

# **SOLIHULL CYCLING STRATEGY**

## **1.0 INTRODUCTION**

Cycling is on the whole regarded as a healthy, non polluting form of transport that contributes to greater social inclusion by offering mobility to those without access to a car. With the health of the nation in decline, harmful emission levels increasing and congestion estimated by the CBI to cost business £20b a year, the transfer of journeys from motorised transport to cycles is more important and significant than ever before. Nationally there is a need to provide sustainable transport options for everyday journeys to the work place, school/college or the shops and for leisure trips.

### **1.1 Background**

There is considerable potential for meeting a much greater proportion of travel demand through cycling. More people than ever have access to a cycle, an estimated 20million in fact. Cycle sales in the UK regularly outnumber new cars and in particular most children have access to a bicycle. However on a national scale the proportion of journeys made by cycles has been in decline for some time and stands at less than 2%. As over 70% of all car trips in the UK are under 5 miles, and 50% of trips less than 2 miles, the potential for modal change to cycling is enormous.

Comparison to other European experiences shows what can be achieved. Usage of cycles in the Low Countries and Denmark in particular is impressive, as high as 18%. In Britain only 2% of secondary school children cycle to school regularly compared with 60% in the Netherlands. These high levels of cycling are achieved in countries with higher level of private car ownership than here in the UK.

So despite the present low levels of bicycle use, there remains a strong interest in cycling in the UK signified by buoyant cycle sales and high levels of cycle ownership. This potential should be realised through the provision of improved cycling facilities and a better programme of education for all road users.

### **1.2 The Purpose**

The purpose of the Solihull Cycling Strategy is to:

- Co-ordinate all policies and programmes of action which assist in promoting cycling as an attractive, safe and sustainable form of transport for all standards of cyclist.
- Identify the objectives, targets and mechanisms to be adopted by the Council in its attempt to further promote cycling.
- Deal with all aspects of catering for, and encouraging utility and leisure cycling.
- Address safety issues and those factors that discourage cycling. .

- Describe the potential for, and means by which, cycling can contribute to meeting overall Local Transport Objectives within the West Midlands.

### **1.3 The Vision**

Solihull Council believes in a Cycling Strategy which will deliver the following vision:-

**A culture where cycling will be a popular and mainstream mode of travel for local journeys.**

It will incorporate the following elements: -

- Safe, direct and convenient access by cycle to work places, shops, public buildings and social destinations.
- Buildings and venues which have secure parking facilities for cyclists.
- Quality lightly trafficked or traffic-free routes which are cycle friendly, providing easy access to Solihull's countryside for leisure purposes.
- Provision of recreational opportunities for cyclists.
- An education programme.
- Encouragement measures.
- Support for enforcement measures to favour responsible cyclists.

### **1.4 Why Cycle**

Physical inactivity is a major contributor to ill-health in the UK. Cycling for a relatively short period of time each day considerably reduces the risk of cardio-vascular and respiratory diseases, obesity, diabetes, and stress. Cycling is often perceived as a dangerous mode of transport. However, according to the British Medical Association, the health benefits of cycling outweigh the dangers by 20 to 1. About 125 cyclists are killed on British roads each year compared with a total of more than 3,000 people killed in all road crashes, and an estimated 250,000 die from coronary heart diseases.

In summary, the Cycling Strategy will deliver the following benefits for Solihull:-

- Improved health and levels of enjoyment
- Reduced a pollution
- Provide a convenient form of transport for utility trips i.e. work, school, shopping, visiting etc.
- Economic benefits

### **1.5 Obstacles and Solutions**

Any strategy aimed at increasing cycle use has to understand and address the reasons why people choose not to cycle. The terrain of Solihull is not as flat as the Low Countries, but neither is it sufficiently hilly to become an obstacle.

Climates are similar or worse in these continental countries with much higher cycle use. So what are the obstacles we need to overcome?

OBSTACLES	SOLUTIONS
Road Safety	Design schemes aimed to combat the risk of accidents
Fear of accident	Help to build confidence
Cycle security	The risk of theft needs to be reduced to an absolute minimum
Knowledge gaps	Establish the idea of shared space between cyclists and pedestrians Develop responsibility and mutual respect between cyclists and motorists  Educate all road users regarding courtesy and space sharing
Resources	Identify and programme resources to implement the strategy

## **2.0 POLICY CONTEXT AND DEVELOPMENTS**

### **2.1 National**

Over the past 10 years or so cycling has risen up the national transport agenda. In 1996, the Government launched The National Cycling Strategy (NCS), in an attempt to reverse the decline in cycling figures and to achieve levels similar to other European countries.

The NCS set headline targets of doubling cycle use by 2002 and doubling them again by 2012. It encouraged local authorities to contribute by setting local targets and producing individual strategies to aid in the development of a positive cycling culture. A National Cycling Forum was established to monitor progress on the outputs and national targets.

The Government's Transport White Paper A New deal for Transport: Better for Everyone (1998) endorsed the NCS and stated that local authorities would be expected to improve provision for cyclists at destinations, interchanges in the design of junctions and the allocation of road space.

The launch of the NCS paved the way for Solihull to develop and update our own strategy for Solihull in 1999, adopting the ambitious NCS targets. In 2000, the Government acknowledged the lack of progress towards achieving the original NCS targets and established an interim target of trebling cycle use by 2010 from a 2000 base.

In 2002 the English Regional Cycling Development Team, consisting of a team of cycling co-ordinators was appointed by the National Strategy Board. This development team is tasked with supporting local authorities in delivering their strategies.

## **2.2 Regional**

As a result of a Government led West Midlands Area Multi-Modal Study (WMAMMS), a new West Midlands Local Transport Plan (LTP) will be submitted to central government in 2003. The Multi-Modal Study report sets out a 30-year strategy for transport and suggested a three-fold increase in expenditure on Cycling and Walking.

The study recognised that the target in the 2001 plan for an increase in cycling (increase to 5% of all trips by 2006 and 8% by 2012 – reflecting national aspirations) is unlikely to be achieved in the West Midlands. The WMAMMS targets derived from detailed work in the region equates to a 2011 target of about 4% with some 25% of households being within ½ mile of a dedicated network. A target was set of reducing cars trips by 10% by 2031 and cycling and walking are expected to replace the majority of these trips for shorter journeys.

As a result of the WMAMMS, the Babbie Group of consultants was tasked with conducting a separate West Midlands Cycling Study to ascertain how the level of cycling in the region could be increased. Following recommendations made in the cycling study, a joint West Midlands LTP cycling bid to provide a regional network linking places of interchange and employment is being researched. This possible major scheme bid for the West Midlands follows the approach employed by the London Cycling Network and highlights the need for increased investment in cycle promotion, training and marketing.

## **2.3 Local Level**

In 2001 Solihull Council launched a new overall strategy entitled “One Council – One Vision”. Under this umbrella the council sets out to ensure that Solihull offers a quality living environment for everyone, with access to good local facilities, clean and attractive public spaces, and freedom from pollution and anti-social behaviour.

The council promises:

- To deliver quality services, which are constantly improving.
- To examine and learn from the past to improve the future.
- To invest in people and partnerships.
- Will work flexibly and creatively to develop an environment where the economy, the environment and recognition of social needs together forge the future of our Borough.

Cycling has the potential to deliver on all these fronts and aims and aspirations of this strategy are consistent with the Council’s vision. This strategy complements other existing and emerging Council strategies including:-

- Solihull's Local Agenda 21 Plan
- Environment Strategy

- Unitary Development Plan (under review)
- West Midlands Local Transport Plan
- Leisure Strategy
- Tourism Strategy
- Nature Conservation Strategy
- Canals Strategy
- Parks Strategy
- Countryside Strategy
- Town Centre Strategy
- Walking Strategy
- Health Charter 2000
- Maintenance Strategy

### **3.0 THE STRATEGY IN DETAIL**

#### **3.1 Approaches and Priorities**

- In general the Cycling Strategy will combine the following four parallel tracks:-  
**ENGINEERING, ENCOURAGEMENT. EDUCATION, ENFORCEMENT**
- Priorities

In the strategy a distinction will be made between utility trips (schools, work, shopping etc) and leisure trips. Given the potential for many local trips to be made without needing a car, the cycling strategy will allocate the following priority:-

Priority 1		Priority 2	
	UTILITY TRIPS		LEISURE TRIPS
	School		Access to Countryside
	Work		Tourist and heritage Destinations
	Shops		Access to Public Open Space
	Hospitals		Social Trips
	Bus and Railway Stations		

This approach will maximise the potential to reduce unnecessary car use. It will be complementary to the policy of increasing public transport use since it will provide better routes to stations and interchanges. In summary, the Cycling Strategy will be a component of the wider Integrated Transport Policy within the West Midlands.

## **3.2 Targets**

Targets need to relate to the objectives, be measurable and be achievable. The following targets have been adopted.

### **3.2.1 Cycling Trips**

Solihull will adopt the targets for cycling as outlined in the WMAMMS.

- Increase modal share of cycling from 1.5% to 6% by 2012.

These figures will be monitored by DTLR traffic counts, permanent off-road count sites and journey to work data.

### **3.2.2 Accidents and Casualties**

The governments Road Safety Strategy – Tomorrows Roads: Safer for Everyone (2000) set new 10-year casualty reduction targets. Specific mention was of child safety, for which Britain has a particularly bad record. If the targets relating to journeys are achieved there would be a greater exposure to traffic by cyclists and consequently there would be a greater risk of cycling accidents than at present. However, the target in this area needs to be ambitious and positive, and the following target is suggested.

- To ensure cycling casualties do not exceed the 1998-2002 5 year average of 51 for the plan i.e. 2003- 2012.

Latest figures show that in Solihull cycling casualties have fallen from a total of 56 in 1998 to 36 in 2002. With in this same time period child casualties have fallen from 23 to 12.

### **3.2.3 Training**

- To train 75% of Solihull's year 6 school population in on-road cycling skills.
- To promote at least one secondary school cycling training course and 2 adult cycle training courses per year.

## **3.3 Engineering Strategy**

### **3.3.1 Infrastructure**

Fundamental to the cycling strategy is the provision of good quality infrastructure. This may be achieved by improving existing facilities and provision of new facilities. This will be pursued in accordance with Current Guidelines and Best Practice to give safe and direct routes for cyclists.

Direct routes may include use of highways, parks, public open space, canal towpaths and opening up some public paths to cyclists. Each route will be considered on its own merit. Building materials will be selected to blend into the surrounding environment. Facilities will be designed to (high) standards that minimise future maintenance liabilities. Cycle tracks that are constructed to appropriate standards, perform legitimate transport functions and create useful links in the network will be adopted. Maintenance will include rapid response repairs to dangerous potholes, regular sweeping, street lighting repairs, salting in winter and cutting back vegetation. The two metre strip alongside the kerb is where most cyclists ride on any road and so needs the greatest attention for maintenance.

Shared use facilities will need adequate signing for all kinds of users. All highways engineering work will include a cycle audit to ensure that schemes provide improvements to, or at least have no negative impact on, the coherence, directness, safety, attractiveness and comfort of routes used by cyclists.

Engineering work for cyclists is undertaken within a wider context so that it is complementary to other engineering work. This will entail a wider appreciation of cycling provision across engineering design processes generally, which will be achieved through enhanced training.

Today's roads have been designed primarily for cars - we now need to create space for bikes. We particularly need to pay attention to roundabouts and other junctions, both of which can pose a particular threat to cyclists. Where new roundabouts are constructed they should be made cycle friendly through careful design or direct alternative routes should be provided. Roundabouts should only be installed where no other viable solution is available. At other types of junctions there are techniques which can be used to move the balance towards cyclists for example, advanced stop lines at traffic signals and cycle signals at priority junctions and roundabouts.

Where possible, road space should be given over to cyclists. This can be problematic where roads are narrow but will sometimes provide a more attractive solution than a segregated cycle track next to the carriageway on which cyclists are required to give way at side roads.

Where appropriate and achievable, good segregated tracks which do not require cyclists to give way frequently can be an attractive solution and particularly encouraging to new or novice cyclists. However, some cyclists will still wish to cycle on the carriageway in comfort and safety and due consideration will still need to be given to them.

Traffic calming needs to be cyclist-friendly. Sensitively designed traffic calming can actually help cyclists by slowing vehicle speeds and reducing traffic volumes on residential roads.

Good quality signing to cycle routes and destination signing along the routes themselves is essential.

### **3.3.2 Maintenance**

A cycling strategy has implications for the maintenance regime. Many cycle routes will use the road space adjacent to the kerb and consequently greater emphasis will be given to the quality of road surfaces in this area with particular attention to drain covers. In order to maintain clean and smooth surfaces, the inspection procedures will need to be modified. Maintenance of materials and sweeping frequencies will be reviewed.

In addition, there will be more signs and carriageway markings to maintain and areas adjacent to cycleways where foliage hedges and trees will need to be cut back more frequently. This represents an ongoing additional cost.

### **3.3.3 Opportunities**

The Engineering approach will link with other projects whenever possible. Further links with the National Cycle Network and neighbouring authorities will be pursued in order to unlock a wider leisure opportunity.

### **3.3.4 Site Facilities: Security, Parking, Washing and Changing**

Good cycle facilities at destinations are vital to the success of the strategy. This will involve secure parking at popular venues, including town centres, railway and bus stations, hospitals, schools, colleges, workplaces, shops and public buildings etc. Theft and fear of theft are obstacles which need to be overcome before cyclists will feel confident enough to cycle in greater numbers.

In addition, there is a need for facilities such as lockers and showers in some venues if the number of trips is to be increased.

The issue of standards for cycle parking provision in new developments will be considered as part of the Unitary Development Plan review.

## **3.4 Encouragement Strategy**

The Authority will adopt an encouragement strategy which will aim to increase cycle usage and reduce danger to cyclists from traffic.

### **3.4.1 Promoting cycling within the Borough**

The Authority will promote cycling, using campaigns and positive publicity, which will focus on the many benefits in terms of health, convenience and environmental gains. Promotional work on road safety and security measures will be undertaken to overcome some of the unfounded fears of accident, theft or inconvenience which may influence some potential cyclists.

The Council will continue to keep a log recording near-accidents, perceptions of danger and comments on cycling provision. Detailed analysis will be undertaken annually of the locations and causes of cycle accidents to identify remedial actions, including the monitoring of accidents on new facilities and treated sites.

Actions will include:

- Publicity for cycle routes with a revised borough map and guide (2003/04)
- Taking any positive opportunity to promote cycling in local papers, in-house publications and through partner organisations.
- Support for National Bike Week activities and other relevant events.
- Road Safety campaigns.
- Security campaigns.

**Campaigns aimed at drivers such as:**

- Driver responsibility, care and courtesy towards cyclists.
- Speed reduction.
- Discouraging careless parking.
- Anti drink/drive.

**Campaigns aimed at cyclists including:**

- Use of bicycle lights.
- Sensible precautions to minimise chances of accidents or reduce injury in the event of accident e.g. high visibility clothing and cycle helmets.
- Use of bells on shared paths.
- Conformance to relevant traffic laws.
- Cycle security.

**Partnership**

The Authority will be a partner with other agencies acting together as a forum to develop and promote cycling routes, cycle use, cycle policies and initiatives by:

- Regular formal consultation with the Solihull Cycle Steering Group.
- Working with the NCS board to improve performance through evaluation and feedback.
- Public consultation on new cycling infrastructure.
- Supporting positive cycling initiatives where practical and acting as a facilitator and enabler for other organisations to develop cycling strategies and policies.
- Liaison with cycle retailers.
- Bidding for funds on a joint basis.

- Supporting accompanied cycle rides for families, individuals and novice cyclists such as those undertaken by the CTC and Sustrans.
- Co-operation and joint project development with neighbouring authorities.
- The Council will assist the community in developing facilities for off-road cycling activities where appropriate.

### **3.4.2 Actions within the Council's own organisation**

Travel to school initiatives form an integral part of the Governments' proposals for an integrated transport system. These initiatives aim to fight congestion and pollution and to improve health, combat social exclusion and create a more sustainable society.

The West Midlands local Authorities have developed rolling programmes of Safer Routes to School Projects which aim to: -

- Increase the number of journeys to school undertaken by foot, bike and public transport.
- Generate within each school a more sustainable attitude to pupil and parent travel.
- Improve the safety of the journey to and from school.
- Reduce the number of pedestrian and cyclist casualties.
- Promote educational and practical opportunities for young people to determine changes to their own environment and travel habits.

Our Safer Routes to School project continues to examine the potential of cycling as a form of sustainable transport. We are presently highlighting secondary schools and undertaking detailed surveys to provide the necessary information. Schools currently being studied are Park Hall and Langley secondary.

Through this project we are continuing to provide much-needed safe crossing points and secure parking of cyclists. The infrastructure created brings benefits to all road users, usually in promoting lower speeds and resulting in a reduction in accident numbers. A greater feeling of safety will increase the chances of encouraging more cyclists onto the network.

#### **Other Actions Include:**

- Production of an annual report reviewing progress in delivering the strategy and including the monitoring of cycle usage
- Maintaining and promoting the council's own Bicycle User Group (BUG)
- Promoting Cycle friendly employer schemes within the Council. This will include encouragement to provide secure parking facilities, lockers and shower/changing facilities, cycle mileage allowances, bike loans and the setting up of Bicycle User Groups.

- Continuing to develop Travel Plans with local companies to develop use of more sustainable transport modes.

### **3.5 Education Strategy**

The Authority, with its partners, will aim to educate both road users of all ages and its own officers to ensure that cycling is not marginalised but is accepted as an attractive, mainstream activity. Actions will include:-

- Provision of Child Cycle Training will continue to be offered to all primary schools with additional holiday courses with a suitable nearby training environment available. This training will cover practical on-road skills, safety and the Highway Code, courtesy and consideration for other road users when sharing space.
- Drivers can be more difficult to target but driver education will be undertaken at events and exhibitions and through special campaigns of awareness.
- TravelWise has now been successfully adopted in Solihull and the West Midlands as a campaign to promote use of sustainable transport modes such as cycling, walking, bus and train. The Council will work with neighbouring local authorities and local businesses to continue to promote and develop the TravelWise initiative.
- Professional development for SMBC staff and consultants who can in any way influence the design and conception of cycle ways is vital, if cycling is to be given due consideration at all times.

### **3.6 Enforcement Strategy**

There are three enforcement issues which would need to be addressed by the Police with the support of the Council.

- Firstly, there are elements of driver behaviour which are detrimental to cyclists. Speeding, inconsiderate parking and failure to respect cyclist's priority at junctions are problems which require action. In general, greater courtesy towards cyclists is needed.
- Secondly, there is an issue of cyclists themselves respecting traffic signs, signals, areas with cycle bans, use of lights and pavement cycling.
- Thirdly, the Council will work with the Police to address the problems of cycle theft. Cycles need to be extremely difficult to steal and easily identifiable in the event of theft.

### **3.7 Financial Resources**

#### **3.7.1 Partnerships**

##### **New facilities**

In most years the majority of funding for cycleways will be financed from the West Midlands Transport Package settlement funded by Central Government. In certain years, external funding may exceed package funding.

### **Maintenance**

Revenue funding is available for the maintenance of cycleways including the up-grading and installation of cycle parking facilities, and resurfacing works to shared use paths.

### **New Developments**

Cycling specific infrastructure will be considered as part of new developments and where possible, developer contributions will be sought. The Blythe Valley Business Park is an example of the success of such developer funding.

### **European Funds**

European opportunities will be pursued as appropriate.

### **Other Funding Sources**

Funding will be sought from other external sources where opportunities are identified, lottery funds and Single Regeneration Bid are two examples. Private Sector sponsorship and one-off grants have been pursued successfully in the past and further opportunities will be sought.

### **3.7.2 Partnerships**

Partnerships with other organisations and businesses will be pursued with a view to joint funding of some projects. Solihull works successfully with its partners at British Gas, Land Rover, Birmingham International Airport, British Waterways and the local Primary Care Trust. Joint funding of cycle parking facilities by the Council, and individual businesses, is actively pursued where possible.

## **3.8 Human Resources**

### **3.8.1 Consultation**

- A Cycling Steering Group has been established and will act as a forum to monitor, develop and promote action towards the Cycling Strategy.
- Consultation will be ongoing for specific schemes

## **4.0 CONCLUSIONS**

### **4.1 This Strategy aims to achieve:-**

4.1.1 An increase in cycling in Solihull so that it becomes a more common mode of transport for local journeys.

4.1.2 Safe, direct and convenient access by cycle to buildings and venues throughout the Borough with secure cycle parking facilities on arrival.

4.1.3 Quality cycle routes accessing the countryside and providing opportunities for leisure and recreation.

4.1.4 A full programme of education, encouragement and enforcement measures in support of cycling.

## **4.2 What Next?**

4.2.1 The Cycling Programme provided as an Appendix will be updated annually as projects are completed and new schemes initiated.

4.2.2 Partnerships will be actively sought, so that delivery of the Cycling Strategy has the support and commitment of the whole community.

4.2.3 Creative funding opportunities will be explored for all kinds of cycling projects.

4.2.4 More consultation on cycling matters will be undertaken and a cycle audit programme will be developed in accordance with Government guidelines.

## **4.3 Monitoring and evaluation**

4.3.1 Levels of cycle use are being established using all available information. Additional data will be collected on use of off-road cycle paths.

4.3.2 Partners will be asked to provide and annually update information on cycle use e.g. journeys to work, school and use of towpaths.

4.3.3 All benchmark data will be updated annually.

4.3.4 Success and suitability of facilities will be measured through feedback from users which will be logged, recorded, and regularly reviewed.

# **APPENDIX (1) CYCLING NETWORK**

## **An update**

### **1.0 National Cycle Network Route 53**

- 1.1 With the crossing over the A-45 complete, work has progressed along Catherine de Barnes Lane. The section up to the entrance to Woodhouse Farm is now complete and work on the remaining section is to be completed by the end of 2003/04.
- 1.2 An access point from the Grand Union Canal is to be designed in order to provide a direct link to the NCN route. The proposed access is being investigated with a project due to commence in 2004.
- 1.3 The progression of NCN 53 at the northern (airport) section of Route 53 is being discussed with our partners on the project, i.e. Sustrans, Birmingham International Airport and Birmingham City Council.
- 1.4 Work in conjunction with Birmingham City Council has commenced regarding any future link to the newly created cycle routes through Sheldon Country Park and that created by the section of route 53 aimed at the Marston Green area. 2003/04 will see a greater attempt made to establish cross border routes and linkage in an attempt to pre-empt any recommended developments made under the West Midlands joint bid.
- 1.5 An established and specific maintenance programme has to be established for the Catherine de Barnes section of the above route.

### **2.0 Blue Ribbon Route**

The route was discussed at a Cycling Forum meeting and was met with great approval. It is believed the route will become popular and has the potential for good future links. The final signing of the route is set for before the end of 2003.

### **3.0 Town Centre Cycling Links**

Detailed design has been completed and a project is set for completion before year-end 2003. This will provide a much needed and requested link from Solihull Train Station / Blossomfield Road into the Heart of Solihull Town Centre.

### **4.0 New /Improved Canal Access Points**

Damson Parkway, Damson Lane and Lode Lane will provide much requested access to our resurfaced canal towpaths and a direct link on and off the National Route 53.

#### **5.0 Dickens Heath Cycling Links**

Under the 2003 highway scheme to widen Dickens Heath Road, a new segregated off-road cycling facility is being designed.

#### **6.0 Hobbs Moat**

The development of our Town Centre leg – Hobbs Moat link past Solihull Hospital has been included in new proposals regarding the redevelopment of the hospital entrance to facilitate a new bus stop and turning area.

#### **7.0 North Solihull Spine**

Our North Solihull Spine Route totalling 6km of shared use facility requires two final links, one in the Windward Way area and one along Gloucester Way across Moored Avenue to Marston Green Park. The park link is due for completion this year. This route would also secure future access to our proposed Safer Routes project for Archbishop Grimshaw and Whitesmore Schools.

#### **8.0 Balsall Common & Berkswell Greenway**

A feasibility study into the likely costs and benefits of development of the Greenway and any future links is required in 2003/4.

### **Cycling Infrastructure – Reviewed**

#### **What's next for Solihull?**

- 1.0 The advisory cycle lanes on Blossomfield Road remain popular. These are being widened as part of the Tudor Grange Safer Routes to School Project.
- 1.1 A programme of identifying large sections of carriageway that could incorporate cycle lanes along with Advance Stop Lines is ongoing.
- 1.2 The necessary and growing instillation of cycling specific infrastructure at busy roundabouts throughout the UK has highlighted our lack of such provisions. To develop our routes further and to come in line with CTC and DTR bench marking processes, it is recommended that these possibilities be examined at an earlier stage in the development of any traffic schemes.
- 1.3 2003/04 sees a detailed review of our cycle parking provisions undertaken with the aim of significantly increasing our provision at schools, retail outlets, interchange sites and places of local interest. A new Solihull Cycle Parking Standard will be implemented as a result of this review.

### **Future Strategic Links**

- 1.0 Possible links from the new Dickens Heath cycling facilities have been identified. Future developments in this area could create a direct link to the Blue Ribbon route and would form our longest continuous route linking Dickens Heath – Shirley High Street – Solihull Town Centre.
- 1.1 An on road link leaving our Hobs Moat Route and travelling east along Old Lode Lane or neighbouring roads is to be established. This study is being carried out in conjunction with Birmingham City Council and Sustrans with the aim of crossing the Coventry Road (at Glen Croft Road) and connecting into the new routes through Sheldon Country Park.
- 1.2 Potential for a new route linking Dorridge to the existing Blythe Valley Cycling facilities has been identified. Some degree of traffic calming along Gate Lane would be required to enable the safe passage by cyclists. This will need to be the subject of further investigation.

### **Regional Routes**

Given the nature of a future joint West Midlands LTP Cycling bid to provide a regional network linking major places of interchange and employment, routes examined throughout 2003/04 will be researched with this in mind. Discussions are taking place at regional level on the nature and extent, plus likely routings of future, joint, large-scale routes.