

March 2020

# Birmingham Cycling Facility Needs Assessment



# Project background and context

## Project scope

British Cycling, Birmingham City Council and Sport England are working together to understand future cycling facility needs in the city. As part of this work, the partners appointed 4global Consulting to undertake a cycling facilities needs analysis to help inform a sustainable, long term investment strategy for Birmingham and the surrounding areas. This will build on and support the aspirations and key findings of the existing strategic plans for the city and region, such as the Birmingham Walking and Cycling Strategy (2019) and The West Midlands on the Move: Physical Activity Strategic Framework (2017).

The needs analysis work provides a clear opportunity to underpin development of a long term infrastructure in Birmingham that supports all cycling disciplines, it contributes directly to local and national priorities, taking a customer focused and needs-led approach to planning and prioritising investment over the next decade.

The needs assessment incorporates a comprehensive assessment for Birmingham and surrounding areas (defined as all cycling facilities within a 20-minute drive time surrounding the city council boundary), to inform key priorities and an investment strategy for cycling facilities.

## Summary of strategic context and key funding drivers for cycling facility investment in Birmingham and the surrounding area

### British Cycling:

The vision of ‘transforming Britain into a great cycling nation’ is an eight-year strategy fronted by British Cycling and delivered in partnership with HSBC UK. The strategy looks into ways of supporting existing facilities and provides investment into new facilities. The aim is to get two million more people on their bikes by 2020.

British Cycling has a key role in encouraging millions of people to ride their bikes recreationally which is supported by their recreational programmes such as HSBC UK Breeze, HSBC UK Lets’s Ride, HSBC UK Guided Rides, HSBC UK Ride Social and British Cycling-approved mapped and risk-assessed cycling routes. These programmes are all tailored to meet an individuals preferred form of cycling depending on their ability. British Cycling are also inspiring the next generation of cyclists through their schools programme in partnership with community clubs to ensure more young people are taking up the sport.

British Cycling’s ‘Places to Ride’ funding is made possible through a £15million commitment from the Government and will be delivered over the next three years through a partnership of British Cycling, Sport England and the Department for Digital, Culture, Media & Sport. The key aims of the investment are; to inspire more people to ride, connect communities and help build a lasting cycling legacy.



# Birmingham Commonwealth Games (2022)



The Commonwealth Games in 2022 in Birmingham and the West Midlands will be a once-in-a-generation opportunity that will put the city, the region and its people on the global stage. It will deliver an integrated Games, with Para and able-bodied athletes competing alongside each other during the same programme and will reach a worldwide TV audience in excess of 1.5bn people along with over 1 million ticket holder spectators visiting the region.

The Games will bring people together, improve health and wellbeing, act as a catalyst for change, help the region to grow and put the city and the region firmly on the map. It will be a fantastic celebration of sport and culture and be a catalyst for transformation in the city and the region.

Hosting the Games presents a significant opportunity for national, regional and local partners to continue working together to encourage even more people to cycle and for those already cycling to pursue their interests further.

## Cycling in the Games

**Mountain Bike** – Thundering around an incredibly challenging off-road course, the mountain bike competition will take place at the renowned Cannock Chase.

**Road** – The Commonwealth’s finest cyclists will compete in this ultimate endurance test. Powering along West Midland roads, this two-wheeled trial will see athletes pushed to the very edge of their physical and psychological limits as mile after gruelling mile gets put down beneath those tyres. The final routes for the road and time trial events have yet to be confirmed.

**Time Trial** – Unlocking deep reserves of power and strength, cyclists will hunt for the fastest lines through the course as they put themselves against the clock in a desperate sprint to the finish.

**Track** – The sleek, polished walls of the velodrome allow powerful cyclists and para-cyclists to reach eye-watering speeds. With para-cycling events like blind and visually impaired tandem sprint and the blind and visually impaired 1 kilometre time trial, track promises to be an energetic display of timing, precision and highly-refined technique. Track cycling will take place at Lee Valley VeloPark in London.

## Sporting Future (DCMS, 2015) and Towards and Active Nation (Sport England, 2016):

A focus on tackling inactivity and investing in interventions that demonstrate how sport and physical activity can contribute to wider society outcomes; physical wellbeing, mental wellbeing, individual development, social and community development and economic development.

## National Cycling and Walking Investment Strategy (CWIS, DFT, 2017):

With the ambition of making cycling and walking a natural choice for shorter journeys, or as part of longer journeys by 2040 through the following cycling specific objectives:

- Increase cycling and reduce cycling injuries and deaths.
- Double cycling activity to 1.6 billion stages by 2025.

## West Midlands on the Move, Physical Activity Strategic Framework (WMCA, 2017-2030):

Sets out four ambitions to reduce inactivity by:

1. Making it easier to move around the West Midlands,
2. Making it easier to enjoy the outdoors,
3. Improving how it feels to live in our streets and communities,
4. Improving people's life chances, wellbeing, employability and access to work.

## Movement for Growth: WMCA Combined Transport Strategy (2018):

- Reduce car dependency and the number of short journeys (less than 5 miles) made by car.
- Investment into a new Metropolitan Cycle Network, 274km of roads and routes.

## The West Midlands Cycling Charter and Action Plan (WMCA, updated annually):

The targets of the Cycling Charter and Action Plan by 2023 are:

- 5% of all trips to be made by bike (currently 1.8%);
- 10% of all trips by bike by 2033;
- 400% increase in cycling journeys by 2023;
- Increase overall participation in cycling for exercise, leisure or commuting; improve health and air quality; decrease car dependency.

- Improvements to 95km of existing routes and 115km of new routes including new main corridors and parallel routes for cycling, green routes and enhancement to the canal network and investment into bike hubs.
- £17m secured for phase 1 delivery, supported the development of the A34 and A38 cycle route development.

## The Birmingham Walking and Cycling Strategy (2019):

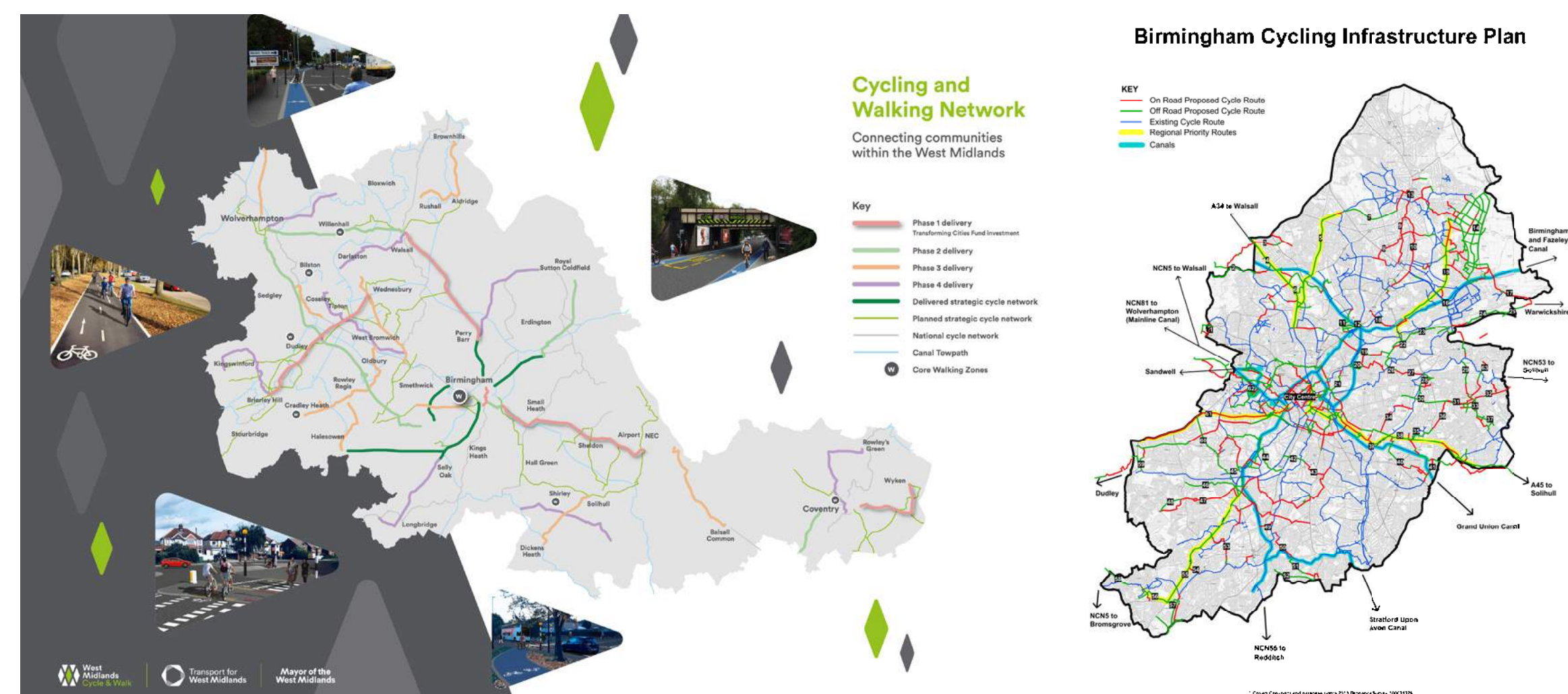
Three key objectives and 13 policies delivered in partnership with Transport for West Midlands (TFWM), The Active Wellbeing Society (TAWs), Birmingham City Council (BCC), British Cycling (BC), Sustrans, Living Streets, Canal and River Trust to increase walking and cycling in Birmingham for transport, leisure and health and particularly for short journeys.

## The Local Cycling and Walking Infrastructure Plan (2019-2031):

Supports the objectives of the Birmingham Walking and Cycling Strategy, covers Birmingham and the region.

Identifies 26 priority routes for cycling and walking investment over 4 phases Phase 1 (2019), Phase 2 (2021), Phase 3 (2023), Phase 4 (2028) with indicative costs totaling £250m with £23m secured to date (2019), as shown in figure 1.1.

Figure 1.1 - Birmingham cycling infrastructure plan and regional priority cycling routes



## The Birmingham City Council Plan (2018-2022):

One of the priorities stated within the Plan is to: develop a transport infrastructure that will keep the city moving through walking and cycling and improvements to public transport.

## The Birmingham Cycling Revolution (Phase 1, 2013-2016 & Proposed Phase 2, 2016-2022):

The Birmingham Cycling Revolution is a 20-year strategy designed to embed cycling into the mainstream transport offer and increase the proportion of cycling trips. Phase 1 of the Revolution was able to achieve the following:

## Key drivers

- Reduce physical inactivity.
- Improve physical wellbeing, mental wellbeing, individual development, social and community development and economic development.
- Increase physical activity through cycling.
- Use the Birmingham Commonwealth Games as a catalyst to inspire more people to ride, connect communities and build a lasting cycling legacy.
- Make cycling the choice for shorter journeys and reduce car dependency
- Increase cycling participation and opportunities through investment into traffic-free cycling routes, infrastructure and facilities.
- Reduce car dependency, traffic congestion and improve air quality.

The priorities for cycling facility development within Birmingham and the surrounding area will take into consideration the existing supply, demand and accessibility for all facilities within a 20-minute drive time of the BCC boundary. The study will review and identify any gaps in the existing transport infrastructure, from both a public transport and cycling perspective, that are impacting on access to facilities and whether these can be enhanced through the planned investment and priority routes of key local and regional cycling strategies such as the LCWIP (2019).

### Summary of strategic context and key funding Drivers for cycling facility investment in Birmingham and the surrounding area

#### Cycling participation:

Cycling participation is lower across the West Midlands (14.0%) and Birmingham (15.5%) compared to the national average (16.6%) based on participation in the last 28 days (Sport England Active Lives data, participation at least twice in the last 28 days, 18/19 aged 16+). A similar pattern is shown for cycling participation in the last year comparing West Midlands (36.3%) and Birmingham cycling participation (38.9%) with the national average (40.0%).

Cycling discipline-specific participation is relatively small when compared to general cycling participation. Road cycling or racing is the most popular discipline in the West Midlands (2.5%) which is in line with national data (2.6%), (Sport England Active Lives data, 18/19).



The second most common discipline at a West Midlands (1.3%) and national level (1.5%) is mountain biking.

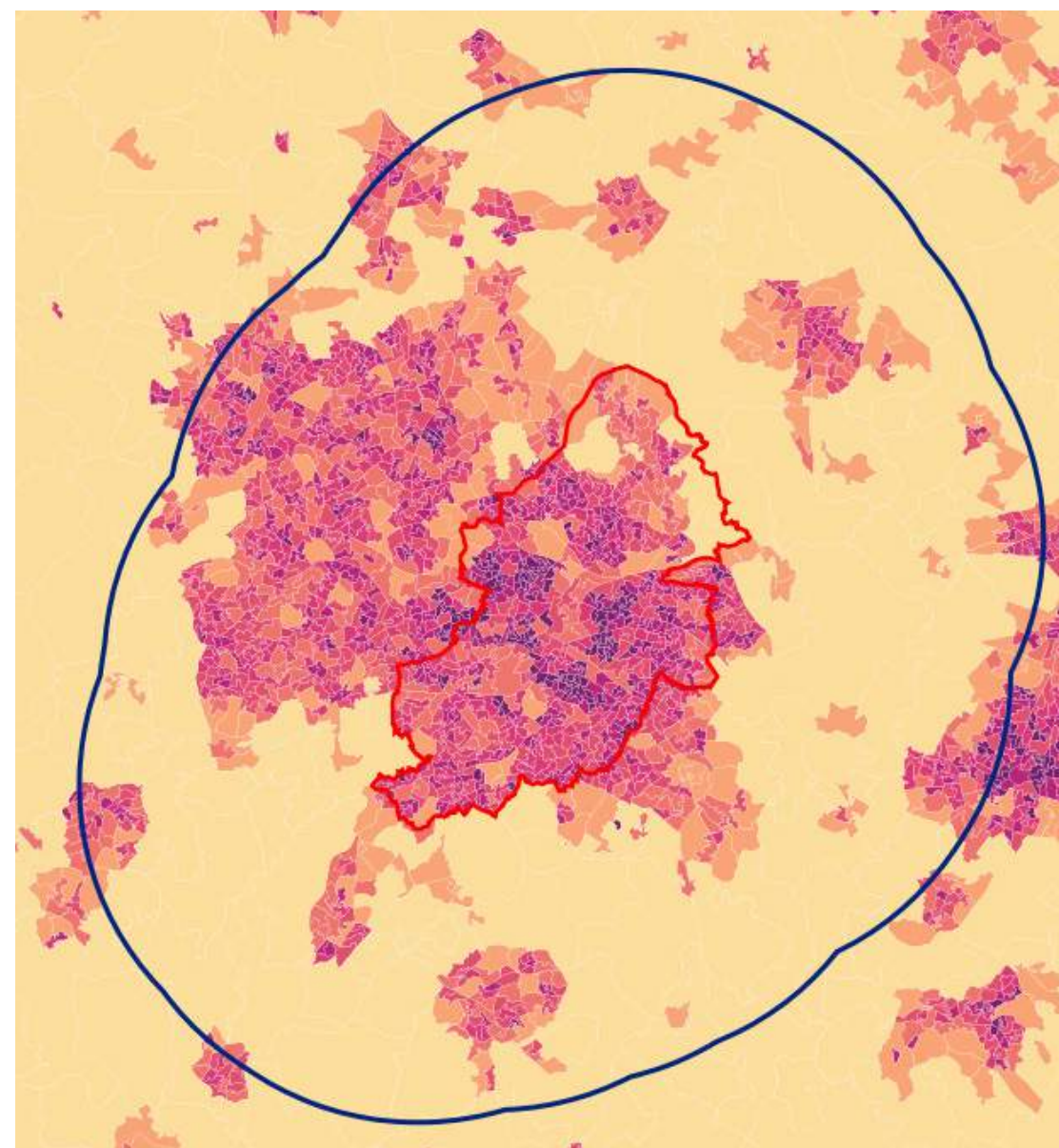
When reviewing British Cycling personas, the West Midlands is higher in the 'lone riders' and 'hesitant friends' segments but lower in 'group and enthusiasts', 'keen families', 'lapsed cyclists' and 'passive riders' compared to the rest of the UK.

A lower number of 16-34-year-old cyclists in the West Midlands (15%) compared to the rest of the UK (30%). West Midlands is higher in the 35-54 age group (51%) though compared to rest of the UK (35%).

Birmingham has a higher proportion of female members (22%) compared to the national average (17%). Male (83%) national and 78% in Birmingham.

Nationally, road and track is the most common interest in cycling members (84.3%). Not enough significant data for Birmingham data.

Figure 1.2 - population density for Birmingham and the surrounding area (Office for National Statistics, mid-2017 estimates)



Events in Birmingham 2017-2019: 17,684 registrations for BMX; 1,638 cycle-cross registrations; 260 closed road circuit registrations.

### British Cycling club insight - West Midlands region:

There are 172 affiliated clubs and teams that are currently active in the West Midlands, with the following key findings being of particular relevance to this project:

- Typical club size 10-20 members, with 40 clubs in total sitting in this category.
- The 48-54 age group has the greatest number of club members, with the lowest being 18-24.
- Club membership is male dominated.

### Population:

Since 2011 population growth by 65,000 (6%) to 1.13m people in Birmingham (ONS mid 2017 estimate).

Significant further growth between 2017-24, 50,000+ people (5%) in Birmingham (ONS SNPP 2018). By 2031 population to grow by 150,000. (BCC Development Plan)

West Midlands Combined Authority, 542,000 population increase by 2030.

542,000 additional people (by 2030) could generate an additional 190,000 cyclists by 2030 across the WMCA and an additional 57,000 cyclists in Birmingham by 2031 based on current Active Lives cycling and participation trends.

HS2 developments, increase demand for access into and out of BCC. Increased population puts additional pressure on local transport system, especially at peak times.

Cycling and walking vital components to provide a holistic and sustainable public transport system.

### Deprivation and inactivity:

23% of Birmingham population live in 5% most deprived LSOAs.

40% live in 10% most deprived LSOAs.

Higher densities of deprivation concentrated in wards surrounding the city centre; Washwood and Nechells.

Higher issues of transport poverty, less likely to own a car (35.8% don't own a car), more reliant on public transport and cycling/walking infrastructure, low cost sustainable alternative.

Historically the more affluent areas of Birmingham to the north and south exhibit higher levels of cycling.

30% of adults in West Midlands are in the highest category for inactivity (less than 30 minutes per week).

## Key considerations

- Providing suitable cycling opportunities and cycling facility infrastructure to increase the cycling
- The West Midlands has a higher percentage of 35-54-year-old cyclists compared to the rest of the UK.
- Using cycling as a tool to address transport poverty and encourage more people to cycle as a mode of transport

and recreation in areas of higher deprivation.

- Provider greater opportunities for under-represented groups (e.g. women and girls, BAME, those with a life-limiting illness (LLI) or life-limiting disability (LLD) to increase their cycling participation through appropriate infrastructure and cycling facilities that have suitable ancillary provision to cater for their needs. This includes the existing cycling club network.
- Ensure there is an appropriate traffic-free cycle network, and cycling-specific facilities, to cater for the current demand and projected future growth (2030) in cycling across Birmingham and the West Midlands caused by population growth.
- Road cycling and mountain biking are the 1st and 2nd most popular cycling disciplines in Birmingham and the West Midlands according to Active Lives (Sport England).
- BMX has the highest number of recorded events in Birmingham (17K+) as recognised by British Cycling, followed by cyclo-cross and then closed road circuits.
- The spread of projected cycling demand is broader than just being restricted to the more affluent areas.

# Methodology & approach

The Birmingham Cycling Facility Needs Assessment was undertaken using a five step approach that aligned to industry best practice and the Sport England Assessing Needs and Opportunities Guidance (ANOG). The five stages comprise of:

**Stage A** – Confirm scope and requirements. Gather existing data and strategic review of key policies and strategies.

**Stage B** – Gather and review current cycling facility supply and demand.

**Stage C** – Assess the current and future cycling facility needs, priorities, key findings and issues.

**Stage D** – Develop cycling facility recommendations and action plan

The needs assessment was delivered and managed in partnership with a project steering group that consisted of representatives from Birmingham City Council, British Cycling, The Active Wellbeing Society (TAWS) and Sport England.

A mixture of quantitative and qualitative data collection was undertaken to develop an evidence base for the study. Stakeholder consultation was undertaken with a wide range of local and regional stakeholders. A list of organisations consulted is provided within the appendix.

## Summary of cycling facility supply and stakeholder consultation in Birmingham

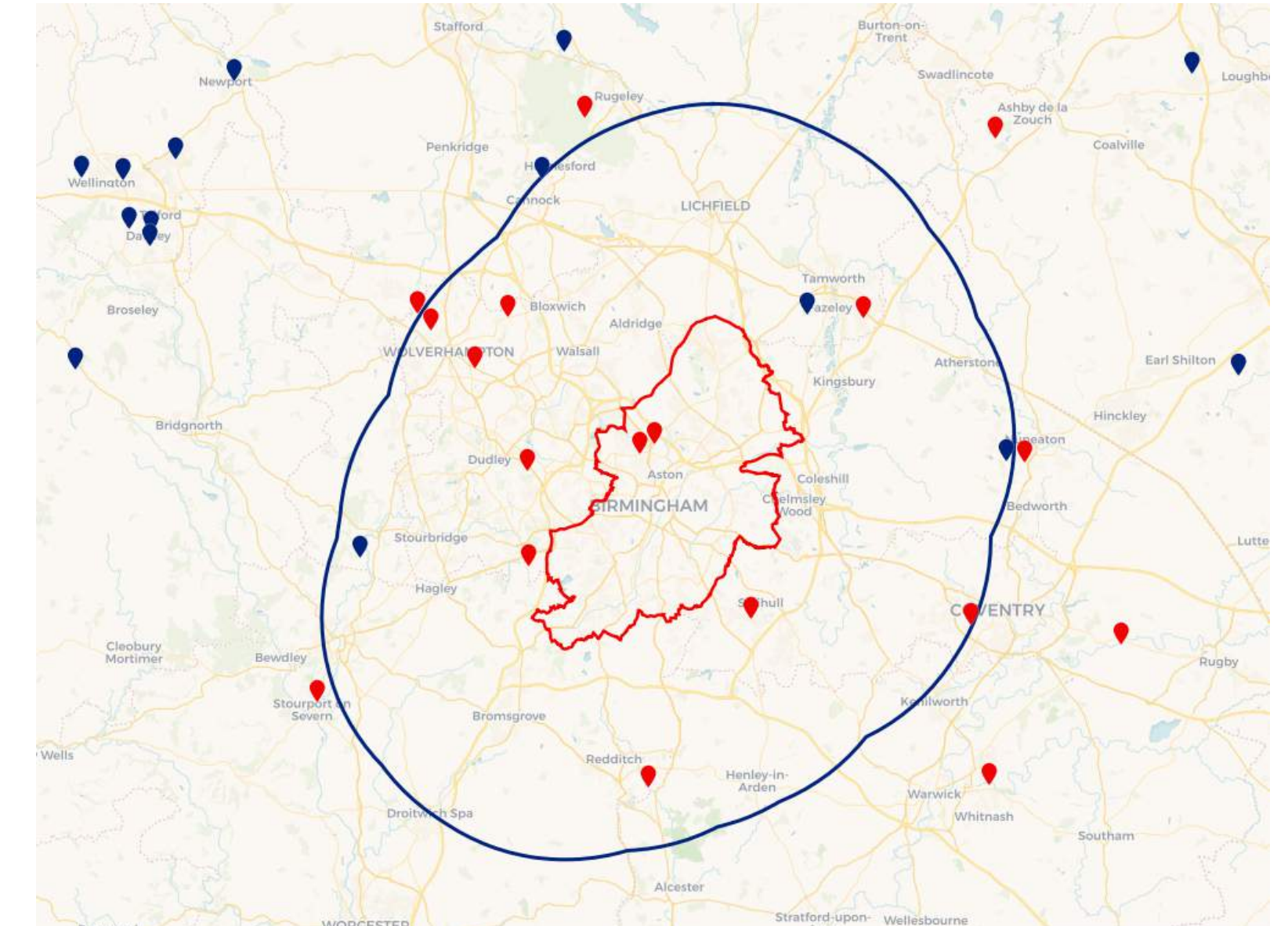
### Supply summary and overview:

All discipline-specific facilities (speedway tracks, outdoor velodromes, closed road circuits, BMX tracks and mountain bike venues) that are in a 20-minute drive time catchment of the Birmingham local authority boundary have been considered as part of this needs assessment, except for BMX pump tracks, as these have a very local catchment area. The distribution of all facilities is shown in figure 2.1, with only two facilities (one BMX race track at Perry Park and one cycle speedway track at Perry Hall Playing Fields) falling inside the Birmingham City Council boundary.

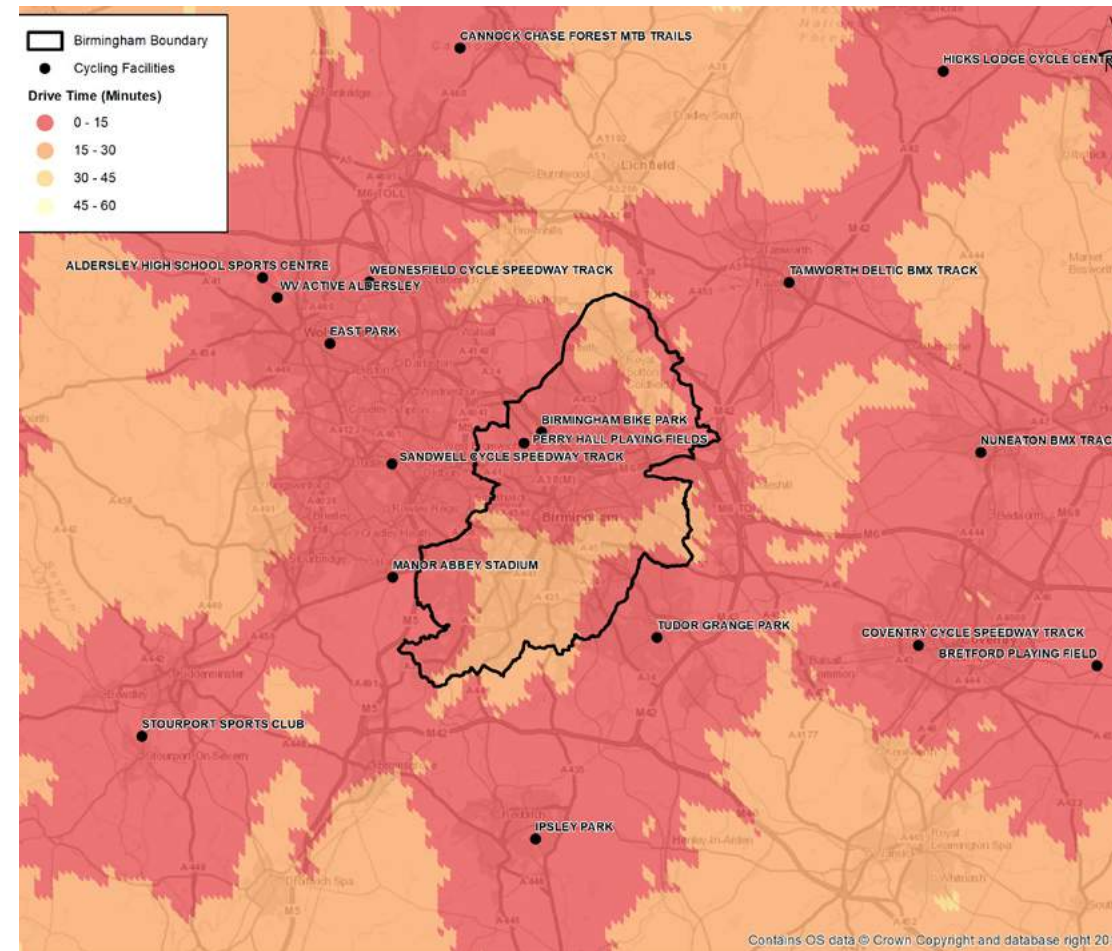
All cycling facilities within a 20-minute drive time (excluding BMX pump tracks) were visited by site assessors and a non-technical site assessment was undertaken using a pro-forma developed by the consultant team in partnership with the project steering group. The site assessments determined the quality, accessibility, availability of the cycling-specific facilities as well as ancillary facilities (e.g. changing, toilets, club house/meeting space, storage, parking) for each site.

Where possible, site assessments were undertaken in partnership with the cycling club and organisation responsible for the operation, management and use of the site. This enabled qualitative data and information for each site to be gathered against the quantitative data.

Figure 2.1 - distribution of discipline specific cycling facilities in the study area



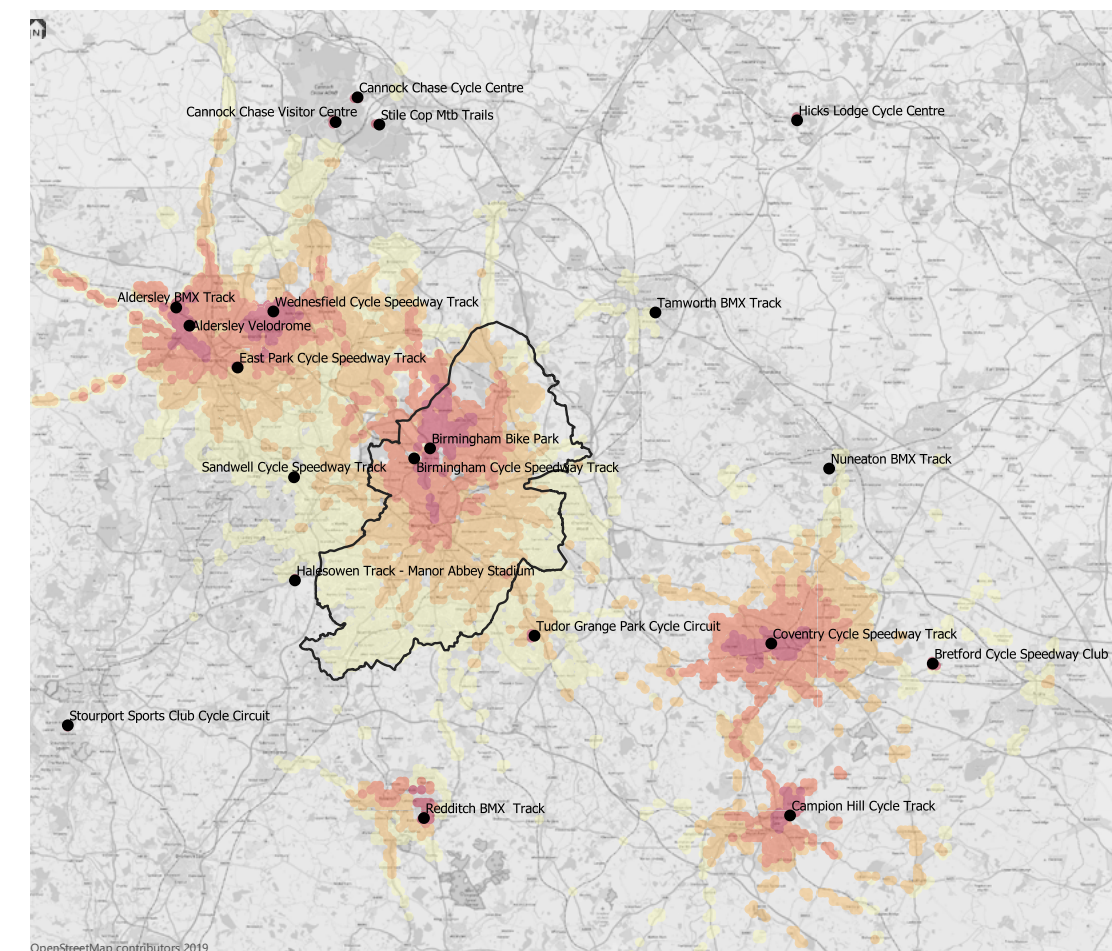
## Population:



**Figure 2.2 – drive time access to cycling facilities in the study area**

When considering all facilities together, a discipline specific facility is accessible within a 45 drivetime for 100% of the population of Birmingham, with residents of Birmingham being able to access a facility within 30 minutes. Each discipline will be explored separately in the following section.

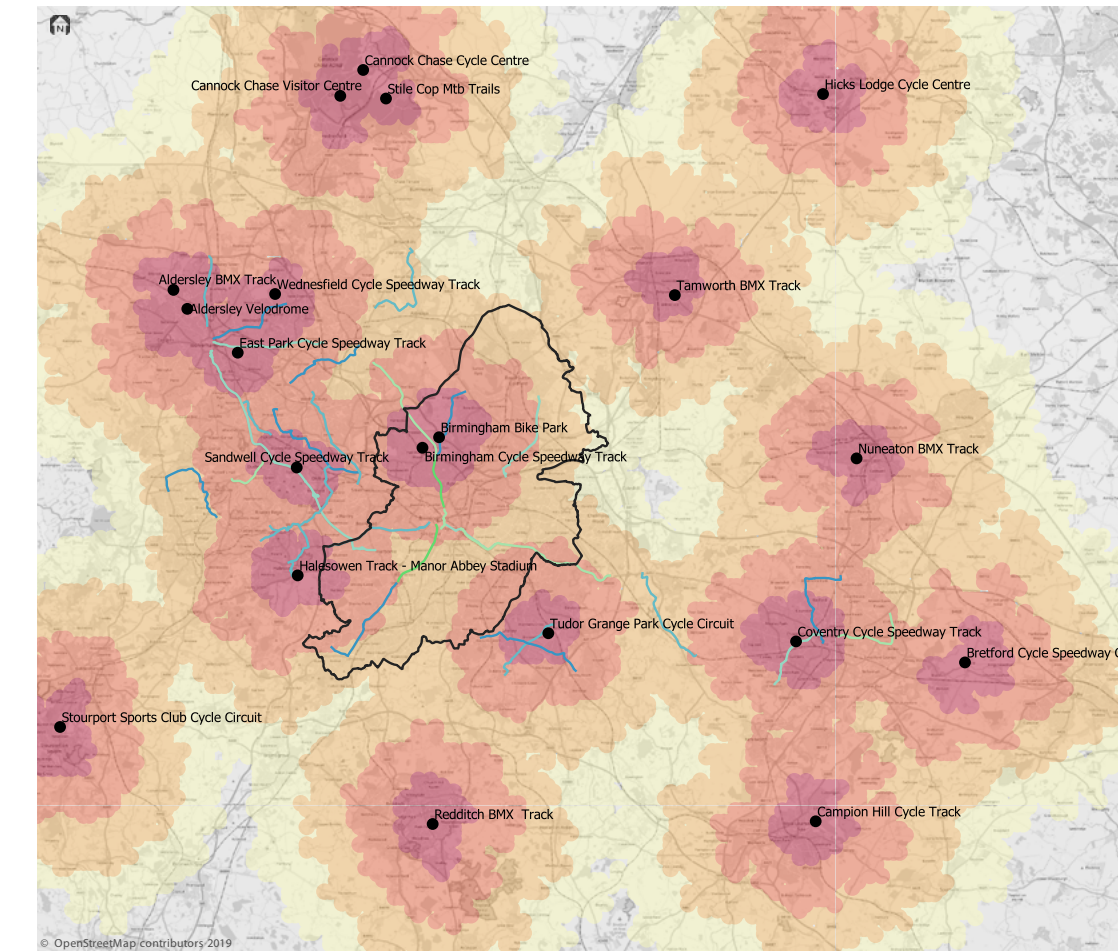
## Public transport accessibility:



**Figure 2.3 – access to cycling facilities in the study area by public transport**

Not all residents have access to a facility by public transport within 45 minutes and some do not have any access at all. Those in the south of Birmingham have the greatest travel time, with many having to travel over 45 minutes and up to 1 hour to reach their nearest cycling facility using public transport. Many cycling facility sites outside the Birmingham boundary cannot be accessed by public transport at all, either from within the Birmingham boundary or in their surrounding area. An example is Tamworth BMX Track and Cannock Chase.

## Cycling accessibility:



**Figure 2.4 – access to cycling facilities in the study area by bike**

When taking into consideration travelling by bicycle only, all Birmingham residents are able to access a cycling facility within a maximum 45-minute cycle and approximately 50% of all residents within a 30-minute cycle. The main facilities this includes are the Birmingham Bike Park, Birmingham Cycle Speedway Track, Halesowen Track, Sandwell Speedway Track and Tudor Grange Park Cycle Circuit. As per public transport findings, no existing mountain bike facilities are accessible by bike for Birmingham residents.

The ambition for British Cycling with regards to cycling facility access is:

- The majority of the population (75%) have access to appropriate discipline-specific cycling facilities with 45 minutes of their home (excluding indoor velodromes).
- No one has to travel by car more than 45 minutes to a cycle circuit or 1.5 hours to an indoor velodrome.

Figure 2.2 illustrates the accessibility to all facilities in terms of drive time. Given that 35.8% of households across Birmingham do not have access to a car or van, and alongside this, reducing the reliance on cars and promoting active travel across the West Midlands, accessibility to facilities by alternative modes of transport also needs to be considered. Figure 2.3 and figure 2.4 show access to all facilities by public transport (2.3) and by bike (2.4).



To build on the existing activity and achieve the necessary step change for cycling and walking, the West Midlands Local Cycling and Walking Infrastructure Plan (LCWIP, 2019) sets out to identify the key cycling routes where investment would provide benefit to the people living and working in the region.

Figure 2.5 shows the prioritised routes and corridors in the LCWIP and the timeline indicated for the start of work to develop the routes.

These routes have been prioritised based on their ability to improve the lives of the people living and working in the region through increased access to safer cycling routes, which will improve connectivity and access and providing opportunities to include active travel to increase physical activity and improve air quality. Routes have also been prioritised based on links to other schemes and upcoming developments.

The planned improvements to cycling infrastructure, with many routes passing close to discipline-specific facilities, as shown in figure 2.5, provides the opportunity to develop a joined up network of safe cycling infrastructure and facilities across the region.

British Cycling provides details of over 1,000 free cycle routes via its website. These routes are risk assessed and provide a mixture of off-road and on-road routes that vary in distance and difficulty and cater for a range of abilities and experience.

British Cycling route data shows there are at least 50 risk assessed routes within a 10 mile radius of Birmingham that range in distance and elevation from 1.1 miles, being the shortest (Let's Ride Cannon Hill Park), to 31.3 miles (Cannon Hill Extreme) being one of the longest. Figure 2.6. Illustrates the network of risk assessed routes in relation to specific cycling facilities.

The map highlights the network of recreational cycling routes, promoted by British Cycling and delivered in partnership with local stakeholders and groups, which cover the length and breadth of Birmingham. Many of these routes start and finish at leisure centres and wellbeing centres and use the existing infrastructure such as canal tow paths, parks, woodlands, nature reserves and reservoirs to provide cycling routes in traffic free environments that also incorporate specific landmarks and points of interest around Birmingham.

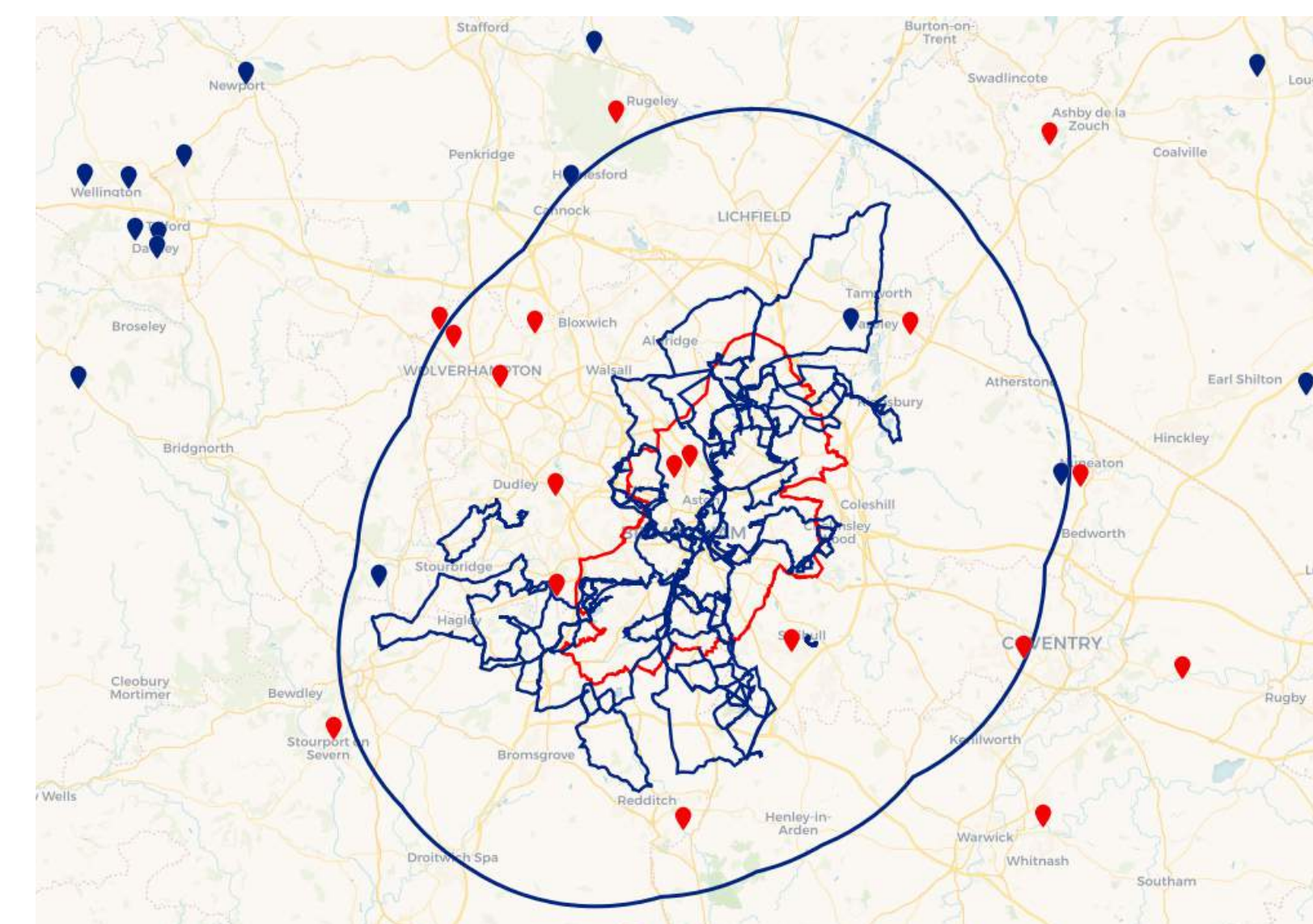
The network of routes run in close proximity to Birmingham Bike Park and Birmingham Cycle Speedway Track located in the Perry Barr area. They don't however run directly to or through either of these facility locations, which presents an opportunity to enhance the connectivity to these sites via new cycling routes and infrastructure. The same applies to the BMX track and pump track located in Tamworth to the North East of the BCC boundary.

When considering cycling facilities that are situated outside of the BCC boundary, the only cycling facility that is directly linked via one of these routes is the Halesowen Track located in Dudley to the south west of Birmingham.

**Figure 2.5 - LCWIP phased cycle route development across the West Midlands**



**Figure 2.6 - the network of British Cycling risk assessed routes within a 10-mile radius of Birmingham**



There is a clear opportunity to align and connect the proposed LCWIP routes that have been identified for investment (see figure 2.5) with the existing British Cycling risk assessed routes (figure 2.6). This will go a long way to help enhance cycling access and frequency to cycling specific facilities located within the BCC boundary (Birmingham Bike Park BMX track and Birmingham Cycle Speedway Track) as well as those cycling facilities that sit outside of the BCC boundary within a 20 minute drive time radius

### Stakeholder consultations summary:

Stakeholder consultation was undertaken with a range of local and regional stakeholders including cycling clubs, representatives from Birmingham City Council, West Midlands Combined Authority, Transport for West Midlands and national organisations such as Sustrans and the Forestry England. A list of organisations consulted with is provided within the appendix. A summary of the key findings from the stakeholder consultations are provided below.

- The general view from wider stakeholders and those involved in the cycling infrastructure is that more needs to be done to improve the current infrastructure for cyclists. It is recognised that the danger associated with cycling within the centre of Birmingham discourages people from cycling and reduces participation. This is fundamentally down to the volume of traffic and the lack of dedicated cycling routes through the city centre.
- The overall view on the current provision of facilities within the study area was that there is not necessarily a need for an increase in cycling facilities, but instead an improvement to the quality and standard of

the current facilities. Stakeholders did not generally identify the quality of the track, circuit or surface as an issue. The main points of contention raised was the lack of ancillary facilities and storage equipment for equipment at cycling-specific sites.

- From an events perspective, it is almost impossible to get to most places by train on a Sunday (when most events take place), as there is either very limited service or none at all. Bus schedules are also limited at weekends and there is no cycle carriage on metro or bus permitted, therefore access to events and timing of events needs to be carefully considered to maximise access.
- A number of charities who work with people with disabilities stated that the majority of sites are not suitable for their activities. This is due to the lack of ancillary facilities that are DDA compliant, requiring hoists and other equipment. This was also the case with the lack of storage facilities available for adaptive bikes. A large proportion of clubs recognised the need to improve and/or add additional ancillary facilities, in order to accommodate demand from a wider range of participants.
- There was a view amongst stakeholders that Birmingham requires an indoor velodrome. This view was particularly prevalent from cycle track clubs who argued that they have to travel to Derby, Manchester or South Wales in order to access such a facility. A number of cycle track clubs also expressed they could not access the velodrome at Derby due to a lack of available slots at their preferred times. Other clubs, that were not specifically track cycling clubs, did not have as strong a view and believed that the investment

that would be required for a Birmingham indoor velodrome would be better spent on developing existing cycling facilities and enhancing the cycling infrastructure.

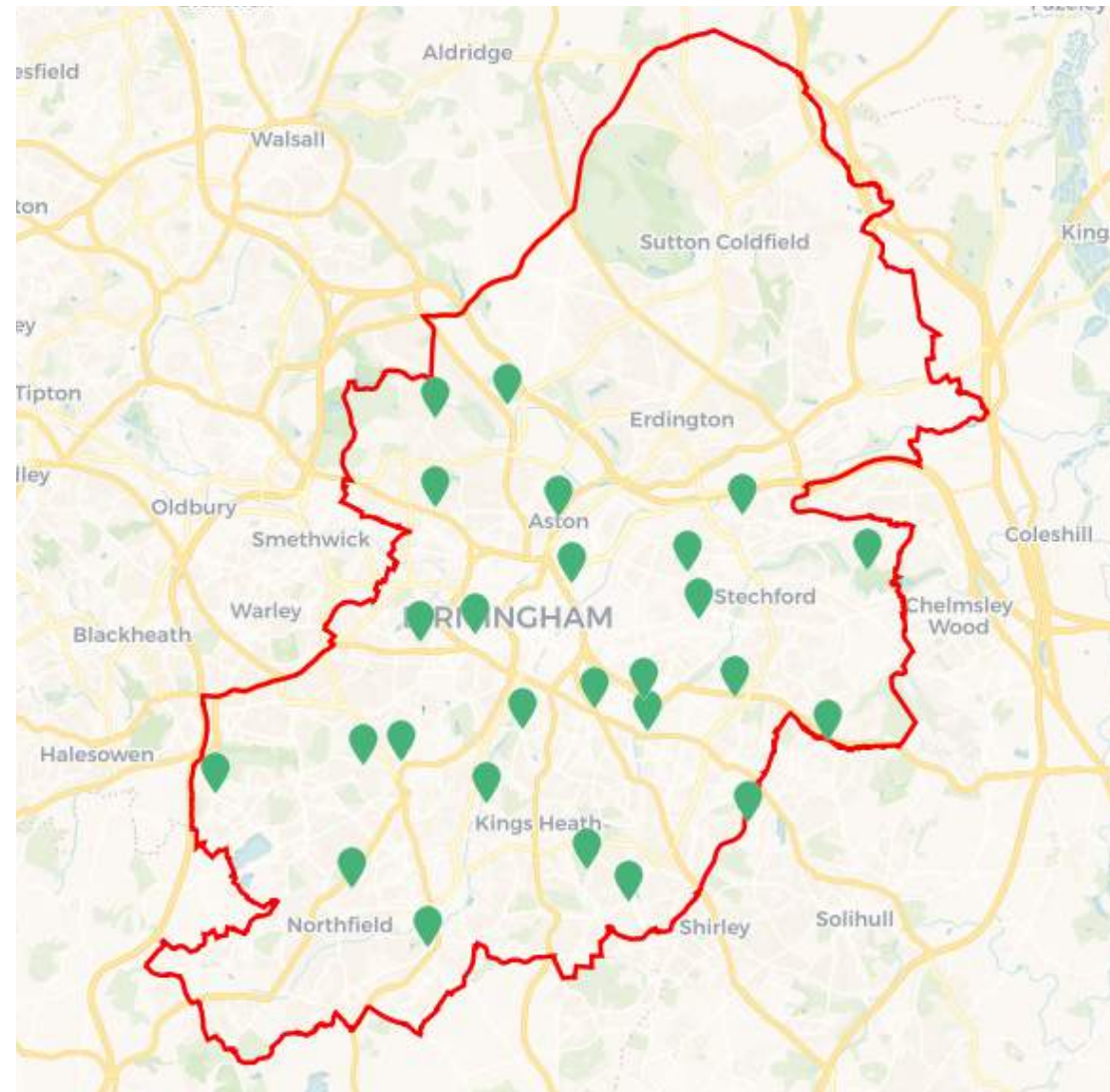
- There was a strong consensus formed when it came to the view on active travel and more specifically, their thoughts on the canal networks in Birmingham. It was identified that the key benefit of an extensive canal network is its ability to provide riders with an explorative experience.
- This is something that a number of clubs presented as the reason for increasing their use of the canals and linked with a view that people are less inclined to want to cycle around a track/circuit. The traffic-free element that it provides was also seen to be a massive positive, especially considering one of the biggest drawbacks to cycling in Birmingham was seen to be the volume of cars in the city centre.
- Despite the overwhelming support for the introduction of the canal network, there were a number of common drawbacks. The most apparent was the identification of poor lighting in certain areas along the network, with certain stakeholders expressing that they won't take certain routes at night due to safety fears. In addition to this, many people highlighted that the terrain is prone to getting very muddy at times but understand that this is inevitable due to its close proximity to the waterway. The drawbacks also extended to other aspects of active travel and the cycling routes in Birmingham.
- The development of the A34 and A38 segregated cycling routes were praised by a number of stakeholders; however, it was

frequently stated that there is a need for a cycle route through the city centre. At this present time, it was said that the current infrastructure is not accommodating for cyclists and the passage through the centre is very dangerous.

- A common theme emerged from stakeholders with regards to their view on the support received from British Cycling. The initial perception of British Cycling was that it focused on the elite side of cycling. To some extent this has isolated many stakeholders within the study area; however, it was recognised that there has been a shift recently towards a more inclusive, all-encompassing approach by British Cycling. This has certainly been acknowledged by a wide range of clubs and organisations.
- The main area to which clubs/organisations identified as requiring greater support was focused around marketing. This was certainly the case with a number of charities, who felt British Cycling could increase their efforts in promoting adaptive cycling.

The following section analyses the supply demand for cycling facilities and disciplines in detail and provides potential opportunities and recommendations

# Community cycling hubs



A number of Community Cycling Hubs were developed as part of the Walking and Cycling Strategy for Birmingham with an aim to target communities predominately in areas of higher deprivation and lower participation rates with opportunities to cycle. These opportunities come in the form of introductory lessons and guided rides, as well as providing hire/loan facilities for local residents. There are currently 24 cycling hubs across the city located in a variety of settings, including parks, local schools and youth centres.

There is good distribution of cycling hubs located across central and southern Birmingham that are interconnected by a wide network of risk assessed cycling routes. There are no cycling hubs located in the north of Birmingham or far south.

The majority of the BCC study area is within a 15-minute access to a cycle hub by bike apart from areas in the north and far south of the BCC area. The north of the city is unable to access a cycling hub within an hour by public transport.

One of the key ambitions for British Cycling is to ensure that everyone has access to cycle in a traffic-free environment within 15 minutes from where they live (by bike). The cycling hub network, along with the existing network of risk assessed routes and LCWIP phased routes, are a key contributor to supporting this ambition and offer across Birmingham.

There is therefore the opportunity to explore new cycling hub locations in the north and south of Birmingham to help ensure everyone has access to cycle in a traffic-free environment, whilst also explore additional provision across central Birmingham in areas of high deprivation and low participation.

Consultation with wider stakeholders from local authorities outside of Birmingham within the West Midlands Combined Authority (WMCA) area identified that cycling hubs do not currently exist in their areas to the extent and level of provision that is within Birmingham. There is therefore a good opportunity to share the existing best practice from BCC and TAWS to establish new cycling hubs in priority locations throughout the WMCA.

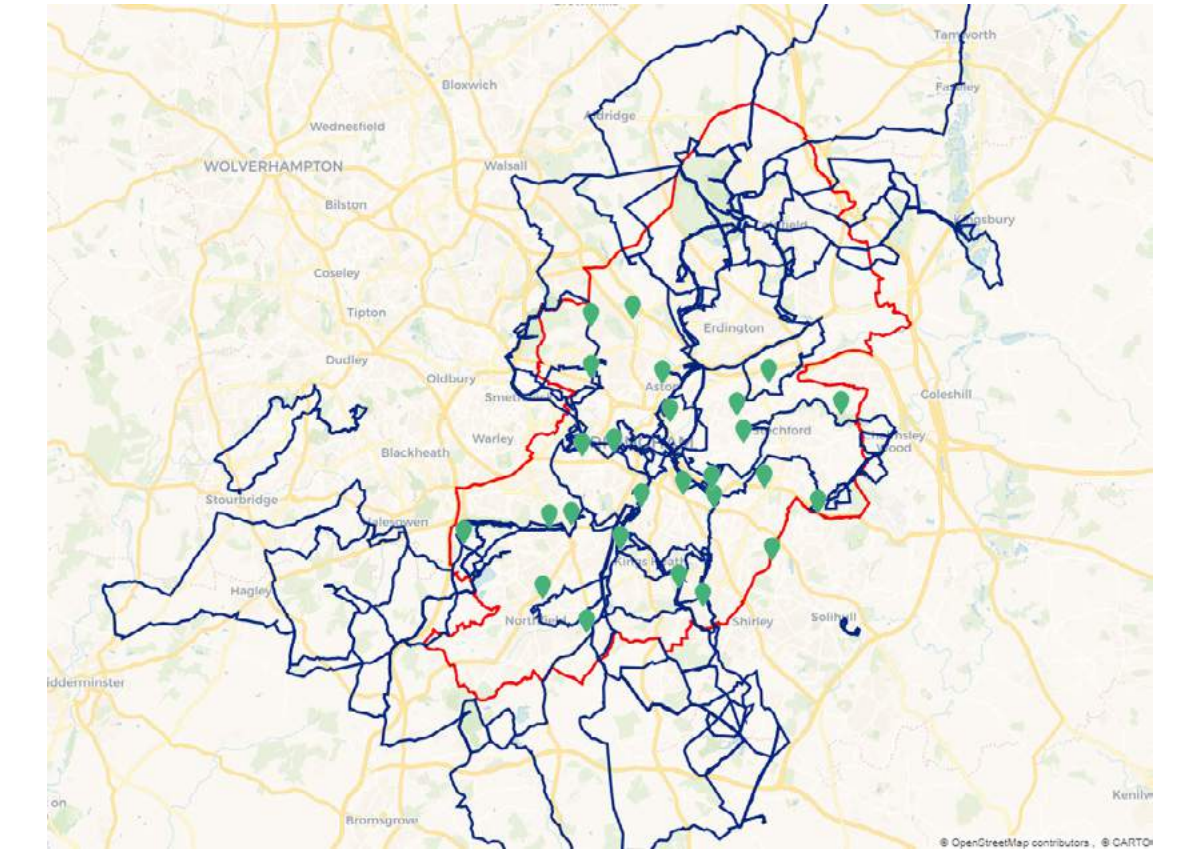
It is key that any investment plans for grassroots cycling in Birmingham maximise the use of previous analysis undertaken by stakeholders across the sector. To assist with this, the graphic

overleaf summarises the approach that was followed in order to select the shortlist of cycle hubs. It is recommended that this approach is used as a starting point to identifying future sites for additional investment.

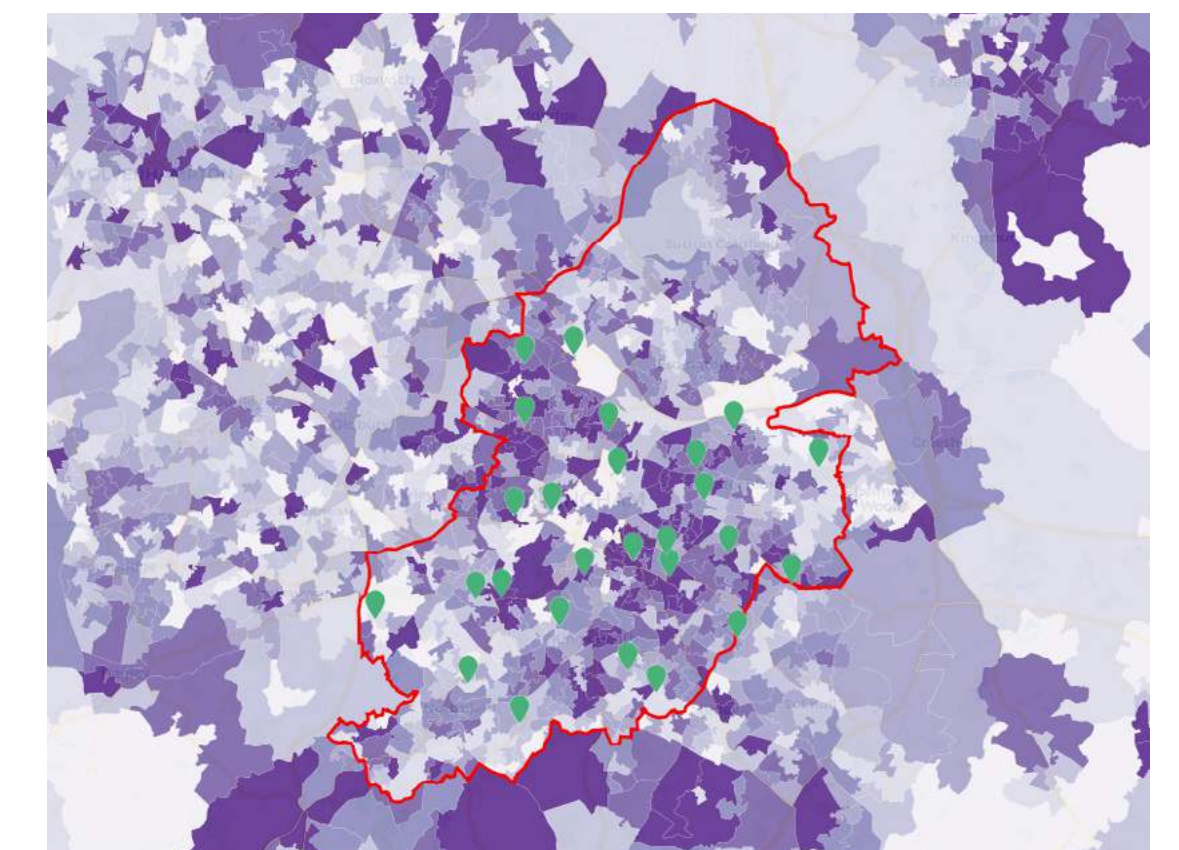
Figure 3.2 shows the projected cycling demand layer for Birmingham in relation to the existing cycling hub network (identified by the green markers). The darker areas show where there is higher projected demand in general cycling. The existing cycling hub network provides good coverage across the central belt of Birmingham where there are higher areas of demand that can access a cycling hub within 15 minutes of cycling.

There is potential however to provide additional cycling hubs in suitable locations. There is a clear gap with no cycling hubs located in the north of Birmingham. This however is the more affluent area and was not a key priority for the original cycling hub project which targeted areas of higher deprivation. There are however areas of identified high projected demand within this area, especially in the Little Sutton, More Green and Whitehouse Common areas that are not able to access an existing cycling hub within 15 minutes and therefore might benefit from new cycling hub provision within this area.

**Figure 3.1 - the network of British Cycling risk assessed routes within a 10-mile radius of Birmingham and community**



**Figure 3.2 - cycling demand layer for general cycling and the locations of the existing network of cycling hubs.**



## + Strengths

- 24 cycling hub sites currently existing across Birmingham providing recreational cycling opportunities to key priority groups (areas of high deprivation, low participation rates).
- A good distribution of cycling hubs located across central and southern Birmingham.
- Existing cycling hubs align to the existing network of risk assessed cycling routes across Birmingham. Many of the cycling hubs are inter-connected by the risk assessed routes.
- Approximately two thirds of the Birmingham area can access a cycling hub within a 15 minute cycle.
- Two-thirds of Birmingham (central and south) can access a cycling hub by public transport within a 30-minute journey.

## ➤ Opportunities

- The phased LCWIP routes will enhance accessibility to existing cycling hubs by bike with the potential to reduce journey times to within 15 minutes from the north of Birmingham.
- Identify sites for new cycling hubs across the central band and potential for additional sites in the north and south of Birmingham using the decision process framework outlined in this section.

## - Weaknesses

- There are no cycling hubs located in the north of Birmingham or the far south, these however are the more affluent and less deprived areas of the city that were not a focus of the original cycle hub programme delivered by TAWS.
- It takes over 15 minutes and up to 45 minutes to reach an existing cycling hub from the north and very south of Birmingham.
- It takes between 45 – 60 minutes to access an existing cycling hub from the north of Birmingham by public transport.

## ! Threats

- None identified.

## Recommendation 1:

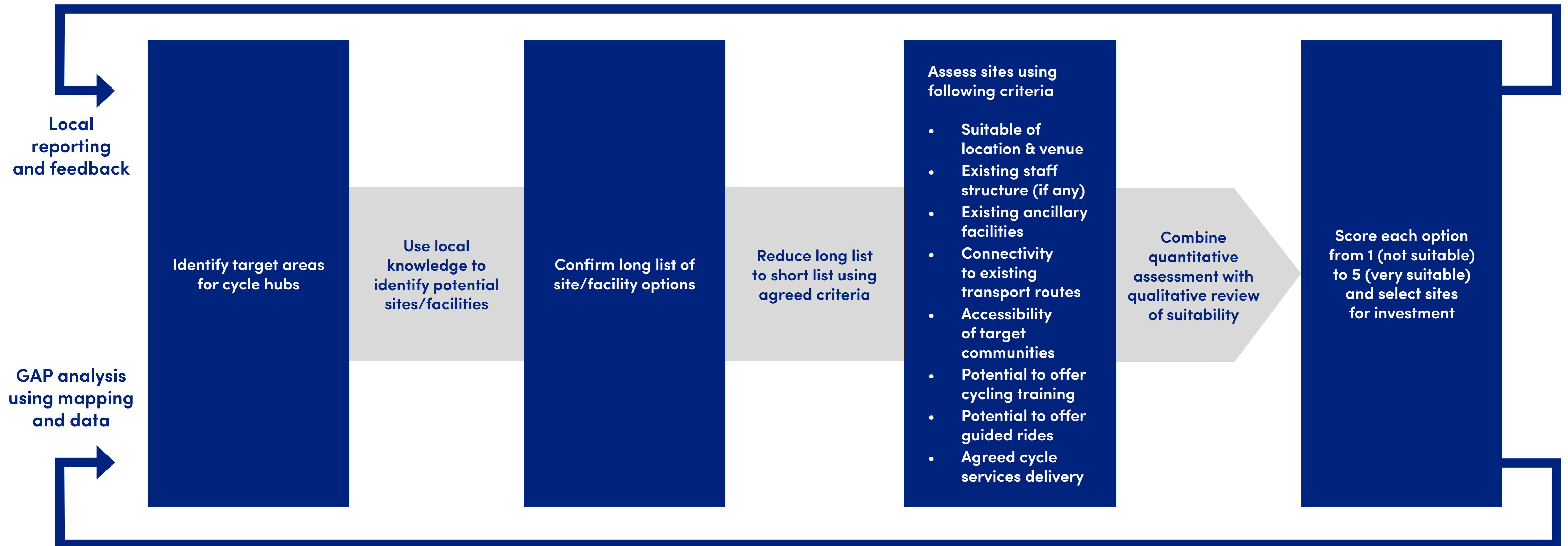
BCC, TAWS and BC to undertake an options appraisal to identify new locations for the provision of additional cycling hubs, utilising the decision process model. This should focus on new cycling hubs in the north and far south of BCC area to help support the ambition of everyone to have access to a traffic-free cycling network within 15 minutes from where they live. New cycling hub locations could also be identified within central Birmingham in areas of high deprivation and low participation. There is also the potential to co-locate new community cycling hubs with existing cycling facilities to provide both a discipline specific and recreational offer. A review of the sites operational models should also be undertaken.

## Recommendation 2:

Grow the community cycling hub network across the WMCA to enhance access to the traffic free cycling network with BCC, TAWS and BC sharing best practice about the development and implementation of a community cycling hub model with relevant WMCA local authorities and key stakeholders to identify priority sites and leverage investment for new cycling hubs.

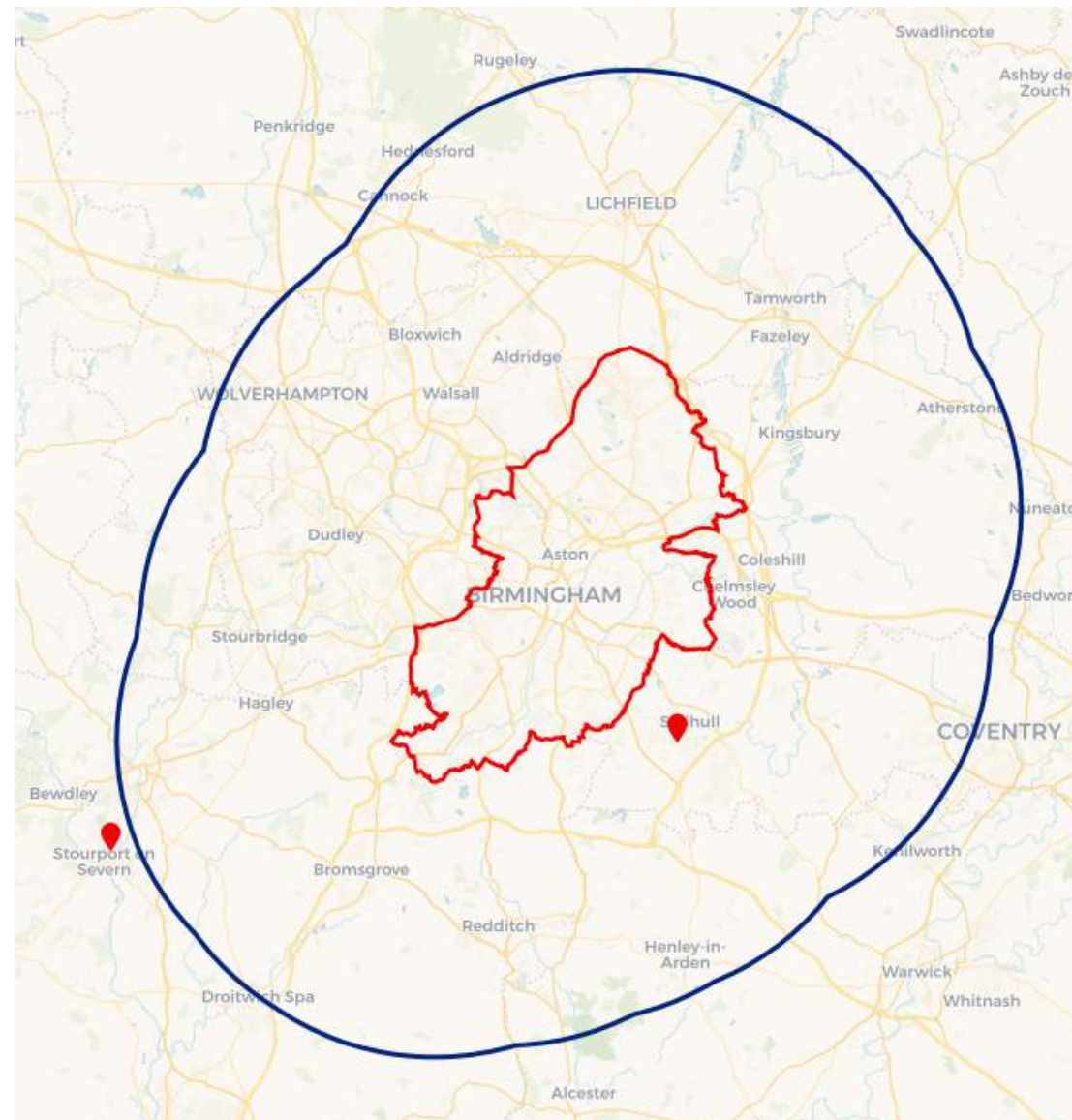
# Proposed decision process for identification of

Ongoing consultation with local  
users and residents



Ongoing review of user data and  
BCC coverage/accessibility

# Closed road circuits



There are currently two good quality closed road circuits within the study area, although neither site is located within the Birmingham city boundary.

## Stourport Sports Club Cycle Circuit

Is a successful multi-sport club and presents itself as a prominent feature in the local community. It is located outside Birmingham city centre boundary to the south west in the local authority of Wyre Forest. The sports facility site offers a wide range of sporting activities, with good ancillary and bar facilities present. This is the largest closed road circuit that was identified in the study area, measured at 1.4km in length. Stourport Sports Club Cycle Circuit is used primarily by Wyre Forest Cycle Racing Club who use the circuit throughout the week. Membership at the club has increased from around 85 members in 2013 to 300 members today in 2019, Growth have plateaued recently. The club expressed that the circuit is under-utilised. A school have daytime use of the circuit but they only use a small amount of its available capacity. A lack of promotion is preventing the club from growing. There are people who live a mile away from the circuit and are unaware of the existence of the club/circuit. (Further detail can be found in the Case Study at Appendix A)

## Tudor Grange Park Cycle Circuit

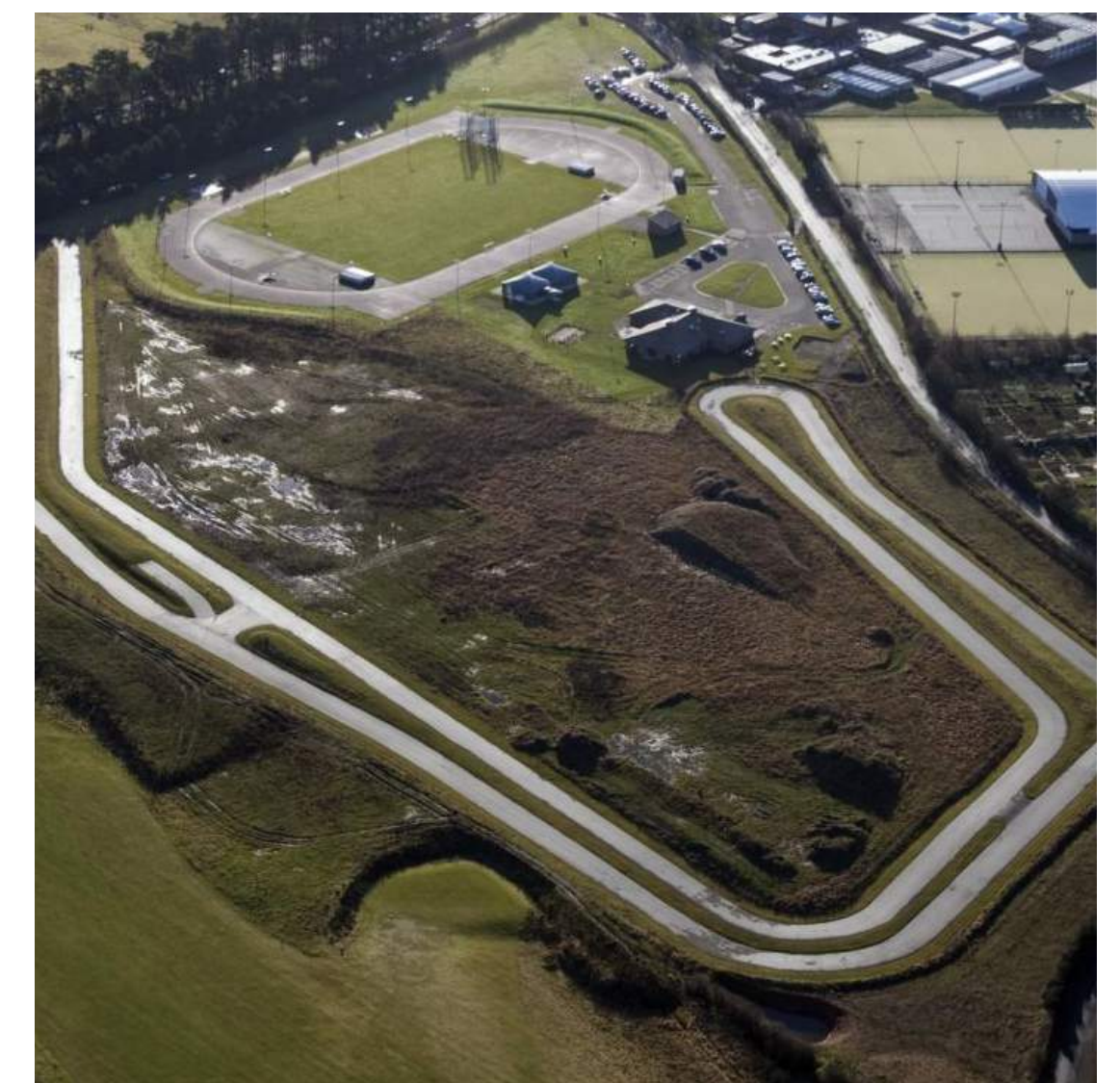
Is located to south-east Birmingham in the local authority of Solihull. The site is owned by the local authority and managed by Solihull Cycling Club. On the whole, the surface quality of the 850m circuit is very good with a few areas of surface damage. Consultations shared a number of common themes when it came to the key barriers that prevent increased participation at closed road circuits. The main barrier was the lack of ancillary facilities present. Solihull Cycling Club uses Tudor Grange Park Cycle Circuit as their home venue and say this is preventing the ability for the club to grow and develop, and in

particular, hindering female participation. The lack of ancillary provision at Tudor Grange Park was shared by the charity Sense, who work with people who a wide range of disabilities. Another barrier identified is accessibility of the site for people in wheelchairs.

The sites are both located to the south of Birmingham city centre, with a lack of available provision in the north of the study area. Although both sites are accessible within a 45-minute drive time to Birmingham residents, only Tudor Grange Park Cycle Circuit is accessible by public transport and by cycling within an hours travel time of the Birmingham city boundary (30-45 minutes). Both sites have a number of areas which could be enhanced to improve the overall standard of the facilities. The main areas of improvement for Tudor Grange Park Cycle Circuit can be seen with the addition of ancillary facilities and repairs to the surface of the circuit. Stourport Sports Club Circuit has issues with the current configuration of the circuit, with two potentially dangerous hairpin bends and no barriers present.

The circuits are operating under capacity, particularly Stourport Sports Club. The issues presented above are a contributing factor; however, it should be emphasised that during consultation with a number of stakeholders, it was indicated that there is a desire for riders to have an explorative experience when riding was potentially dissuading people from participating at close road circuit facilities.

Taking into account the analysis and findings presented, the following SWOT analysis and key recommendations have been identified for the provision of closed road circuits in the study area.



## + Strengths

- Two closed road circuits which are identified as having good quality surfaces located within a 45-minute drive time from Birmingham.
- Tudor Grange Park is accessible by public transport and bicycle within a 30–45-minute travel time to areas within south-east Birmingham. The site is also accessible within a 30–45 minute cycle to residents in the south east of Birmingham.
- Coaches at Tudor Grange Park circuit are qualified and experienced in working with people with severe disabilities, making the site popular for inclusive cycling.

## ➤ Opportunities

- The provision of appropriate ancillary facilities required at Tudor Grange Park to help grow participation and provision, especially for female and disabled cyclists.
- Promotion and marketing to raise awareness of the location and provision of both sites by BC, BCC and other cycling stakeholders.
- Improved public transport links to Stourport to increase use from Birmingham residents. This can be combined with greater promotion of the facility.
- Minor repairs to the track surface at Tudor Grange Park to enhance the user experience.
- Further investigation required into how dangerous the hairpin bends are at the Stourport circuit. With appropriate improvements.
- The potential development of a new closed road circuit in the north of Birmingham where there is a gap in closed road circuit access and provision to serve Birmingham and adjoining authorities to the North.

## - Weaknesses

- No closed road circuits located within the Birmingham city boundary.
- Only one circuit (Tudor Grange) that is within a 45-minute travel time by public transport. Residents to the north and west of Birmingham are unable to access a closed road circuit by bicycle or public transport within a 45-minute travel time.
- The Stourport circuit is not accessible to Birmingham residents by public transport or bicycle.
- Stourport circuit has two sharp hairpin bends, with no barriers, that the club consider to be dangerous.
- There are no planned LCWIP phased infrastructure developments that link either facility.
- No ancillary facilities present at Tudor Grange and poor accessibility for people with additional needs.

## ! Threats

- The desire for 'exploratory cycling' e.g. links to the rise in popularity of the canal paths has a potential impact on reducing demand for cycling specific road circuits.
- The difficulty and severity of corners at the Stourport site could present a barrier for less able cyclists.

## Recommendation 1:

Support Solihull Cycling Club in their ambition to develop ancillary facilities at Tudor Grange Park Cycle Circuit.

## Recommendation 2:

Increase the level of promotion provided for the two closed road circuits (Tudor Grange and Stourport) in the study area. In particular the accessibility of Tudor Grange by bike and public transport to residents of Birmingham.

## Recommendation 3:

Work with the Birmingham City Council and relevant local authorities to improve public transport links to both of the sites.

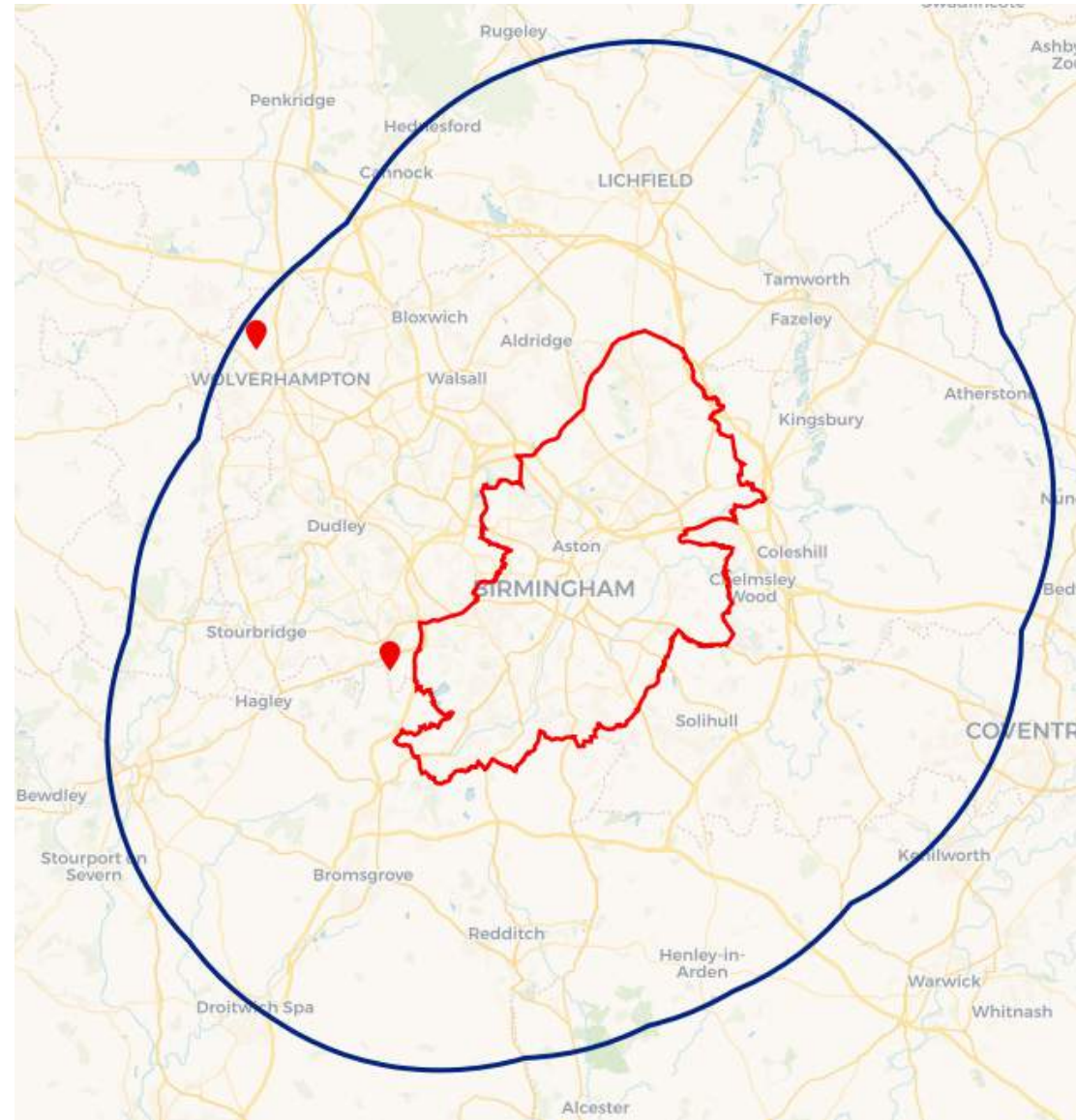
## Recommendation 4:

Closed road circuits are well utilised by disabled riders, yet more investment is required to improve the wheelchair access of these sites, particularly at Tudor Grange Park Cycle Circuit.

## Recommendation 5:

Whilst both facilities are accessible by car within a 45-minute drive time, only Tudor Grange is accessible by residents in the south-east of Birmingham via sustainable modes of transport such as public transport and cycling (within 30–45 minutes). Explore the potential of establishing a closed road circuit in the north of Birmingham where there is currently a gap in provision for residents Birmingham and adjacent local authorities to access via sustainable modes of transport.

# Outdoor velodromes



Within the study area, there are two outdoor velodromes that have been identified – Halesowen Track and Aldersley Velodrome.

## Halesowen Track

Is owned by a trust of sports clubs and situated on green belt of land which is reserved for sport and recreation. The site is of a good quality overall, with a bar, function room and social area. There are some issues with the track, including damage to the binding in high use areas. The facility is located in the local authority of Dudley to the South West of Birmingham city centre, just outside of the Birmingham city boundary. Halesowen Cycling Club, the club that uses Halesowen Track as their home site, have a total membership base of 200. The club identified that there are no public transport links to the site and more importantly, the dual carriageway immediately outside of the site is making accessibility very difficult and is reducing the demand being placed on the site.

## Aldersley Velodrome

Is owned and operated by Wolverhampton City Council. This site is a sports hub which includes Artificial Grass Pitches (AGP), tennis, indoor facilities and an athletics track. The outdoor velodrome at Aldersley is the longest track identified in the study area, measuring 425m in length. The tarmac track is mostly in very good condition, yet there are small areas of damage to the track caused by tree roots and has areas of poor drainage. The site is located in Wolverhampton, to the north-west of Birmingham city centre. Wolverhampton Wheelers, the club that uses Aldersley Velodrome as their home site, have a total membership base of 275, of which 150 are juniors and 40% are female riders. Wolverhampton Wheelers are generally happy with the provision at Aldersley Velodrome,

allowing for juniors and adults to be coached in a traffic-free environment.

The sites are located to the west of Birmingham city centre, with no immediate provision in the east. The accessibility of the two sites is varying depending on the mode of transport. Both sites are accessible within a 45-minute drive time. Aldersley Velodrome is not easily accessible by public transport for Birmingham residents, with travel time over one hour. Aldersley Velodrome is also not accessible via bike. Halesowen Track however is accessible within 45 minutes via public transport and via bike for residents living in south west Birmingham. Birmingham residents located in the east or north of Birmingham would have to travel over 1 hour however to access the Halesowen Track via public transport or bike. Both sites are in close proximity to phased LCWIP planned routes that could enhance cycling access to both sites, in particular Halesowen for Birmingham-based residents, when these routes are developed.

The quality of the tracks at both sites are generally good, yet there are small areas of repair required on both surfaces. The most significant difference in terms of site quality, lies with the standard of ancillary facilities available at both sites. The ancillaries at Halesowen Track are somewhat dated in areas and the club are looking to update these facilities, including the changing rooms to accommodate the increase in female participation. In contrast, the ancillary facilities provided by WV Active at the Aldersley Velodrome are all-encompassing and of a very high quality, accommodating a wide range of sports clubs.

The outdoor velodromes in the study area are well used, particularly during the peak periods; however, it was identified that there is a large level of spare capacity during weekday daytimes. This was not necessarily due to a lack of demand in the area, but instead a number of stakeholders highlighted that there are not the coaches available to accommodate this demand, of which this demand was primarily from schools. In addition to this, a significant issue that was identified was the large number of track events and days that are regularly called off due to the rain making the track unsafe for cyclists.

Taking into account the analysis and findings presented, the following SWOT analysis and key recommendations have been identified for the provision of outdoor velodromes in the study area.





## + Strengths

- Two outdoor velodromes in good condition both accessible within a 45-minute drive time of Birmingham.
- Both sites have good ancillary facilities, in particular Aldersley Velodrome.
- 40% of riders at Aldersley Velodrome are female.
- Halesowen Track is accessible by bike within a 45-minute cycle for residents located in the South West of Birmingham and up to 60 minutes for half of all Birmingham residents.
- Halesowen Track is accessible by public transport however only for residents in the south-west of Birmingham with travel times of up to 45 minutes.

## ➤ Opportunities

- Halesowen Track is located nearby proposed phase 3 LCWIP development routes (planned for 2023 delivery) that could enhance cycling access to the site from Birmingham and surrounding area.
- Update existing changing room provision at Halesowen Track to help the club increase female participation.
- Aldersley Velodrome is also located near a proposed phase 3 route which might reduce the current one hour plus cycle time to the site from Birmingham.
- The demand at Halesowen Track could be increased if accessibility over the dual carriageway was improved.

## - Weaknesses

- The Aldersley Velodrome is not easily accessible via public transport by Birmingham residents, with journey times 60 minutes plus.
- Vegetation issues at Aldersley Velodrome (via tree roots) impacting on condition of the track.
- Changing rooms at Halesowen Track are old and require updating with an aim to help increase female participation.
- Poor site access at Halesowen Track due to risks associated with proximity to and crossing of the adjacent dual carriageway reduces the potential for the site to accommodate and develop school demand.

## ! Threats

- The development of riders can be hindered due to the large proportion of track events that are called off due to poor weather.

## Recommendation 1:

Consider options to enhance safe access across the dual carriageway at Halesowen to reduce risk and increase demand and accessibility for schools and other users.

## Recommendation 2:

Enhance the changing rooms at Halesowen.

## Recommendation 3:

Support the clubs at both sites in raising funds to repair the areas of surface damage to their tracks.

## Recommendation 4:

Investigate options for covering the tracks at Halesowen and Aldersley Velodromes with a simple canopy structure to reduce the impact of bad weather on track conditions and help extend track usage and capacity to meet the competition and training.

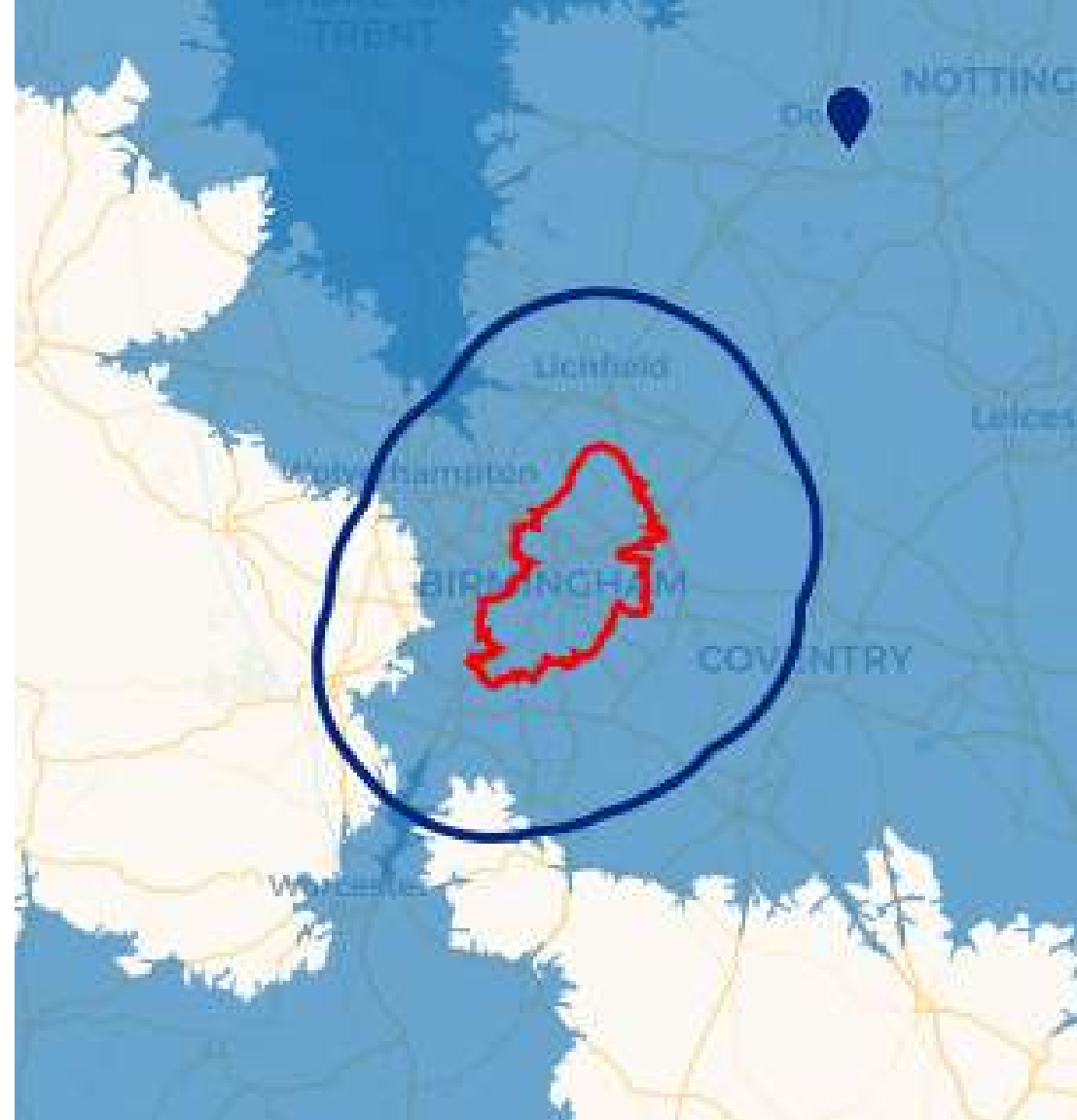
## Recommendation 5:

Explore the potential to increase coaching capacity within the area to provide coaches who could work across different sites enhancing links with schools to utilise spare daytime capacity of the sites.

## Recommendation 6:

Increase the level of promotion provided for the two outdoor velodromes in the study area to raise awareness and accessibility of the sites to Birmingham residents.

## Indoor velodromes



The UK currently has 28 cycling tracks, six of which are indoor velodromes. These are located in Derby, Glasgow, London, Manchester, Newport and Calshot.

The financial performance of velodromes has been hugely variable, with a number of existing indoor velodromes reportedly requiring significant annual subsidy from its respective local Council. The plan for the Birmingham 2022 Commonwealth Games is to use the Lee Valley Velodrome in London. This decision was made following an analysis of a number of options during the Commonwealth Games bid process. The Birmingham pro-velo lobbying group are, however, calling for a legacy training velodrome to be built in Birmingham and the group submitted a 7,000 signature petition to the regional Mayor in April 2019.

When considering the five indoor velodromes located in England and Wales, there are currently no indoor velodromes within the Birmingham city boundary, nor is there an indoor velodrome within a 20-minute drive time catchment of the city boundary. British Cycling's facility ambition, in relation to indoor velodromes and access, is to ensure that no one has to travel more than 90 minutes to access an indoor velodrome.

As part of this analysis, all indoor velodromes within a 90-minute drive time catchment were identified and illustrated in the map opposite. The distribution maps shows that residents within the Birmingham city boundary, and the majority of residents who live within a 20-minute drive time catchment of the Birmingham city boundary, can generally access an indoor velodrome (either Derby or Newport) within a 90 minute drive time. The velodrome at Derby Arena is accessible

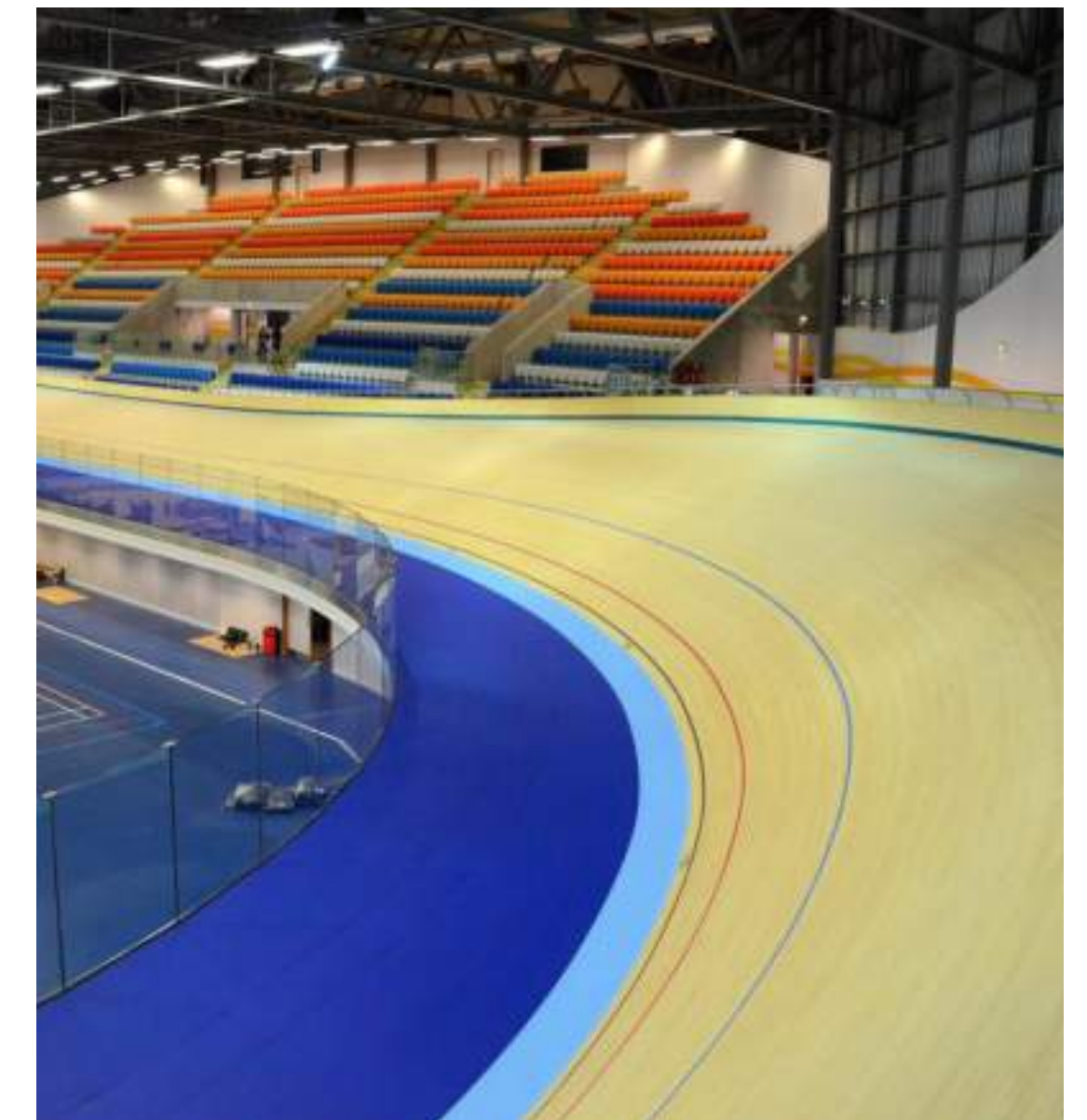
from Birmingham within a 60-90 minute drive time. The majority of the expressed demand that was identified for an indoor velodrome for Birmingham was generated from track cycling clubs, who are able to access the Derby Velodrome in a 60-90 minute drive time. This does not however take into account programming and operating considerations, which are specific to each venue and will impact on availability of peak time slots in particular.

The development of an additional indoor velodrome within Birmingham would not be a high priority in relation to the wider cycling, health and wellbeing strategic objectives and priorities for Birmingham and the West Midlands, as outlined in the regional and local strategies in this document. In order to support British Cycling's vision to get two million more people on a bike by 2020 and other national and regional physical activity and cycling and walking strategies (The Department for Transport's 'Cycling and Walking Investment Strategy'; 'West Midlands on the Move'; 'The West Midlands Cycling Charter' and the 'Birmingham Walking and Cycling Strategy'), there does not appear to be a sufficiently strong strategic or business case to justify the investment in the construction of a new indoor velodrome within Birmingham.

However, during the project consultation process, a common theme emerged with regards to the current view on availability of indoor velodromes. A large proportion of clubs, and more specifically track cycling clubs, support the argument that there is a need for an indoor velodrome in Birmingham due to the limited availability of alternative facilities and the number of track meets that are cancelled due to bad weather. There was agreement that there are available

tracks slots during the mid-week daytime periods; however, during evening and weekends the existing tracks slots are very limited. This was particularly with reference to the Derby velodrome. It was also identified that track slots at Derby can only be booked a maximum of 6 weeks in advance. Therefore, although clubs can access the facility at Derby in a 60-90 minutes drive time, the point of contention is that they generally cannot use the track at their preferred times. This leads to clubs having to go further afield, with two clubs citing that they sometimes go to Manchester or Newport to access an indoor velodrome.

Taking into account the analysis and findings presented, the following SWOT analysis and key recommendations have been identified for the provision of indoor velodromes.



## + Strengths

- All residents within the Birmingham city boundary can theoretically access an indoor velodrome within a 90-minute drive time.
- The indoor velodrome located in Derby is accessible in approximately 60-90 minutes from Birmingham.

## ➤ Opportunities

- Consideration of options to improve access to Derby Arena Velodrome, for example via improvements to the booking system, to allow clubs to view availability and book further in advance than six weeks.
- Investigate options for the covering of the existing outdoor velodrome tracks within the study area (Halesowen Track and Aldersley Track) with a simple canopy structure that could help extend club usage time and reduce the impact of bad weather cancelling races and training.

## - Weaknesses

- There is no indoor velodrome within the Birmingham city boundary, nor within a 20-minute drive time catchment of the boundary.
- Despite the indoor velodrome at Derby being accessible within 60-90 minutes, most clubs consulted felt that there was only limited availability at their preferred times.

## ! Threats

- A lack of peak time track slots at nearby indoor velodromes acts as a key barrier to using these facilities. This potentially threatens to hinder the development of track cyclists in Birmingham.

Despite the general consensus from track cycling clubs on the need for an indoor velodrome in Birmingham, a number of other clubs and organisations suggested that such significant capital investment could be better placed elsewhere, such as improving the existing cycling facilities and enhancing the cycling infrastructure and flexible traffic-free environments to encourage more people to cycle.

Taking into account the analysis and findings presented, the following SWOT analysis and key recommendations have been identified for the provision of closed road circuits in the study area.

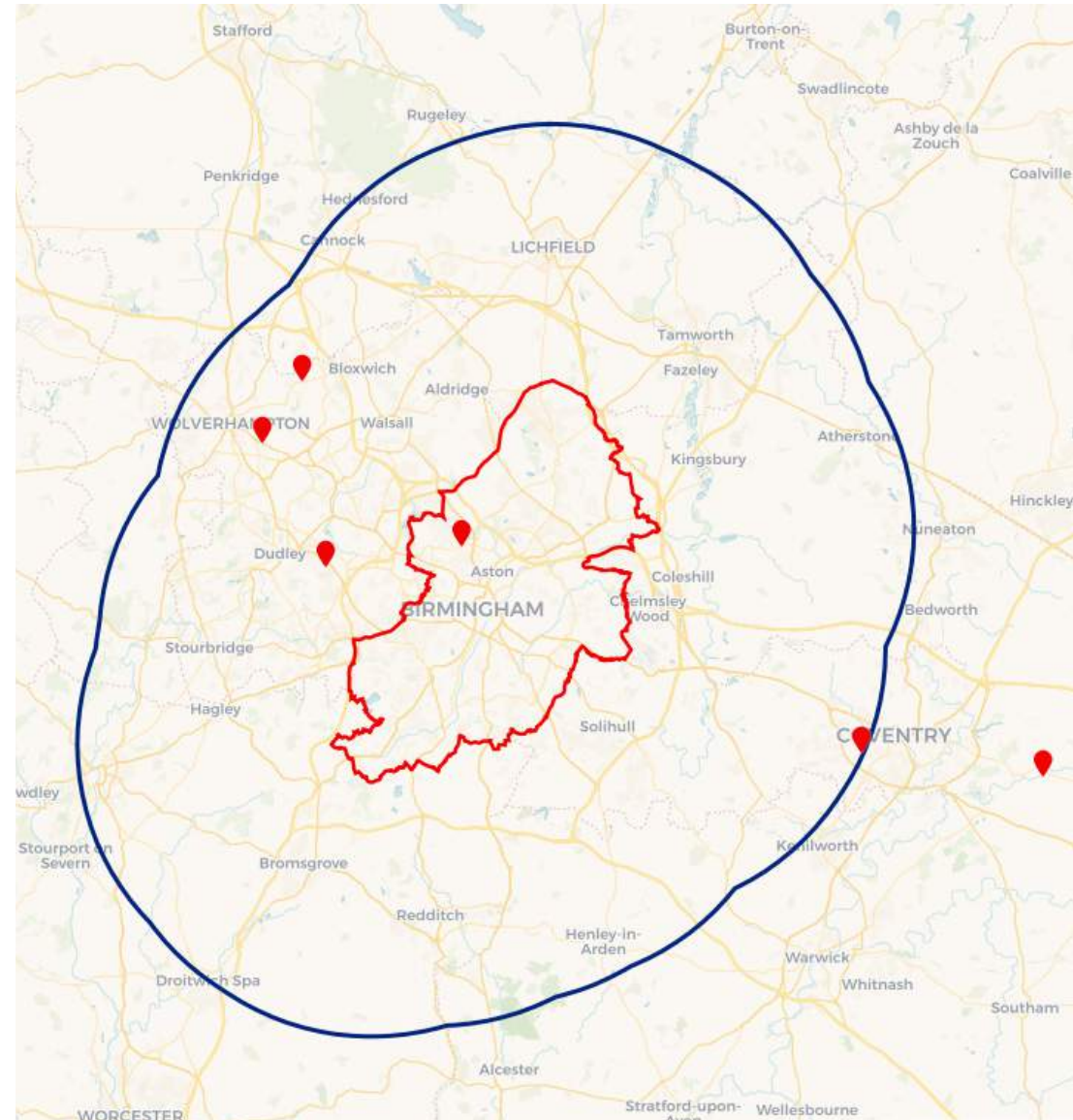
### Recommendation 1:

Investigate options for covering the existing outdoor velodrome tracks within the study area, located at Manor Abbey (Dudley) and Aldersley (Wolverhampton) velodromes, with a simple canopy structure to reduce the impact of bad weather on track conditions and help extend track usage and capacity to meet the competition and training needs of the local track cycling clubs.

### Recommendation 2:

Explore opportunities to enhance the booking system at Derby's velodrome enabling clubs to book further in advance than six weeks and provide greater transparency and efficiency to the booking process.

# Cycle speedway



Within the study area, there are six cycle speedway sites, mainly located in the north west towards Wolverhampton, including one within the Birmingham city boundary located in Perry Hall Park. The north west has historically been a popular area for the sport and it has developed as result.

## Sandwell Cycle Speedway Track

Formerly under local authority ownership, the track is in a poor condition and in need of enhancement and repairs. The Brades Lodge School now own and operates the site. The speedway track has no formal clubs use but it is available for community use.

## Birmingham Cycle Speedway Track

Is home to Birmingham Monarchs Cycle Speedway Club who have 45, mostly senior members. The club has been hampered in growth due to a lack of winter training provision as a result of no floodlighting on site. The club has no long-term lease on the site which has caused issues when trying to secure grant funding for fencing or other ancillary facility improvements. With these additional improvements it is thought that the club will be able to increase its member base and appeal to a wider range of people within the local area.

## Wednesfield Cycle Speedway Track

Is home to Wednesfield Aces Cycle Speedway Club which is one of the largest speedway clubs within the area, located in Wolverhampton. They have 60 riding members ranging in age and 40 social members. The club is one of the most successful within the area and have had riders represent England at international competitions. They currently have a long-term lease through the local authority for the site which is 30 years. This has proven to be a successful relationship with the local authority supplying fencing around the site as well as improved floodlights for winter training.

## East Park Cycle Speedway Track

Is home to East Park Speedway Club. Located in the north west region of the study area, the club has 100 members of ranging age and is showing signs of growth.

## Bretford Cycle Speedway Club

Is a local authority owned site without floodlighting.

## Coventry Cycle Speedway Track

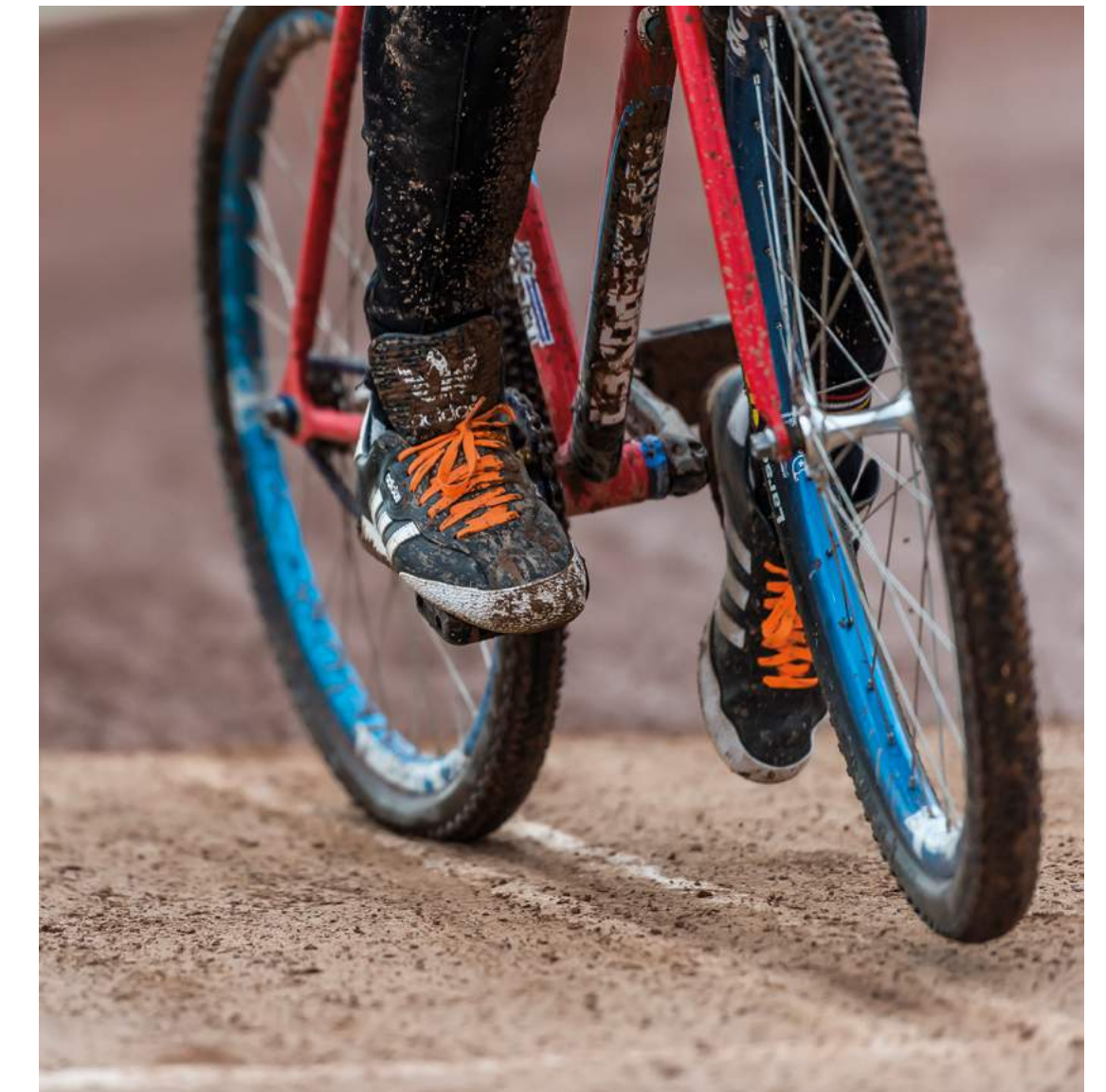
Is a local authority owned site with floodlighting.

Each of the speedway tracks listed here are accessible within a 30-minute drive time from the majority of the Birmingham area. There is a small pocket of them in the south east where it would take up to a 45-minutes drive to access a speedway track. Birmingham Cycle Speedway Track is accessible to a large portion of the North West of the city within 30-45 minutes of cycling and up to 60 minutes cycling from the North East, East and South of Birmingham. There is no site located to the South of the city. The Birmingham Cycle Speedway Track is accessible by public transport within 45 minutes from the central Birmingham area and up to 60 minutes from the Northern and Southern part of Birmingham.

There is adequate provision within the study area to meet local demand due to the size of the clubs. The quality of the sites and surface condition of the tracks are good with clubs investing annually on surface refurbishment in order to maintain the good quality conditions. The one major point of investment that the clubs need additional support

with is ancillary facilities such as toilets, changing provisions and clubhouses in order to continue to grow. This will help the clubs to encourage more young people and female participants.

Taking into account the analysis and findings presented, the following SWOT analysis and key recommendations have been identified for the provision of cycle speedway tracks in the study area.



## + Strengths

- 6 speedway tracks, 1 in Birmingham, all accessible within a 45 minute drive time.
- Strong membership base in many of the clubs ranging from mini to adult riders.
- Good quality tracks at the majority of the sites apart from Sandwell.
- The Birmingham Cycle Speedway Track is accessible via public transport within a 30 minute travel time for over half of Birmingham.
- Birmingham Cycle Speedway Track is also accessible via bike within a 30 minute cycle time for the majority of Birmingham
- Larger clubs (Wednesday and East Park) have long term security of tenure.

## ➤ Opportunities

- Opportunity to grow and develop the membership base of many clubs, especially for female and disabled riders, if additional changing rooms and toilet facilities are developed (Wednesfield, East Park and Birmingham Tracks).
- Support Birmingham Cycle Speedway Track in securing a long-term lease to enable investment into floodlights, ancillary provision and fencing.
- The Sandwell Cycle Speedway Track has a good infrastructure in place for development but is currently not used and is dilapidated.
- Enhance the quality and public transport access of the Sandwell track to increase track provision and grow demand in the Sandwell and Birmingham area.
- The Birmingham Cycle Speedway Track and Sandwell Cycle Speedway Track are located on LCWIP phased development routes which will further enhance cycling accessibility to the sites.

## - Weaknesses

- Ancillary facilities need improving for a number of the clubs to increase the potential membership base.
- Lack of long-term lease at Birmingham Monarchs Speedway Club restricts their ability to obtain grant funding for fencing and ancillary provision.
- The Sandwell Cycle Speedway Track, which could provide additional provision to the west of Birmingham, is dilapidated and in need of repair. It is currently not used or accessible by public transport but is accessible by bike for Birmingham residents.
- Lack of speedway provision in the south of Birmingham as only one club located within the city limits in the north.
- Currently a lack of female riders due to lack of changing and toilet provision at sites.
- Lack of signposting for some sites, such as Coventry, make them hard to locate.

## ! Threats

- Lack of long-term lease for some local authority owned and managed sites (e.g. Birmingham and Coventry) restricting the development potential for the site.

## Recommendation 1:

Improve and develop ancillary facilities at speedway sites to further increase the membership base. This includes developing DDA compliant changing rooms and toilet provision, which will help to encourage more female and disabled participants to join clubs.

## Recommendation 2:

Provide support and guidance in helping clubs (such as Birmingham Monarchs Speedway Club) to secure long-term leases for relevant sites to help leverage grant funding and external investment for facility improvements.

## Recommendation 3:

Support investment into the LCWIP phased development routes that will enhance the Birmingham Cycle Speedway Track accessibility by bike for residents in the south of the city.

## Recommendation 4:

Undertake a feasibility study for the Sandwell Cycle Speedway Track to determine capital costs required to reinstate the facility and the impact this would have on cycling and speedway demand for Sandwell and Birmingham. Within the same study determine whether additional speedway provision is required in the south of Birmingham.

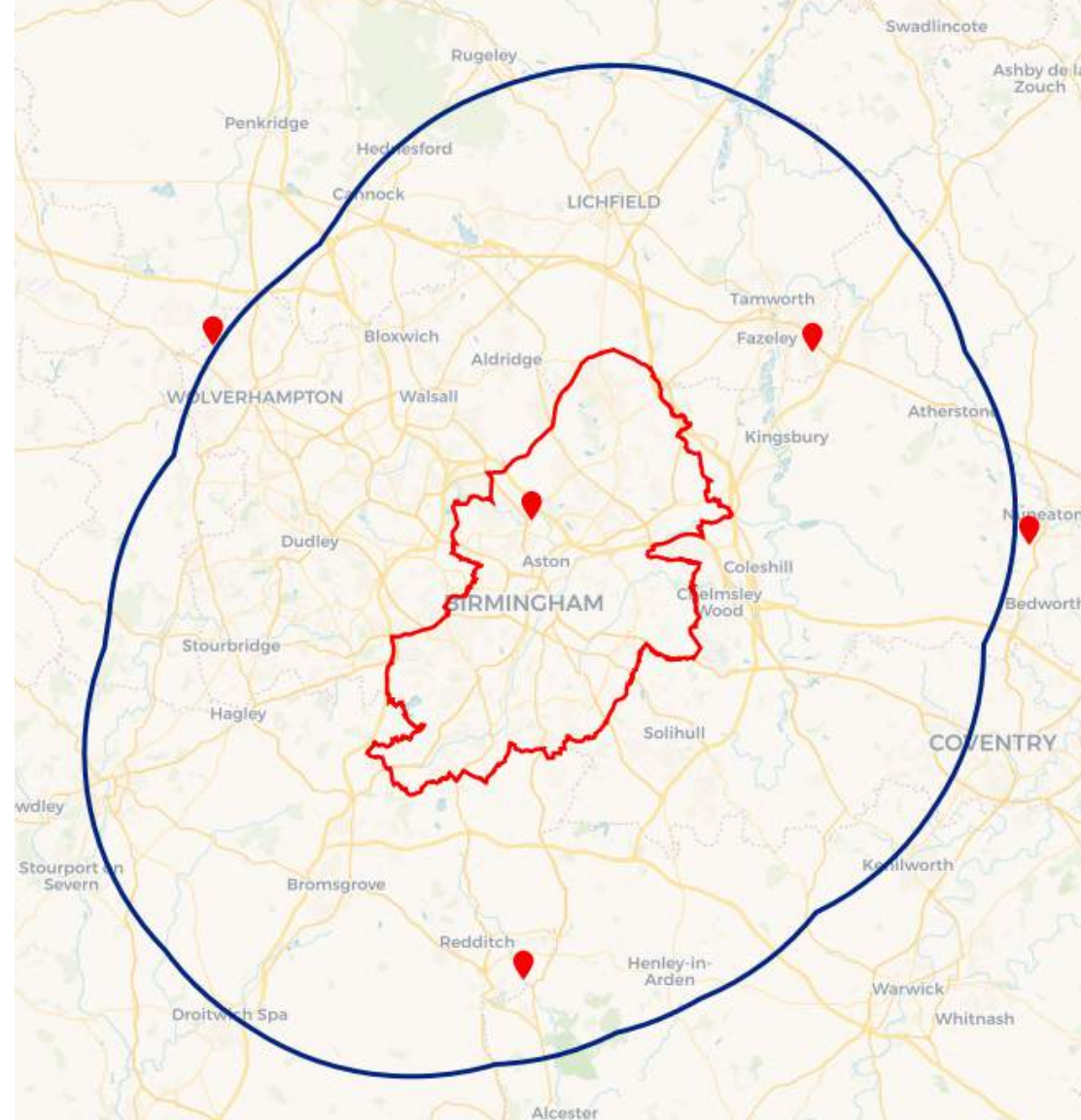
## Recommendation 5:

Enhance the marketing and promotion of speedway track locations and programmes to raise awareness and increase participation.

## Recommendation 6:

Consider the potential relocation of the speedway track within the options of developing a multi-discipline cycling hub at Birmingham Bike Park, located nearby.

## Bmx tracks



Within the study area, there are six sites, listed below, with one major BMX track, the Birmingham Bike Park, located inside the Birmingham city boundary in the Perry Barr area.

**Birmingham Bike Park**

**Aldersley BMX Track**

**Redditch BMX Track**

**Nuneaton BMX Track**

**Campion Hill Cycle Track**

**Tamworth BMX Track**

All BMX sites are accessible within a 30-minute drive time from Birmingham. The Birmingham Bike Park is accessible within a 15-minute drive to the majority of residents located in the north of Birmingham. Birmingham Bike Park is accessible with 45 minute travel time via public transport to over half of the Birmingham local authority area as well as the local authorities of Walsall and Sandwell to the north west. No other BMX tracks within the study area can be accessed via public transport within 45 minutes.

The Tamworth BMX Track, located to the north-east and Redditch BMX Track, located to the south of Birmingham, are only accessible to residents in the north-east or south of Birmingham via a public transport travel time of over 60 minutes.

The Birmingham Bike Park is accessible to approximately one-third of the Birmingham local authority area within a 30-minute cycle and over two-thirds of the local authority within a 45-minute cycle. No other BMX track located within a 20-minute drive time catchment are accessible by bike from Birmingham in under one hour.

Birmingham BMX Club is one of the most successful clubs in the country in terms of member numbers and general outreach. They are based at the Birmingham Bike Park and in total have 175 active members ranging from mini to adult. This includes 25 female riders, which the club is trying to develop. They have had recent success in staging national competitions on site due to the quality, length and type of track that is available at Perry Park. In order to develop this club further, additional ancillary facilities are required as well as a new higher (8 metre) start gate. The club also has one of the strongest junior and mini sections

due to outreach programs run in conjunction with British Cycling. (Further detail can be found in the Case Study at Appendix A)

Redditch BMX Club has on average 35 members which train on site. This figure is below the potential capacity that the site can cater for. These 35 members are mostly older riders from the junior section and senior. Nuneaton BMX Club has a low demand on site due to floodlighting restrictions, which results in less winter training hours available to the club. The Nuneaton BMX Track is located on a site that is also earmarked for development.

It appears that other clubs are successful in their own right, but have the opportunity to grow and develop if they were to collaborate with local authorities to develop not only ancillary facilities but reduce restrictions on floodlighting and other planning restrictions.

Taking into account the analysis and findings presented, the following SWOT analysis and key recommendations have been identified for the provision of BMX tracks in the study area.



## + Strengths

- Active and passionate users in many of the clubs, especially Birmingham BMX Club.
- Birmingham Bike Park is the only site that has good public transport links, with over half of the Birmingham area accessible within a 45-minute transport time.
- Redditch BMX Track is a good quality site.
- Aldersley BMX Track is a new site located on school grounds with community use.
- Good cycle catchment times to Birmingham Bike Park, with two-thirds of the city able to access the site within a 45-minute cycle.
- Diverse mix of members within each club ranging from mini to adult riders.
- Birmingham Bike Park has also hosted national competitions which have increased exposure to the club.

## ↗ Opportunities

- Develop ancillary and clubhouse facilities at Birmingham Bike Park to allow them to further develop their membership base.
- Provision of large starting gate and hill (8 metres) to international specifications at Birmingham Bike Park to allow the club to bid for competitions.
- The Birmingham Bike Park is situated on planned LCWIP phased developments which will enhance active travel time and connectivity to the site for those people in the south of Birmingham.
- Support Nuneaton BMX Track mitigation and replacement if housing development goes ahead on site. Provide support for appropriate ancillary provision and floodlights on existing site if not, or on new site.

- Consider the co-location of other cycling facilities (where there is currently and identified gap in provision e.g. urban mountain bike trail and closed road circuit) at Birmingham Bike Park to create a cycling facility multi-discipline site.

## - Weaknesses

- Only two out of six venues (Birmingham Bike Park and Redditch) BMX Track) have floodlight provision which limits the amount of community use during midweek.
- None of the BMX clubs within the study area are able to host international competitions due to the size of gate.
- There is only one club located within Birmingham city limits in the north of the city. Those people in the south of the city would have to travel over 45-60 minutes to access the Birmingham Bike Park by public transport or bike.
- None of the BMX tracks outside of the BCC boundary are accessible by public transport or cycling.
- Champion Hills Track (Warwick) is in a very poor condition and looks disused.

## ! Threats

- Certain clubs experience profit issues even with a strong membership base due to the cost of running the facility.
- Nuneaton BMX Track is on a site earmarked for housing; this has potential to impact part of the land that the club use for storage. The club has proposed the council use the whole site for development and relocate the track to a new site. The council has not confirmed whether this is possible or details of where the track will be relocated if housing goes ahead.

## Recommendation 1:

Support clubs and sites in the additional development of ancillary facilities that includes changing room provision, toilets or clubhouses. In particular Birmingham Bike Park as a priority.

## Recommendation 2:

Support BMX clubs with enhancement to track equipment. This includes Birmingham Bike Park/ BMX Club in the development of a larger start gate / hill (8 metres) to allow them to bid and host international competitions and continue the development of the club. Redditch BMX Club, new started gate and perimeter fencing.

## Recommendation 3:

Protect BMX track sites that are in demand and at risk of being lost due to development e.g. Nuneaton. Ensure any BMX tracks that are lost to development are replaced with appropriate quality track and ancillary provision.

## Recommendation 4:

Consider the potential to create a Cycling multi-discipline facility hub at the Birmingham Bike Park site to include additional cycling facilities e.g. an urban mountain bike trail and closed road circuit.

## Recommendation 5:

Support the investment for the LCWIP phased routes that will enhance the active travel connectivity of Birmingham Bike Park increase Cycling accessibility from the south of Birmingham to the site (currently a 45-60 min cycle)

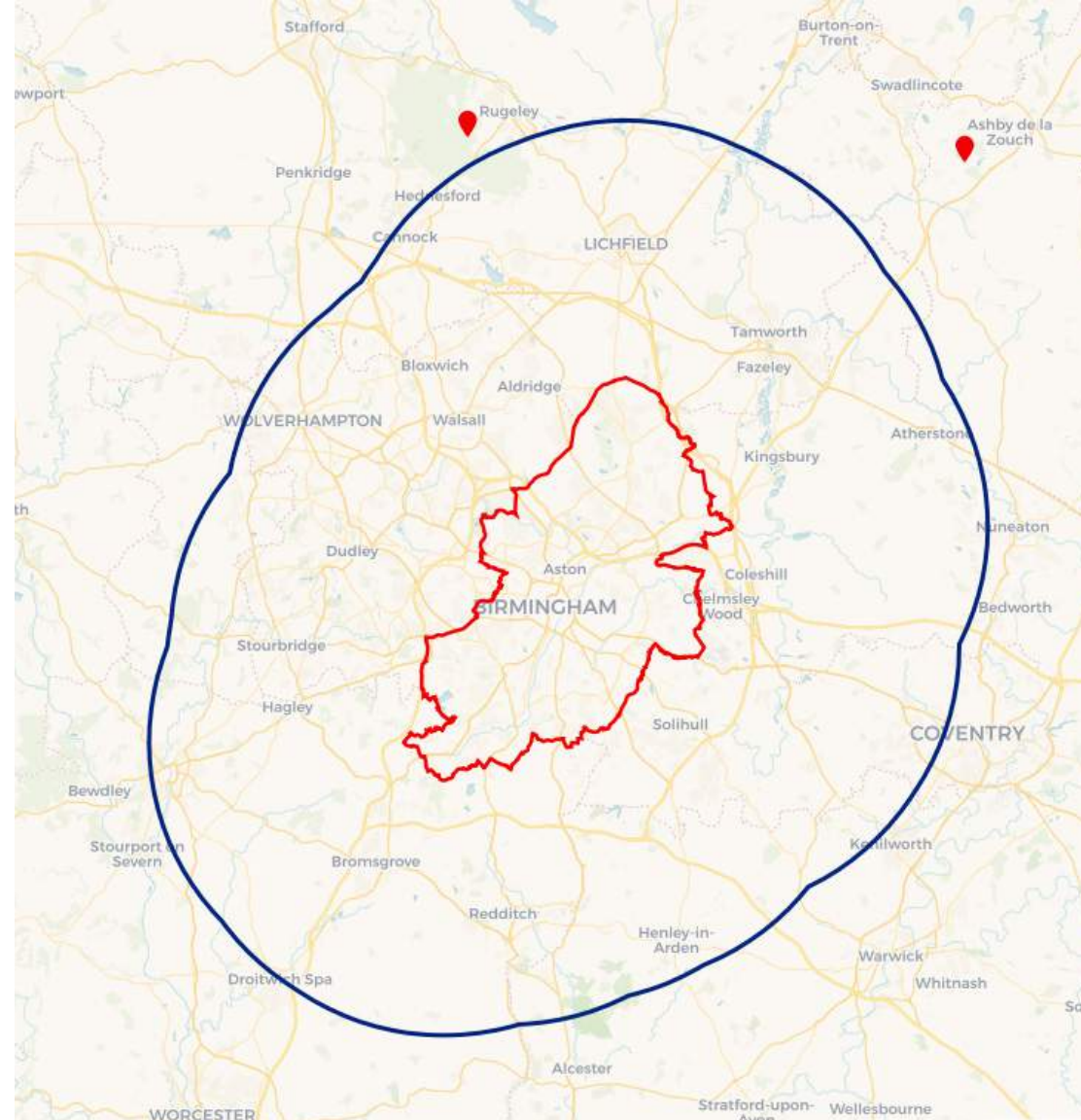
## Recommendation 6:

Explore the potential development of an urban bike park within the south of Birmingham city limits. There is currently no BMX provision within this area or the adjacent local authorities to the south of the city (apart from Redditch)

## Recommendation 7:

Develop school and community links with a number of the clubs in order to utilise the sites and increase potential member numbers. The enhancement to ancillary provision (see point 1) would be a key pre-requisite.

# Mountain biking



Within the study area, there are two mountain bike facilities that have been identified – Hicks Lodge Cycle Centre and Cannock Chase Forest Cycle Centre.

The sites are located to the north of Birmingham City Centre, with no immediate provision in the south of the study area. Both sites are only accessible by car from Birmingham with travel times between 45-60 minutes. This demonstrates the logistical barriers in place for much of Birmingham to access these facilities.

## Cannock Chase Forest Cycle Centre

Is owned and managed by Forestry England and provides a wider range of trails. There are 16 trails on site, with a full spectrum of trail difficulties. There is a visitor centre providing good quality ancillary provision and bike rental opportunities. The differing levels of difficulties on site allows people to start learning and then progress as their skills improve. Cannock Chase Forest Cycle Centre is a key area of natural conservation and so attempts to develop the site has been difficult in the past. Increasing the spectator capacity of the site is seen as a priority.

This site will be used as a Commonwealth Games event venue, with plans in place to upgrade this facility as part of the events and legacy infrastructure. Marketing and promotion of Cannock Chase as a key mountain bike and cycling destination for Birmingham residents is a key priority for Forestry England, however they have limited capacity and resources to do this effectively.

## Hicks Lodge Cycle Centre

Is a national forest cycle centre, also managed by Forestry England, and situated to the north-east of the Birmingham city boundary. The site has four different trails and is predominantly designed for beginners, but there is one blue trail which presents a greater challenge. On the whole, this site is of a very high quality, with a good provision of ancillary facilities and rental equipment available. Despite the high quality of the site as a whole, there were areas of damage identified on the trails, with a number of large

potholes. Parking is limited on the site and at peak times it can be difficult to find a parking space. Cars park on nearby roads as a result. It was emphasised by the management of the facility that additional maintenance resources were required in order to increase the standard of the facility further. The ancillary facilities on site are of the highest quality, but the café on site is often over capacity and so additional facilities are required.

The demand for Hicks Lodge Cycle Centre has fluctuated in recent years; however, the site experienced a growth in throughput of 20,000 visitors in the past year. In 2018, Hicks Lodge had 201,000 visitors in total, with the popularity of the site stemming from the wide range of activities available to families. The site is not operating at

full capacity and this is largely due to the inability of the current car park to accommodate this demand.

More recently, urban bike parks are being considered in a number of cities across the UK – Leeds Urban Bike Park being the most useful example, which had over 300,000 rides in 2019 (Further detail can be found in the Case Study at Appendix A).

Taking into account the analysis and findings presented, the following SWOT analysis and key recommendations have been identified for the provision of mountain biking in the study area.





## + Strengths

- Two mountain bike venues accessible within a 45-minute drive time for the north of Birmingham. 60 minutes from the south.
- Good ancillary provision, bike rental and routes of varying degrees of difficulty provided at both sites (catering for beginner to experienced riders).
- Cannock Chase will host the CWG mountain biking competition, opportunity to expand the capacity, accessibility and infrastructure of the site to signpost and accommodate spectators.

## ➤ Opportunities

- Opportunity to promote the public transport accessibility of both sites, in particular transport routes to Cannock Chase from BCC and reduce barriers to accessibility e.g. how easy is it to take bike on train from BCC and access the location (currently over 60+ minutes from BCC).
- Opportunity to reduce car dependency to Cannock Chase (as per point above).
- Opportunity to enhance family cycling provision and learn to ride provision as part of the legacy of the CWG at Cannock Chase, supporting appropriate use of the more specific blue and red routes already at the site
- Expand both the car parking capacity at Hicks Lodge, along with public transport accessibility.
- Enhance staff capacity (potential volunteer programme) at both sites to ensure cycle routes are well maintained and of good quality.
- Explore the opportunity to include a mountain bike trail within the BCC boundary, potentially as part of a multi-discipline Urban Bike park model similar to Leeds.

## - Weaknesses

- There are no mountain bike facilities located within the Birmingham city Boundary.
- Both sites are over 45minute – 60 minute drive time for residents of Birmingham.
- Both sites are not easily accessible by public transport from BCC or via bike.
- Car parking at Hicks Lodge is at capacity during peak times.
- Conservation restrictions at Cannock Chase present a barrier for any major enhancement to the site in relation to Birmingham 2022.
- Limited capacity of staff to keep cycle routes well maintained at Hicks Lodge.
- Limited capacity and resources of Forestry England to provide effective marketing and promotion.

## ! Threats

- Car parking at Hicks Lodge is at capacity during peak time with visitors having to park on nearby main roads.
- Conservation and protection challenges of both sites limit the development potential e.g. expansion of car parks.
- Car parking is currently a key source of income for Forestry England which could be in conflict with reducing car parking and enhancing public transport accessibility to the sites.

### Recommendation 1:

BCC and surrounding local authorities to enhance promotion of Cannock Chase as a key destination for cycling. This will require improvements to the current public transport accessibility and signposting to the site from BCC (currently one hour plus).

### Recommendation 2:

Support Cannock Chase Forest Cycle Centre in enhancing family cycling provision and learn to ride provision as part of the legacy of the Birmingham 2022, supporting the more specific blue and red routes already at the site.

### Recommendation 3:

Support Hicks Lodge Cycle Centre in their attempts to increase the size/capacity of their parking facilities on site.

### Recommendation 4:

Support Cannock Chase Forest Cycle Centre in their attempts to increase their spectator capacity and access as part of Birmingham 2022. Links to point 1 above regarding promoting public transport access from BCC.

### Recommendation 5:

Work with Birmingham City Council to improve public transport links to the sites.

### Recommendation 6:

Consider establishing a new mountain bike facility/destination within the Birmingham study area potentially as part of a multi-discipline urban bike park model, similar to Leeds, granting better access to an increased number of residents from Birmingham.

## Recommendations and action plan

The following section outlines the recommendations and actions for cycling facility development and investment based on the findings and recommendations from the needs assessment

### Key considerations and drivers for investment:

- Reduce physical inactivity.
- Improve physical wellbeing, mental wellbeing, individual development, social and community development and economic development.
- Increase physical activity through cycling.
- Use the Birmingham Commonwealth Games pre and post games legacy as a catalyst to inspire more people to ride, connect communities and build a lasting cycling legacy.
- Make cycling the choice for shorter journeys and reduce car dependency.
- Increase cycling participation and opportunities through investment into traffic-free cycling routes, infrastructure and facilities.
- Reduce car dependency, traffic congestion and improve air quality.
- Provide suitable cycling opportunities and cycling facility infrastructure to increase the cycling opportunities for young people.
- Use cycling as a tool to address transport poverty and encourage more people to cycle as a mode of transport and recreation in areas of higher deprivation.
- Provide greater opportunities for under-represented groups (e.g. women and girls,

BAME, those with a life-limiting illness or life-limiting disability) to increase their cycling participation through appropriate infrastructure and cycling facilities that have suitable ancillary provision to cater for their needs. This includes the existing cycling club network which is predominately male dominated.

- Road cycling and mountain biking are the first and second most popular cycling disciplines in Birmingham and the West Midlands according to Active Lives (Sport England).
- BMX has the highest number of recorded events in Birmingham (17K+) as recognised by British Cycling, followed by cyclo-cross and then closed road circuits.



## British cycling facility ambitions - Birmingham and the surrounding area



British Cycling outlines the following key ambitions in relation to cycling facilities nationally. These have been evaluated against the key findings from this needs assessment and how each of the ambitions relates to provision and access to cycling facilities within Birmingham and the surrounding area (within a 20-minute drive time).

### Everyone to have access to cycle in a traffic free environment within 15 minutes from where they live (by bike).

- The existing network of 24 cycling hubs within Birmingham ensures that the majority of residents within the BCC boundary can access a traffic-free environment to cycle within 15 minutes (by bike) from where they live. This is not possible for residents living in the north or south of Birmingham where a journey time of 30-45 minutes is required to access an existing cycling hub.
- Investment and development of new cycling hubs along with traffic-free cycling routes and infrastructure (as proposed via the LCWIP) will be required to provide greater access within 15 minutes to traffic-free environments to people living in the north and south of Birmingham.

### To have access to a discipline-specific cycling facility within 45 minutes from where they live.

- A discipline-specific cycling facility is accessible within a 45-minute drive time for the whole of Birmingham. This takes into account discipline facilities within the BCC boundary and those located up to a 20-minute drive time outside of the BCC boundary.
- However, the only discipline-specific cycling facilities located within the BCC boundary are located in the same area of Birmingham; Birmingham Bike Park, Perry Barr and Birmingham Cycle Speedway Track, Perry Hall Park.
- The only discipline-specific cycling facility that is not accessible from Birmingham within a 45-minute drive time is mountain biking. Access to a mountain bike facility would take up to 60 minutes from the south of Birmingham.

### No one has to travel more than 45 minutes to a cycle circuit or 1.5 hours to an indoor velodrome.

- Halesowen Track and Aldersley velodrome are both accessible within 45-minute drive time for residents of Birmingham.
- The indoor velodrome at Derby Arena is accessible within a 90-minute drive time from Birmingham.

## Overarching recommendations

Recommendation	Timescale	Investment	Key Partners
Recommendation 1. Invest in ancillary provision at cycling facilities in order to help facilitate the growth and development of clubs and improve the cycling participant experience.	Short / Medium Term	Medium-scale	WM Authorities-led
Recommendation 2. Invest in discipline-specific facilities where there is an identified need, ensuring both existing and new facilities are of the appropriate quality and level of provision to cater for future demand.	Medium Term	Large-scale	BCC & WM Authorities-led
Recommendation 3. Explore the opportunity to develop a multi-discipline cycling facility urban bike park, ideally in the south of the city.	Medium / Long Term	Large-scale	BCC-led
Recommendation 4. Explore the opportunity to develop traffic-free cycling environments including closed road circuits and learn to ride elements north of the city within a multi-discipline cycling hub aligned to existing facilities, such as Birmingham Bike Park (Perry Park).	Medium Term (aligned with CWG)	Medium-scale	BCC-led
Recommendation 5. Work with partners to grow the number of recreational cycling hub sites focusing on traffic-free entry level cycling facilities and, where appropriate, combining these with appropriate discipline-specific facilities. Investment into cycling hubs should link to the Sport England local delivery pilot ambitions and target areas as well as tying in to new and existing cycle infrastructure.	Short / Medium Term	Low / Medium-scale	TAWS / BCC-led
Recommendation 6. Work with partners to market and promote sustainable modes of public transport to existing cycling facilities and ensure that any new cycling facility investment is supported by a robust public transport network and accessibility plan.	Long Term	Low / Medium-scale	TFWM-led
Recommendation 7. Support investment into the LCWIP phased development routes that will enhance traffic-free access to discipline-specific facilities by bike for residents across the city.	Long Term	Large Scale	TFWM-led
Recommendation 8. General Recommendation: Protect all existing cycling facilities where there is an identified current and future demand for cycling in line with the latest Sport England Planning Policy guidance. Where sites are identified for development ensure they are mitigated with like for like or better provision.	Short Term	Low-scale	All stakeholders
Recommendation 9: Support improvements in marketing and promotion of all venues, providing best practice guidance and supporting increases in awareness and perceived accessibility to wider communities.	Short Term	Low-scale	All stakeholders

## Action plan

The action plan summarises the key recommendations from each aspect of the report, with associated identification of scale of investment required, timescales for delivery and key partners involved. This is alongside the overarching recommendations above, recognising that some of the recommendations are city-wide or regional, with a wider impact than on specific disciplines or sites.

### Key:

Timescale—Short (within 1 year); Medium (within 3 years); Long (within 5-10 years).

Investment—Low (less than £100k); Medium (£100-500k); High (more than £500k).

Partners: BCC (Birmingham City Council); BC (British Cycling); TAWS (The Active Wellbeing Society); TFWM (Transport for West Midlands); SE (Sport England); LAs (relevant local authorities)

Community cycle hubs	Closed Road Cycle Circuits	Velodromes	Cycle Speedway	BMX	Mountain biking
<p>Undertake an options appraisal to identify new locations for the provision of additional cycling hubs.</p> <p>Investment – low</p> <p>Timescale – short-term</p> <p>Partners – BCC / TAWS / BC</p>	<p>Support Solihull Cycling Club in their ambition to develop ancillary facilities at Tudor Grange Park Cycle Circuit.</p> <p>Investment – medium</p> <p>Timescale – medium-term</p> <p>Partners – LAs / BC / SE</p>	<p>Enhance the changing rooms at Halesowen.</p> <p>Investment – medium</p> <p>Timescale – medium-term</p> <p>Partners – Club / BC / SE</p>	<p>Improve and develop ancillary facilities at speedway sites to further increase the membership base. This includes developing DDA compliant changing rooms and toilet provision. This will help to encourage more female and participants with disabilities to join clubs.</p> <p>Investment – medium</p> <p>Timescale – medium-term</p> <p>Partners – LAs / BC / SE</p>	<p>Support clubs and sites in the additional development of ancillary facilities which includes changing room provision, toilets or clubhouses. In particular Birmingham BMX (Perry Park) as a priority.</p> <p>Investment – medium</p> <p>Timescale – medium-term</p> <p>Partners – LAs / BC / SE</p>	<p>Support Cannock Chase Forest Cycle Centre in enhancing family cycling provision and learn to ride provision as part of the legacy of the Birmingham 2022, supporting the more specific blue and red routes already at the site.</p> <p>Investment – medium</p> <p>Timescale – medium-term</p> <p>Partners – LAs / BC / SE / Forestry England</p>
<p>Grow the community cycling hub network across the WMCA to enhance access to the traffic-free cycling network.</p> <p>Investment – medium</p> <p>Timescale – medium-term</p> <p>Partners – LAs / BC / SE</p>	<p>Closed road circuits are well utilised by riders with disabilities, yet more investment is required to improve the wheelchair access of these sites, particularly at Tudor Grange Park Cycle Circuit.</p> <p>Investment – medium</p> <p>Timescale – medium-term</p> <p>Partners – LAs / BC / SE</p>	<p>Support the clubs at both sites in raising funds to repair the areas of surface damage to their tracks.</p> <p>Investment – low</p> <p>Timescale – short-term</p> <p>Partners – LAs / BC</p>	<p>Provide support and guidance in helping clubs (such as Birmingham Monarchs Speedway Club) to secure long term leases for relevant sites to help leverage grant funding and external investment for facility improvements.</p> <p>Investment – low</p> <p>Timescale – short-term</p> <p>Partners – LAs / BC</p>	<p>Support BMX clubs with enhancement to track equipment. This includes Birmingham Bike Park/BMX Club in the development of a larger start gate / hill (8 metres). Redditch BMX Club, new starting gate and perimeter fencing.</p> <p>Investment – medium</p> <p>Timescale – medium-term</p> <p>Partners – LAs / BC / SE</p>	<p>Support Hicks Lodge Cycle Centre in their attempts to increase the size/capacity of their parking facilities on site.</p> <p>Investment – medium</p> <p>Timescale – medium-term</p> <p>Partners – LAs / BC / SE / Forestry England</p>

Community cycle hubs	Closed Road Cycle Circuits	Velodromes	Cycle Speedway	BMX	Mountain biking
	<p>Explore the potential of establishing a closed road circuit in the north of Birmingham.</p> <p>Investment – high</p> <p>Timescale – long-term</p> <p>Partners – BCC / BC / SE</p>	<p>Investigate options for covering the tracks at Halesowen and Aldersley Velodromes with a simple canopy structure to reduce the impact of bad weather on track conditions.</p> <p>Investment – high</p> <p>Timescale – medium-term</p> <p>Partners – LAs / BC / SE</p>	<p>Undertake a feasibility study for the Sandwell Cycle Speedway Track to determine capital costs required to reinstate the facility and the impact this would have on cycling and speedway demand.</p> <p>Investment – low</p> <p>Timescale – short-term</p> <p>Partners – LAs / BC</p>	<p>Protect BMX track sites that are in demand and at risk of being lost due to development e.g. Nuneaton. Ensure any BMX tracks that are lost to development are replaced with appropriate quality track and ancillary provision.</p> <p>Investment – low</p> <p>Timescale – long-term</p> <p>Partners – LAs / BC / SE</p>	<p>Support Cannock Chase Forest Cycle Centre in their attempts to increase their spectator capacity and access as part of Birmingham 2022.</p> <p>Investment – medium</p> <p>Timescale – medium-term</p> <p>Partners – LAs / BC / SE / Forestry England</p>
		<p>Explore the potential to increase coaching capacity to provide coaches who could work across different sites enhancing links with schools to utilise spare daytime capacity of the sites.</p> <p>Investment – low</p> <p>Timescale – short-term</p> <p>Partners – LAs / BC</p>	<p>Consider the potential relocation of the speedway track within the options of developing a multi-discipline cycling hub at the Birmingham Bike Park (Perry Park), located nearby.</p> <p>Investment – high</p> <p>Timescale – long-term</p> <p>Partners – BCC / BC / SE</p>	<p>Consider the potential to create a multi-discipline facility hub at the Perry Park site to include additional cycling facilities.</p> <p>Investment – high</p> <p>Timescale – long-term</p> <p>Partners – BCC / BC / SE</p>	<p>Consider establishing a new mountain bike facility/ destination within the Birmingham study area potentially as part of a multi-discipline urban bike park model.</p> <p>Investment – high</p> <p>Timescale – long-term</p> <p>Partners – BCC / BC / SE</p>

Community cycle hubs	Closed Road Cycle Circuits	Velodromes	Cycle Speedway	BMX	Mountain biking
		<p>Explore opportunities to enhance the booking system at the indoor velodrome at Derby Arena enabling clubs to book further in advance than six weeks and provide greater transparency and efficiency to the booking process.</p> <p>Investment – low</p> <p>Timescale – short-term</p> <p>Partners – LAs / BC</p>		<p>Explore the potential development of an urban bike park within the south of Birmingham city limits. Currently there is no BMX provision within this area or the adjacent local authorities to the south of the city (apart from Redditch).</p> <p>Investment – high</p> <p>Timescale – long-term</p> <p>Partners – BCC / BC / SE</p>	
				<p>Develop school and community links with a number of the clubs, in order to utilise the sites and increase potential member numbers. The enhancement to ancillary provision would be a key pre-requisite.</p> <p>Investment – Low</p> <p>Timescale – short-term</p> <p>Partners – LAs / BC</p>	