

Appendix A: Letters of Support

Letters of support were received from:

- Amey
- Argent
- Assay Office
- Balsall Health is our Planet
- Birmingham and Solihull Department for Work and Pensions
- Birmingham Chamber of Commerce Group
- Birmingham Children's Hospital
- Birmingham Forward
- Birmingham Friends of the Earth
- Birmingham Future
- Bordesley Green Girls' School
- Brindleyplace
- British Cycling
- Bullring
- Campaign for Better Transport
- Canal & River Trust
- Centro
- Colmore BID
- Dame Ellen Pinsent School
- David Radcliffe – Liberal Democrat Group
- EcoSutton
- Hodge Hill Sports and Enterprise College
- Kings Heath Primary School
- Local Enterprise Partnership (Local Transport Board Member)
- London Midland
- Malcolm Harbour MEP
- NEC Group
- Network Rail
- NIA
- Northfield Ecocentre
- Peter Brett Associates
- Phil Jones Associates
- Planning and Regeneration (Birmingham City Council)
- Police and Crime Commissioner
- Public Health (Birmingham City Council)
- Push Bikes
- Queensbridge School
- Royal Haskoning DHV
- Sandwell and West Birmingham Hospitals
- St Modwen
- Sustrans
- Sutton Coldfield Town Centre BID
- The Rosary Catholic Primary School
- Timothy Huxtable – Conservative Group
- University of Birmingham Civil Engineering
- Walkit
- West Midlands CTC



**BIRMINGHAM
CYCLE REVOLUTION**





Chris Tunstall
Director
Sustainability, Transportation and Partnerships

Birmingham City Council
1 Lancaster Circus
Queensway
Birmingham
B4 7DJ

Amey LG Ltd
Project Office
3rd Floor Colmore Plaza
20 Colmore Circus
Birmingham
B4 6AT

Wednesday, 24 April 2013

Birmingham Cycle Revolution and Cycle City Ambition Grant

Dear Chris,

Amey, as one of the major employers in Birmingham and the wider West Midlands, is in full support of Birmingham City Council's bid for the City Cycle Ambition Grant.


As a strategic partner to Birmingham providing highways maintenance and management services via a 25 year contract, we believe we are able to bring significant and direct benefits to your proposal; primarily in terms of the unparalleled, long term asset management approach we undertake which will help ensure:

- sustainability of the cycle infrastructure; and
- assured value for money from capital investment

We believe that the Council's proposal will help make cycling an integral part of the city's transport network, with cycling part of everyday life and mass participation a reality.

Yours faithfully

A handwritten signature in black ink, appearing to read "John Sunderland".

 John Sunderland
Business Director, Birmingham Highways Maintenance and Management Service
For and on behalf of Amey LG Limited



ARGENT

12 April 2013

Birmingham City Council
Sustainable, Transportation and Partnerships
1 Lancaster Circus
Queensway
Birmingham
B4 7DJ

For the attention of Chris Tunstall

Dear Chris

Birmingham Cycle Revolution – Letter of Support

I am writing on behalf of Argent in response to your request for support in relation to Birmingham City Council's (the City Council) bid for government funding from the 'Cycle City Ambition Grant' and the plans to invest it in the 20 year Birmingham Cycle Revolution.

Argent is delivering Paradise Circus in partnership with the City Council. Our recognition of the need to provide high quality cycle infrastructure has influenced the illustrative Masterplan and the supporting transport infrastructure. As part of the development, we aim to improve routes and accessibility for cyclists travelling to and through the city centre, by creating new shared cycle routes, improved crossing points and by creating a world class public realm. We are also committed to improving facilities for cyclists within the city and have agreed to provide a new cycle hub in association with Paradise Circus.

We look forward to working closely with you and your officers to influence and deliver the cycle proposals when the bid is successful.

Yours sincerely


Rob Groves
Senior Projects Director

Argent (Property Development) Services LLP

Eleven Brindleyplace, 2 Brunswick Square, Brindleyplace, Birmingham B1 2LP

Telephone: +44 (0)121 643 7799 Facsimile: +44 (0)121 643 4683 www.argentllp.co.uk

Argent (Property Development) Services LLP is a limited liability partnership registered in England (No. OC370009).

A list of members is available for inspection at our registered office: 4 Stable Street, London N1C 4AB

Any reference to a partner in relation to Argent (Property Development) Services LLP is a reference to a member of that LLP.



2nd April 2013

Chris Tunstall
Director
Sustainability, Transportation and Partnerships
Birmingham City Council
1 Lancaster Circus
Queensway
Birmingham
B4 7DJ

P.O. BOX 151 NEWHALL STREET
BIRMINGHAM B3 1SB ENGLAND
TELEPHONE: +44 (0)121 236 6951
FACSIMILE: +44 (0)121 236 9032
www.theassayoffice.co.uk
info@theassayoffice.co.uk

Dear Sir,

Cycle City Ambition Grant.

The Birmingham Assay Office is about to relocate from its current home near St Pauls Square to a new building enclosed by Icknield Street, Pope Street, Moreton Street and Carver Street in the Jewellery Quarter.

We have had tremendous support from Birmingham City Council. The design of the iconic blue brick building has been approved by the City Planners; it is located in one of the City's Enterprise Zones and we have been granted ERDF funding.

We are also going to build a super-duper new bike shed for our employees and we would like to fill it!

So on behalf of our 100 strong workforce who all have to travel into the Jewellery Quarter every working day, we support the City Council's programme of improvements for the safety and convenience of cyclists in Birmingham. Clearly funding through the Cycle City Ambition Grant would help enormously.

Good luck.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Michael Allchin', written in a cursive style.

Michael Allchin
Chief Executive & Assay Master



Balsall Heath is Our Planet

Jericho Building, 196-197 Edward Rd
Balsall Heath, Birmingham B12 9LX
Tel: 0121 440 7919 x204

To Cycling Team
Birmingham City Council

18th April 2013

Cycle City Ambition

Dear friends

Balsall Heath Is Our Planet wishes to support the city council's bid for national funds to improve conditions for cyclists. We exist to encourage sustainable lifestyles for those who live and work in this inner city neighbourhood.

In particular we wish to say;

- 1. Inner city streets are congested and cannot accommodate more cars. Cycling is cheap, accessible and offers a real alternative for daily journeys to work, school etc. City Centre and other destinations are within range for 15,000 residents in this neighbourhood alone.**
- 2. People are afraid to cycle because of lack of protection from motor traffic. Traffic speeds are actually increasing, as volumes fall. Cyclist casualties are rising.**
- 3. The Rea Valley cycleway, opened 1991, has proved that when given a safer route people will cycle in growing numbers. Please learn from this experience and duplicate it.**
- 4. Young people should feel safe to cycle to school or college. This will do much to address problems of the school run and traffic around schools.**
- 5. Many people have nowhere to store a bike and would like to join a cycle rental scheme as in London and Paris.**

Good luck and we will follow with interest the details of the Council's proposals.

Yours, John Newson, Development officer, Balsall Heath is Our Planet

Chris Tunstall
Director
Sustainability, Transportation and Partnerships
Birmingham City Council

**District Manager's Office
Birmingham & Solihull**
3rd Floor,
37, Sutton New Road,
Erdington,
Birmingham,
B23 6TD.

Telephone: 0121 255 8326
Fax: 0121 255 8037

Date: 24 April 2013

Our Reference: SW

Dear Chris

I write to confirm that Birmingham and Solihull District, Department for Work and Pensions, Jobcentre Plus would like to confirm our support for the Birmingham Cycle Revolution and bid to the Cycle City Ambition Grant.

We recognise the contribution that an improved cycling infrastructure can make, in particular in improving health and giving wider access to employment and training. We welcome the opportunity that this can provide for many people claiming benefits and on lower incomes, to help them improve their skills and work experience, broaden their job search capacity, and assist them to take up employment when available.

Yours sincerely,

Steve Whitehorn

Partnership Manager

JB/vjs
9th April 2013

Mr Chris Tunstall
Director
Sustainability, Transportation and Partnerships
Birmingham City Council
1 Lancaster Circus
Queensway
Birmingham
B4 7DJ

Dear Mr Tunstall,

Birmingham's Cycle Revolution will be a pivotal campaign to help develop the city's cycling infrastructure and help more people opt to cycle to work. Diversifying our transport network will bring many benefits to the city by helping to boost economic efficiency and worker productivity while helping the environment.

Birmingham's road network struggles to meet its current demand. Rush hour traffic can cause debilitating delays to journeys which can severely affect economic activity in the city. Likewise, our rail network also faces similar problems with delays and cancellations. Gridlock in our transport system can cost millions of pounds for the city. At the national economy, staff lateness has an estimated £9 billion cost to the economy.

Developing a stronger cycling network will help create a stronger built-in contingency to the current transport system. If a seizure arises in the road or rail network, cycle routes can be well-placed to adapt to blockages. Cyclists often don't encounter the same level of traffic which cars do and that sort of consistency can help commuters bypass congestion.

Regular cycling has been found to increase the health and productivity of workers. Several studies have shown that regular cyclists take on average fewer sick days than non-cyclists. But outside of work, cycling is an excellent way to keep fit and reduce stress. Employers in the city centre could also save thousands on car parking spaces if more employees cycle to work.

Europe's major cities all have strong cycling networks and have been much faster than the UK in developing cycle facilities. Between the 1970s and 1990s, both the German and Dutch bicycle networks doubled in length. More recently, London has joined the list of top cycling cities, with the introduction of the cycle hire scheme in 2010. This capitalised extremely well on the rising number of cyclists in the city. However, while London provides a strong example of a successful cycling initiative, much of Britain lags behind Europe quite significantly.

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Birmingham Chamber of Commerce Group Patrons

Birmingham: Accord Housing Group • Arney Plc • ARUP • Aston University • Birmingham Airport • Birmingham Children's Hospital NHS Foundation Trust • Birmingham City University • Birmingham Metropolitan College • BT • BXL Services Limited • DSM Demolition • GIL Investments • HSBC • Jaguar Land Rover • Kraft Foods and Cadbury • KPMG • Midland Heart • Miller • NEC Group • Pinsent Masons • PricewaterhouseCoopers • Rical Ltd • Royal Bank of Scotland • Serco • Service Birmingham • University of Birmingham • Warwickshire County Cricket Club • Wesleyan Assurance Society. **Solihull:** ARUP • Blythe Valley Park • Executive Communication Centres • Solihull NHS Care Trust • Solihull College • Williamson & Soden Solicitors.
IAB: ARUP • Aston University • City College Birmingham • Grant Thornton UK LLP • South Birmingham College

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British
Chambers of
Commerce
Accredited



INVESTORS
IN PEOPLE

JB/vjs

9th April 2013

2/..

Birmingham can improve its existing public transport network by helping to integrate cycle networks into bus or rail routes. More effective coordination, for instance by creating provisions for bike parking at bus/rail stops, can bring more efficiency to the wider transport network. Improving cycle safety will also be crucial. Even though the UK has lower rates of cycling, it has a far higher fatality and injury rate for cyclists than Holland, Denmark, and Germany. Department for Transport statistics have shown that many are deterred from cycling due to safety concerns. For tourists who are new to Birmingham and looking to explore the city, cycling will be an attractive prospect, but ensuring safety will be paramount.

It also goes without saying that cycling is a form of transport which produces zero carbon emissions, and so is crucial to reducing pollution levels, which are currently slightly in Birmingham compared to London and Manchester. Encouraging employees to cycle will be an excellent way for businesses to achieve environmental CSR objectives.

Establishing a stronger cycling infrastructure in Birmingham will be a challenge, but the indicators are quite clear. A cycle revolution will bring added efficiency to the existing transport system, as well as for business on the whole.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Jerry Blackett', with a long horizontal flourish extending to the right.

Jerry Blackett

Chief Executive

j.blackett@birmingham-chamber.com (Direct Dial: 0121 450 4202)

Mr C Tunstall
Director
Sustainability, Transportation and Partnerships
Birmingham City Council
1 Lancaster Circus
Queensway
Birmingham B4 7DJ

Dear Mr Tunstall

Birmingham Cycle Revolution and Cycle City Ambition Grant

I am writing in response to your letter of March 2013 regarding the above and to confirm that Birmingham Children's Hospital NHS Foundation Trust wholeheartedly supports the initiative and your bid to the Cycle City Ambition Grant.

The Trust is particularly committed to sustainability and cycling is on our sustainability agenda and forms part of our healthy life style planning. It is proposed to promote awareness and encourage the establishment of cycling initiatives/club at the Trust.

Again, we wish you every success in your bid.

Yours sincerely,



Graham Seager
Director of Estates



INCORPORATING BIRMINGHAM FUTURE

Birmingham Future
Baskerville House
Centenary Square
Broad Street
Birmingham B1 2ND

Tel: 0121 270 8000

Fax: 0121 270 8001

Email: info@birminghamfuture.co.uk
www.birminghamfuture.co

17th April 2013

Dear Sir / Madam,

Statement in Support of Birmingham Cycle Revolution and Cycle City Ambition Grant

Birmingham Forward and Birmingham Future would like to offer our support for Birmingham City Council's application to the Cycle City Ambition Grant. We agree that enhancing the cycling experience in the City should be a key consideration when looking into improvements on the transport network.

It would be of benefit to the businesses in and around Birmingham by having the effect of reducing traffic and congestion for commuters. It would also improve the long-term health of people in Birmingham if the infrastructure and cycling facilities were to receive significant investment. Both Forward and Future are in support of such improvements and cycling initiatives that will encourage people to use this more sustainable form of travel.

Yours Sincerely,

A handwritten signature in black ink, appearing to read "Nicola Fleet-Milne", written over a light grey rectangular background.

Nicola Fleet-Milne



Birmingham Friends of the Earth
The Warehouse
54-57 Allison Street
Digbeth
Birmingham
B5 5TH

Tel: 0121 632 6909

Fax: 0121 643 3122

Email: info@birminghamfoe.org.uk

Web: www.birminghamfoe.org.uk

City Cycling Ambition Grant

Dear Chris Tunstall

We are pleased to support Birmingham City Council's bid for the City Cycling Ambition Grant. Birmingham Friends of the Earth feels the grant offers a real opportunity for a step change in the city's cycling provision.

Birmingham Friends of the Earth is the city's foremost environmental campaigning group. We are the only organisation in Birmingham that campaigns on Energy, Climate Change, Biodiversity, Transport and Waste.

As a group we are currently developing our Let's Get Moving campaign, which aims to reduce air pollution by promoting the greater use of active transport and achieve a modal shift from motorised private transport. Air pollution is a considerable cause of respiratory illnesses and premature deaths. Any improvement in air quality through reduction in traffic levels would bring tremendous benefits to the health of Birmingham citizens. We will be campaigning for an ambitious cycling journey targets, as well as more funding to make this a reality. This bid therefore fits very well with our own campaign objectives, as it will, if successful, provide some of this much needed investment.

Historically the city's transport infrastructure has been designed with the car in mind, making it a very unattractive city for cyclists. Last year the Campaign for Better Transport's Car Dependency Scorecard ranked Birmingham 25th out of 26 cities for walking and cycling. The city's roads are perceived as, and often are, dangerous. This limits the scope for encouraging new cyclists and achieving real modal shift. To effectively change this, the city needs a big investment in cycling, which the City Cycling Ambition Grant could provide.

In the past investment in city cycling infrastructure has been piecemeal, disjointed, and suffered from a lack of ambition. However, recent projects, such as Bike North Birmingham and the established Rea Valley Cycle Route, demonstrate the change which funds and ambition can create. These existing projects need to be linked up, in order to provide good quality cycling infrastructure throughout the city to the benefit of all. This bid also represents an opportunity to link cycling and public transport infrastructure giving people the option of complete door to door journeys without the car.

Birmingham Friends of the Earth have long campaigned in favour of 20mph speed limits. We are therefore pleased to see that the bid guidance from the Department for Transport appears to encourage the integration of new infrastructure with 20mph limits. We would hope that new cycling infrastructure is brought in alongside 20mph limits on all residential roads. Lower speed limits on residential roads would create alternative cycling corridors, which can be integrated with new cycling infrastructure on higher speed arterial routes.

However, as well as investing infrastructure, the city council must do much more to win over hearts and minds to change Birmingham's transport culture. For example, encouraging greater number of



Birmingham Friends of the Earth
The Warehouse
54-57 Allison Street
Digbeth
Birmingham
B5 5TH

Tel: 0121 632 6909

Fax: 0121 643 3122

Email: info@birminghamfoe.org.uk

Web: www.birminghamfoe.org.uk

pupils to cycle to school would massively cut peak hour traffic levels. Education on transport issues must come alongside the much-needed investment in infrastructure.

This funding shouldn't just support initiatives that get bicycles out of the way of motorists. We need cycling to be mainstream enough to take place on roads, and this means changing driver behaviour as well as developing infrastructure. So we are also supporting this bid in the belief that it will be spent on both sides of the equation.

Furthermore, this grant funding must not be the only investment in cycling in the city going forward. Birmingham City Council should also be looking at other methods to fund significant cycling improvements after the end of the grant period.

We are pleased that the city is bidding for these funds and hope it is successful in this venture. We would also like continue to be involved in the development of the city cycling revolution, both in terms of infrastructure on the ground, and its promotion and engagement with residents and visitors to the City.

Yours sincerely,

Julien Pritchard

Campaigns Support Worker

Birmingham Friends of the Earth



PART OF BIRMINGHAM FORWARD

Birmingham Future
Baskerville House
Centenary Square
Broad Street
Birmingham B1 2ND

Tel: 0121 270 8000

Fax: 0121 270 8001

Email: info@birminghamfuture.co.uk
www.birminghamfuture.co

17th April 2013

Dear Sir / Madam,

Statement in Support of Birmingham Cycle Revolution and Cycle City Ambition Grant

Birmingham Forward and Birmingham Future would like to offer our support for Birmingham City Council's application to the Cycle City Ambition Grant. We agree that enhancing the cycling experience in the City should be a key consideration when looking into improvements on the transport network.

It would be of benefit to the businesses in and around Birmingham by having the effect of reducing traffic and congestion for commuters. It would also improve the long-term health of people in Birmingham if the infrastructure and cycling facilities were to receive significant investment. Both Forward and Future are in support of such improvements and cycling initiatives that will encourage people to use this more sustainable form of travel.

Yours Sincerely,

A handwritten signature in black ink, appearing to read "Nicola Fleet-Milne", written over a light grey rectangular background.

Nicola Fleet-Milne



Bordesley Green Girls' School & Sixth Form Business, Enterprise & Applied Learning

Birmingham Cycle Revolution
Birmingham City Council
1 Lancaster Circus
Queensway
BIRMINGHAM
B4 7DJ

19 April, 2013

Dear Sirs

Birmingham Cycle Revolution and Cycle City Ambition Grant

We very much support the Birmingham City Council bid in this round of funding. We believe a package of works that will remove barriers to cycling particularly in central Birmingham would change the cycling culture of the city. There are significant barriers to cycling preventing any significant growth in cycling in recent years. There is also a considerable potential for a modal shift to cycling. The opportunities to improve cycle safety and effectively improve cycle access to the central and outlying areas, would reduce carbon emissions, improve health and potentially enhance the flow of public transport through the area. The implementation of cycle routes, cycle parking schemes and improved access to the rail network would aid this development considerably. The school looks forward to working with the City in maximising the impact of the proposals should the bid be successful.

Kind Regards

Jeremy Datson
Business Manager

Lynsey Riley
Environmental Manager
Brindleyplace
Estate Management Office
2 Brunswick Street
Brindleyplace
Birmingham B1 2JF

I am writing to add my support to the Birmingham Cycle Revolution and their bid for a share of the Cycle City Ambition Grant.

We at Brindleyplace are committed to promoting, encouraging and supporting sustainable urban transport as an integral part of our environmental initiative as there is a great desire from the people who work and visit our estate to cycle for both business and recreational reasons.

Unfortunately, Birmingham's recent history as a city designed for the motor vehicle discourages many people who would otherwise cycle into the city and I believe that this investment in a cycle friendly infrastructure would herald a boom in cycling as a viable alternative means of transport.

I feel that this kind of initiative is long overdue for a city as large as ours and that it would have an impact similar to that of opening up the canals and waterways which in itself was a major factor in the development of Brindleyplace.

Lynsey Riley,
Environmental Manager, Brindleyplace,
Office: 0121 643 6866,
Direct Dial: 0121 600 5808,
Mobile: 07876 132 230,
Fax: 0121 643 1771
lynseyriley@brindleyplace.com



British Cycling
Stuart Street
Manchester M11 4DQ

T: +44 (0) 161 274 2000
F: +44 (0) 161 274 2001
E: info@britishcycling.org.uk
britishcycling.org.uk

Chris Tunstall
Director Sustainability, Transportation and Partnerships
Birmingham City Council
1 Lancaster Circus
Queensway
Birmingham
B4 7DJ

23rd April 2013

Dear Chris

Re: Cycle City Ambition

I am writing with regards to your application for significant funding to the Department of Transport for a "Cycle City Ambition" grant.

British Cycling is entering into our 4th consecutive year of a partnership with Birmingham City Council to increase all forms of recreational cycling in the City. Working closely with the Council's Sport and Physical Activity Team, Public Health, the County Sports Partnership and Sport England has ensured a solid foundation to a joined up approach to cycling promotion in the area.

Through a range of initiatives such as Sky Ride Local, Breeze and Social Cycling Groups we aim to continue our promotion of cycling activity to local residents. With the Olympic, Paralympic and Tour de France successes of 2012, we continue to inspire further participation in local communities in Birmingham.

Last year also saw a mass-participation cycling event draw over 18,500 cyclists onto the closed roads and parks of Birmingham to take part in the City's fourth Sky Ride event. This was a great success and highlights the appetite for cycling in Birmingham and is an event plan to run again in 2013.

I know that Birmingham City Council has an ambitious 20 year plan to support cyclists across the city. The Birmingham Cycle Revolution plans to deliver a step-change in levels of cycling and British Cycling are keen to support these ambitions and work alongside the City Council to bring about an even greater growth in cycling.

As such I can confirm, on behalf of British Cycling, our support to you in your application for a Cycle City Ambition grant. This would enable more infrastructure development to provide even more opportunities and places for people to cycle and subsequently with our partnership work increase cycling participation in the area.

Yours sincerely,

Jackie Brennan
Recreation Manager (West Midlands)
British Cycling



LOTTERY FUNDED



Dear Chris,

I am writing on behalf of Bullring Shopping Centre to pledge our support for the 20 year Birmingham Cycle Revolution. We hope that the Birmingham Cycle Revolution will deliver a step-change in levels of cycling in our City and play a huge part in reducing the City's carbon footprint.

This will have a direct benefit to the Bullring Shopping Centre, being at the heart of the City, as it would improve cycle access and experience for the huge number of employees and members of the public that visit the Centre, improve health and activity, and decrease car dependency. Bullring has a strong stance on environmental management and we aim to continually improve our environmental performance and encourage sustainable travel wherever possible. While we are well connected to Moor Street and New Street train stations, we believe that the next step to encourage sustainable travel is to improve cycling routes and facilities.

We hope that this investment would help to make cycling an integral part of our transport network and so to make cycling part of everyday City life. An improved cycling network is needed to make cycling a safe and attractive option in Birmingham and to encourage sustainable travel to Bullring.

Kind regards,

Steve Burgess
Environmental Co-ordinator
Bullring Shopping Centre

Please reply to

14 Alpha Close
Balsall Heath
Birmingham
B12 9HF

Telephone (0121) 440 7092

E-Mail

kevin_chapman@brum12.demon.co.uk

Mr. Chris Tunstall
Director, Sustainability, Transportation and
Partnerships,
Birmingham City Council
1 Lancaster Circus
Queensway
Birmingham
B4 7DQ

17th April 2013

Dear Chris,

CYCLE CITY AMBITION GRANT

The Campaign for Better Transport campaigns for a sustainable transport system which is a real alternative to the private car, with high quality bus, rail and metro services and where it is easy and safe to walk and cycle. I am the chair of the group for the West Midlands area.

I am writing in connection with the E-Mail from your office sent on the 28th March 2013, advising that the city council wished to apply for funding from the "Cycle City Ambition Grant" and requesting letters of support from stakeholders for the bid.

The city council has advanced numerous cycling projects in recent years, most notably the "Bike North Birmingham" project and the various measures being provided as part of the "Connected City" scheme in the city centre. The decision of the city council to apply for further funding to encourage cycling is therefore welcome and we are happy to support the bid.

However, we wish to make the following observations:

- Improving cycling provision is not just about infrastructure, it is about encouraging hearts and minds and key to that is ensuring cyclists are safe and the number of casualties are kept low. We note the city council has recently indicated that it wishes to increase the number of 20 mph zones around Birmingham. We would support this, and would point out that 20 mph zones knitted together along main arterial corridors provide a safe alternative to the main roads used by most traffic, which most cyclists choose not to use owing to the risk involved.

- Cycling tuition should start in schools. 20% of rush hour journeys in Birmingham are being made by parents driving their kids to and from school and this is unsustainable. Research by Steer Davis Gleave for the Department of Transport suggests that where intensive cycle training is provided the number of trips made by children cycling to and from school is higher than those where minimal or no cycle training is offered.¹ Cycling should be seen as much as a "skill for life" as swimming or running is, and encouraging as many children possible at an early age will help ward off car dependency in later life, will help to reducing future traffic volumes, and will promote an active lifestyle. As part of the plans Birmingham City Council should be looking to increase the provision and take up of cycle training in schools.
- Birmingham has high levels of obesity, related in part to citizens having an inactive sedentary lifestyle. Encouraging cycling could of course help tackle this; the city council of course has had recent success with the *Be Active* programme and could consider the promotion of cycling as part of this scheme. We trust the council will be having discussions with the new healthcare commissioning groups who have taken over the role of the PCT's, in order to get both their advice and input, and their support for the bid. (It is unfortunate this exercise of garnering support has coincided with the re-organisation of the NHS, with all the consequent changes in personnel. If the bid is to be taken seriously it is imperative that conversations take place now with the new healthcare bodies.)
- The number of cycling trips in the West Midlands is currently pitifully low, with the recent *Integrated Transport Prospectus* published by Centro suggesting a current modal share of just 1%. The long-term target is to increase the modal share for journeys by cycle in the West Midlands to 4%. Even if this is achieved this will still compare poorly with other European cities – for example 11% of journeys are made in Dusseldorf by bike whilst cycling has a modal share of 13% in Frankfurt and 23% in Antwerp. Clearly the council needs to start pushing towards a model of transport seen in other European cities where a double digit modal share for cycling is normal – these cities of course also have a culture where reliable public transport is considered essential and where it is considered normal to walk, run, or play in a street rather than have it used as a "rat-run" by a commuter trying to get to work.

In CBT's *Car Dependency Scorecard* of 2012, Birmingham was rated poorly for walking and cycling coming 25th out of 26 UK cities. However Birmingham was given a "B" rating for its plans for tackling car dependency, well ahead of other core cities including Manchester, Leeds and Newcastle-upon-Tyne. We hope that the bid will succeed and the city council will begin the process of tackling car dependency, increasing the modal share for walking and cycling so it is considered an exception to drive around Birmingham, rather than a norm. We trust you will keep us informed of developments.

Yours sincerely,



Kevin Chapman
Chair, West Midlands Campaign for Better Transport

¹ "Cycling to School – A review of school census and Bikeability delivery data, Steer Davis Gleave for DfT, March 2012, pages 10 to 12



**Canal &
River Trust**

Keeping people, nature & history connected

22 April 2013

Richard Leonard
Transportation Policy Manager
Growth & Transportation
Sustainability, Transportation & Partnerships
Development Directorate
Birmingham City Council
1 Lancaster Circus Queensway
PO Box 14439
Birmingham
B4 7DQ

Our Ref
Your Ref

Dear Richard,

Birmingham Cycle Revolution and Cycle City Ambition Bid

Canal & River Trust are delighted to be given the opportunity to work with Birmingham City Council and other partners on the proposals for the Birmingham Cycle Revolution and the Cycle City Ambition Bid. We welcome Birmingham City Council's long term vision and commitment to increasing cycling within the City.

With investment, the extensive network of canals across Birmingham will provide a fantastic opportunity for sustainable travel across large parts of the City, both into and out of the City centre, but also to key sites such as Regeneration Zones, Universities, and Employment areas which are located alongside the canal. We see the canal as being a great alternative resource for cyclists who do not enjoy, or do not have the confidence to cycle on the road network.

Canal & River Trust, previously British Waterways, have a long term productive relationship with Birmingham City Council. This relationship has resulted in very many transport based canal improvement works being undertaken over many years to the benefit of local people and visitors to the City. This relationship, known as the Birmingham Canals Partnership, will provide an excellent basis for the delivery of the Cycle City Ambition Grant too.

Using our well established national framework contracts, and our in house project management teams, Canal & River Trust are in an excellent position to deliver the proposed canal improvements from the Cycle City Ambition Grant. As part of our contribution to the Cycle City Ambition works, we would like to offer the resources of two full time project managers and support from our Enterprise team, during the design and delivery phases of the works.

Canal & River Trust Peel's Wharf Lichfield Street Fazeley Tamworth B78 3QZ

T 0303 040 4040 E customer.services@canalrivertrust.org.uk www.canalrivertrust.org.uk

Patron: H.R.H. The Prince of Wales. Canal & River Trust, a charitable company limited by guarantee registered in England and Wales with company number 7807276 and registered charity number 1146792, registered office address First Floor North, Station House, 500 Elder Gate, Milton Keynes MK9 1BB

Canal & River Trust are committed to the future maintenance of improvements undertaken on our assets in accordance with our General Works Programme. The costs of future maintenance of towpath improvements and any works to our existing accesses shall be the responsibility of Canal & River Trust.

Canal & River Trust wish Birmingham City Council every success with the bid to the Department for Transport, and look forward to working with the City Council on the delivery of the Cycle Ambition Grant programme and its 20 year plan.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'John Harris', with a stylized flourish at the end.

John Harris
Enterprise Manager – West Midlands

Richard Leonard
Birmingham City Council
Growth & Transportation -
Sustainability, Transportation &
Partnerships
Development Directorate
1 Lancaster Circus, Queensway,
PO Box 14439
Birmingham, B4 7DQ

Our Ref: Cj/rl-bcc /ym/22-04-13
Your Ref:
Telephone: 0121 214 7076
E-mail: conradjones@centro.org.uk
Date: 22 April 2013

Dear Richard

Cycle Ambition Bid Support

Centro fully supports Birmingham's Cycle Ambition Bid. We see it as a critical step that builds on the investment already being made into cycling, and transport in the West Midlands.

Strategically, it has a direct fit with Centro's own prospectus, which has recently been approved by the Integrated Transport Authority. This sets out a target of 5% of all journeys by cycle over the next ten years. Given that we are building from a very low base of just 1% this is a stretching target, but one we are all committed to. Indeed we are launching a region wide Charter for Cycling, and Birmingham's Cycling Ambition bid is an investment crucial to working towards this target.

We have also been partners in developing and delivering elements of Birmingham's 'Vision for Movement' and wider economic development plans. The future of Birmingham as a place where people want to work, visit, an enjoy leisure and importantly, invest in, relies on the right infrastructure. Cycling is a key part of the future mobility of residents and visitors and supports the investment being made in projects like HS2, New Street Station, Midlands Metro and Better Buses, as well as planning to make Birmingham a more 'walkable' city.

The bid also complements and maximises the investment we and the DfT are making through our Local Sustainable Fund 'Smarter Choices Programme and Bike North Birmingham project, as well as the investment Birmingham and our other Local

Authority partners are making through the LSTF programme, and their locally funded schemes.

The health issues we have in our region are well documented and widely reported, this bid helps facilitate infrastructure that will tackle this problem.

The bid itself is, in our opinion, innovative, whilst also being practical and very deliverable. We believe the investment will have a very good early return in terms helping 'put the bike back into Brum'.

Lastly, here is now a real commitment locally to develop cycling, which really needs this matching investment to help gather further momentum.

We look forward to hearing the outcome.

Kind regards

Yours sincerely



Conrad Jones
Head of Sustainability



Colmore Business District
2nd Floor, Whitehall Chambers
23 Colmore Row
Birmingham
B3 2BU

17th April 2013

Dear Sir / Madam,

Statement in Support of Birmingham Cycle Revolution and Cycle City Ambition Grant

The Colmore Business District (CBD) and the Board of Directors would like to offer our support for Birmingham City Council's application to the Cycle City Ambition Grant. CBD agree that enhancing the cycling experience in the City should be a key consideration when looking into improvements on the transport network.

It would be of benefit to the businesses in our area and help with our collective aims of reducing traffic and congestion for commuters and improving the long-term health of people in CBD if the infrastructure and cycling facilities receive significant investment. CBD is in support of such improvements and cycling initiatives that will encourage people to use this more sustainable form of travel.

Yours Sincerely,

Paul Fielding
Board Director and Accessible and Connected Working Group Champion
Colmore Business Improvement District



DAME ELLEN PINSENT SCHOOL

ARDENCOTE ROAD, KINGS HEATH, BIRMINGHAM B13 0RW

"SHINE LIKE A STAR"

TEL: 0121 675 2487

FAX: 0121 675 7295

Email: Debbie.Allen@dameellenpinsent.bham.sch.uk

Website: WWW.dameellenpinsent.bham.sch.uk

CHAIRPERSON OF GOVERNORS: MISS RACHEL CARTER

HEAD TEACHER: MRS DEBBIE ALLEN

SCHOOL NURSE: 0121 465 8349

SPEECH/LANGUAGE: 0121 444 4516

Our ref: DA/ew/150413.01

15th April 2013

Chris Tunstall

Director

Sustainability, Transportation and Partnerships

Birmingham City Council

1 Lancaster Circus

Queensway

Birmingham B4 7DJ

Dear Chris

Birmingham Cycle Revolution and Cycle City Ambition Grant

I am writing on behalf of Dame Ellen Pinsent School in support of your bid through the Cycle City Ambition Grant and the 20 year Birmingham Cycle Revolution.

We are a special needs school and the majority of our children come into school in minibuses / taxi's and in the last two / three years we have formed a partnership with Bike Foundry who come in to school on a weekly basis to teach our children how to ride a bike and then teach them road safety. This has proved highly successful with our children. We have also purchased specially adapted / sized bikes to help some of our more severe learning pupils with their co-ordination and gross motor skills, whilst also helping some of our pupils that may have weight issues.

The bikes that have been purchased / donated to us have all been safety checked and have proved a big hit with our pupils and therefore, would wholly support your bid to the Cycle City Ambition Grant as we have seen first-hand what benefit cycling can have.

Funding permitting, we will continue to work with Bike Foundry who provide a fabulous service to our school so new pupils that come into school can also reap the benefits of learning to ride a bike safely.

Yours sincerely

Debbie Allen

Head Teacher

Ofsted
Outstanding
2010/2011

QA
naace
QUALITY ICT
IN SCHOOLS

**LEADING
ASPECT
AWARD**

The Basic Skills Agency
Q
QUALITY MARK



Birmingham City Council
Education Service



25th April 2013

COUNCILLOR DAVID RADCLIFFE
THE COUNCIL HOUSE
VICTORIA SQUARE
BIRMINGHAM B1 1BB
TEL. NO. 0121-303 3172 (Office)
TEL. NO. 0121-459 5475 (Home)
FAX. NO. 0121-303 3415
E-mail: David.Radcliffe@birmingham.gov.uk

Chris Tunstall
Director of Sustainability, Transportation and Partnerships
Birmingham City Council
1 Lancaster Circus
Queensway
Birmingham
B4 7DQ

Dear Chris,

SUPPORT FOR THE BIRMINGHAM CYCLE REVOLUTION

Thank you for the opportunity to provide my support for the Birmingham Cycle Revolution and the city's bid to the Cycle City Ambition Fund.

I am writing on behalf of the Liberal Democrat Group in Birmingham, as a former chair of the Cycle Forum and the Cycling Advisory Group and also as a keen cyclist. I am therefore absolutely delighted to endorse the growing momentum behind the cycling agenda within Birmingham.

The Liberal Democrats are committed to the development of a zero carbon transport system with sustainability at its heart and cycling is an essential component of this aspiration. A step change in the level of cycling across the city will contribute to national and local targets for reducing carbon emissions from transport, improving air quality, and reducing congestion. At a time when transport costs are increasing it provides a low cost way for people to access opportunities for employment and leisure.

Additionally it will assist in encouraging people to adopt more sustainable and healthy lifestyles. Cycling and walking present an easy and cheap way for people to incorporate physical activity in their everyday lives. A city in which cycling is seen as the norm will be a city with lower rates of obesity, mental and physical illness.

The ambitious Cycle Revolution will bring about significant change, and setting improvements in the context of a well thought out strategic 20 year plan will allow for each citizen of Birmingham to undertake their own cycle evolution. Whatever their level of engagement with cycling in 2013, every new journey made by bicycle will help them to realise the fun, fitness and freedom that everyone can experience on a bike.

I look forward, not just to a successful bid, but to the long term delivery of the Birmingham Cycling Revolution, and seeing the positive change needed to bring about our collective aspirations for cycling in Birmingham. I am excited about working with you on this in the future.

Yours sincerely,

Councillor David Radcliffe

**Oak Tree Barn,
Moorgate,
Blickling,
Norfolk NR11 6PX**



E: martin@walkit.com

Chris Tunstall
Director
Sustainability, Transportation and Partnerships
Birmingham City Council
1 Lancaster Circus
Queensway
Birmingham
B4 7DJ

Tuesday 16th April 2013

Dear Chris,

I am very pleased to offer walkit.com's backing for Birmingham Cycle Revolution and your application for the Cycle City Ambition Grant.

We have been working actively in Birmingham for a number of years, and have had the opportunity to see the dedication to sustainable travel of the teams in your directorate. Through our involvement, in particular with the Pedestrian and Cycling Task Force (P&CTF) but also in our dealings with the City Council and other local bodies at various levels, we feel confident that the necessary commitment exists in support of smarter and more sustainable travel options, not only at officer level, but crucially broadly amongst politicians in the city too. It was particularly good to see more evidence of this at the recent Cycle Forum event you held, where the cross-party support amongst councillors was clear to see. We believe this is essential to ensure the success of Birmingham Cycle Revolution and to ensure that it delivers a true legacy for the city.

Work at walkit.com has given us the opportunity to see how other cities have been supporting walking and cycling over many years - particularly in city and town centres, but also in suburban areas. Those comparisons have for a number of years shown a mixed bag. The city centre walking experience in Birmingham is at times as good as anywhere, but there are plenty of weak spots. In terms of the provision of cycling infrastructure and signage, it is fair to say that Birmingham has been playing catch up behind the very best exemplar cities (and indeed many other cities in general). The city's new city centre signage is an important part of resolving part of that deficit, and I have had the opportunity over recent years to see how the city has also been transforming itself in terms of provision for cyclists (and walkers) in targeted project areas - most notably through the excellent work of Bike North Birmingham (BNB). Projects such as BNB demonstrate clearly that the city is both serious about cycling (and walking) and more than capable of transforming the experience of cyclists in Birmingham for the better. And it is against the background of such work that we are pleased to learn that the city is looking to improve provision for cyclists (and pedestrians) city-wide, and that with a 20 year programme the city is setting itself an appropriate level of ambition.

The recent scrutiny committee report "Changing Gear", suggests that the city recognises that there is much to be done, and makes many sensible recommendations, particularly around ensuring that the needs of cyclists and walkers are considered 'on a par' with those of drivers when planning new infrastructure and road schemes. We certainly feel that it is essential that at the heart of any infrastructure work done in support of sustainable travel, the needs of all users (pedestrians as well as cyclists, able bodied and not) are fully accounted for, and that walkers and cyclists are consulted widely and genuinely, in order to attain a network that is genuinely inclusive for all. Through the meetings of the City Council's Pedestrian & Cycling Task Force - which many of the Birmingham Cycle Revolution team are actively involved in - we have all gained many valuable insights into accessibility issues and the needs and concerns of disabled members of the city's walking and cycling population. We have also benefited from domain expertise of the NGO representatives of cycling and walking interests. I am confident that these insights (as well as those gained through the Scrutiny Committee evidence-gathering hearings), and your continued engagement with the P&CTF along with dedicated Cycling and other related forums, will significantly bolster your ability to deliver "a network inclusive for all".

The "Changing Gear" report urges the setting of ambitious targets at the heart of the city's strategy for walking and cycling. We wholeheartedly concur with these sentiments, and the event at the Cycle Forum suggests that the Scrutiny Committee report is something that Birmingham Cycle Revolution is already taking very seriously.

We hope that good design will be at the heart of everything the city does in respect of cycling and walking infrastructure provision, and that lessons are learned from as far and wide as possible (both from experiences in the UK as well as in other countries around Europe and the rest of the World), so as to ensure that everything Birmingham achieves under the Birmingham Cycle Revolution is not only revolutionary but also world class.

By ensuring excellent planning, design, consultation and implementation, and through ambitious target-setting and monitoring we are confident that the City Council can achieve very significant increases in participation of walking and cycling, while at the same time making the relationship between all road users safer and more harmonious. We are certainly very optimistic that the programme can be successful in its aim of "making the city a safe and attractive environment for cycling and walking and delivering an inclusive network for all".

I was pleased to learn from the Cycle Forum event that Birmingham Cycle Revolution is not ignoring the fact the Birmingham sits at the heart of a greater conurbation, and that you are considering route development and infrastructure in conjunction in neighbouring authorities such as Sandwell Borough Council.

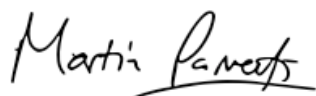
Too often, walking and cycling are treated as in competition either for resources, or for capacity. However, we are encouraged that Birmingham Cycle Revolution aims to be inclusive in this respect, and that pedestrians will benefit from improvements to the wider network in Birmingham as well as cyclists themselves.

Finally, I would like to congratulate you on picking on a title that ably demonstrates your ambition. A number of factors are coming together at the same time that are leading to a genuine sense that city really gets the importance of sustainable and active travel, and intends to do something about it. This, along with a clear view of what is needed, a frank assessment of the base from which the city is starting, and the demographics of the city and therefore the potential wins on offer hold out the genuine hope that a successful strategy could be truly transformational for the city.

What a legacy it would be if Birmingham Cycle Revolution can make the city – now so commonly thought of a motor-city, but which once made such a large proportion of the world's bicycles, and which has provided so much innovation in cycling – known once more for cycling and more generally for sustainable travel. We wish you luck.

Yours sincerely,

Yours sincerely,

A handwritten signature in black ink that reads "Martin Parretti". The signature is written in a cursive, slightly slanted style.

Martin Parretti
Co-founder and Development Lead
walkit.com



UNIVERSITY OF BIRMINGHAM

College of Engineering and Physical
Sciences

School of Civil Engineering
Professor M.R. Tight
0121 414 5071
m.r.tight@bham.ac.uk

Rebecca Hawthorne
Transport Policy Team
Birmingham City Council

Dear Rebecca

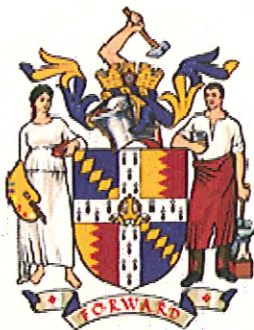
Birmingham Cycle Revolution and Cycle City Ambition Grant

I am writing to offer our support for your upcoming bid for the Birmingham Cycle Revolution. Current levels of cycling in the city are low and we would welcome such an initiative to significantly increase both the amount of cycling and also the quality of the experience for those who do cycle. In many ways the potential for change in Birmingham is high given the relative flatness, the high numbers of students and young people and some existing excellent routes and corridors for cycling. Having a 20 year strategy incorporating plans for considerable change and the provision of new facilities sounds an excellent way to help to realise this potential.

If I or colleagues can help in any way with realising this, drawing on our experiences of cycling research, please don't hesitate to get in touch.

Yours sincerely

Professor Miles Tight
Professor of Transport, Energy and Environment



COUNCILLOR TIMOTHY HUXTABLE
CONSERVATIVE
BOURNVILLE WARD

34 FALKLAND CROFT,
STIRCHLEY,
BIRMINGHAM,
B30 2QN.

Tel. No: 0121-303 2130

Email: Timothy.Huxtable@birmingham.gov.uk

Please quote our reference in any reply
Our ref: TH/vw/24.04.13.1

22nd April 2013

Chris Tunstall
Director of Sustainability, Transportation and Partnerships
Birmingham City Council
1 Lancaster Circus
Queensway
Birmingham
B4 7DQ

Dear Chris,

Re: SUPPORT FOR THE BIRMINGHAM CYCLE REVOLUTION

I am writing on behalf of the Conservative Group in Birmingham, as Lead Conservative Member on Transport, Environment & Regeneration for the City and on the West Midlands Integrated Transport Authority, to offer my wholehearted support and endorsement for Birmingham's bid to the Cycle City Ambition Fund: Birmingham Cycle Revolution.

The Conservative Group acknowledges the importance of the role of cycling in a world class integrated transport network for a global city and in improving the local environment by reducing carbon emissions. We share in this vision for a well-connected city where cycling is commonplace - for transport, for health and fitness, and for leisure.

I am proud to be part of the city's established track record of delivering initiatives to encourage more cycling, through a range of initiatives including Bikeability training in schools, Women on Wheels and BeActive by bike, together with ongoing investment in cycling infrastructure schemes, and comprehensive cycling projects such as Bike North Birmingham. In recent years, Birmingham has seen significant growth in levels of cycling, with an increase of 73% in cyclists measured by our automatic counters.

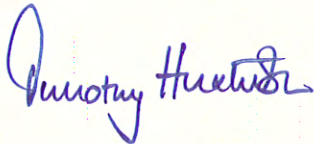
Continued...

The Birmingham Cycle Revolution takes this to the next level, by seeking to create a continuous and coherent cycling network. We believe that this is the catalyst required to encourage more cycling across the city, with its associated benefits in terms of reducing the adverse impacts of road congestion, improving health and addressing social inclusion.

Integration with the rail and bus networks through effective partnerships will enable these benefits to be further enhanced, and will allow us to realise the role of cycling as a part of a high quality integrated transport network.

We look forward, not just to a successful bid, but to the long term delivery of the Birmingham Cycling Revolution, and seeing the step change required to effect real improvement. We look forward to working with you in the future.

Yours sincerely,



COUNCILLOR TIMOTHY HUXTABLE



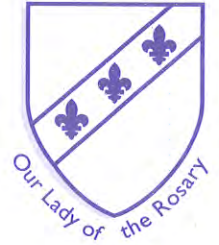
if God Himself became a child.
– Mother Teresa –

ARCHDIOCESE OF BIRMINGHAM

The Rosary Catholic Primary School

Bridge Road, Saltley, Birmingham B8 3SF
Telephone: 0121-464 4519 Fax: 0121-464 1637
E-mail: enquiry@rosaryc.bham.sch.uk
www.rosaryc.bham.sch.uk

Head Teacher: Mr J N Gubbins B.Ed.(Hons)
Deputy Head: Mrs A Norris B.A.(Hons)



Chris Tunstall
Director
Sustainability, Transportation & Partnerships
Birmingham City Council
1 Lancaster Circus
Queensway
Birmingham
B4 7DJ

18th April 2013

Dear Chris

Re: Cycle City Ambition Grant

I am writing this letter in support of your application for the above named grant. We are a Voluntary Aided Catholic School sited in Saltley, an area of high deprivation but with large volumes of traffic.

We try to encourage our children to either walk or cycle to school as opposed to using motor transport. In order to support this we have:

- Installed a cycle shelter
- Organised cycle proficiency training
- Given bicycles to children as rewards for 100% attendance
- Staff who cycle to work on a regular basis
- Tried to organise a "walking bus"

We would like to do more but unfortunately the roads in this area are not very safe and parents have a reluctance to allow their children to walk to school.

If you are successful in your bid we would appreciate some help in promoting our efforts in encouraging the children to walk or cycle to school.

Yours sincerely

J N Gubbins
Headteacher



"Bushell, Michael"
<M.Bushell@birmingham-chamber.com>

02/04/2013 10:36

To ""transportpolicy@birmingham.gov.uk"
<transportpolicy@birmingham.gov.uk>

cc

bcc

Subject Message from Sutton Coldfield Town Centre BID

2 April 2013

Chris Tunstall
Director
Sustainability, Transportation and Partnerships
Birmingham City Council
1 Lancaster Circus
Queensway
Birmingham
B4 7DJ

Dear Mr Tunstall

Birmingham Cycle Revolution and Cycle City Ambition Grant

On behalf of Sutton Coldfield Town Centre Business Improvement District (BID) I wish to express our support for the City Council making an ambitious bid to further support cycling in the city.

Our town centre has a very difficult road network and is extremely busy at rush hours, from both town centre users and through traffic. We have seen the development of the North Birmingham Cycle Route which is already paying dividends in the amount of people who are using it and who are clearly parking their bikes in the town centre. We believe that this should only be the start of the process. We need far more safe routes which are separate from the carriageway, more secure bike parking in both town centres and transport nodes, better signage and encouragement for people to start (or resume) cycling.

The BID will be very interested to see progress in your bid and look forward to a successful outcome.

Yours sincerely

Andrew F Burley
Chairman

Mike Bushell
BID Manager
Sutton Coldfield Town Centre BID Ltd
Ground Floor | Knights House
Parade | Sutton Coldfield | B72 1PH
mbushell@birmingham-chamber.com
07970 885743
www.suttoncoldfieldtowncentre.co.uk

24 April 2013

Chris Tunstall
Director of Transport
Birmingham City Council
1 Lancaster Circus
Birmingham B4 7DQ

Dear Chris

Birmingham Cycle City Ambition Grant

Sustrans is pleased to support Birmingham's bid for funding from the Cycle City Ambition Grant. Birmingham's bid is ambitious, strategic, and indeed a revolution in cycling for the city.

The publication of 'Changing Gear' following Birmingham's recent Scrutiny Review demonstrates the potential for cycling in the City and it is commendable that some of the recommendations have already been implemented. The appointment of a Cycling Champion at Cabinet Level, Councillor James Mackay sends out a clear message that Birmingham is committed to improving the cycling offer. Leadership of the cycling agenda at a senior level is fundamental to delivering the vision. This is an important strategic development as Birmingham embraces and welcomes the opportunity the Cycling Ambition Fund presents.

The development of a Strategic Cycle Network in Birmingham is a revolution of the current cycling offer in the City. The scale of aspiration and ambition in the bid is to be applauded. This is a long term strategy that will address the issues of congestion, carbon; transport poverty and health. The creation of a Strategic Cycle Network will enable the citizens of Birmingham to have access to cycling as a means of transport for work, education or leisure.

We know that there are many reasons why people choose not to cycle; one of the key reasons is the perception of safety, and a real strength of this bid is the creation of traffic-free and quiet routes. Without the development of appropriate cycling infrastructure in Birmingham cycling numbers will remain quite static. The opportunity Cycle City Ambition Funding creates will lead to a step change in cycling numbers in the City. The reality is that Birmingham has a long legacy as a non cycling city so the hurdles to be overcome in creating a cycle network are considerable but not insurmountable. The 20 year vision for Birmingham outlined in the bid clearly demonstrates this potential. I feel confident that given the political commitment and public support for cycling in Birmingham there is the energy and will to translate this vision into a reality.

Sustrans has worked in partnership with Birmingham City Council for many years in the development and delivery of cycling infrastructure .Success with this bid would allow us to build on what has been achieved so far, as well as providing a spring-board for further cycle network development in the coming years.

This is an ambitious bid for a City with the history and legacy of car manufacturing that Birmingham has inherited. The Birmingham Cycle Revolution is an exciting opportunity Sustrans welcomes and supports given the potential this bid has to offer.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Yvonne Gilligan', with a long horizontal flourish extending to the right.

Yvonne Gilligan
Regional Director, West Midlands

Ref: MMU/rj/

9 April 2013

Chris Tunstall
Birmingham City Council
1 Lancaster Circus
Queensway
Birmingham
B4 7DJ

Dear Chris

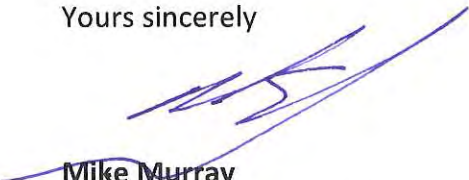
Birmingham Cycle Revolution and Cycle City Ambition Grant

I am writing to express our support for Birmingham's bid to the Cycle Ambition Fund. As the UK's leading regeneration specialist with its headquarters in Birmingham, we have a particular local interest in seeing an investment in the cycle network.

The City needs to develop initiatives and providing new cycle infrastructure as a part of the sustainability agenda, but our real challenge is how we encourage people get out of the car and onto a bike. There is a clear gap in the infrastructure and at Longbridge we receive interest from major occupiers, who need to see that there is investment across the urban area. On this basis we would fully endorse your bid, and strongly encourage the DfT to give due consideration to the wider economic benefits that the funding would bring.

We wish you all the best with the bid and look forward to seeing Birmingham getting the funding it deserves.

Yours sincerely



Mike Murray
Senior Development Surveyor
E-mail: mmurray@stmodwen.co.uk
Secretary: rjagpal@stmodwen.co.uk

Sandwell and West Birmingham Hospitals **NHS**
NHS Trust

City Hospital
Dudley Road
Birmingham
B18 7QH

Tel: 0121 554 3801
www.swbh.nhs.uk

Tel: 0121 507 4439
Fax: 0121 507 5636

Mr C Tunstall
Director
Sustainability, Transportation and Partnerships
Birmingham City Council
1 Lancaster Circus
Queensway
Birmingham B4 7DJ

Dear Mr Tunstall

Birmingham Cycle Revolution and Cycle City Ambition Grant

I am writing in response to your letter of March 2013 regarding the above and to confirm that Birmingham Children's Hospital NHS Foundation Trust wholeheartedly supports the initiative and your bid to the Cycle City Ambition Grant.

The Trust is particularly committed to sustainability and cycling is on our sustainability agenda and forms part of our healthy life style planning. You will be pleased to know that a cycling club has already been established at SWBH and cycling is actively promoted.

Again, we wish you every success in your bid.

Yours sincerely,



Graham Seager
Director of Estates

Return address: 5th Floor, Newwater House, 11 Newhall Street, Birmingham B3 3NY, United Kingdom

HASKONINGDHV UK LIMITED

TRANSPORT & ASSET MANAGEMENT

5th Floor, Newwater House
11 Newhall Street
Birmingham B3 3NY
United Kingdom
+44 121 236 6555 Telephone

info@birmingham.royalhaskoning.com E-mail
www.royalhaskoningdhv.com Internet

Your reference :
Our reference : N63207PH3/L001/310066/Birm
Direct line : 0121 236 6555
E-mail : paul.stephens@rhdhv.com
Date : 16 April 2013
Enclosure(s) : -

Subject : Birmingham Cycle Revolution and Cycle City Ambition Grant

Dear Mr Tunstall,

As a long-standing Transport Planning organisation located in the heart of Birmingham City Centre, Royal HaskoningDHV is pleased to pledge its support to your 20 year Birmingham Cycle Revolution and Cycle City Ambition Grant.

Royal HaskoningDHV has been involved in bicycle traffic related consultancy for many decades, providing advice to the Dutch central government, provinces, regions and municipalities. Our advice includes the development of policies and plans, bicycle network masterplans, design and engineering of parking facilities and dedicated bicycle bridges, tunnels and viaducts.

As such, we are fully aware of and actively promote the potential health, environmental and economic benefits that a significant increase in the level of cycling could bring to Birmingham. A number of our Birmingham-based colleagues regularly cycle to work and are passionate about the benefits that cycling can provide.

We are therefore both professionally and personally excited by this opportunity to secure funding for cycling infrastructure improvements in Birmingham and thus fully endorse and support your Cycle City Ambition bid.

Yours sincerely,



Paul Stephens
For HaskoningDHV UK Ltd

15th April 2013

Mr Chris Tunstall
Director, Sustainability, Transportation and Partnerships
Birmingham City Council
1 Lancaster Circus
Queensway
Birmingham
B4 7DJ

Dear Mr Tunstall

CYCLE CITY AMBITION GRANT

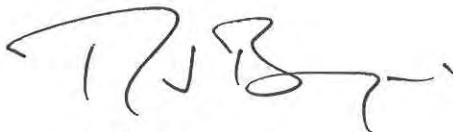
As the Headteacher of a school where cycling is actively encouraged, and an active cyclist, I support the Local Authority's bid for the Cycle City Ambition Grant.

At Queensbridge School we model cycling as a viable alternative to travelling by car or even public transport and provide storage facilities for bicycles; yet the number of staff and pupils cycling to school remains small.

There have been significant changes in Birmingham's cycling infrastructure, but too many people are still reluctant to travel by bicycle and many parents do not feel confident letting their children cycle to school. By improving the cycle networks around our City more comprehensively, safe access to the roads could become a reality for many more cyclists, which in turn addresses different local agendas such as transport, health and community.

I wish you success with the bid.

Yours sincerely



T J Boyes
Headteacher

From: Chris Lowe [mailto:shatov72@gmail.com]
Sent: Wednesday, April 24, 2013 11:42 PM
To: Richard Leonard
Cc: Push bikes Committee Email <cttee@pushbikes.org.uk>
Subject: Push Bikes letter of support for the Birmingham Cycle Revolution

Dear Richard,

We are delighted give our full support to Birmingham City Council's bid for the Cycle City Ambition grants. The scope of the Birmingham Cycle Revolution is something that we could not have believed just a few years ago, but does not come to us as a surprise this month, after the attention that BCC has paid to cycling over the last 6 months, in particular with the Transport, Connectivity and Sustainability Scrutiny Committee's detailed investigation of cycling issues in Birmingham, and the City Centre cycling strategy that Adrian Lord and ARUP were commissioned to design. The timing of the Cycle City Ambition bid could not be more fortuitous, as Birmingham City Council was in a good position to develop a detailed plan with real ambition, which we have seen with the Birmingham Cycle Revolution bid. This plan represents a major jump for cycling in Birmingham, and we look forward to seeing it implemented.

Although the main bid is focused on the centre of Birmingham, we believe that there will be immediate benefits felt beyond that area - through connecting the Bike North Birmingham cycle network with the city centre, and co-ordination with the work being done in the West Midlands through the Smart Network, Smarter Choices targeted at transport corridors. This will be an excellent start to a cycle network that we hope will eventually reach across the whole of the West Midlands.

Birmingham City Council has learnt many lessons over the past few years about cycling infrastructure, and this learning process will continue through ongoing training through Birmingham City Council's partnership with Sustrans. We think it is particularly important to note the 10th recommendation made in the Scrutiny Committee's report, that Highways and Transportation officers will train with Sustrans, and that Birmingham will adopt the Cycle Infrastructure Design Guidance. We hope that quality of the infrastructure built in Birmingham will start to match that of Denmark and Holland, and show the way forward for Britain.

Although this bid is building on past experiences in Birmingham, we believe that the title, 'Birmingham Cycle Revolution' is wholly appropriate. With the widespread cross-part support for improving cycling in Birmingham that we have seen, we believe that this marks a real shift in Birmingham and the start of re-branding ourselves as a true cycling city.

Kind regards,
Chris Lowe
Chair of Push Bikes, Birmingham's cycle campaign group.

Dear Chris,

Following the on going partnership between Birmingham Public Health and your directorate I would like to express our support for the Cycling Ambition application. If the bid was to be successful it would provide us with a great opportunity to deliver against several key health priorities within Birmingham especially childhood obesity.

To date we have played a role in developing the successful Bike North Birmingham Bid and funded cycling development programmes as part of Be active. We would be willing to support this application in its development and the implementation if successful going forward.

A key priority of Public Health is to empower those in need to lead a healthy lifestyle, reduce health inequalities and improve life expectancy. If successful the cycling ambition grant would be able to deliver against these priorities and we would be keen to support the integration of cycling into services and pathways that we commission. Child obesity is a major issue in the city and we would want to use this chance to increase opportunities for young people to cycle in the city

Public health will also be able to provide the health intelligence and support the needs assessment to ensure the programme reflects the Birmingham population, addresses the barriers associated with leading a healthier lifestyle and is positioned in those priority localities that would demonstrate the greatest return on investment.

I look forward to further correspondence throughout this process and please do not hesitate to contact both myself or Mark Roscoe, Commissioning Manager on mark.roscoe@birmingham.gov.uk

Yours sincerely

Dr Adrian Phillips
Director of Public Health

Please ask for : Jonathan Jardine
Telephone Number: 0121 626 6060
wmpcc@west-midlands.pnn.police.uk



Our reference:

Chris Tunstall, Director
Sustainability, Transportation and Partnerships
Birmingham City Council
1 Lancaster Circus
Queensway
Birmingham
B4 7DJ

19 April 2013

Dear Chris

Birmingham Cycle Revolution and Cycle City Ambition Grant

Safer Travel is one of my key manifesto commitments, and a priority for West Midlands Police and our partners in Centro, British Transport Police and transport operators.

We see improved cycling infrastructure as an important way to reduce the number of people killed and seriously injured in traffic collisions, and reduce the incidence of theft, robbery and burglary affecting cyclists.

I wish the project every success, and hope that you secure the appropriate funding to support this work.

Yours

A handwritten signature in black ink that reads "Bob Jones". The signature is written in a cursive style with a large, stylized 'B' and 'J'.

Bob Jones
Police and Crime Commissioner

LETTER OF SUPPORT FOR BIRMINGHAM'S BID TO CYCLE CITY

Dear Sirs,

I am pleased to write a letter of support for Birmingham City Council's bid to the Cycle City Ambition Grant.

As Director for Planning and Regeneration I am keenly aware of the benefits that can be brought to the city through the promotion of sustainable modes of transport.

Making cycling a viable and pleasant transport choice is crucial to our ambitions for developing a sustainable and healthy city.

The primary planning documents that will guide and encourage growth across the city, the strategic planning document for the city centre, the Big City Plan and the city wide statutory planning framework, the Birmingham Development Plan, both include improved cycling networks as a key priority.

A successful grant bid will enable the city to develop more and better networks for cycling and so help deliver on our ambitions for the health and connectivity of the city.

I will be happy to provide any further information in support of the bid if that will be of help.

Yours sincerely,



Waheed Nazir
Director of Planning and Regeneration

Chris Tunstall
Birmingham City Council
1 Lancaster Circus
Queensway
Birmingham
B4 7DJ

28 March 2013

Dear Chris

Birmingham Cycle Revolution and Cycle City Ambition Grant

I am writing to express our strong support for Birmingham's bid to the Cycle Ambition Fund. As a transport planning consultancy with its headquarters in Birmingham, we have a particular local interest in seeing an investment in the cycle network.

As you know our core business involves us designing new cycle infrastructure for developers and local authorities. We are acutely aware of the challenges of safeguarding land and allocating road space for this important and growing mode of travel. As a joint author of Manual for Streets 1 and 2, and chair of the Working Group for the Welsh Active Travel Guidance and Standards, we naturally fully endorse your plan.

We wish you all the best with the bid and look forward to seeing Birmingham getting the funding it deserves.

Yours sincerely,



Phil Jones
Managing Director



19 April 2013

Birmingham City Council
Sustainable, Transportation and Partnerships
1 Lancaster Circus
Queensway
Birmingham
B4 7DJ

Peter Brett Associates LLP
3rd Floor Waterloo House
Victoria Square
Birmingham B2 5TB
T: +44 (0)121 633 2900
F: +44 (0)121 633 2901
E: birmingham@peterbrett.com

Attn: Chris Tunstall

Dear Chris

RE: Birmingham Cycle Revolution

I am writing on behalf of Peter Brett Associates LLP in response to your request for support in relation to Birmingham City Councils (the City Council) bid for government funding from the 'Cycle City Ambition Grant' and the plans to invest it in the 20 year Birmingham Cycle Revolution.

We provide transport consultancy advice for clients with interest in the city and also have an office within the city centre.

From the perspective of a business and a commuter PBA shares the City Councils vision for more extensive cycle facilities and additional infrastructure in the city. In order for all areas of the city to thrive in the coming years it is vital that they are accessible by all modes and considering this we are more than happy to support your bid to the Cycle City Ambition Grant. We will also encourage our clients to support the bid and proposals to help build the campaign.

Yours Sincerely

A handwritten signature in black ink that reads 'R. M. Jeffs'.

Ruth Jeffs, LLP Director

For and on behalf of
PETER BRETT ASSOCIATES LLP

"Anne Dasgupta"
<admin@northfieldecocentre.org>

12/04/2013 12:02

To <transportpolicy@birmingham.gov.uk>

cc

bcc

Subject Support to Birmingham Cycle Revolution

Dear Chris Tunstall

Northfield Ecocentre is very eager to support Birmingham's bid to the Cycle City Ambition Grant.

As an environmental charity based in South Birmingham we are already encouraging and advising the community on sustainable travel choices in diverse ways. We have for example in the past organised bike maintenance and bike ability courses. In the Summer 2012 we started to offer group bike rides for families once a month and they have proved very popular. We will have our first 2013 group cycle ride this month again.

Working with Northfield leisure centre we are also in the process of developing a Bike Hub for South Birmingham as a place where people would be able to come and borrow bikes, as well as take part in other bike/walk related events.

From the feedback given by visitors we feel that the main hindrance to people getting on their bikes regularly is the lack of safety for cyclists riding on main roads in Birmingham due to poor or totally non-existent cycling infrastructure. We do have a great network of cycle paths but they are not all linked together and some areas just don't have any. Also I feel that all junctions should have the cyclist priority zone.

For those who don't ride regularly there is a real lack of confidence to cycle on roads and a heightened perception of danger.

Work also needs to be done with employers to provide facilities for people to cycle to work. Bike racks at the very least but preferably lockers and shower facilities. Employers should be encouraged to consider all travel options for staff, not just parking spaces.

Good luck with the bid and let us know if you need any further information.

Best regards
Anne
Ecocentre Administrator
Part time Wednesdays – Fridays
0121 4480119
www.northfieldecocentre.org

Birmingham City Council
1 Lancaster Circus
Queensway
Birmingham
B4 7DJ

17 April 2013

To whom it may concern,

I write to you to pledge my support for Birmingham City Council's Cycle Revolution and Cycle City Ambition Grant. Having reviewed the proposals and discussed the basic details with Birmingham City Council, it is a scheme that we as the NIA support whole-heartedly.

As a venue that welcomes hundreds of thousands of people through its doors on an annual basis, the reliance that our customers have on the local road networks and transport infrastructure can be considerable. Through offering cycling as a viable alternative, we can change the habitual behaviour of many of these customers and move them on to a much more sustainable form of travel.

The NIA is currently undergoing a £20.6m redevelopment and as part of the plans we are looking to encourage more sustainable travel options to the venue. We have a desire to reduce the reliance, both for staff and visitors, on car travel and want to encourage sustainable travel options. The Cycle City Ambition Grant sites squarely within this ambition.

In summary, I back this bid as well as the 20 year Birmingham Cycle Revolution.

Yours faithfully



Guy Dunstan
General Manager
Arenas

T + 44 (0)121 767 2711
E guy.dunstan@necgroup.co.uk

THE NEC GROUP

THE NIA, KING EDWARDS ROAD, BIRMINGHAM, B1 2AA, ENGLAND

T +44 (0) 121 780 4141

necgroup.co.uk

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Chris Tunstall
Director
Sustainability, Transportation and Partnerships
1 Lancaster Circus
Queensway
Birmingham, B4 7DJ

Tony Rudge
Lead Strategic Planner, LNW
Network Rail
Floor 11, The Mailbox
100 Wharfside Street
Birmingham, B1 1RT

2nd April 2013

T 0121-345 3310

Tony.Rudge@networkrail.co.uk

Dear Mr Tunstall

Re: Birmingham Cycle Revolution and Cycle City Ambition Grant

Thank you for your email dated March 2013 regarding 'The Birmingham Cycle Revolution'.

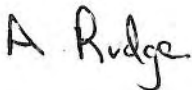
Network Rail welcomes the opportunity to comment on the Council's application to the Cycle City Ambition Grant and is happy to support the objectives outlined, in particular improving access to railway stations within the city. We also welcome the approach for a joined up transport network, with cycling being an everyday part of that.

Network Rail recognises the importance of continued investment in accessibility and connectivity to stations. Within the city currently, Moor Street station has cycle storage for 25 cycles and once the Gateway project is complete at New Street, provision for 160 cycle spaces will be available at two different sites (north east corner and in the drop and go area).

Snow Hill station does not have any facilities currently but is having cycle storage provided as part of the forthcoming National Stations Improvement Programme (potential double height racks), planned for completion by the end of March 2014.

We look forward to working with you on the proposal going forward.

Yours sincerely



Tony Rudge
Lead Strategic Planner, LNW



James Puxty
Head of Communications
NEC Group
Birmingham
B40 1NT

T 0121 7673208
M 0759 0220133

James.puxty@necgroup.co.uk

March 17, 2013

Chris Tunstall
Director
Sustainability, Transportation and Partnerships
Birmingham City Council
1 Lancaster Circus
Queensway
Birmingham
B4 7DJ

Dear Chris

Re: Support for Birmingham Cycle Revolution and Cycle City Ambition Grant Bid

On behalf of Paul Thandi, Chief Operating Officer, and the NEC Group, I am writing to pledge the organisation's support for Birmingham City Council's bid to the Cycle City Ambition Grant to help fund its 20-year plan to support cyclists across the city of Birmingham, through 'the Birmingham Cycle Revolution'.

The NEC Group is an organisation at the heart of both Birmingham and the wider West Midlands region, employing almost two thousand people and further supporting approximately 29,000 jobs across the region, and so we recognise not only the importance of effective transportation for business but also for employees.

We fully endorse the city's ambitions to make cycling an integral part of the transport network, the creation of a safe and attractive environment for cycling and walking, and the delivery of an inclusive network for all.

For Birmingham to successfully develop as an economically thriving city with sustainable active travel at its heart, cycling must be designed into the city's transport and living systems, and supported by the public and by the business community.

At the NEC Group we acknowledge that a key element of our corporate success is the respect we have for the environment, and we are committed to responsibly managing and reducing the environmental impact of our operations. We undertake many key initiatives that enable us to reduce our impact, and as part of this programme we raise awareness of the key role our employees have in improving the environment, as well as also encouraging our customers and suppliers to be committed to corporate responsibility.

If there is anything further that the NEC Group can do to assist with the bid and subsequent planning to make the Birmingham Cycle Revolution a reality then please do not hesitate to contact me.

Yours sincerely

A handwritten signature in black ink, appearing to be 'JPuxty', with a stylized flourish extending to the right.

James Puxty
Head of Communications, NEC Group

EUROPEAN PARLIAMENT



MALCOLM HARBOUR CBE
MEMBER OF THE EUROPEAN PARLIAMENT
WEST MIDLANDS, UK

Mr. Chris Tunstall
Director
Sustainability, Transportation and Partnerships
Birmingham City Council
1 Lancaster Circus
Queensway
Birmingham
B4 7DJ

24th April 2013

Dear Chris,

I would be delighted to endorse the bid for the Birmingham Cycle Revolution.

As the MEP representative for the West Midlands, I have been extensively involved on policy developments and implementation to encourage local economic growth and such initiative can only help, particularly to improve access to employment and training.

Not only that, it encourages a community spirit and a chance for like-minded people to get together. For example, two of my team are avid cyclists and last year they participated in a cycling event in Birmingham. A group of them cycled from Solihull to the University of Birmingham, using the canals and pathways that had recently been renovated for such access.

I wish you every success in your bid.

Yours sincerely,

Chris Tunstall
Sustainability, Transportation
and Partnerships
Birmingham City Council
1 Lancaster Circus
Birmingham B4 7DJ

London Midland
102 New St
Birmingham
B2 4HQ

22 April 2013

Dear Chris

Birmingham Cycle Revolution and Cycle City Ambition Grant

We are pleased to support your application for a Cycle City Ambition Grant, we are keen to encourage rail passengers to access our railway stations by using sustainable methods of transport. Welcoming and safer routes to stations for cyclists and pedestrians is to be welcomed.

A benefit of having more of our passengers travelling to the station sustainably is that it reduces the reliance on single-occupancy car usage, hence reducing emissions and congestion. It improves access to social, community and leisure facilities, as well as to education and employment.

Thank you for this opportunity to back your bid.

Yours sincerely



Gerard Burgess
Partnerships Manager
London Midland
07771 831019



Andrew Cleaves
Board Member for Transport
Greater Birmingham & Solihull LEP
c/o LEP Executive
Baskerville House, Ground Floor
Centenary Square
Birmingham, B1 2ND

Email: gbslep@birmingham.gov.uk
Telephone: 0121 303 4369
Fax: 0121 303 6379

Chris Tunstall
Director of Sustainability, Transportation and Partnerships
Birmingham City Council
1 Lancaster Circus
Queensway
Birmingham
B4 7DQ

18th April 2013

Dear Chris,

RE: CYCLE CITY AMBITION GRANT BID – BIRMINGHAM CYCLE REVOLUTION

I am writing to express Greater Birmingham and Solihull Local Transport Board's full and strong endorsement of Birmingham's bid to the Cycle City Ambition Fund: Birmingham Cycle Revolution. We welcome Birmingham's efforts and the opportunity to revolutionise cycling in the heart of our Local Enterprise Partnership and the country.

Birmingham strives to be a world class city with a world class transport network and every Global city we look to for inspiration has cycling as a regular part of every day life, for transport, for exercise and for leisure. Cycling is as much a part of our ambition for a state of the art transport network as High Speed Rail.

The LEP Strategy for Growth is underpinned by three strategic 'pillars' and cycling is a key measure which cuts across all three:

Focus on business

The Birmingham Cycle Revolution will connect communities to key employment sites and other essential services as well as removing barriers to access job opportunities for people experiencing difficulties in transport by making cycling a more realistic travel choice. The cumulative effects of the infrastructure improvements and supporting measures are therefore expected to open job opportunities for people,

particularly in areas with high levels of worklessness. Businesses would also benefit from outcomes such as less road congestion.

Focus on people

For those who cycle (or walk) more as a result, there will be direct health benefits. However, all residents would benefit from outcomes such as improved environment, reduced road congestion and economic benefits. Infrastructure developed as part of the project (e.g. new paths and road crossings) is not exclusively for the use of cyclists or indeed participants in other elements of the project and will therefore benefit the wider community.

Focus on place

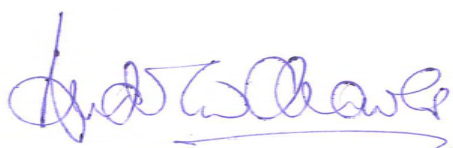
We have identified that effective connectivity – both physical and digital; and both within the city region and to national and international markets – is essential and it needs to be better. We must maximise the resources we have, and integrate investments being made in connectivity to drive the greatest economic impact for the city region as a whole. Cycling plays a key role in this, particularly at the local level.

Building a genuine network for cycling which is continuous, coherent and caters for cyclist of all abilities will provide benefits to Birmingham and beyond. Cross boundary work, together with initiatives at stations and with train operating companies will enable these benefits to be shared across the region and will cement the role of cycling as a part of a high quality integrated transport network, available for use by residents and visitors alike.

As well as providing enhanced connectivity, public realm improvements and improved environmental quality as a result of the reduction of the dominance of motor vehicles will create high quality public spaces with a real sense of place.

We very much look forward to seeing the delivery of the Birmingham Cycle Revolution.

Yours sincerely,



Andrew Cleaves

Board Member for Transport, Greater Birmingham and Solihull Local Enterprise Partnership

D Hobbs
**<d.hobbs@kingsheath-
pry.bham.sch.uk>**
16/04/2013 13:38

To transportpolicy@birmingham.gov.uk
cc
bcc

Subject Birmingham Cycle Revolution

Dear Chris Tunstall,

How fabulous that money is being pumped into transport in a positive way.

I work at Kings Heath Primary School where we have a tremendous amount of pupils, parents and staff cycling to school regularly.

I organise the Year 5 and Year 6 pupils BikeAbility courses providing the children with the ability to cycle safely and confidently on the roads.

We came 4th in Birmingham in the recent virtual bike race where at the end of the race 31% of the school were riding in on bikes and scooters every day.

Our school do cycling days out with other local primary schools so the children can experience different routes and areas that they may never usually cover. The parents are encouraged to join us when they can so that they can see for themselves how their child can improve with safety and awareness.

As a whole school approach to travelling to school we have our Travel Plan and Policy and the children and their parents are all keen on being environmentally conscious.

We have placed a note in our newsletter telling of the Cycle Revolution and Cycle City Ambition Grant and I'm sure many people will want to get involved.

Keep us up to date with proposals please.

Regards

Dinah Hobbs

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Holy Trinity Catholic Media Arts College

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Email: enquiry@holytrc.bham.sch.uk

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Fax: 0121 771 9788

Address: Oakley Road, Small Heath, Birmingham, B10 0AX

Chris Tunstall,
Director
Sustainability, Transportation and Partnerships
Birmingham City Council
1 Lancaster Circus
Birmingham B4 7DJ

Tuesday 16 April 2013

Dear Chris,

Thank you for your recent letter regarding the Birmingham Cycle Revolution and your bid for the Cycle City Ambition Grant.

As a school in Small Heath, a densely populated area of Birmingham, little provision is made for cyclists. In fact travel in the area is an issue especially at the start and end of the school day. Despite this we do have staff and students who cycle to school each day. Anything that would help improve their experience and indeed increase their number is to be supported.

We do not have any plans ourselves but would support any that you may have and appreciate how additional funding through an external grant could facilitate this.

I publish each week a Friday Letter to parents. I shall publicise your initiative and highlight the online form you refer to.

Good luck with your bid

Yours sincerely

Martin Jones
Headteacher

Chris Tunstall
Director
Sustainability, Transportation and Partnerships
Birmingham City Council

By email to: transportpolicy@birmingham.gov.uk

18th April 2013

Dear Chris

I am writing to express our school's support for the Council's Cycle City Ambition Grant and the 20 year plan to develop cycling across the city.

As a school, we are very aware of the impact that the 'school run' has on local roads and residents and the missed opportunity it offers to our 1,200 pupils for twice daily exercise. We support all initiatives to get both our young people and also our staff cycling to and from school each day.

I wish you every success in the bid and I am pleased, on behalf of the Headteacher and the Governing Body, to lend our formal support to the bid.

Yours sincerely

Matthew Wheeler
Business Manager

21, Wyvern Road
Sutton Coldfield
B74 2PS
18 April 2013

Mr. Chris Tunstall
Director, Sustainability, Transportation and Partnerships
Birmingham City Council
1 Lancaster Circus, Queensway
Birmingham B4 7DJ

Dear Mr. Tunstall,

Birmingham Cycle Revolution and Cycle City Ambition Grant

This is a letter of support for Birmingham's bid for a share of the above grant.

It is one of EcoSutton's aims in Sutton and Edington to encourage walking and cycling or taking public transport or car sharing in order to encourage a healthier lifestyle. We have worked with the Council and Sustrans on Connect2 and Bike North Birmingham on joint display stands at Sutton Carnival and Newhall Valley Open days and will continue to do so in the future.

One aspect of Bike North Birmingham that we are sure will be in your bid is the emphasis on a healthier lifestyle. As a result of initiatives by the Council and Sustrans to contact employers and schools, there is evidence that employees and children who have travelled on 2 wheels or 2 legs perform better and have less sickness absence than those who have travelled by car. This direct and ongoing contact with employers and schools has, we understand, been well-received.

Additionally, we very much support the joint initiatives with Centra with cycle routes to railway stations and the upgrading of provision & security for cycles at stations.

Yet further, we support the concept of permanent behaviour change as a result of the planned cycle routes, their signing and their increased safety for cyclists.

We welcome and support Birmingham's bid for the Government grant. Even though we in Edington and Sutton are already benefiting from an earlier grant, we can see the need for more infrastructural improvements in our area.

Yours sincerely

Malcolm Dunn



161 Heath Rd
Birmingham
B30 1HE

24th April 2013

Letter of support for Birmingham's Cycle City Ambition Bid

Dear Chris,

I am writing as one of the CTC Councillors for the West Midlands to offer my enthusiastic support for Birmingham's Cycle Revolution the bid for the City Cycling Ambition Grant.

I've enjoyed cycling in and around Birmingham as a commuter, leisure and club cyclist for 40 years and covered c150,000 miles. I really welcome the Birmingham Cycle Revolution which will make it much easier for many more people and new generations to adopt the bicycle as an everyday mode of transport which is safe, sustainable, healthy and fun!

The commitment from the City Council is most welcome and the plans for the City Centre, the main corridors and for 20 mph limits on residential streets are excellent. We already have an approach to Smarter Choices and behavioural change as pioneered in Bike North Birmingham to build on.

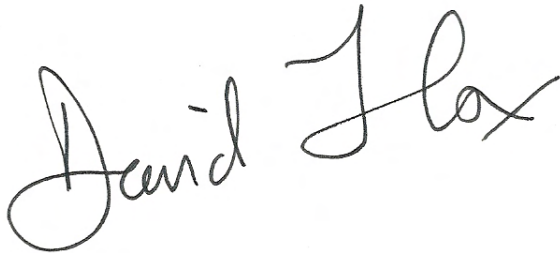
Birmingham has been a "motor city" for nearly a century with a "Traffic in Towns" road system to match. There are now important changes happening with the City Council recently giving all party support to a game changing Scrutiny Report (Changing Gear Transforming Urban Movement through Cycling and Walking in Birmingham).

The spin offs from the success of Birmingham's Cycle Revolution will include greater use of Birmingham's canal tow paths and other greenways for leisure and tourism www.birminghamgreenways, economic regeneration with cycling social enterprises offering training, inclusive cycling with adaptive cycles, bike hire, recycling, maintenance, led rides etc and ultimately the re-establishing of a bespoke cycle industry in the City.

Birmingham is a city with a population of over 1 million and the centre of a region with a population of 5.6 million. If a West Midlands cycling transformation could

be added to what is happening in London then the impact would be a tipping point for whole country.

Yours sincerely

A handwritten signature in black ink that reads "David Cox". The signature is written in a cursive style with a large initial 'D' and a stylized 'Cox'.

Professor David Cox OBE

**West Midlands Councillor
CTC National Council**