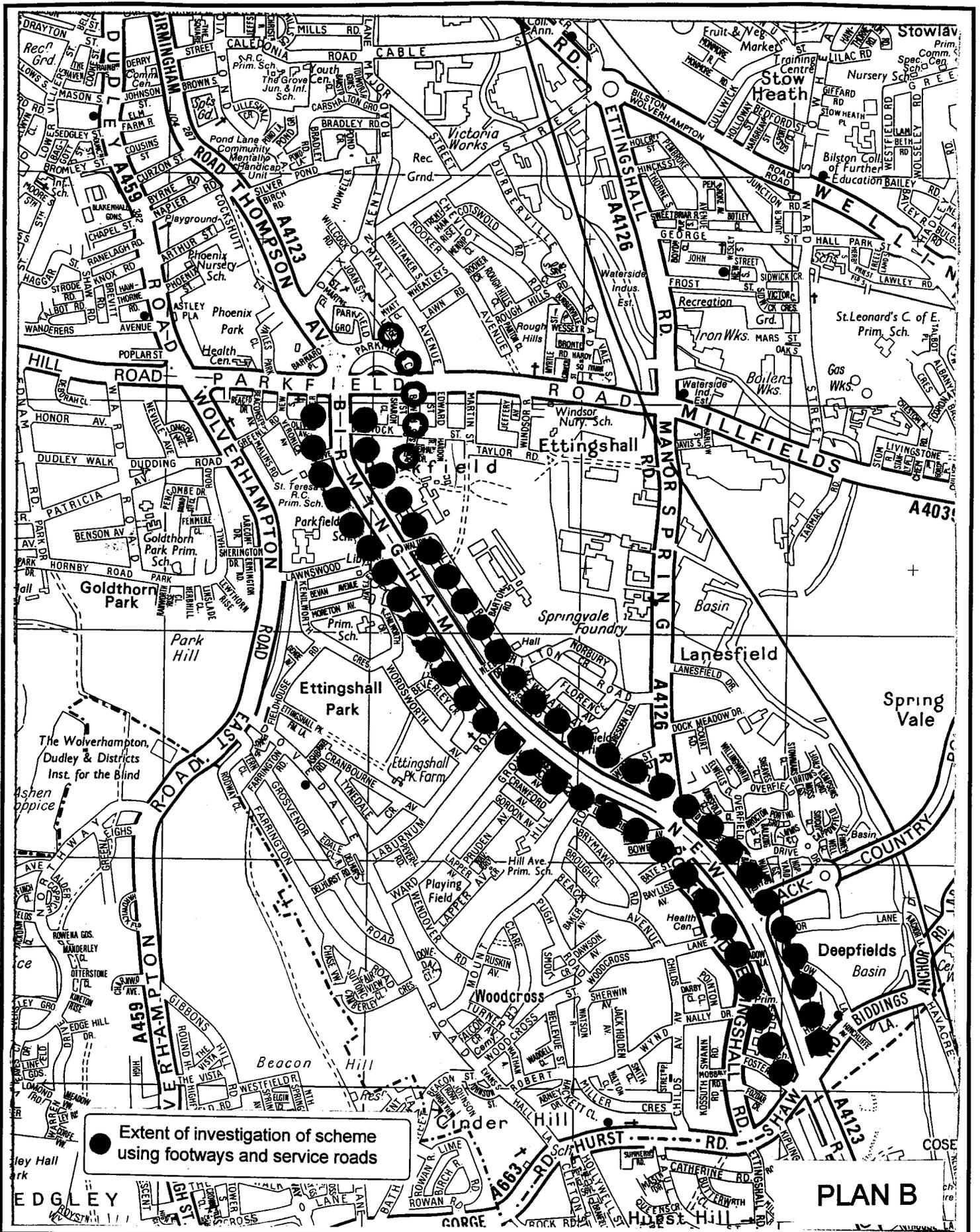
Wolverhampton City Council  
 Steve Boyes BA(Hons). Dip TP, MRTPI  
 Co-ordinating Director for Regeneration and Transportation  
 Civic Centre, St Peter's Square, Wolverhampton WV1 1RP  
 Tel. (01902) 556556

Title **Cycle Scheme Programme**

Scale

Date DEC 00

Dwg No



Wolverhampton City Council  
 Steve Boyes BA(Hons). Dip TP, MRTPI  
 Co-ordinating Director for Regeneration and Transportation  
 Civic Centre, St Peter's Square, Wolverhampton WV1 1RP  
 Tel. (01902) 556556

Title A4124 Birmingham New Road - Cycle Lane Investigation Corridor

Scale

Date

Dwg No

