ASHTED CIRCUS PINCH POINT – CONSULTATION SUMMARY

Consultation Details

- In February 2015, letters / e-mails were sent to Ward Councillors, MP for the District, District Committee Chair, District Engineers, Emergency Services, Centro, bus operators, disabled groups, cycling groups other key stakeholders.
- 3,200 consultation letters and plans were sent out to residents and frontages that were adjacent to or accessed Ashted Circus Junction.
- A public exhibition venue was arranged in the locality where plans could be viewed and the proposals discussed with officers. The public exhibition attracted 6 people on the exhibition day of which one didn't leave any comments. On Beheard, 6 responses were received and 1 response was received via email. A total of 12 responses were received.
- A web page on BeHeard was also created for the scheme.
- During the consultation period signs were erected at the junction directing commuters to the website www.birminghambeheard.org.uk (BEHEARD) where they could view the plans and make comments on the proposals.
- Ward Councillors were also contacted by email in July 2016 with an update on the project. The District Committee Chair was contacted by email in September 2016 with an update on the project. The MP was contacted by email in September 2016 with an update on the project.
- A summary of the responses received are given below.

MP / Councillors	Comments	Opinion	Response
Councillor Tahir Ali (Nechells Ward)	Email sent 14/07/16. No comments received.	-	-
Councillor Chauhdry Rashid (Nechells Ward)	Supports the proposals.	Positive	Noted
Councillor Yvonne Mosquito (Nechells Ward)	Email sent 02/02/15 & follow up emails sent 02/04/15 and 14/07/16. No comments received.	-	-
Shabana Mahmood MP (Ladywood District)	Email sent 02/02/15 & follow up emails sent 02/04/15 and 13/09/16. No comments received.	-	-
Councillor Ziaul Islam (Ladywood District)	Supports the proposals.	Positive	Noted

Key Stakeholder	Comments	Opinion	Response
District Engineer (Nechells Ward)	Email sent 02/02/15 & follow up email sent 02/04/15. No comments received.	-	-
School Crossing Patrols	Email sent 02/02/15 & follow up email sent 02/04/15. No comments received.	-	-
West Midlands Fire Service	Email sent 02/02/15 & follow up email sent 02/04/15. No comments received.	-	-
West Midlands Police	Comments received: No concerns/observations on behalf of West Midlands Police.	Positive	Noted.
West Midlands Ambulance	Email sent 02/02/15 & follow up email sent 02/04/15. No comments received.	-	-
Access Committee for Birmingham	Comments received: The following are requested: 1. All new crossing points and reservations to be suitable for use by wheelchair & mobility scooters and of sufficient width to allow passing in both directions. 2. Given the volumes of traffic using the ring road the crossing controls to allow adequate time for ambulant disabled people, people with pushchairs and manual wheelchair users to cross safely. 3. Concerns over un-segregated shared-use surfaces for the risk they present to people with sight impairment. 4. 'Keep clear' boxes are installed at the junction to allow radial routes, from and to the city, to flow on the many occasions that ring road traffic is backed up.	Neutral	1. All new crossing points and reservations will comply with current design standards and legislations. 2. Sufficient time will be allowed for all user groups to cross the junction safely. 3. Signs will be provide as per TSRGD. Provision of courtesy signs such as "cyclists give way to pedestrians" or "share with care" will be considered. 4. Road markings will be reviewed at detailed design stage and keep clear signs will be provided where necessary.
Living Streets	Email sent 02/02/15 & follow up email sent 02/04/15. No comments received.	-	-
Centro	Email sent 02/02/15 & follow up email sent 02/04/15. No comments received.	-	-
National Express	Email sent 02/02/15 & follow up email sent 02/04/15. No comments received.	-	-
Northfield EcoCentre.	Email sent 02/02/15 & follow up email sent 02/04/15. No comments received.	-	-
Sustrans	Comments received: 1. Could shared use and toucans be incorporated for the less confident? The scheme allows for ASL's and lanes over the junction to provide connection between Jennens Road and Francis Street but crossing this junction on carriageway for the less confident might be quite challenging.	Neutral	1. Shared use footways/ cycleway and toucan crossings will be provided.
Push Bikes	Comments received: 1. Strongly object to these proposals as they have a very significant impact on the A47 Parkway main corridor route that was consulted in 2014 as part of the Birmingham Cycle Revolution. The plans that have been put out to consultation do not show any awareness of the existence of the Birmingham Cycle Revolution consultation. 2. The level of traffic on the ring road is such that existing cyclists would find the proposed cycle lanes and ASLs difficult and unpleasant to use.	Negative	1. The scheme has been developed in conjunction with the Birmingham Cycle Revolution (BCR) team and the options proposed have been agreed with the BCR team to ensure links are provided to key cycle routes including the canal link to the south of the junction and to proposed and existing advisory cycle routes. 2. The scheme will cater for cyclists crossing the Ring Road and links to existing or proposed routes. Cyclists are not encouraged to use the Ring Road, parallel cycle routes are available.

	3. Most people would simply refuse to cycle in the conditions that would prevail at this junction. While providing ASLs will help some cycle users who are already cycling on this road, most people when faced with the prospect of struggling with heavy traffic will elect to use the proposed crossings. However, this would require waiting at five stages of staggered pedestrian (not toucan) crossings. The time implications for anyone trying to cross this junction using the crossings are considerable. Based on experience of such crossings it could take 10 minutes for a pedestrian or cycle user to cross this junction diagonally. A delay of this length is wholly unacceptable and will act as a major barrier to cycle use along this strategic route. Additionally, it would be illegal for someone to cycle on these crossings, further reducing the attractiveness of the route. It is very clear that the junction as proposed will make cycling so unattractive that very few people will use the proposed cycle route. Yet this route is supposed to be one of the main corridor routes of the BCR, providing a direct, comfortable, route into Birmingham City Centre. 4. Ideally the underpasses would be retained and re-engineered to meet the standards of underpasses designed in other European countries, with good sight-lines for users to create a feeling of social safety. 5. An alternative solution is to provide protected cycle lanes up to the junction and then provide a direct route across the junction for people on cycles that is separate from the heavy motor traffic. In London, the new Cycle Superhighways designs have junctions which have a 'hold the left turn' design, where cycle users move ahead with motor traffic travelling straight on, while left turning motor traffic is held. You could also consider a simultaneous green junction which are widely used in the Netherlands, but would need a slight modification in the UK. These junctions offer high capacity and high scalability, and have a proven, excellent safety record. We urge that you liaise with the BCR team to discuss ways in which these solutions might be implemented. 6. At-grade shared use (toucan) crossings are the worst option, but if they are to be used, then these must be direct, single stage crossings for each arm of the junction, to enable cycle users to cross each arm of the junction in a single movement. This is normal practice in Northern European countries such as the Netherlands and Germany. The dog-leg crossings on the proposed design introduce conflict between cycles wobbling while they turn 90 degrees at a slow speed in a confined space and pedestrians also trying to use that space. In addition, where the crossings are set to only respond to demand (button pressing) it is essential that they are set to respond as quickly as in other European countries.		3. The scheme to convert the roundabout to a signalised cross road junction requires the filling of the central island and as a consequence the removal of pedestrian subways and approach ramps is necessary. The crossing points are proposed to be Toucan Crossings at the junction along with shared use footways around the junction. Cyclists can therefore legally cycle across the crossings. 4. See response 3 above. There is strong support from local residents to remove the underpasses form the scheme as they are undesirable and residents avoid using them at present preferring to cross the busy carriageway. 5. Alternative solutions and layouts will be investigated at detailed design stage considering availability of land, width of the road, traffic flow, signal phasing and liaison with BCR team. 6. LTN 2/95 recommends that if a road width exceeds 15m a staggered crossing layout should be provided. Call times for the Toucan Crossings will be considered at detail design stage along with the use of cycle loops to call the Toucan Crossings on approach to the crossing when a cyclist approaches to reduce waiting times for crossing the junction
The National Cycling Charity	Comments received: 1. Overall the Ashted Circus Pinch Point Scheme must be very welcome from the perspective of bike users, simply because it entails conversion from a large roundabout to a signalised crossroads. 2. Continuation of a cycle lane northwards along Nechells Parkway is missing. 3. Jennens Way/Nechells Parkway is subject to improvements under Birmingham Cycle Revolution Phase 1 – it would have been helpful if the consultation plan had made more explicit how the BCR and pinch point funded schemes interface with each other. 4. Most of the other Ring Road pinch point schemes will still leave roundabouts in place that present significant risk to bike users.	Positive	1. Noted. 2. The proposed cycle lanes along Nechells Parkway are connected to existing advisory cycle routes. Continuation of cycling facilities will be considered in detail with BCR during detailed design stage. 3. The cycle route consulted as part of BCR consultation proposed using the underpasses to take cycle users past Ashted Circus junction. The scheme developed with the proposal to convert the roundabout to a signalised cross road junction and filling the central island of the roundabout, removal of pedestrian subways and approach ramps. 4. Each situation is considered on a case by case basis, and careful consideration is given to vulnerable road users.
Traffic Management Services (Traffic Regulation Orders)	Comments received are: 1. All TRO and Notice elements will be applied for following the approved process and due consideration has been given to the existing TROs / Notices. 2. Shared use footway shown on carriageway. It is assumed that this will be cycle lane on carriageway. 3. Carriageway lane designation markings correspond with traffic signing both proposed and existing and are consistent with the route signing.	Neutral	1. All TRO's required will be identified and processed during detail design. 2. Shared use footway is proposed on the footways as part of the scheme to provide access to the Toucan Crossing facilities. On carriageway Cycle lanes are proposed on Jennens Road and Nechells Parkway. 3. Road markings and signs will be finalised at detailed design stage but will be consistent with existing traffic and route signing on the ring road.

	4. Cycle Lane on Jennens Road is designed to allow busses to access the existing stop/layby.		4. Design of Cycle Lane on Jennens Road will be reviewed to avoid conflicts with buses.
Traffic Management Services	Comments received are: 1. The pedestrian stages should be fully "disabled compliant" in accordance with standard details i.e. tactile paving and tactile buttons. 2. It is assumed that the pedestrian stages are "walk with Traffic" rather than all red. 3. It is assumed that traffic modelling has taken place to confirm that the junction will function efficiently in terms of traffic movements taking into account pedestrian stages. 4. It is assumed that UTC have been consulted and are content that the signals can be commissioned and operated effectively and that all appropriate measures to achieve this are incorporated into the scheme e.g. linking of signals, appropriate specification of traffic signal equipment, provision of CCTV 5. Consideration of early cut- off's or right filters to assist turning movements. 6. Consideration of yellow box junction. 7. Compliance with statutory procedures for proposed TRO's.	Neutral	1. The pedestrian stages will be compliant 2. The initial design of the junction utilises 'Walk with Traffic' as part of the Signal design. There is no proposal currently to have an all red stage. 3. Traffic modelling has been undertaken which indicated that the junction would perform better than the existing junction and reduce queue lengths. The major benefits of the scheme would be realised when further signalised junctions are installed on the ring road and traffic flows can be controlled by BCC Urban Traffic Control Centre. 4. UTC have been consulted and have raised no concerns. There will be further communication with UTC during the design development stage. 5. The inclusion of early cut-offs at the Traffic signals will be considered at detailed design stage and the impact on capacity assessed. 6. Final Road markings for the junction will be designed in accordance with current design standards and site requirements during detailed design. At this stage it is felt that a Yellow Box Junction may not provide any benefit to the junction. 7. All TRO's required will be identified and processed during detail design and comply with statutory procedures.

Summary of Consultation Responses from residents / businesses on the overall proposals.			
	Total Respondents: 12		Details below.
Respondents	**Comments**	**Opinion**	**Details below**
Respondent x1	Comments received are: 1. It's not an improvement for cyclists or pedestrians. It is a design to encourage more motorists into the city centre. Pedestrians in worst case scenario have up to 5 sets of lights to negotiate to cross the road. Cyclists will be expected to deal with high speed multi-lane roads. Realising this you thought you would side step it by publishing the parallel routes document. i.e. cyclists - don't use this road, go around it. You do realise one of your recommended parallel routes may become a no go for cycling depending upon the metro consultation. Why don't you just be honest and say, cyclists and pedestrians are not wanted at this crossing (or in Birmingham) because it slows down motorists.	Negative	1. The scheme will benefit not only the motorist but also pedestrians and cyclists within the area. The proposals for cycling facilitates were developed with the Cycling Officer and Birmingham Cycling Revolution Team to encourage cycling and reduce dependence on private car users. The introduction of traffic signals at the junction will control traffic flows and reduce speeds, thereby improve safety for all users. Parallel cycle routes were published to provide information on alternative quieter routes available parallel to the busy Ring Road. The less experienced cyclists can use the parallel routes and the more experienced cyclist can use the proposed on carriageway cycle lanes and or the shared footways/ cycleways.
Respondent x1	Comments received are: 1. Concerns regarding removal of underpasses / subways; diversion of cycleways; increase in traffic lights; landscaping, timing, congestion; and risks of roadway misuse by street racers.	Negative	1. The scheme developed with the proposal to convert the roundabout to a signalised cross road junction. For the new layout it is necessary to fill the central island of the roundabout and remove the pedestrian subways and approach ramps. It was considered necessary to fill the approach ramps to prevent maintenance cost and anti-social behaviour. Due to the high traffic volumes, the traffic signals will provide benefits compared to other junction layouts such as: Different timing plans can be applied to optimise traffic movements, particularly during periods of busy demand. It is possible to incorporate controlled pedestrian crossing movement. The traffic signals will be monitored and controlled using the UTC system and CCTV monitoring. The junctions in the area will be linked by SCOOT which will be used to manage traffic along this section of the Ring Road.

			At detailed design stage we will identify the appropriate amount of green time to cater for the volume of general traffic and cyclists at each arm of the junction. We will monitor the performance of the traffic signals following their introduction, and make adjustments as required. Advanced Stop Lines (ASLs) help cyclists to position themselves in drivers' line of sight, wait away from direct exhaust fumes, and enjoy a head start over motorised traffic. Research has shown that ASLs have a very low or zero effect on junction capacity. We consider that installing ASLs on Jennens Road and Nechells Parkway will provide safety benefits to cyclists, without affecting general traffic flows. It is necessary to remove the trees in the centre of the roundabout. Every effort will be made to retain the trees outside the roundabout on the central reserves and verges. It is not known at this stage whether the excavations required to construct the scheme will adversely affect adjacent tree roots. Any trees which do need to be removed will be replaced by suitable specimens in locations as close as possible to the ones taken out or at appropriate locations.
Respondent x1	Comments received are: 1. There is plenty of room for segregated cycle lanes. It's close to BCU and student accommodation blocks so they should be building safe infrastructure to encourage more cyclists -- looks like 1990 style junction for urban motorways that are being dug up in many cities.	Negative	1. The proposals for cycling facilitates were developed with the Cycling Officer and Birmingham City Revolution Team. There isn't sufficient width to provide segregated cycle lanes. Road Safety Audit (RSA2) will be carried out to assess the detailed design and the comments received will be carefully examined and revised the proposal where deemed feasible to provide safer environment for the road users.
Respondent x1	Comments received are: 1. The cycle lane on the eastbound carriageway is shown to the left of a left turn lane. This is dangerous as it encourages cyclists to pass down the inside of turning vehicles. The cycle lane should be similar to that shown on the westbound carriageway. Alternatively the cycle lane colouring should be continued across the junction to indicate the presence of cyclists particularly to turning vehicles.	Neutral	1. Noted. The cycle lane on the westbound differs from the eastbound as there is a segregated left slip lane at this location. The ASL is designed to allow cyclists to bypass the queuing traffic and get ahead of the left turning vehicles. Consideration will be given at detailed design to extending advisory markings across the junction to highlight the cyclists may be proceeding straight on at the junction.
Respondent x1	Comments received are: 1. Would the number of new trees and shrubs exceed the number removed as there seems to be far too many plants being removed by Birmingham City Council?	Neutral	1. It is necessary to remove the trees in the centre of the roundabout. Every effort will be made to retain the trees outside the roundabout on the central reserves. It is not known at this stage whether the excavations required to construct the scheme will adversely affect adjacent tree roots. Any trees which do need to be removed will be replaced by suitable specimens on a 2 for 1 basis in locations as close as possible to the ones taken out or at appropriate location.
Respondent x1	Comments received are: 1. These proposals are contradictory to those in the Birmingham Cycle Revolution plans of 2014, which involved shared use of the subways by cyclists thus encouraging cycling on this major route into the city centre.	Negative	1. The cycle route consulted as part of BCR consultation proposed using the underpasses to take cycle users past Ashted Circus junction. The scheme developed with the proposal to convert the roundabout to a signalised cross road junction. For the new layout it is necessary to fill the central island of the roundabout and remove the pedestrian subways and approach ramps.
Respondentsx2	Comments received relevant to scheme: • Issue with underpass - want it closed; • Crime / drugs / vandalism - cost to council; • Fill in and put at grade crossing; Additional general comments not relevant to scheme proposals: • Lack of on street policing; • Bus routes - why all diverted onto Nechells Parkway; and • Possibility of parking restrictions on Nechells Parkway.	Positive	Noted. The proposals include closing the subways and providing at-grade crossing facilities. All other comments raised were not relevant to the aims of this scheme but were passed on to the relevant departments.
Respondent x1	Comments received: 1. The scheme will improve the area. However, there are some concerns regarding parking and extra traffic.	Neutral	1. In order to improve visibility and safety for cyclist at Windsor Street/ Nechells Parkway Junction, parking is to be prohibited by implementing double yellow lines. In order to provide shared use footway/ cycleway on Nechells Parkway, it is proposed to remove the parking bay on Nehchells Parkway. This would displace approximately 6 cars. Drivers are currently overriding on the footway on Nechells Parkway, thereby damaging the existing footway adjacent to the parking bay. This is considered extremely hazardous to the disabled, the elderly, the young, the pedestrians and cyclists. There will be growth in traffic with the Eastside Development, HS2 and other prosperous developments on the Ring Road and City Centre. The proposed junction improvements will improve highway capacity thereby supporting economic growth and development. Due to the high traffic volumes, the traffic signals

			will provide benefits compared to other junction layouts such as: • Different timing plans can be applied to optimise traffic movements, particularly during periods of busy demand. • It is possible to incorporate controlled pedestrian crossing movement. The traffic signals will be monitored and controlled using the UTC system and CCTV monitoring. The junctions in the area will be linked by SCOOT which will be used to manage traffic on this section of the Ring Road.
Respondent x1	Comments received: 1. My first point relates to the my agreement that Ashted Circus does indeed represent a Pinch Point upon the inner ring road that will only increase with impending change of use and developments in the area. This is exacerbated when considered in conjunction with the highway from Heybarnes Circus through to Dartmouth Circus. Any improvement will be positive, but to be an improvement traffic flow and management must be considered on a "whole ring road" basis because any event or occurrence on any part of the ring road produces subsequent and consequential effects on the ring road as a whole. This is abundantly clear from the number of situations that currently cause unacceptable congestion and traffic obstruction, many occurrences are minor but result in disproportionate escalation and delays. 2. Relating immediately to this point is my concern regarding the increase in traffic signalisation proposed. Traffic lights cause congestion; this is absolute, indisputable and blatant based upon clear empirical evidence. Their introduction is contra to sustainability and environmental factors and must be considered a serious flaw in planning. I therefore question the competence of this aspect of the proposal. The only way that increased signalisation can be effective is if the traffic control measures are monitored throughout a significant part of the day by a manned control room that considerers the whole ring road and all subsidiary and connecting routes. I am not currently convinced that the infrastructure in place and intended has the capacity or capability to deliver this level of management. Traffic management will be required to consider and deliver solutions to ensure traffic flow that allows a steady 20mph flow at all times throughout the whole ring road; anything less would be obstructive and unacceptably incompetent / negligent delay to essential business users. Emergency Services utilising the inner ring road for critical response would also suffer impairment. The negative effect would also undermine the direction towards achieving 20mph speed limits in many wards within the city. 3. Also related to the traffic light issue specifically is the proximity of signals which increase driver frustration and escalate erratic behaviours demonstrated at junctions this may lead to road safety deterioration. If the planned signals are examined more closely they appear to be of a staggered type (dogleg) the evidence here points to the increased crossing time for pedestrians using the facility and the consequential related escalation of risk orientated behaviours, for example bypassing the crossing concerned and barrier traversing. Where under consideration pedestrians need to be able to make the crossing in the shortest possible obstructed time - this also directly correlates to the minimised traffic obstruction. Dog leg crossings don't work. 4. Installing crossings will be required to compensate for the removal of subways and approach ramps. For some time this approach has been viewed as a positive approach to the city planning. The evidence being used to support the approach being the reduction in maintenance costs and the reduction in crime, anti-social behaviour. This evidence is fundamentally flawed and arises from poor quality research that ignores many of the subsequent and consequential damaging affects of such works. The first and blatant consequence is the compromise of subway removal to pedestrian and cyclist road safety - whilst never challenged through the courts in relation to the Road Safety Act 2006 it is abundantly clear there is a case to answer should a case ever be bought for liability from removal of subways. The crime aspect is indeed an issue but in all areas where vandalism and crimes against the person are present in subway areas the argument that the safety and security of the area is not adequate could be offset by adequate lighting, CCTV presence and security or police patrols which will all have the same effect as subway removal. The difference here is cost benefit values. Of course the cost pressure of maintenance / police patrols may well be higher for subways than without. However cost of Road Traffic Incidents and associated highway repairs are never compared to allow sufficient adequate analysis. My suspicion is that the result would be minimally differential. What was clear at the public event was the low level of confidence in Policing of the locality which is also associated with the confidence in Council supervision and enforcement of parking measures. When you remove a	Neutral	1. Junction improvements have recently been completed (spring 2016) on the Haden Circus, Bordesley Circus and Curzon Circle Pinch Point schemes on the Ring Road. Ashted Circus junctions will be linked to the other major junctions utilising SCOOT which will assist with managing traffic on this section of the Ring Road. Signalisation of Curzon Circle and Garrison Circus is being considered as part of HS2, if these works proceed all signals will be linked to optimise/manage traffic flow. The traffic signals at Ashted Circus will be monitored and controlled using the UTC system and CCTV monitoring. Signal timings will be adjusted to meet pedestrian demand and optimise traffic movements, particularly during periods of busy demand. 2. See above for the proposed traffic signalisation. Traffic Management measures along the Ring Road will be reviewed separately especially in response to proposed developments such as new housing or employment sites. Emergency Services were consulted. West Midlands Police had no concerns/observations. Other Emergency Services did not respond to the Consultation. 3. LTN 2/95 recommends that if a road width exceeds 15m a staggered crossing layout should be provided. There are no specific guidance for in-line split phase crossing. There are sites in the UK where an in line split phase crossing with a central island of 5m is provided for puffin crossings. We have concerns of the width of the central island for an in line split phase toucan crossing for the proposed layout at Ashted Circus. For Ashted Circus, dual carriageway, the option of a single-stage crossing will be investigated during detailed design stage considering the pedestrian and cycle counts, width of the central island, safety, signal timings and delays. 4. The points made are noted. For the proposed layout at Ashted Circus scheme developed it is necessary to fill the central island of the roundabout and remove the pedestrian subways and approach ramps. The new traffic signals will provide for pedestrian crossing stages which will enable pedestrians to cross under traffic signal control.

	subway and change simple roundabout roadway to a more complex traffic measure there will be a loss of confidence in local highway traffic flow and surrounding issues - where this includes parking and road safety the reputational consequence is difficult to manage. The shortfall in policing patrol cover and parking enforcement will need addressing this will cost - probably more than subway maintenance.		
	5. Further points relating to the signalisation include the right turn only lanes which I agree will be a positive measure. As to will be the prohibition of the U Turns. I would suggest that outflow needs to be of a more open design - removing the cornering and producing an open funnel appearance with the facility of a continuously flowing filter lane. This may also require reducing the presence of midlane islands at the junction exits.		5. Noted.
	6. I agree with the provision of cycle lanes. Segregation is required to the footway / cycleway Drawing CA - 02569 - S1 - 006; non segregation can be considered a breach of the Road Safety Act 2006 and associated legislation. Whilst current footfall and cycle use in the area is low this will with immediate and future development increase and raise accident potential.		6. Noted. Shared use footways are to be provided around the junction to link to the Toucan crossings that will be installed as part of the scheme. The scheme has been designed to connect into adjacent cycle routes such as canal and advisory cycle routes.
	7. I agree with the provision of double yellow lines as indicated.		7. Noted.
	8. I have concerns regarding the removal of the parking bay on the A47 Nechells Parkway this was supported by the reaction of other local residents at the public consultation. If used by residents this is essential local parking and should not under any circumstance be removed. If not used by local residents this is parking used by a number of users working in the area - BCC staff at Woodcock Street and the intended increase in BCU / BCHC / Aston University and other incoming employers to the area will increase parking requirements. Immediate users are projected to be 1000 to 1500 in the next 18 months - have you adequately scoped this?		8. In order to provide shared use footway/ cycleway on Nechells Parkway, it is proposed to remove the parking bay on Nechells Parkway. This would displace approximately 6 cars. Drivers are currently overriding on the footway on Nechells Parkway, thereby damaging the existing footway adjacent to the parking bay. This is considered extremely hazardous to the disabled, the elderly, the young, the pedestrians and cyclists. There are parking facilities on the premises of existing businesses around the junction. There are parking bays for residents in the area.
	9. I do not agree with the removal of the bus lane on the Nechells Parkway. Bus flow and priority MUST not deteriorate or be affected by this scheme.		9. The bus lanes on the Jennens Road and Nechells Parkway approaches to the junction will be modified to suit the new junction layout. The new traffic signals will be designed and optimised to improve bus journey times through the junction.
	10. If you are removing trees and shrubs they must be replaced by an exact equivalent number or an increased amount and with the associated like for like or increased landscaping verge areas. This not only ensures the aesthetics of the scheme but ensures that environmental and sustainability concerns are addressed.		10. Noted. It is necessary to remove the trees in the centre of the roundabout. Every effort will be made to retain the trees outside the roundabout on the central reserves. It is not known at this stage whether the excavations required to construct the scheme will adversely affect adjacent tree roots. Any trees which do need to be removed will be replaced by suitable specimens on a 2 for 1 basis in locations as close as possible to the ones taken out or at appropriate locations.
	11. Supplementary concerns for me are that I am not convinced that all aspects of access and use in accordance with the Equality Act 2010 have been addressed specifically in relation to subway removal and the crossing provision - I would like to see overpass facility for cyclists and pedestrians addressed.		11. An Equality Analysis for the works at the junction was undertaken and is attached to the Full Business Case Document. Provision of an overpass facility for cyclists and pedestrians is not considered feasible. Pedestrian and cycling facilities are provided in accordance with national standards and legislation.
	12. Currently a roundabout influences use of the roadway and acts as deterrence to street racing evident in the area. The scheme will increase road racing probability - has this been addressed in local policing policy?		12. There is no evidence to suggest the alignment of the junction will affect issues with road racing in the area. Local residents reported that the issue was prevalent on Nechells Parkway and not the ring road.
	13. The scheme will require increased traffic policing and parking enforcement measures are these under current consideration?		13. The scheme is not expected to have any significant impact on traffic policing and parking enforcement.
	14. Has the scheme considered increased footfall to the University areas and the Engineering Academy and local student population? Is this scheme suitable for the increased traffic flow when the HS" and Rail Hub is in place?		14. The scheme has taken into account adjacent new developments and traffic growth. The scheme will improve junction capacity and accessibility.
	15. Finally no work on this scheme will be practicable or feasible until the Paradise Forum redevelopment and New Street Station is complete due to the influence on traffic disruption which at current level has a borderline affect on the immediate delivery of Health and Social Care. Further disruption levels will cause sufficient impact on the delivery of Community Services and Patient Care to require scrutinise by relevant Governance mechanisms within the Local Authority supervision arrangements. To this end any planned work will need to be against a published schedule and controlled to be delivered within minimally disruptive and the shortest possible timeline.		15. The Ashted Circus scheme is programmed to commence on site in 2017. The other Ring Road schemes at Bodesley Circus, Curzon Circle and Haden Circus were completed spring 2016. The works on carriageway requiring reduction in the number of lanes will also be restricted to night time working to reduce congestion and disruption. The Traffic Manager will coordinate City Centre works, the various works will be programmed as far as possible, and constructed in a way to minimise disruption to users. In addition a communication strategy will be put in place to inform commuters / users of the highway works.