

A34 Perry Barr Highway Improvement Scheme Consultation Analysis Report

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Executive Summary

Introduction

This highways improvement scheme forms a key part of the wider regeneration of Perry Barr, delivering sustainable transport alternatives including bus priority and promoting active travel. These measures will help unlock and deliver sustainable economic growth, improved connectivity and will facilitate the delivery of circa 5,000 additional homes. The hosting of the 2022 Commonwealth Games in Birmingham has provided an opportunity to accelerate the planned investment in Perry Barr to bring forward the benefits this scheme will deliver.

Birmingham hosting the 2022 Commonwealth Games has presented an exciting opportunity to fast forward investment in Perry Barr and deliver much needed improvements which will support the wider regeneration of Perry Barr. The Perry Barr Residential Scheme, which will be used to host the athletes during the games, will also provide a long-lasting legacy contributing to significant investment and circa 5,000 homes. It will also provide a boost in housing that is desperately needed to support the growing population. It is therefore important that the growing population is supported by sustainable, high quality transport measures such as Sprint rapid transit, bus priority and active travel facilities.

Sprint has also been accelerated as a result of the Commonwealth Games and this highways scheme provides an opportunity to create bus priority for Sprint and normal bus services to improve the journey times and reliability of services. It will also provide improvements for active modes of travel including walking and cycling to further support the economic growth of the area as well as supporting the successful delivery of the Commonwealth Games.

On 26 June 2018 Cabinet approved the Outline Business Case (OBC) for the Perry Barr Residential Scheme and the wider Perry Barr Regeneration Programme and gave authority to make a Compulsory Purchase Order (CPO) to enable the delivery of the new residential development, the upgrade of transport infrastructure and associated public realm enhancements. The OBC set out the proposed transport infrastructure including the possible removal of the Perry Barr Flyover and Birchfield Underpass.

Planning consent was granted on 20 December 2018 for construction of the housing development known as the Perry Barr Residential Scheme. This also included that a 200m section of Aldridge Road (A453) to be closed to through traffic. As a result of this, the A34/A453/A4040 junction needs to be reconfigured. The proposed scheme will improve connectivity across the highway infrastructure which will help to make the Perry Barr centre feel more cohesive. Improved facilities will help to promote walking and cycling within the centre and local area and link residents to shops, the railway station and bus interchange. In addition the proposals will manage the movement of cyclists, buses (including Sprint) and general traffic both to/from and through the area.

The CPO was made on the 7 December 2018 and included land for the various purposes including delivery of highway improvements, Sprint bus rapid transit and cycle infrastructure.

Who took part in the consultation?

1577 individuals responded to the consultation via BeHeard and 13 responses were received separately from key stakeholders and businesses/ organisation. In addition, the Council has received several petitions during the consultation which included 11,770 signatures opposing the demolition of the Perry Barr Flyover. Birmingham City Council also ran a number of public events to discuss the issues and answer questions.

Headline findings from the consultation

Analysis of the consultation responses identified key themes and concerns from local individuals and organisations including:

- 81% of respondents do not support the proposed changes to the A34 Walsall Road/ A453 Aldridge Road junction layout as:
 - Some respondents felt there would be an increase in congestion as a result of removing the flyover; and

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- Some respondents felt there would be negative air quality impacts as a result of this proposed scheme.
- 61% of respondents do not support the proposed changes to the A34/ A4040 junction layout changes as:
 - Some respondents felt there would be an increase in congestion as a result of introducing traffic lights leading to a delay to journeys.
- 46% of respondents do not support the A34 cycle route extension as:
 - Some respondents felt that the cycle route extension would be a waste of money as it is not currently well used.

Birmingham City Council's response to feedback

The Council has thoroughly read and analysed each response to the consultation. Design changes as a result of the consultation process are identified in the Full Business Case (FBC). The responses to this consultation are shown in **Section 4.6.1** and will also form part of the Full Business Case (FBC) that will be presented to Cabinet on 15 October 2019.

1 Consultation Process

1.1 Background

This chapter provides an overview of the consultation process, outlining the methods of communication used by Birmingham City Council to promote the consultation as well as engaging with members of the public, businesses and other stakeholders.

The consultation was launched on Monday 3 June 2019 and ran for an initial 6 weeks until Friday 19 July 2019. The consultation period was extended by 2 weeks to 2 August 2019. The aim of the consultation process was to seek feedback from individuals and organisations that live, have a business in or travel through Perry Barr Centre on the proposals for the highway improvements. Specifically identifying:

- Thoughts on changes to the A34/ A453 junction, including the removal of the A34 Perry Barr Flyover;
- Thoughts on changing the A34/ A4040 junction from a roundabout to a signalised crossroads; and
- Thoughts on the A34 cycle route extension from Heathfield Road to Perry Barr Centre.

1.2 Publicising the consultation

Birmingham City Council, along with its partners, used a number of different channels of communication to spread the word about the A34 Perry Barr Highway Improvement Scheme consultation. This included:

- Existing stakeholder and community networks;
- Existing email and other electronic communications (corporate BCC, Birmingham Connected);
- Roadside signage on approach to the A34 Perry Barr Highway Improvement Scheme area. See **Figure 1** for an example of the sign;
- Press briefing;
- Printed leaflets delivered to all residents and commercial properties within 200m of the scheme and additionally 100m either side of the A34 up to the Scott Arms junction. See **Annex B** for location plan;
- Traditional medial;
- Social media activity including Facebook and Twitter; and
- Public events.

1.3 Response channels

Where contact was made through a channel other than Be Heard, we encouraged people to also complete the questionnaire online or on paper, if they were able to.



Figure 1: Images of the road signs and from one of the consultation events.

A face to face drop-in session for Councillors and Birmingham MPs was held on the 29 May 2019 at the Council House, where the full consultation materials were available to view. Of all of the Birmingham councillors and MPs who received email correspondence about the drop-in session three attended.

Other response channels included:

1.3.1 Online – Be Heard

All publicity directed citizens to either www.birmingham.gov.uk/a34perrybarr or to Be Heard directly at www.birminghambeheard.org.uk/economy/a34perrybarr.

The following documents were available to view or download on the Be Heard site:

- Technical Plan;
- Simple Plan;
- Computer Generated Images (CGI) – before and after;
- Journey time summary;
- Leaflet; and
- Frequently asked questions.

Respondents were asked to submit their feedback about the proposals through the online questionnaire, including closed and open questions and providing the opportunity for respondents to give additional comments.

For those who did not wish to or were not able to respond to the questionnaire online, paper copies and consultation documents were available at four libraries (Aston Library, Birchfield Library, Hamstead Library and Tower Hill Library) around the scheme area. Additionally consultation materials were placed in the Library of Birmingham. Paper copies of the questionnaire and consultation materials were also sent in the post to individuals upon request.

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1.3.2 Email correspondence

All email correspondence sent to perrybarr@birmingham.gov.uk was logged, acknowledged and responded to where relevant and appropriate. Emails from 30 citizens relating to the A34 Perry Barr Highway Improvement Scheme were received during the consultation period.

1.3.3 Voicemail phone line

A voicemail phone line was available throughout the consultation. 13 calls were received, logged and dealt with accordingly.

1.3.4 Public drop in sessions

Four face to face drop-in sessions were held at the Doug Ellis Sports Centre. The events attracted different levels of interest, with an average of 28 attendees per event.

Table 1: Public Consultation Events dates, times and approximate attendance

Event date	Approximate number of attendees
Tuesday 18 June 2019 (11:00-15:00)	34
Saturday 22 June 2019 (09:00-12:00)	29
Thursday 27 June 2019 (15:00-19:00)	26
Tuesday 16 July 2019 (15:00-19:00)	20
Total	109

1.3.5 Stakeholder Communication

Emails were sent to key stakeholders inviting them to give their views on the proposals via BeHeard. Attached to the email was:

- A leaflet outlining the highway improvements and details of the drop-in sessions;
- Scheme Consultation Plan detailing the highway proposals;
- Schematic plan showing a simplified overview of the highway improvements; and
- Computer Generated Images (CGI) of before & after the scheme proposals.

Officers from Transport and Connectivity attended several resident and ward meetings during the consultation including:

- Birchfield Neighbourhood Forum;
- Perry Barr Ward Meeting;
- Aston Voices Residents Association;
- Perry Aston Residents Association; and
- Perry Barr Residents CWG Liaison Group meetings.

Officers have engaged with the owner/ operator of One Stop Shopping Centre to discuss the scheme proposals. One Stop have received and reviewed the traffic modelling alongside their consultants Mayer Brown.

The scheme has also been discussed with Officers from Transport for West Midlands (TfWM), Highways England (HE), Sandwell Council and Walsall Council regarding the traffic modelling work and developing proposals for Sprint.

2 Methodology

2.1 Pell Frischmann

Responses to the consultation were collated and analysed on behalf of Birmingham City Council by Pell Frischmann. The results of this analysis are set out in this report.

2.2 Confidentiality

All responses to the survey were made anonymously and confidentially, with no personal details being requested that could identify the respondent, however postcodes were collected in order to ascertain how people living in different locations responded to the survey. Additionally respondents had the opportunity to opt in to receive updates on the scheme and other Perry Barr Regeneration Projects and provide their email address. The respondent's personal data was held by Birmingham City Council as the data controller and by Pell Frischmann Consultants Ltd as data processors. The survey was conducted in accordance with the Data Protection Act 2018 and General Data Protection Regulations (GDPR).

2.3 Consultation Survey

The survey was a mixture of qualitative and quantitative questions, with the qualitative questions requesting people's comments in order to explain their views and suggestions.

2.4 Analysis of Consultation Responses

2.4.1 Quantitative Analysis

Analysis was conducted on all responses to the quantitative questions. Percentage figures have been rounded to the nearest whole number for the majority of questions and, as a result, not all responses totals may equal 100%.

Response numbers to each of the quantitative (or "closed") and qualitative (or "open") questions varied.

Those who responded to this consultation constitute a self-selecting sample, and therefore appropriate caution should be applied when interpreting and utilising the response numbers in this report. Public consultation is not a referendum or a vote on whether a specific proposal should be carried out or not, instead, public consultation is a way of "actively seeking the opinions of interested and affected groups"¹ in relation to a proposal or set of options.

2.4.2 Qualitative Analysis

Each of the qualitative responses was read, analysed, and assigned to a theme or themes relevant to the question asked.

We have set a minimum number of 60 responses by individuals mentioning a theme for them to be included in the analysis tables in this report. A list of additional themes mentioned by fewer respondents is set out after each question.

¹ Organisation for Economic Co-operation and Development (OECD)

3 Respondent Demographics

3.1 Summary

1,577 individuals responded to the consultation via the questionnaire on BeHeard.

13 responses were submitted separately to Birmingham City Council from organisations and individuals including the Andy Street Mayor of the West Midlands, Black Country Local Enterprise Partnership, Campaign for Better Transport, Conservative Group, Councillor Hunt and Councillor Jan, Highways England, PushBikes, Sandwell Council, Sustrans, Transport for West Midlands, Walsall Council, Wendy Morton MP and the 3B's Neighbourhood Forum.

The Council has received eleven petitions opposing the removal of the A34 Perry Barr Flyover since the beginning of this project, totalling 15,273. However, it should be noted that there may be some duplication of signatures on petitions received pre and post the Options Appraisal Report.

Three petitions, containing a total of 2,842 signatures, were discharged by Cabinet through the Options Appraisal Report dated 12 February 2019 (Petitions 2073, 2088 and 2103).

Petition 2087, containing 115 signatures will be considered as part of the Sprint report to be submitted to Cabinet later this financial year.

Four petitions were submitted to the Council after the previous four had been discharged and the end of the consultation period (2 August 2019). Overall this included 11,770 signatures opposing the demolition of the Perry Barr Flyover. The petitions are as follows:

- Petition no. 2109 submitted to the Council by Councillor Jon Hunt, Perry Barr Ward on 5 February 2019 stating '*Save the Perry Barr Flyover*' containing 2,276 signatures.
- Petition no. 2121 submitted to the Council by Councillor Jon Hunt, Perry Barr Ward on 2 April 2019 stating '*Keep the Perry Barr Flyover*' containing 630 signatures.
- Petition no. 2137 submitted to the Council by Councillor Jon Hunt, Perry Barr Ward on 9 July 2019 containing 2 parts:
 - Part 1 '*Keep the Perry Barr flyover*': 536 signatures
 - Part 2 '*Save the Perry Barr flyover*': 1,250 signatures
- Petition no. 2142 submitted to the Council by Councillor Jon Hunt, Perry Barr Ward stating 'We the undersigned object in the strongest possible terms to the proposal to remove the Perry Barr Flyover included in the Perry Barr transport reorganisation. We are deeply alarmed about the prospect of two years of disruption, believe the X51 bus service would cease to be viable and are not satisfied that the proposed replacement traffic lights will be adequate' containing 2 parts:
 - Part 1 submitted to the Council by Councillor Jon Hunt, Perry Barr Ward on 9 July 2019 containing 6,500 signatures
 - Part 2 (petition 2156) submitted to the Council by Councillor Jon Hunt, Perry Barr Ward on 10 September 2019 containing 578 signatures

The project team also received three petitions containing a total of 546 signatures during the consultation period. The petitions are as follows:

- Petition submitted by Perry Barr Ward Councillors on 1 August 2019 stating '*We oppose demolition of the Perry Barr flyover*' containing 292 signatures.
- Petition submitted by Perry Barr Ward Councillors on 1 August 2019 stating '*Stop demolition of Perry Barr flyover*' containing 23 signatures.
- Petition submitted by Perry Barr Ward Councillors on 1 August 2019 stating '*Keep the Perry Barr flyover*' containing 231 signatures.

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As petition no. 2142 received more than 5,000 signatures, the council process is to refer this for discussion at the Council’s Business Management Committee. This discussion took place and a decision was made for this petition to be debated at Full Council.

3.2 Demographics

The Council has a statutory equality duty to ensure that no dis-benefits are introduced to any of the protected characteristics groups in Birmingham. Demographic data has been collected through the consultation questionnaire as part of Birmingham City Council’s duty under the Equality Act 2010. This data was then compared against 2011 census data or 2017 mid-year population estimates for the four affected local wards (Aston, Birchfield, Lozells and Perry Barr). As the Birmingham ward boundaries changed in 2017, the 2011 census data is based on the old ward boundaries (Aston, Lozells & East Handsworth and Perry Barr).

3.2.1 Age

14% were under 29, with 20% aged 30-39, 18% aged 40-49, 22% aged 50-59 and 21% aged 60 or over. 5% gave no answer or preferred not to say.

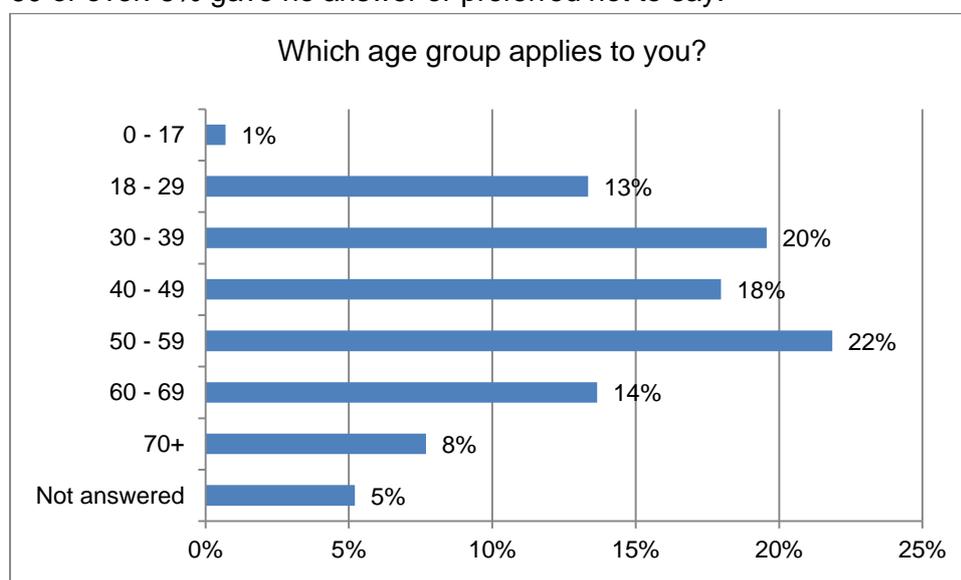


Figure 2: Which age group applies to you?

3.2.1.1 Comparison to Local Population

The under 18s age group was significantly under-represented, as might be expected in this type of consultation. As a result, other age groups are over-represented in the respondents to the survey, with the exception of those aged 18-29 where there is an under-representation.

Table 2: Age – A comparison of this consultation against data from the ONS Mid 2017 Population Estimates

Age Group (Data from ONS Mid 2017 Population Estimates for Aston, Birchfield, Lozells & Perry Barr)	% of questionnaire respondents	% of Aston, Birchfield, Lozells & Perry Barr Population (2017)	Difference
0-17	1%	29%	-29%
18-29	13%	22%	-8%
30-39	20%	15%	4%
40-49	18%	12%	6%

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50-59	22%	9%	13%
60-69	14%	6%	8%
70+	8%	7%	1%

3.2.2 Sex/ Gender

49% of respondents were male and 41% female, with 11% not answering or preferring not to state their gender.

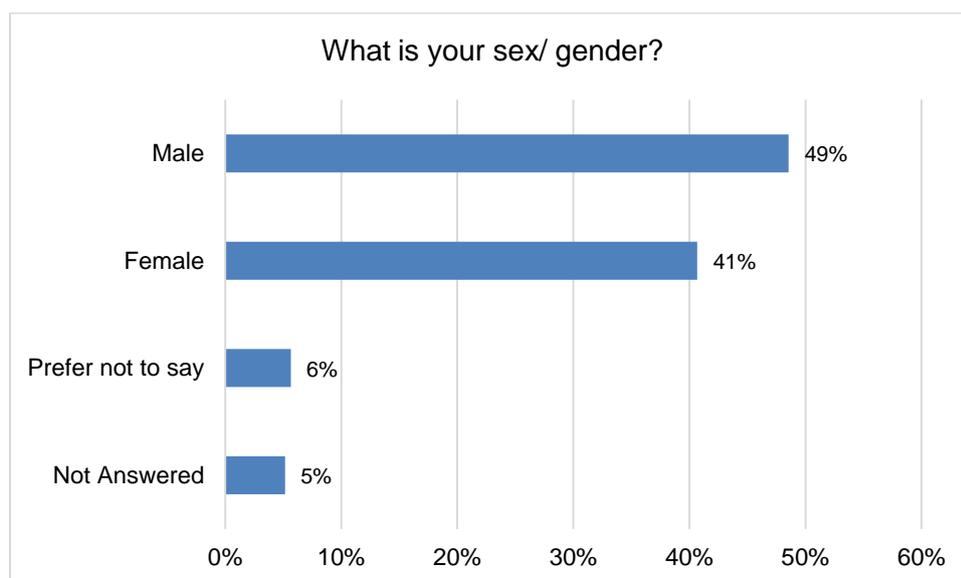


Figure 3: What is your sex/ gender?

3.2.2.1 Comparison to Local Population

The ratio of male to female respondents was in line with the gender estimates of the affected area with males slightly more represented than females.

Table 3: Gender – A comparison of this consultation against data from ONS Mid 2017 Population Estimates

Gender (Data from ONS Mid 2017 Population Estimates for Aston, Birchfield, Lozells & Perry Barr)	% of questionnaire respondents	% of Aston, Birchfield, Lozells & Perry Barr Population (2017)	Difference
Male	49%	51%	-2%
Female	41%	49%	-9%

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3.2.3 Disability

12% of respondents reported having a disability (defined as having a physical or mental health condition or illness lasting or expected to last for 12 months or more). 75% said they did not have a disability and 14% either did not answer or preferred not to say.

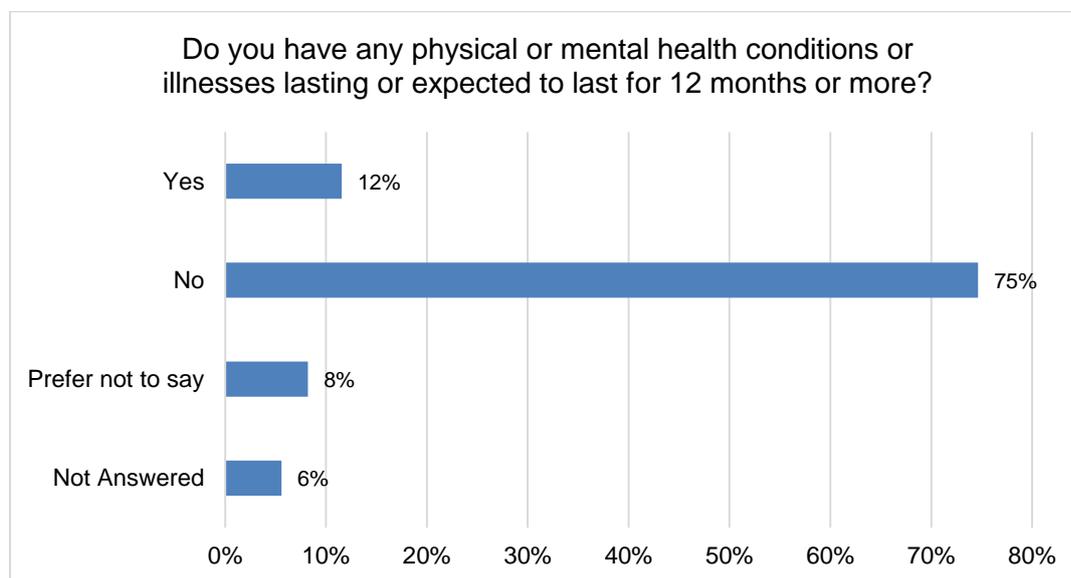


Figure 4: Do you have any physical or mental health conditions or illnesses lasting or expected to last for 12 months or more?

3.2.3.1 Comparison to Local Population

The survey has a slight under-representation of respondents with a disability, when compared to the Aston, Lozells & East Handsworth and Perry Barr population.

Table 4: Disability – A comparison of this consultation against data from the 2011 Census

% of questionnaire respondents	% of Aston, Lozells & East Handsworth and Perry Barr Population (2011 Census)	Difference
12%	17%	-5%

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3.2.4 Ethnicity

65% of respondents described their ethnicity as white English/ Welsh/ Scottish/ Northern Irish/ British. 4% selected 'Other white background', 3% as mixed/ from multiple ethnic groups, 16% Asian/ British Asian and 4% Black African/ Caribbean/ Black British. 2% of respondents described their ethnicity as from another ethnic group and 6% did not answer or preferred not to say.

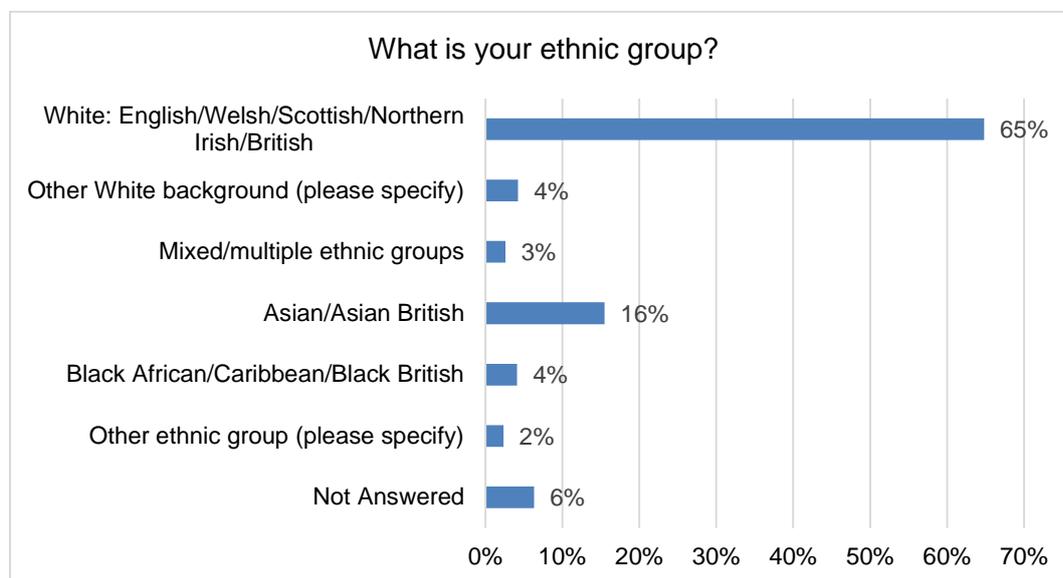


Figure 5: What is your ethnic group?

3.2.4.1 Comparison to Local Population

The survey has an under-representation of respondents from Asian/Asian British and Black/African/Caribbean/Black British ethnic backgrounds, when compared to the Aston, Lozells & East Handsworth and Perry Barr population. This has resulted in an over-representation of people from white ethnic groups.

Table 5: Ethnicity – A comparison of this consultation against data from the 2011 Census

Ethnicity (2011 Census)	% of questionnaire respondents%	% of Aston, Lozells & East Handsworth and Perry Barr Population	Difference
White: English/Welsh/Scottish/Northern Irish/British	65%	20%	45%
Other White background	4%	4%	0%
Mixed/multiple ethnic groups	3%	4%	-1%
Asian/ Asian British	16%	50%	-34%
Black African/ Caribbean/ Black British	4%	21%	-17%
Other ethnic group	2%	2%	0%

3.2.5 Sexual Orientation

66% described their sexual orientation as heterosexual or straight, 3% as gay or lesbian, 2% as bisexual and 1% as other, with 28% preferring not to say and not answering.

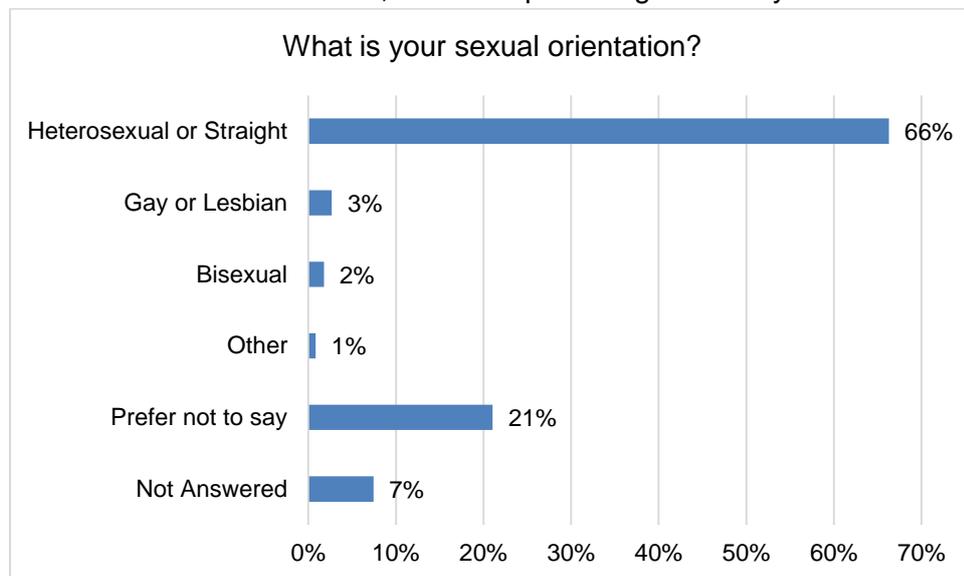


Figure 6: What is your sexual orientation?

This question was not asked in the 2011 Census therefore there is no comparison to the Aston, Lozells & East Handsworth and Perry Barr population.

3.2.6 Religion

33% described themselves as having no religion, while 37% said they were Christian and 0.4% Buddhist. 1% said they were Hindus and 10% answered Muslim. 3% said they were Sikh and 3% stated that they practise another religion whilst 12% did not provide an answer or preferred not to say.

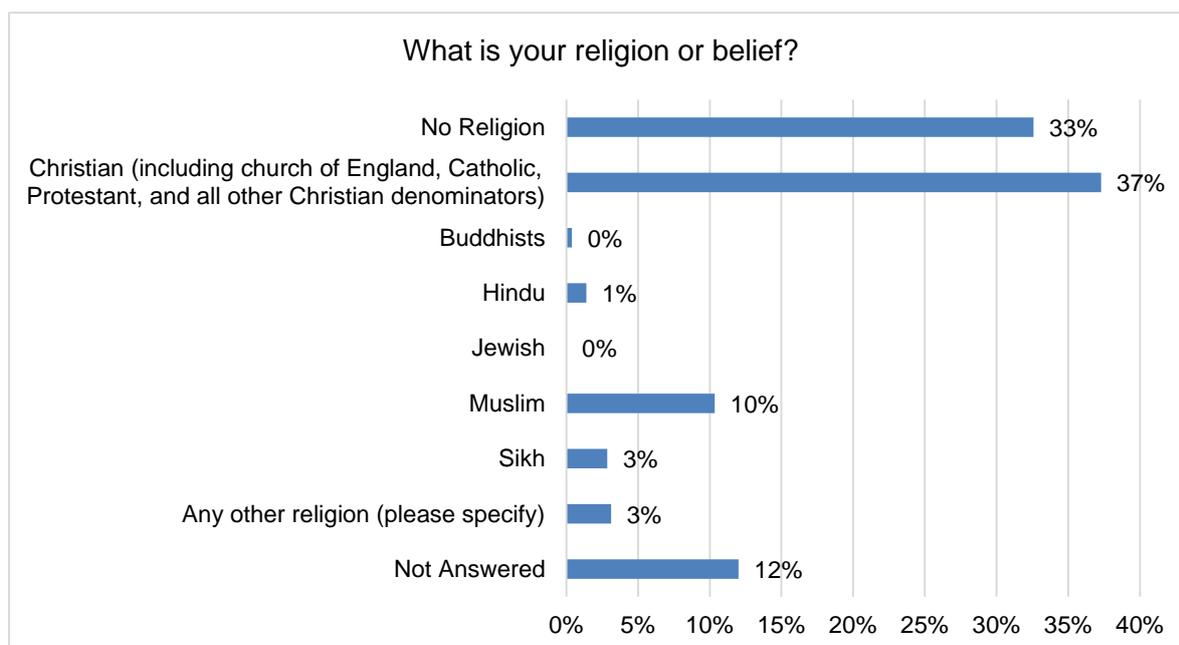


Figure 7: What is your religion or belief?

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3.2.6.1 Comparison to Local Population

The survey has an under-representation of people who identify as being from Muslim faiths and there is a large over-representation of people stating that they have “no religion”.

Table 6: Religion – A comparison of this consultation against data from the 2011 Census

Religion (2011 Census)	% of questionnaire respondents	% of Aston, Lozells & East Handsworth and Perry Barr Population	Difference
No religion	33%	9%	24%
Christian	37%	32%	5%
Muslim	10%	42%	-32%
Religion not stated	12%	7%	5%
Sikh	3%	4%	-1%
Hindu	1%	4%	-3%
Other religion	3%	1%	2%
Buddhist	0%	1%	-1%
Jewish	0%	0%	0%

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3.2.7 Location of respondents

Figure 8 shows the location of the respondents listed as their home address and their most commonly used mode of transport.

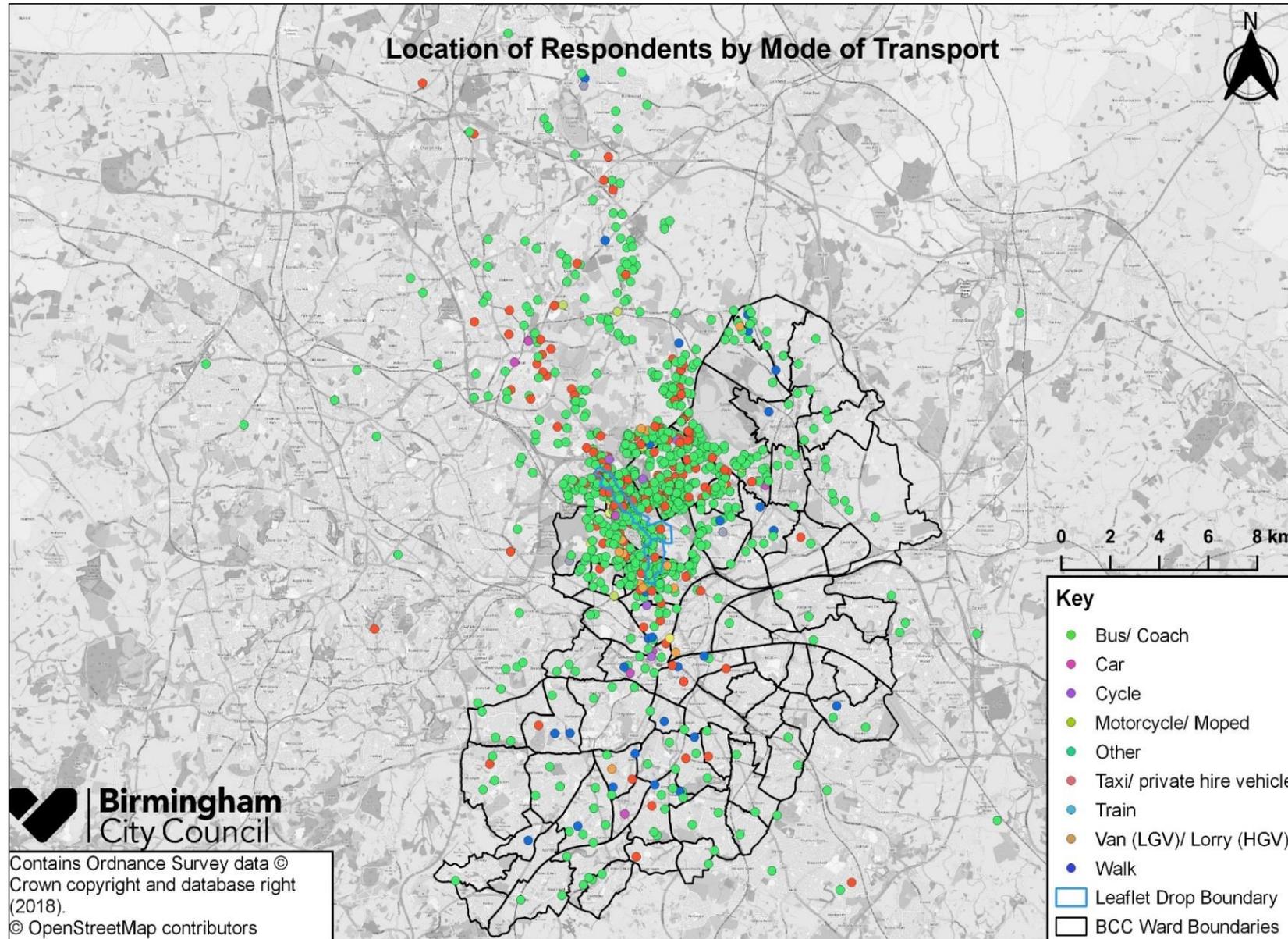


Figure 8: Location of Respondents by Mode of Transport

4 Findings

4.1 About you

4.1.1 Q1. Which of the following apply to you?

For this question respondents could chose multiple options, of the total responses 30% of respondents chose more than one option. 75% of respondents travel through Perry Barr for work or leisure, with 51% living or working in Perry Barr. 3% represent a business or organisation in Perry Barr or the local area.

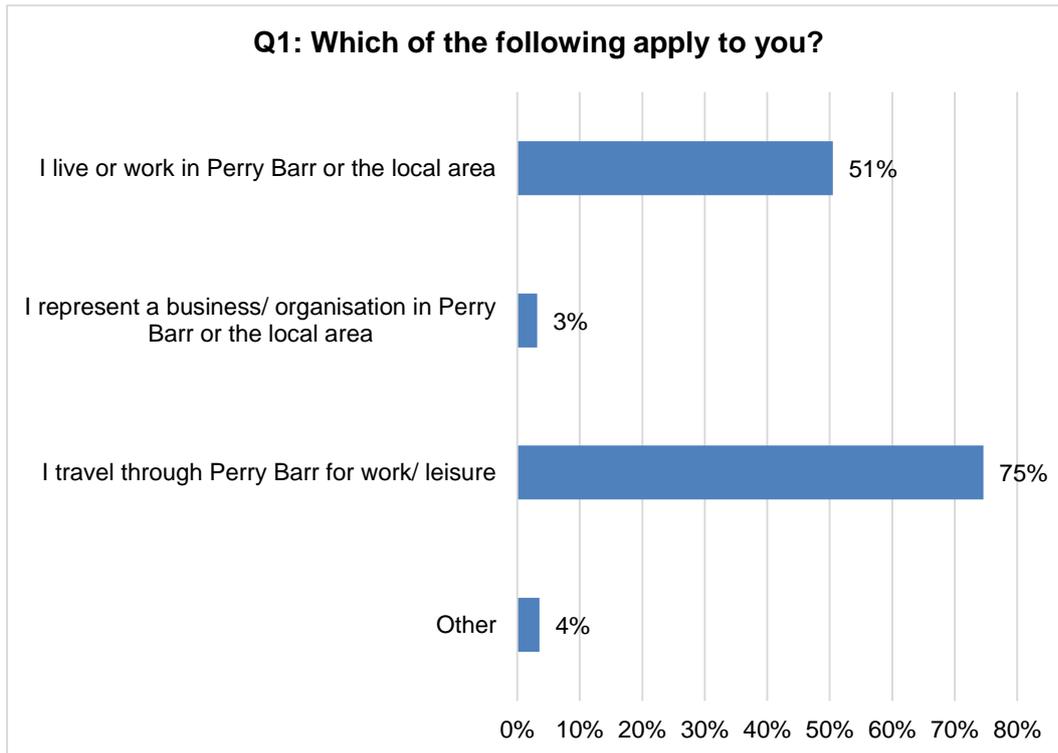


Figure 9: About you

4.1.2 Q2. What is your home postcode?

See **Section 3.2.7** for location of respondents.

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4.1.3 Q3. What mode of transport do you typically use when travelling to/ from/ through the proposed scheme area?

74% of respondents chose car as their typical mode of travel to/ from or through the proposed area. 16% of respondents travel by bus/ coach, 2% by bicycle and 2% by walking. Other modes including van (LGV), lorry (HGV), taxi/ private hire, and train each accounting for 1% of respondents. 2% chose not to respond to the question.

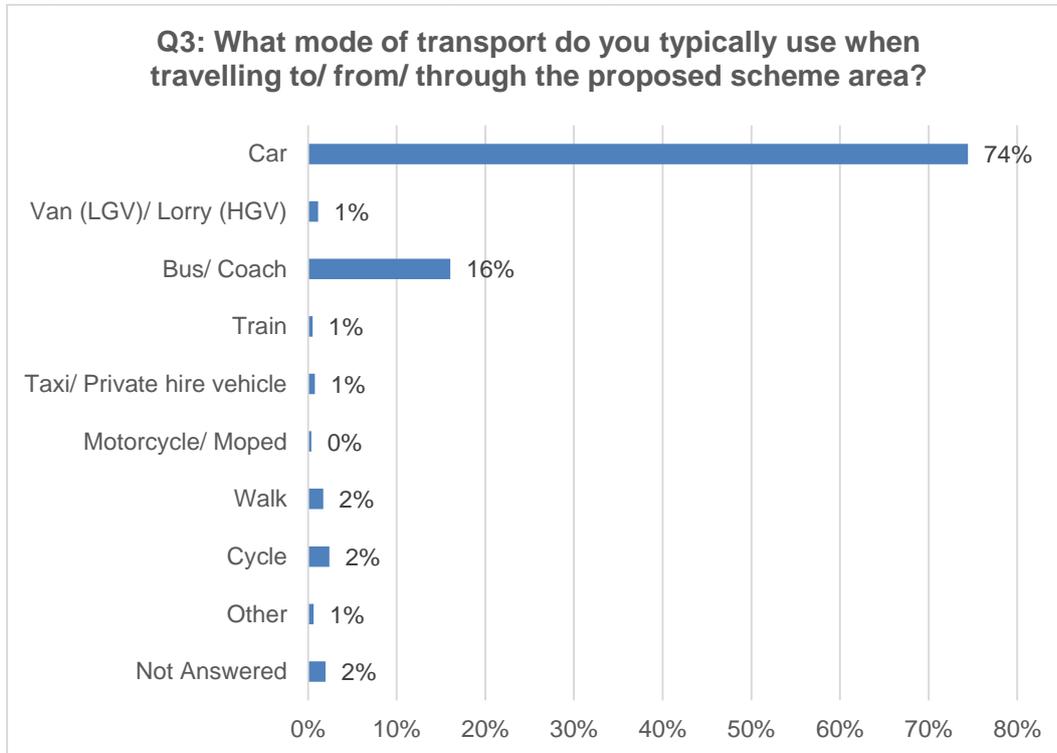


Figure 10: Typical mode of transport

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4.1.4 Q4. How often do you undertake a trip that starts or finishes in the proposed scheme area?

45% of respondents undertake a trip that starts or finishes in the proposed scheme area 5 or more days per week. 14% undertake a trip 3 or 4 days a week, 13% 1 or 2 days per week and 10% 1 or 2 days per month. 9% of respondents never undertake a trip that starts or finishes in the proposed scheme area and 7% undertake a trip less often than 1 day per month. 2% chose not to answer the question.

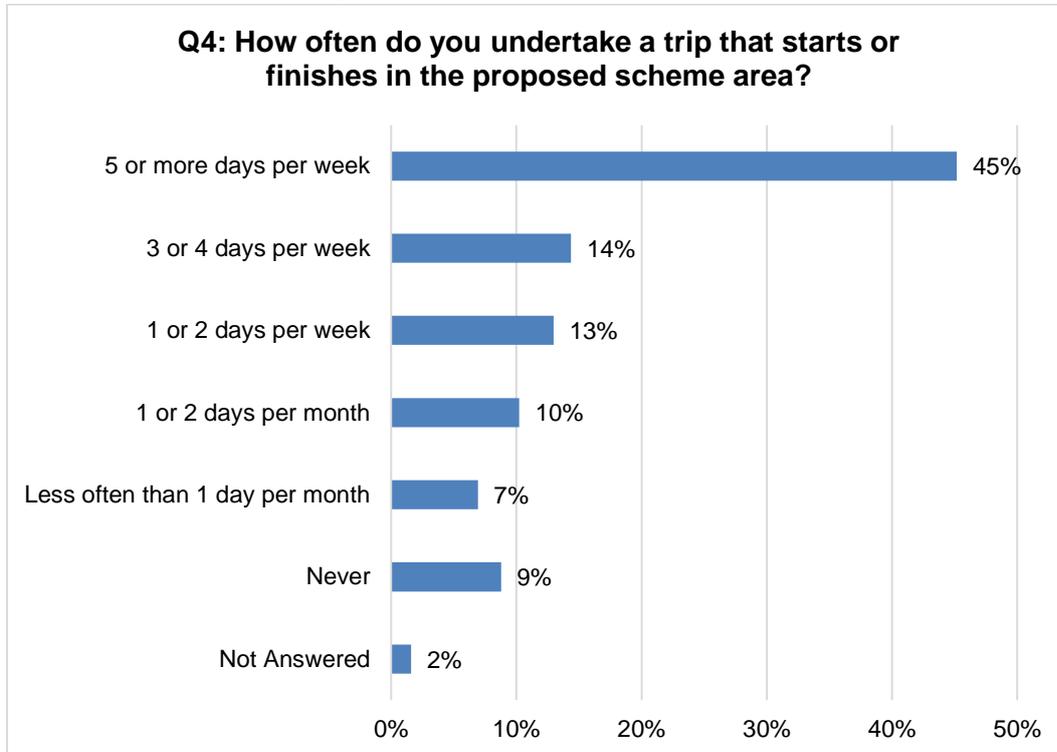


Figure 11: Frequency to trips that start or finish in the scheme area

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4.1.5 Q5. How often do you travel through the proposed scheme area?

58% of respondents said they travel through the proposed scheme area 5 or more days per week, 18% 3 or 4 days per week and 12% 1 or 2 days per week. 8% travelled through the area 1 or 2 days per month and 3% less than 1 day per month. 1% chose not to answer the question.

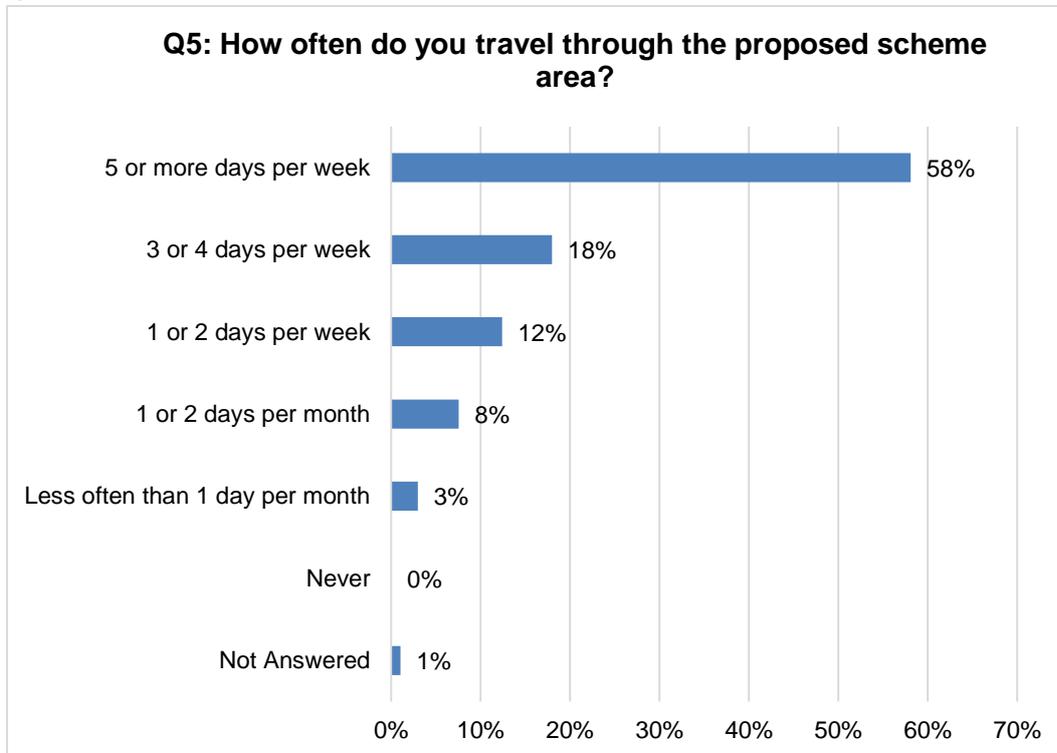


Figure 12: Frequency of trips that travel through the scheme area

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4.1.6 Q6. When travelling to/ from/ through the proposed scheme area, what time of day do you usually travel?

For this question respondents could choose multiple options, of the total responses 80% of respondents chose more than one option. 67% of respondents travel in the morning peak (07:30-09:30) and the same amount travel in the evening peak (16:00-18:00). 60% of respondents travel off-peak and 58% at weekends.

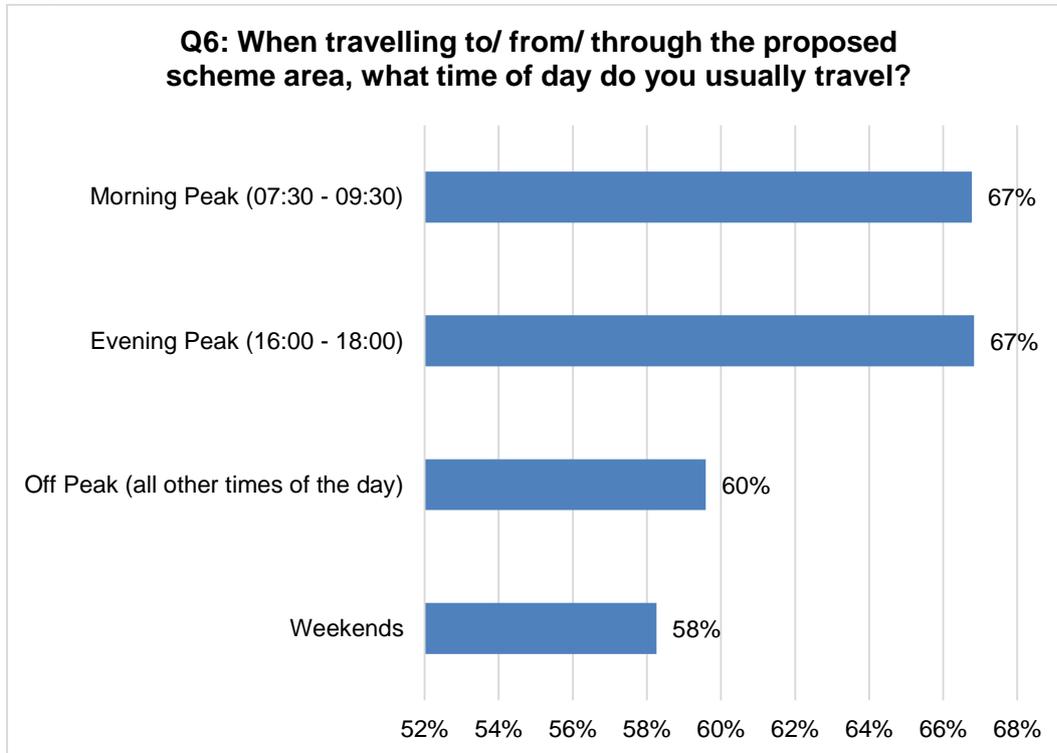


Figure 13: Time of travel

4.1.7 Q7. When travelling through the proposed scheme area, typically what is the purpose of your trip?

41% of respondents selected commuting as their typical purpose for their trip, 26% for leisure/ shopping and 19% for business. Personal business (including doctors, dentist etc.) accounted for 5%. Education accounted for 2% of respondents whilst 2% of respondents chose not to respond to the question.

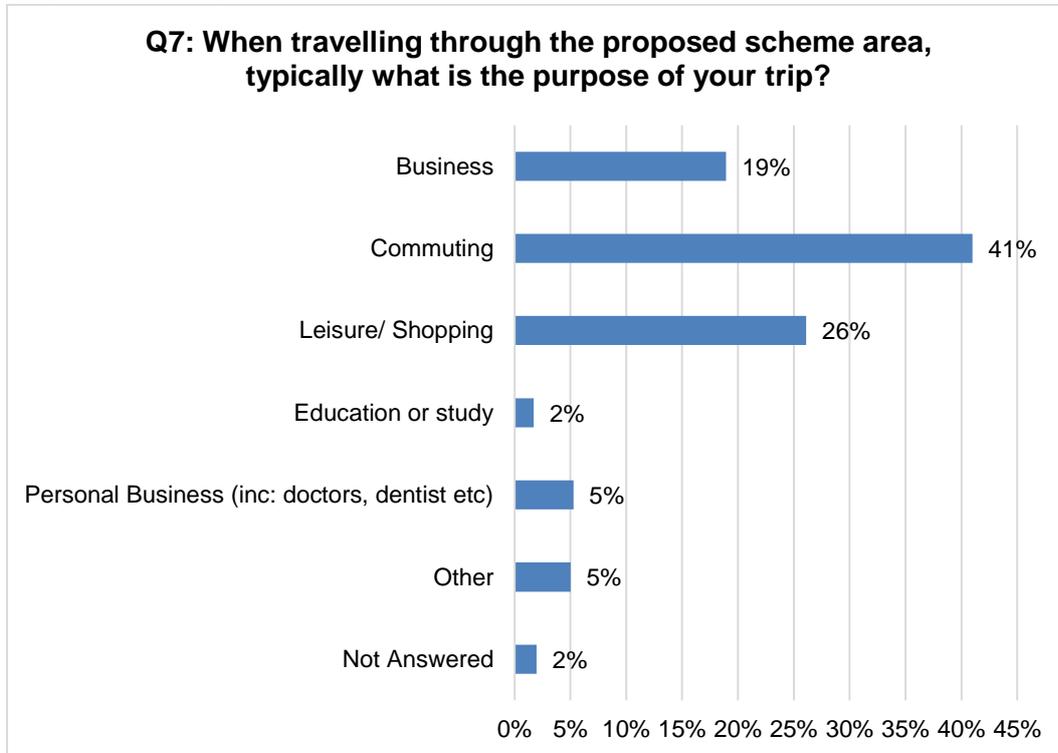


Figure 14: Purpose for trip

4.2 Changes to the A34/ A453 junction

4.2.1 Q8. To what extent do you support the following changes to the A34/ A453 junction?

The proposed changes to the A34 Walsall Road/ A453 Aldridge Road junction layout

99% of the total respondents answered this question, of which 17% were at least partially supportive road layout changes to the A34 Walsall Road/ A453 Aldridge Road junction.

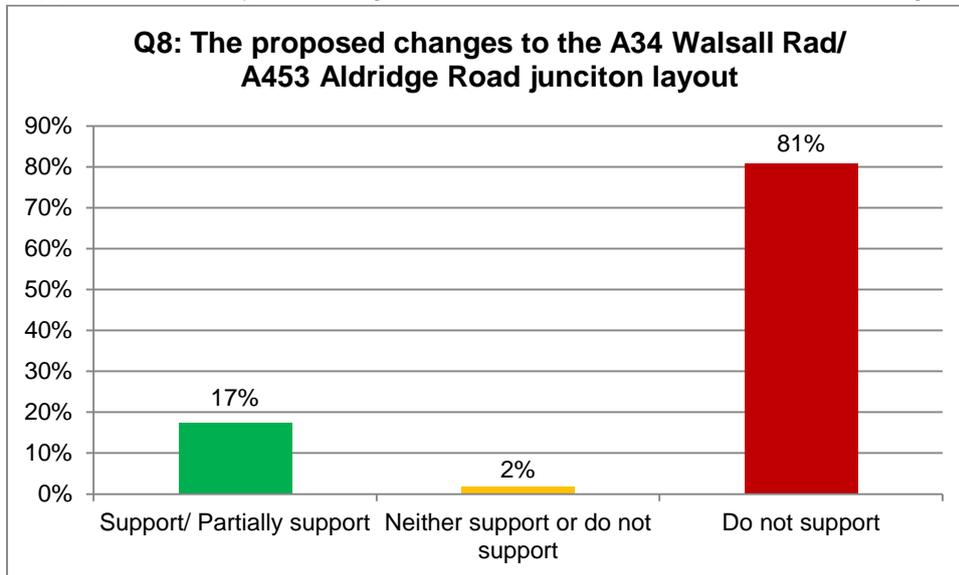


Figure 15: Level of support for the proposed changes to the A34 Walsall Road/ A453 Aldridge Road junction layout

Figure 16 shows a geographical representation of the level of support for the road layout changes to the A34/ A453 junction.

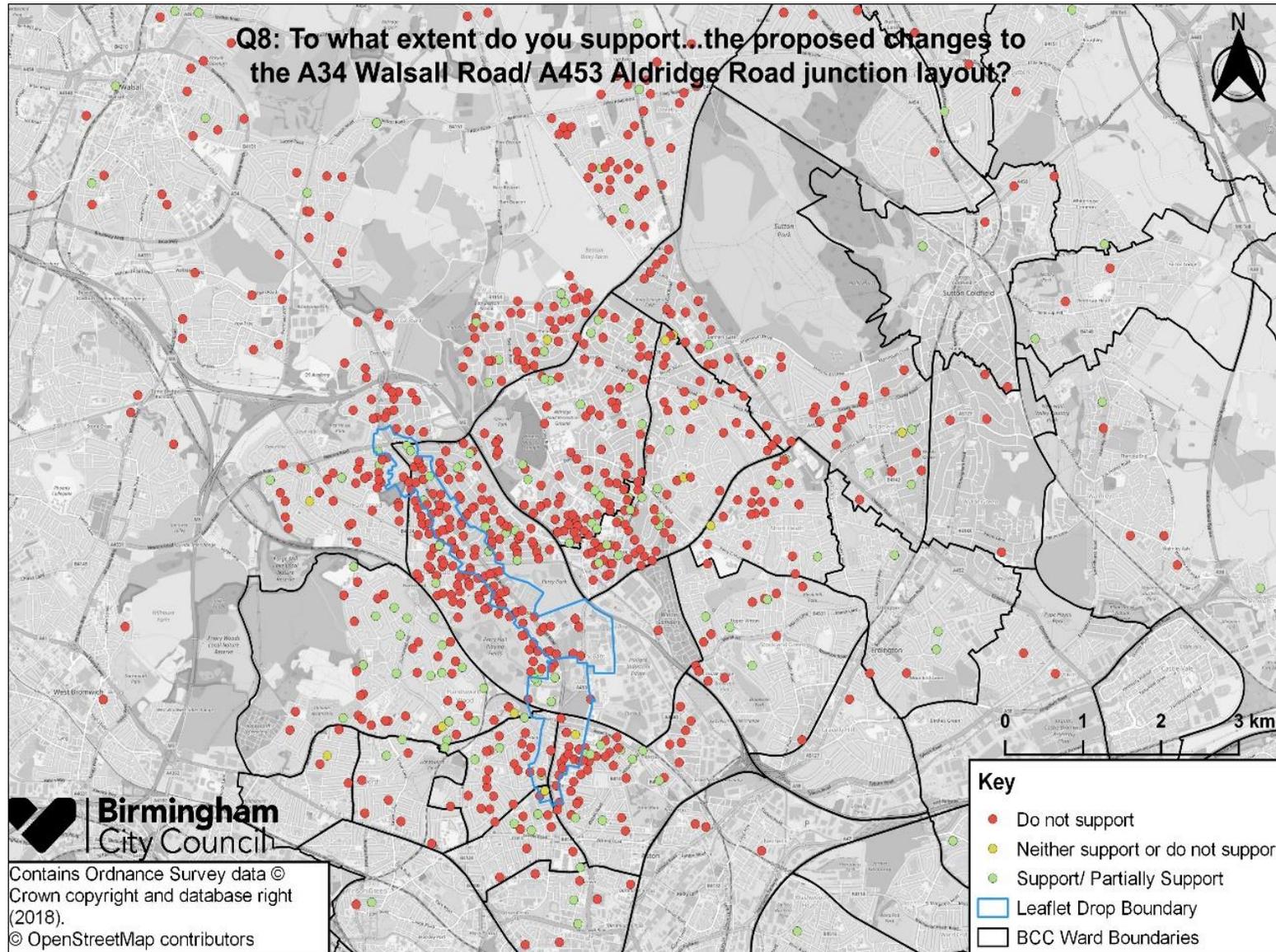


Figure 16: Level of support for the proposed changes by location

The proposed pedestrian and cycle measures

99% of the total respondents answered this question of which, 35% of respondents support or partially support the pedestrian and cycle measures.

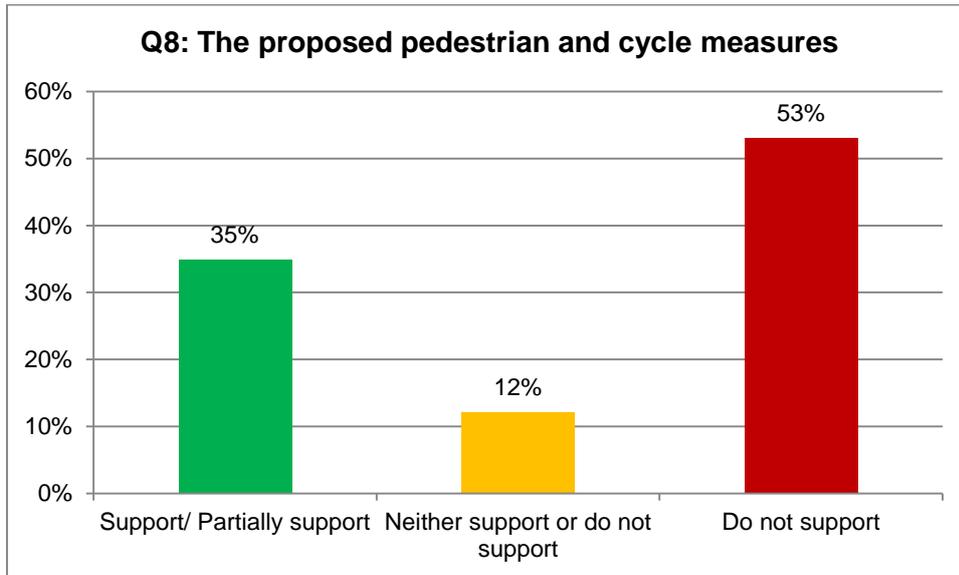


Figure 17: Level of support for the proposed pedestrian and cycle measures at the A34/ A453 junction

The proposed public transport measures

99% of the total respondents answered this question of which, 34% of respondents were at least partially supportive of the public transport measures.

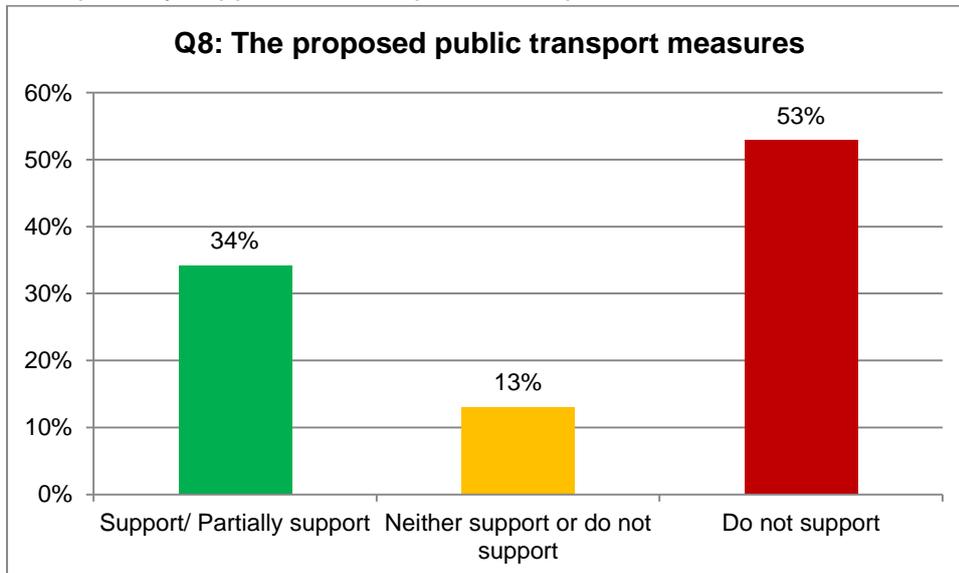


Figure 18: Level of support for the proposed public transport measures at the A34/ A453 junction

The proposed public space measures

98% of the total respondents answered this question of which, 33% of respondents support or partially support the public space measures.

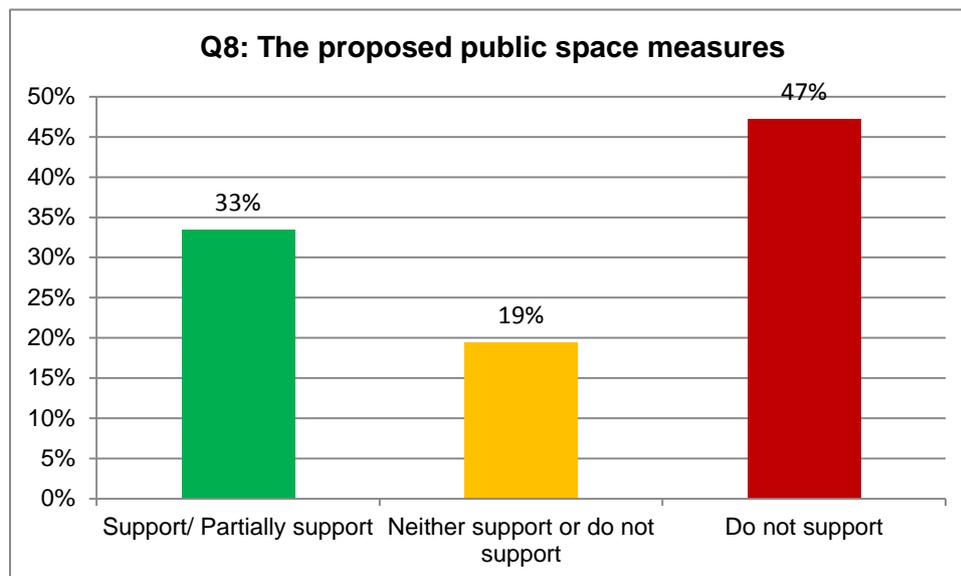


Figure 19: Level of support for the proposed public space measures at the A34/ A453 junction

Qualitative Themes

Of the total 1577 respondents, 70% provided comments to the questions regarding the changes to the A34 Walsall Road/ A453 Aldridge Road junction. The most common themes emerging from question 8 are shown in **Table 7**.

Table 7: Common themes for Question 8

Theme	Count
Perceived delay and additional congestion and disruption	766
Expensive project. Works well know therefore the money is better spent elsewhere	322
Negative impacts on the environment	179
Issues during construction	176
Cycle route is a waste of money and is under used	91
Support for the cycling and pedestrian measures	68
Overall will benefit the area	60

Support for the cycling and pedestrian measures

These responses included support for the cycling and pedestrian measures because the proposed measures improve safety for both pedestrians and cyclists. Also, by providing more infrastructure such as cycle lanes and making walking in the area safer it will encourage more people to travel by these modes as opposed to private cars. Typical responses included:

- *“I tend to travel through the area arriving by train and continuing on foot. I would also rather cycle if the A34 cycle route continued through the area. Currently it's a very unpleasant environment to tackle by any mode other than car- the area between One Stop and the old BCU site is confusing, lonely, ugly and feels dangerous. I'm excited to see these proposals address this properly....”*

- *“I support better provision for cycling, walking and public transport use in the area. Currently it is very congested - this can only be reduced by providing strong alternatives to car use...”*

Overall will benefit the area

Some respondents who are supportive of the proposed scheme believe that it will be a benefit to Perry Barr. Respondents feel that the scheme will make the area more visually appealing and will improve safety. Common responses included:

- *“Yes I do believe the flyover is an ugly eyesore. I was previously opposing the flyover demolition but now having seen the proposed housing plan I feel the flyover now as to go in able to provide a more environmentally friendly place to live”*
- *“Will make the area more open, modern, at moment the flyover is dated, the whole area needs regenerating, too much opportunity at moment for graffiti, ruining the area.”*

Perceived delay and additional congestion and disruption

The majority of the respondents to this question expressed concern over possible delays, additional congestion and disruption that could be caused by removing the A34 Perry Barr Flyover. Many felt that removing the flyover and signalling the A34 Walsall Road/ A453 Aldridge Road junction would increase delays in the area. Typical responses included:

- *“The A34 is already a very busy section of road which experiences long build ups of traffic at peak times of the day, any changes that cause this to build up are obviously a worry to commuters who risk having many hours of commuting added to their working days...”*
- *“I think removing the flyover will cause complete disruption to the community for people travelling and returning from work in the rush hour.”*

Issues during construction

Some respondents feel that the construction of the proposed scheme will negatively impact the area. They feel that construction will cause disruption and will lead to increased congestion and traffic delays in Perry Barr. Responses included:

- *“Will cause severe disruption to traffic during the proposed changes. Will add considerable amount of time to both my journey to and from work.”*
- *“The only part I’m hesitant about is the sheer amount of traffic that is likely to be caused during the working phase. This is likely to cause huge disruptions.”*

Cycle route is a waste of money and is under used

When asked about the cycle route many respondents believe that the cycle route extension from Heathfield Road to Perry Barr Centre is a waste of money since there is an under usage of the current cycle route. Common responses included:

- *“The cycle lane is a waste of time, you have just spent considerable time and money creating it from the City to Birchfield, you can count on one hand how many people are using it , most cyclists seem to still want to travel along the A34 as it is safer than using the cycle route.”*
- *“The cycle route that has just opened is a total waste of time and money. All the disruption it caused and hardly ever a cycle on there.”*

Expensive project and since it works well now the money is better spent elsewhere

Another common theme was that respondents believe that this project is very expensive and that the money could be better spent elsewhere since respondents believe that the current layout works well now. Typical responses included:

- *“The current arrangements work perfectly well, and it is not necessary to waste a lot of ratepayer and/or taxpayers money to effect changes that don’t add up to any*

significant improvement. Perry Barr itself certainly needs a makeover, but expensive new traffic schemes are not what any available money should be spent on...

- "...The proposals will be expensive. The current system works. There is no need to change it. Better off using money for hospitals, libraries etc."

Negative impacts on the environment

Respondents felt that the introduction of the proposed scheme in particular the traffic lights will cause more idle traffic which would lead to an increase in pollution in Perry Barr. Responses included:

- "The flyover moves large volumes of traffic quickly without stopping traffic. Traffic lights do not work in the same way and will produce more pollution."
- "This whole project will bring chaos to all surrounding areas, not to mention the ever growing pollution with stationery vehicles in the already heavy traffic and congestion whilst the work takes place."

Other themes included:

- Support for the bus priority/ improvements;
- Aesthetic improvements – Looks more open and spacious;
- Improves safety for pedestrians;
- Does not support the removal of the A34 Perry Barr Flyover but supports the other measures;
- Supports the increase in cycle measures but amendments are needed e.g. more priority at junctions;
- Will negatively impact buses; and
- Safety concerns for non-motorised users.

4.2.2 BCC's response

For BCC's responses to these comments please see the relevant response in **Table 16**.

Table 8: BCC's response to themes highlighted in Question 8

Theme	BCC's response
Perceived delay and additional congestion and disruption	See response 3 and 4 in Table 16 .
Expensive project and since it works well now the money is better spent elsewhere	See response 25 in Table 16 .
Negative impacts on the environment	See response 12 in Table 16 .
Issues during construction	See response 10 in Table 16 .
Cycle route is a waste of money and is under used	See response 8 in Table 16 .
Support for the cycling and pedestrian measures	See response 27 in Table 16 .
Overall will benefit the area	See response 27 in Table 16 .

4.3 Changes to the A34/ A4040 junction

4.3.1 Q9. To what extent do you support the following changes to the A34/ A4040 junction?

The proposed A34/ A4040 junction changes, including the change from a roundabout to a signalised junction

99% of the total respondents gave an answer to this question. 32% of respondents support or partially support the changes to the A34/ A4040 junction, including the change from a roundabout to a signalised junction.

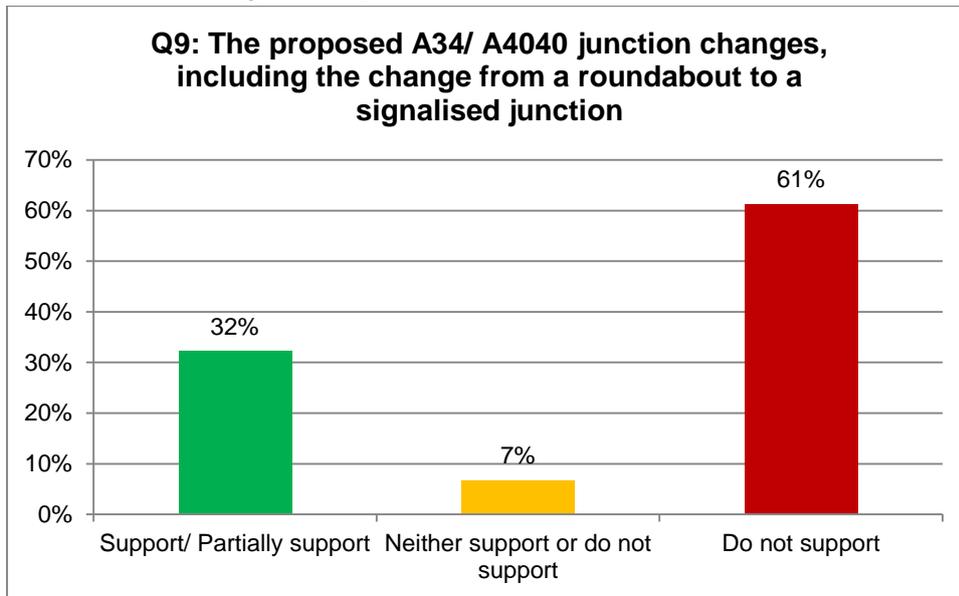


Figure 20: Level of support for the proposed A34/ A4040 junction changes, including the change from a roundabout to a signalised junction.

The proposed pedestrian and cycle measures

97% of the total respondents answered this question. 38% of respondents support or partially support the proposed pedestrian and cycle measures.

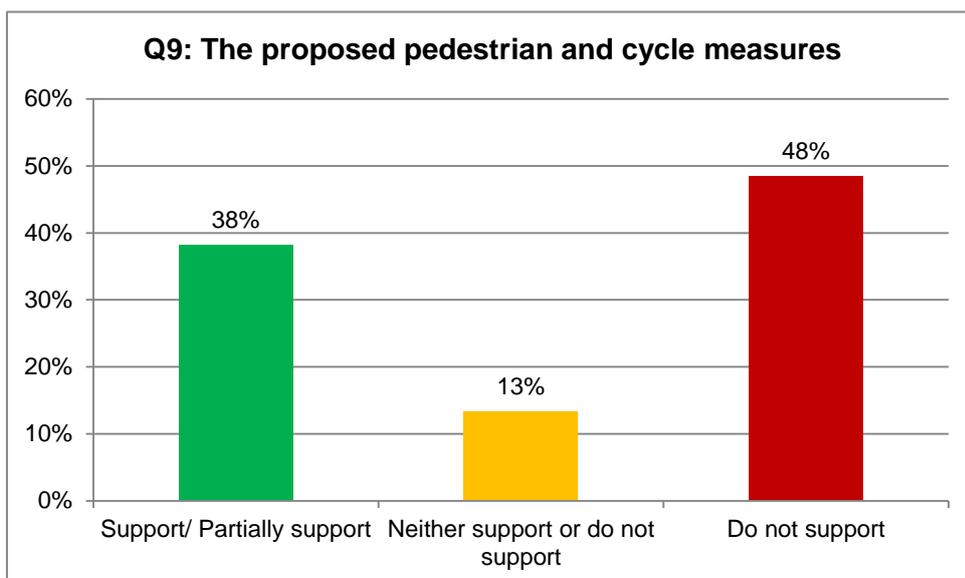


Figure 21: Level of support for the proposed pedestrian and cycle measures for the A34/ A4040 junction

The proposed public space measures

97% of the total respondents answered this question. 37% of respondents support or partially support the proposed public space measures.

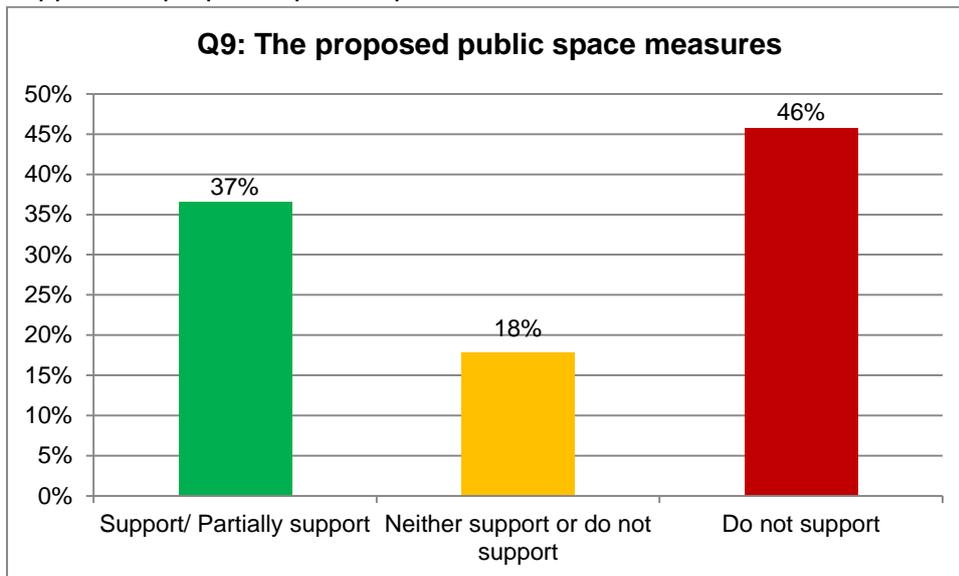


Figure 22: Level of support for the proposed public space measures for the A34/ A4040 junction

Qualitative Themes

Of the total 1577 respondents 49% gave their reasoning behind their choices for the questions regarding the changes to the A34/ A4040 Birchfield Island junction. The most common themes were:

Table 9: Common themes for Question 9

Theme	Count
Perceived delay and additional congestion and disruption	382
Expensive project and since it works well now the money is better spent elsewhere	175
Cycle route is a waste of money and is under used	64
Negatively impacts the environment	64
Improves safety	62

Improves safety

Some respondents believe that changes to the A34/ A4040 Birchfield roundabout will improve safety at the junction. Many of these respondents believe that the removal of the current pedestrian subways will improve safety. Additionally some believe that having a signalised junction will improve safety for vehicles compared to the current roundabout. Typical responses included:

- *“Will make negotiating the island simpler, also make pedestrians safer rather than using the subway”*
- *“It will improve cycling and walking access and may encourage me to feel safe cycling in that area.”*

Perceived delay and additional congestion and disruption

The majority of the respondents to this question felt that the removal of the roundabout and replacing it with a signalised crossroads will cause additional delay. There was also concern about the congestion and disruption that will be caused during construction. Common responses included:

- *“The existing Birchfield roundabout will be changed to a crossroads with traffic lights, this will have an impact on a section of the underpass being closed due to construction works above. This then has a direct impact on where the traffic of two main road A34 & A453 will be diverted to...”*
- *“The signals do not work as well as a roundabout. They cause more traffic and let it build up. Outside of peak travel times, these lights would be needless.”*

Cycle route is a waste of money and is under used

Again for this question when asked about the cycle route many respondents believe that the cycle route extension from Heathfield Road to Perry Barr Centre is a waste of money since there is an under usage of the current cycle route. Responses included:

- *“...The current cycle lane doesn't even get used! I pass it daily and people do not use it. Cyclists continue to use the main road.”*
- *“...Cycle lanes are not used now. The new ones in Newtown took over 8 months to do, the traffic lights are still not working, and the cycle lane is used by around 20 bikes a day. A complete waste of money and delays cars and buses alike as they've lost 2 traffic lanes.”*

Expensive project and since it works well now the money is better spent elsewhere

As with Question 8 of the questionnaire a common response to this question was that the scheme is expensive and that the money should be spent elsewhere since the current layout works well currently. Typical responses included:

- *“Unnecessary expense. Why alter the current scheme which works!”*
- *“I oppose the road changes because the system works very effectively as it is now. If it ain't broke don't fix it. Traffic lights inevitably lead to long tailbacks of traffic. It seems to me that this work is being done solely to pretty up the area. I consider it to be a great waste of public money.”*

Negatively impacts the environment

Similar responses were received to this question in Question 8, were respondents expressed concerns about negative impacts to the environment. Respondents felt that additional traffic lights would cause more idle traffic which could negatively impact the environment. Common responses included:

- *“Traffic lights cause more stationary traffic and more pollution.”*
- *“The roundabout does need a change and I agree that a cross road here would be beneficial.... The only concern here is the increase level of pollution and the new public transport being stuck here....”*

Other themes included:

- Support for the bus, pedestrian and cycle measures;
- Aesthetic improvements;
- Improves traffic flow and reduces congestion;
- Overall will be a benefit to the area;
- Does not support the change to the road layout including the removal of the A34 Perry Barr Flyover but supports either the pedestrian, cyclist, or bus measures;
- Supports the increase cycle measures but they are too disjointed/ need amendments;
- Supports the change but has concerns / amendments;

- Construction issues / construction will cause delays/ disruption during construction;
- Will impact buses negatively; and
- Safety concerns for pedestrians.

4.3.2 BCC's response

For BCC's responses to these comments please see the relevant response in **Table 16**.

Table 10: BCC's response to themes highlighted in Question 9

Theme	BCC's response
Perceived delay and additional congestion and disruption	See response 3 and 4 in Table 16 .
Expensive project and since it works well now the money is better spent elsewhere	See response 25 in Table 16 .
Cycle route is a waste of money and is under used	See response 8 in Table 16 .
Negatively impacts the environment	See response 12 in Table 16 .
Improves safety	See response 27 in Table 16 .

4.4 Extension of the cycle route from Heathfield Road to Perry Barr Centre

4.4.1 Q10. To what extent do you support the A34 cycle route extension?

95% of the total respondents answered this question. 39% of respondents support or partially support the extension of the A34 cycle route from Heathfield Road to Perry Barr Centre.

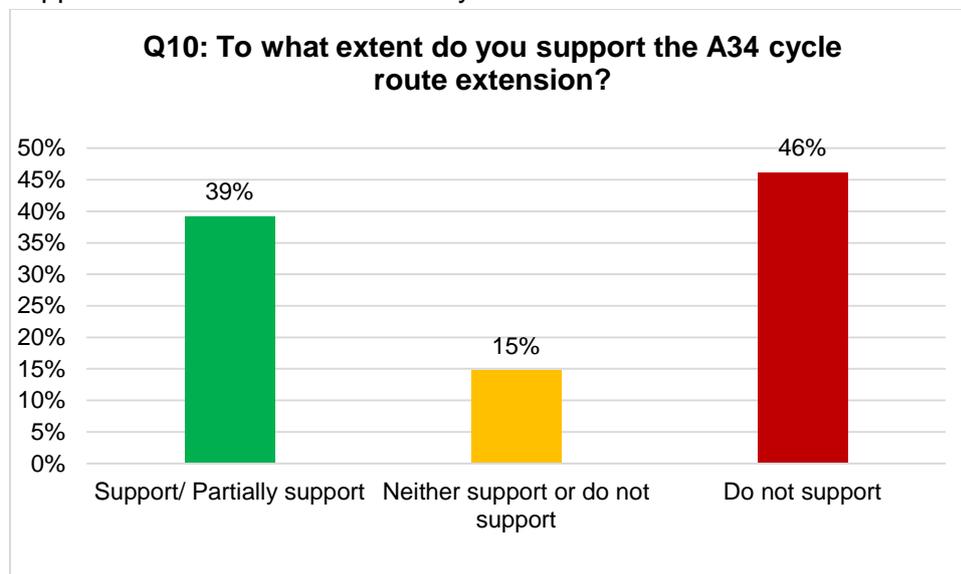


Figure 23: Level of support for the proposed A34 cycle route extension

Qualitative Themes

Of the total 1577 respondents 49% gave further comments on what further information could have been provided. The most common themes were:

Table 11: Common themes for Question 10

Theme	Count
Cycle route is a waste of money, no one uses it and the money is better spend elsewhere	450
Supports the cycling measures	120
Perceived delay and additional congestion and disruption	76
Safety concerns	64

Supports the cycling measures

In response to this question respondents expressed their support of cycle route extension from Heathfield Road to Perry Barr Centre. This support was due to the segregated nature of the cycle route which would make cycling along the A34 safer. Additionally some believed that the cycle route extension would encourage people to cycle in the area and to use the cycle route as opposed to cycling on the road. Responses included:

- “Cycling to work needs to be a safe and practical alternative to driving and this would certainly improve that.”
- “Cycling on this stretch is dangerous and unpleasant presently. A proper cycle route would likely massively increase uptake of cycling.”

Perceived delay and additional congestion and disruption

A common theme throughout all of the questions in this questionnaire was the perceived delay and additional congestion and disruption the scheme could cause. Respondents believe that

the perceived delay and disruption will not only be caused during construction but once the scheme has been completed. Typical responses included:

- *“Having endured the existing cycle route implementation and the delays to travel this has caused coupled with the fact that it is not used the prospect of having to go through this kind of disruption again horrifies me.”*
- *“I watched the construction of the existing cycle route along the A34 and was amazed by the amount of time that it took and the level of disruption that such a simple scheme caused (simple compared to the current proposed flyover, sprint, games, CAZ works listed earlier).”*

Cycle route is a waste of money, no one uses it and the money is better spent elsewhere

Another common theme that has come from this question was that the cycle route is seen as a waste of money since there is a under usage of the current cycle route and the money that will be spent on extending it could be better spent elsewhere. Responses included:

- *“Has anyone looked into how many cycles now use the new cycle route in Newtown area? I've seen 10 so far and I travel this road way every day. What a waste of time, effort, money and blue tarmac. Money would have been better spent repairing Birmingham's roads”*
- *“I travel to and from the city centre daily. The existing cycle path is not used by cyclists, they continue to use the road. What is the point of extending it? Another waste of public money that would be better spent on essential services.”*

Safety concerns

A number of respondents expressed concerns regarding safety along the proposed cycle route extension. Some respondents believe that the shared use sections of the route are unsafe for both cyclist and pedestrians. Others mentioned safety concerns due to the level of priority at the side roads along the route and others believe that toucan crossings will cause safety issues with pedestrians. Common responses included:

- *“A shared use footway/cycleway is not optimal - mixing pedestrians with cyclists is nearly as bad as mixing cyclists with vehicles. The only way to make this a viable cycle route that offers safe use for all (cyclists, pedestrians and vehicle users) is to have this a fully segregated cycleway”*
- *“I support improvements to the cycling infrastructure but would ask that due consideration is made regarding how cyclists can safely cross the A34 where the route moves from one side of the carriage way to the other. At the moment, it will bring cyclists into conflict with pedestrians.”*

Other responses included:

- Improves safety;
- Will encourage people to cycle and use the segregated path and not the road;
- Does not support changes to the road layout including the removal of the A34 Perry Barr Flyover but supports the cycling measures;
- Supports the cycling measures but they are in need of amendments e.g. more priority at side roads;
- Does not ride a bike;
- Construction issues;
- There is too much shared use along the route and it appears disjointed;
- The cycle route needs to be extended further e.g. to Walsall; and
- Need more priority for cyclists at side roads and main junctions.

4.4.2 BCC's response

For BCC's responses to these comments please see the relevant response in **Table 16**.

Table 12: BCC's response to themes highlighted in Question 10

Theme	BCC's response
Cycle route is a waste of money, no one uses it and the money is better spend elsewhere	See response 8 in Table 16 .
Perceived delay and additional congestion and disruption	See response 3 and 4 in Table 16 .
Supports the cycling measures	See response 27 in Table 16 .
Safety concerns	See response 9 in Table 16 .

4.5 About the consultation

4.5.1 Q11. Do you feel that the information provided has enabled you to make an informed comment on the proposals?

98% of the total respondents answered this question. 78% of respondents felt that the information provided enabled them to make an informed comment on the proposals.

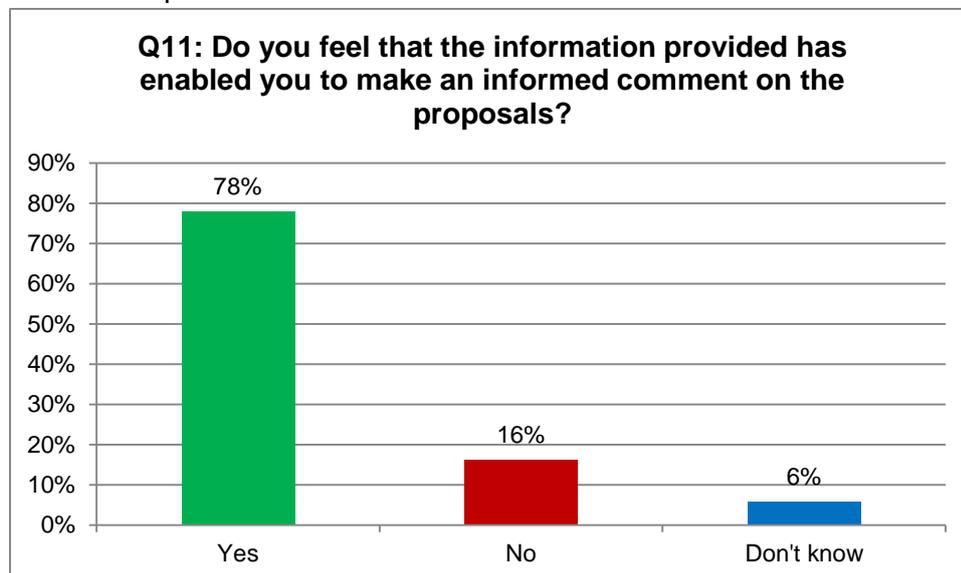


Figure 24: Do you feel that the information provided has enabled you to make an informed comment on the proposals?

Comments on what extra information could have been provided

Of the total 1577 respondents 24% gave further comments on what further information could have been provided. The most common themes were:

Table 13: Common themes for Question 11

Theme	Count
Construction Strategy	108
Traffic modelling	93
Better visuals	69

Construction Strategy

Many of the responses to this question included wanting more information on the construction strategy. This included information such as time scales and diversions for both cars and buses. Typical responses included:

- *“More details about what will happen during the works. Massive disruption in the city centre.”*
- *“Proposals to manage traffic during improvement works. It sounds like it will be years of travel chaos.”*

Traffic modelling

Responses to this question included wanting to know the results of the traffic modelling for the scheme. Some respondents wanted more detail about the traffic modelling such as traffic flows both future and present as well as information about signal timings. Others wanted to know the difference that the scheme would make to their travel time to/ from and through the scheme area. Responses included:

- *“Traffic modelling data shared to show it makes the highways layout better.”*

- *“I would like to have seen the modelling indicating how these changes affect traffic flow...”*

Better visuals

A number of respondents would have liked better visuals of the proposed scheme. Responses included more maps and images, clearer maps and images, 3D walkthroughs and a video flythrough of the scheme. Others would have liked 3D maps or more realistic proposed images. Common responses included:

- *“More visuals from different angles”*
- *“More detailed info including diagrams and maps showing the complete scheme, not just pretty pictures (with NO traffic!!!)...”*

Other responses included:

- Further information on Perry Barr Railway Station and the Bus Interchange;
- More involvement with the local people;
- Lack of environmental assessments such as Air Quality;
- More publicity;
- More information on the cost;
- Should have been given options to choose from;
- Been consulted with earlier;
- Be asked specifically about the flyover; and
- Be shown the pros/ cons of the scheme.

4.5.2 BCC’s response

For BCC’s responses to these comments please see the relevant response in **Table 16**.

Table 14: BCC’s response to the themes highlighted in Question 11

Theme	BCC’s response
Construction Strategy	See response 26 in Table 16 .
Traffic modelling	
Better visuals	

4.6 Key Stakeholder Feedback

Table 15 below shows the feedback received from key individuals, businesses and organisations with reference to BCC's response to their feedback.

Table 15: Key Stakeholder Feedback

Stakeholder	Response	BCC response
Andy Street, Mayor of the West Midlands	See Annex 3A for full response	See response 2, 5, 7, 10, 20 and 21 in Table 16 .
Black Country LEP	See Annex 3B for full response	See response 5, 6, 7, 11 and 22 in Table 16 .
Campaign for Better Transport	See Annex 3C for full response	See response 27 in Table 16 .
Conservative Party	See Annex 3D for full response	See response 2, 5, 7, 10 and 23 in Table 16 .
Councillor Jon Hunt and Councillor Morriam Jan	See Annex 3E for full response	See response 2, 5, 7, 10, 13, 15, 23 and 24 in Table 16 .
Highways England	See Annex 3F for full response	See response 5 in Table 16 .
Push Bikes	See Annex 3G for full response	See response 9 in Table 16 .
Sandwell Council	See Annex 3H for full response	See response 5, 6, 12 and 14 in Table 16 .
Sustrans	See Annex 3I for full response	See response 9 in Table 16 .
Transport for West Midlands	See Annex 3J for full response	See response 5 and 10 in Table 16 .
Walsall Council	See Annex 3K for full response	See response 5, 6, 7, 11 and 14 in Table 16 .
Wendy Morton MP	See Annex 3L for full response	See response 3 and 4 in Table 16 .
3B's Neighbourhood Forum	See Annex 3M for full response	See response 2, 5, 10, 12, 13, 15, 16, 17, 18 and 19 in Table 16 .

4.6.1 BCC's Response

Table 16 below outlines the common responses received during the consultation and BCC's response to this.

Table 16: BCC's response to common responses

Ref	Common responses	BCC Response
1	Why is the flyover being demolished?	<p>The construction of the new housing development on the former Birmingham City University campus is central to the regeneration of Perry Barr. This development requires changes to Aldridge Road to create a cohesive community development, including the closure of a 200m section to general traffic. These changes mean that a new road layout is required to accommodate the traffic movements of the current Aldridge Road/ Walsall Road junction. The new road layout needs to fit in a confined area between One Stop Shopping Centre and the new housing development.</p> <p>With the A34 Perry Barr Flyover retained, there would not be enough room left to design an efficient road layout in the remaining space. Removing the flyover allows more room for traffic movements and a new efficient, simplified junction. This enables the scheme</p>

		benefits to be realised including the development of 240 homes on the Gailey Park site; the incorporation of Bus Priority measures; improved connectivity for pedestrians and less able users; segregated cycle routes to promote active travel, and improvements to the public realm.
2	Why can't the flyover be retained and renovated instead?	<p>Whilst it is possible to change the appearance of the flyover, that would not address the objectives of the scheme, and would fail to deliver the wider regeneration that we seek. It would also not be possible to deliver the capping of the underpass at Birchfield Island, as One Stop customers rely on the U-turn manoeuvre at the roundabout, to access the centre from the north. The highway element is therefore a key feature that unlocks the regeneration of Perry Barr.</p> <p>There is not a viable highway scheme that retains the flyover and delivers the homes on the Gailey Park site. So retaining the flyover means that we would leave the highway layout as it is. This would lose the bus priority measures, Sprint improvements and the public realm improvements made by signalling Birchfield Island.</p>
3	Traffic lights will cause delay to my journey	Journey times will depend on the travel mode and the time of day. The new junction layout will make some journeys quicker and some journeys slower, and changes in journey times will depend on where you are travelling to and from. In the morning peak hour in 2022 it is expected that the maximum increase in journey time in a car will be less than a minute, with the average increase of just under 30 seconds. In the evening peak hour in 2022, the maximum increase in journey times in a car will be just over 3 minutes, with the average increase at just over a minute.
4	The scheme will not improve journey times for general traffic or buses	It is clear from the scheme objectives that this scheme does not set out to deliver improvements in journey times for cars. In order to grow the economy in the West Midlands, we need to shift the transport focus away from individual vehicles towards moving people. Improvements in mass transit systems and active travel will underpin the future economic growth as our urban road networks become increasingly saturated. The proposals at Perry Barr embrace this philosophy and provide improvements that encourage the use of public transport and active travel. Recent traffic modelling shows that by 2026 (5 years after opening), journey times are predicted to be within a minute of existing on average. In the morning peak, journey times are expected to be within 1 minute of the existing and in the evening peak within 2 minutes of the existing. Traffic modelling of bus journeys shows improvements in journey times through the scheme area, but the biggest improvement will be to reliability as the scheme will link to bus lanes and bus priority measures incorporated in the signalised junctions.
5	Traffic modelling has not been undertaken to assess the impact of the scheme on the wider network including: Walsall, the Black Country, M6 and the A38. What will happen when the M6	The Council have considered the impacts of the scheme on the wider region. This assessment was done using the regionally recognised PRISM model that is maintained by TfWM. The assessment showed a nominal transfer of traffic along the M6 and in

	gets closed?	Sandwell, and no impact on roads within Walsall. Local diversion routes always have less capacity than the motorway itself, and the A34 will never be able to provide the same capacity as the M6 Motorway. We would anticipate similar levels of disruption on A34 in the future to that currently experienced during temporary closures of the M6.
6	Future modal shift targets are not credible.	The assumptions that we have made regarding mode shift are expected to take place on a gradual basis increasing over time. The 8.5% total modal shift is predicted to build incrementally over the next 7 years. It includes a moderate 1.5% mode shift to Sprint that is consistent with the Sprint business case, and a 2% shift as a result of implementing the Clean Air Zone. The 5% shift to cycling by 2026 is less than our ambition and would represent only about 5 bicycles every minute on the A34 Cycle Route. This is a very conservative assumption when compared to successful cycling schemes in cities such as London and Manchester.
7	No plan of how this scheme will be delivered in conjunction with all of the other schemes taking place around Perry Barr in time for the Commonwealth Games including the proposed Aston Expressway works	Strengthening works to Tame Valley Viaduct on the Aston Expressway can be done beneath road level without having to disrupt the traffic on A38(M). There is a high level of coordination planning between all the schemes in the Perry Barr area that are programmed to be undertaken over the next 2 years. This is coordinated by a dedicated group comprising all relevant partners. This level of coordination will only increase as schemes get closer to delivery and all parties are aiming to work together to minimise the impact on both residents and road users.
8	The current cycle route is underutilised and perceived as a waste of money	It is true that the A34 cycle route has yet to see the level of usage as that on the A38 route. However, cycling facilities sometimes take time to reach their full potential as people adapt their travel patterns and behaviours.
9	Concerns over the proposed cycle route including lack of priority at side roads, issues with the amount of shared use sections and issues with the staggered toucan crossings. Have safety concerns been addressed?	We will review the cycleway priority at side roads as part of the detailed design process. The lengths of shared use to the south of Canterbury Road are unavoidable due to the close proximity of properties and the width of the existing pavement. We have not been able to incorporate a dedicated cycling phase at the new Birchfield Junction, as there is insufficient spare capacity in the traffic signal phasing. We will review this (and the toucan designs) at the detailed design phase to see if improvements can be safely accommodated. Operational safety is always an important design factor. A Stage 1 Safety Audit has been conducted, and a Stage 2 Safety Audit will be carried out on the detailed design.
10	How will the impacts of construction be mitigated against?	We will work with our contractor to ensure that as many lanes as possible can be kept open through the works. We will also mitigate disruption by encouraging changes in travel patterns in line with our Travel Demand Management Plan, which we are developing jointly with TfWM. Such plans have been very successful with recent city centre schemes where 'traffic chaos' was previously predicted. Examples include the recent works at Paradise Circus and the closure of the Fiveways Underpass.

11	Why can't the scheme be introduced after the games?	It is financially prudent to deliver the scheme in one project, as a phased approach would incur additional costs of doubling the mobilisation and traffic management, as well as prolonging the disruption for the road user.
12	Has an Air Quality Assessment been done? Have the negative impacts on the environment been considered?	An Air Quality assessment has been undertaken and is included at Appendix H of the FBC. Ecological Surveys will be conducted in the pre-construction period and appropriate mitigation will be taken before work commences on site.
13	Have the safety implications of the scheme been considered including the crossing outside of One Stop, the limited space to manoeuvre between Wellington Road and Aldridge Road and for traffic emerging from the underpass?	Safety is always an important factor that influences design choices. The Toucan crossing outside One Stop will have adequate green time to allow less able people to cross, and the speed limit will be reduced to 30mph for vehicles using the A34 underpass. The weaving length between the bus interchange and the Aldridge Road is not as long as we would like, but physical constraints mean that we can do little to improve this. A similar issue currently exists on Harrier Way, and that does not have a poor accident record.
14	Will the capacity of the A34 be reduced?	The capacity for vehicles travelling straight through the underpass on a north-south axis will be reduced by the introduction of traffic signals. However, this will be offset by the increased capacity for public transport provided by bus lanes and bus priority measures. The vehicular capacity of other movements (which represent about 70% of the flow through the junction) is expected to remain broadly the same.
15	Why have alternative schemes not been considered?	Several alternative schemes were considered at the Options Appraisal stage. The operational performance of the alternatives was significantly poorer than the proposed option, so they were not considered further. Two locally proposed alternatives were reviewed by the Transport Projects team. The review found that the retention of the flyover in these options would be to the detriment of other traffic moving through the area. In particular, movements to and from One Stop Shopping Centre would be heavily compromised. Both options would be reliant on additional land being available from Gailey Park which is not available for highway development use and both would incorporate a large number of safety issues which the Council would be unable to accept. Neither option adequately addresses the need for sustainable travel measures which would not comply with City Council policy.
16	Why has the Council not made it explicitly clear in the consultation that the rationale is actually to move people away from private cars and onto public transport?	The Transport Policies of Birmingham City Council and Transport for West Midlands are clear in focussing on reducing reliance on private cars and improving facilities for public transport. We need to contain the growth in the number of cars on the roads, because increasing numbers of car journeys contribute to poor air quality, increased traffic collisions and increased congestion for all road users. With the population of Birmingham forecast to grow by 150,000 by 2031, it is vital that we travel in more sustainable ways other than private vehicles. This scheme will contribute to a more sustainable system where people feel they can realistically choose to

		undertake trips to and through Perry Barr by public transport, walking and cycling. A shift to more sustainable travel modes will also contribute to improvements in air quality.
17	How is the Travel Demand Strategy going to reduce risks?	The Travel Demand Management Strategy will mitigate the risk of traffic disruption during construction. It will do this by encouraging travellers to consider the timing, route, mode and options for their journeys through Perry Barr. It will also promote alternatives and diversion routes.
18	What certainty is there that the Local Growth Fund contribution is actually valid for the proposed works, given that they are not necessary in order to facilitate the planned construction of the Athletes Village?	LGF funding has been approved by GBS LEP for transport improvements at Perry Barr, with uses as eligible.
19	Why have contractors been identified before the consultation responses have been considered?	Contractors have been procured for a 2 stage design and build contract. The first phase is for the detailed design of the scheme only and the second phase will only commence if FBC approval is granted.
20	What will the impact be on freights travelling through the area?	HGVs will have the same changes in journey times forecast for cars as explained in 3 above.
21	What are the implications for Sprint?	The proposed scheme provides many benefits for Sprint operations. These include bus priority measures at both the signalised junctions; bus lanes in both directions and a 'straight through' route for sprint that would not need to navigate the Aldridge Road loop. The conversion of Birchfield Island to a signalised junction also makes it easier to navigate for sprint vehicles.
22	Has the economic impact on the Black Country been assessed?	It is not expected that the scheme would have any negative impact on the economy of the Black Country. Improvements in Public Transport and Active Travel facilities are expected to benefit all users of these facilities, wherever they started their journeys. An analysis using the PRISM regional traffic model showed only a nominal impact on surrounding roads as explained in 5 above.
23	There is a large amount of opposition to the scheme; will it still go ahead despite this opposition?	The results of the public consultation will be presented to Cabinet as part of the Full Business Case. Cabinet will make the decision as to whether the scheme will progress to the next stage based on a wide range of information presented in the FBC.
24	There appears to be a lack of greenery with the proposed scheme is there opportunity to add in more?	It is anticipated that new trees and greenery can be planted as part of the landscaping improvements along Aston Lane and Wellington Road. There will also be opportunities for improved landscaping along Aldridge Road as part of the Athlete's Village development.
25	This is a very expensive scheme and many believe that the current road layout work well now	The effectiveness of the current layout depends largely on the travel mode used and the route you take through the area. The most effective route is the north-south movement that uses the flyover. There has been significant focus on this, but it only amounts for about 30% of the traffic through the junction. The poorest performing route is the movement into One Stop from the North, and out of One Stop to the south. The current layout is not effective for most bus services, and is difficult to navigate as a cyclist or less able user. If we leave the layout as it is, we would have to live with these drawbacks and sacrifice

		<p>the development opportunity for new homes on the former Gailey Park site.</p> <p>Removing the flyover allows more room for traffic movements and a new efficient, simplified junction. This enables the scheme benefits to be realised including the development of 240 homes on the Gailey Park site; the incorporation of Bus Priority measures; improved connectivity for pedestrians and less able users; segregated cycle routes to promote active travel, and improvements to the public realm.</p>
26	<p>The most common information that respondents to the consultation feel that they would have needed to make a fully informed decision about the proposed scheme included:</p> <ul style="list-style-type: none"> • Construction Strategy – incl. diversions and timescales • Traffic modelling – incl. present and future traffic flows and signal timings • Better visuals – incl. more images from different angles, a walkthrough the area and more realistic images. 	<p>The contractor’s traffic management plans will include details of the temporary traffic arrangements for the various construction phases. These will be determined by the Contractors working to defined requirements of BCC and partners.</p> <p>Traffic Modelling information has been shared in summary terms which most people find easier to understand. More detailed traffic modelling information will be attached to the Full Business Case as an Appendix. Traffic Signal phases and timing will be refined as part of the detailed design process.</p> <p>The 3D imaging was available at the Public Exhibitions and was designed to show how the proposed road layout would look alongside some of the other planned developments in the area.</p>
27	<p>The scheme will improve facilities for pedestrians, cyclists and bus users. As well as improving the area of Perry Barr including aspects such as safety.</p>	<p>These views reflect the aims of the scheme. The scheme aims to provide an improved public realm and improved facilities for sustainable transport by including:</p> <ul style="list-style-type: none"> • Segregated facilities for cyclists; • Dedicated bus lanes; • Bus priority at traffic signals; • Improved connectivity for pedestrians and less able users; and • Improved facilities for Sprint. <p>Additionally Perry Barr will see unprecedented change over the coming years thanks to more than £500m of investment into the area. This regeneration will deliver new homes, improvements to public transport, walking and cycling routes, new community facilities and high-quality public spaces. The A34 Perry Barr Highway Improvement Scheme proposes changes to the road layout at the A34 Walsall Road/ A453 Aldridge Road junction and adjacent roads to improve the way people travel in and around Perry Barr, including giving priority to public transport, walking and cycling.</p>