
EXECUTIVE SUMMARY

REPORT ON PUBLIC CONSULTATION - A34 CITY CENTRE TO PERRY BARR

INTRODUCTION

As part of the design process for the Birmingham Cycle Revolution A34 Birchfield Road (City Centre to Perry Barr) proposals the design team carried out extensive public & stakeholder consultation. The formal consultation ran for a period of 6 weeks, from 24th February until 7th April 2017. A range of methods were used to publicise the consultation and different ways for people to engage were made available (as outlined in Table 1.1)

The aim of the consultation was to gauge overall opinion about the scheme proposals by giving individuals and organisations the opportunity to comment thereon either generally and/ or specifically on the proposals.

All consultation literature and engagement at drop-in events stated delivery of the overall route (Dale End to One Stop Shopping Centre) will be in 2 Phases, as follows:

- Phase 1, to which this consultation related is for the section between James Watt Queensway and Heathfield Road.
- Phase 2, will be the subject of a separate consultation later in 2017 as designs are developed further for the sections between; James Watt Queensway to Dale End, and Heathfield Road to One Stop Shopping Centre.

The general quantitative breakdown of engagement can be summarised as:

- Approximately 200 responses received.
- 69% of responses were made via BeHeard (the City Council's online consultation platform).
- Over 150 people attended events along the route to discuss & clarify matters.
- In the region of 1,000 individual comments received (included as Table A of this document).

Overall, there was a good response to the consultation, with almost 200 respondents registering feedback. Analysis of the consultation feedback has shown views towards the proposals were favourable, with the following breakdown:

- 68% of questionnaire respondents like/ really like the proposals.
- 10% don't have a strong view.
- 11% do not like the proposals.

The view of the scheme being safe featured strongly in the consultation feedback. Similarly, those with limited confidence of cycling with traffic and/or travelling with children expressed support for the scheme as again the proposals would be safe, attractive and segregated from traffic.

This document summarises, the views put forward and how this has been used to influence the final detailed design. Due to the number of comments received it has not been possible to reply to individual responses. Online (BeHeard) and hard copy survey forms also recorded personal information regarding; age, gender, disability, ethnicity, sexual orientation and religion – this information has also been used as part of the Equalities Assessment. Both the positive and negative feedback has been considered further within this document and in finalising the scheme proposals within the Full Business Case.

Almost 70% of respondents said that they would be likely to use the new cycle route. It should be noted that 58% of those who currently mainly drive in the area say they are likely to use the new cycle route and a further 13% think they might use it. This high level of positive feedback indicates good potential for modal shift from car to bike.

ENGAGEMENT PROCESS & APPROACH

The consultation process covered all aspects of the project. A 'Consultation Pack' containing a series of 19 drawings detailing the route proposals together with visual impressions formed the basis of consultation material. In addition to the consultation being open online and via post for 6 weeks, during that period opportunities were also made available to facilitate direct engagement & feedback with residents and businesses etc – a summary of the process is outlined in Table 1.1 followed by the questionnaire used for the survey.

ENGAGEMENT METHOD	SUMMARY INFORMATION
Leaflet distribution to Households & Businesses	Approximately 12,000 leaflets within a range of 250 m – 600 m of the route, (started in w/c 24 th February, see Figure A below for distribution area)
3 Drop-In events	Held between 28 th February and 9 th March, attended by over 150 people (BCR Project Team Designers present)
3 public buildings hosting hard copy drawings and feedback forms	Council House Reception, Council Offices at Lancaster Circus and Newtown Wellbeing Centre
Attendance at Royal Mail Sorting Office (Aston)	Internal staff engagement at Royal Mail.
16 Temporary roadside signs	Signs erected along corridor providing details of the consultation (including approach arms of key junctions, see Figure B for sign face & locations)
Birmingham Connected	Advertising of consultation in monthly mail out
Council District & Ward Committees	BCR Project Team attendance at Ladywood District and Perry Barr District Committees
Ongoing consultation	Attendance at Cycling Stakeholders Scheme Advisory Group monthly meetings.
BeHeard - Council's online Consultation Platform	Hosted all consultation drawings and associated online feedback form.
Social Media, Online, Email	Announcement on Council web site, BCR web site and social media pages including Facebook & Twitter of consultation going live and of ongoing events
Freepost Option	Completed survey forms and/or responses could be returned at no cost.

Table 1.1 – A34 Public & Stakeholder Engagement Process



BIRMINGHAM CYCLE REVOLUTION A34 Cycle Route: city centre to Perry Barr

1. About you

What is your name? _____

If you are responding on behalf of an organisation, what is the name of that organisation?

What is your email address? _____

What is your house number/name? _____

What is your postcode? _____

2. Do you (please tick all that apply):

- ☐ Live on or near the proposed cycle route
- ☐ Study on or near the proposed cycle route
- ☐ Work on or near the proposed cycle route
- ☐ Regularly travel along this route (by any mode of transport, including walking)
- ☐ None of the above

3. How often do you travel in the area of the proposed cycle route?

- ☐ Five or more days per week
- ☐ Three or four days per week
- ☐ One or two days per week
- ☐ One or two days per month
- ☐ Less often than one day per month
- ☐ Never

4. When travelling in the area of the proposed cycle route, what mode of transport do you use most often and what other modes do you frequently use (at least one day per week)?

	Use most often (please tick one option)	Use frequently (please tick all that apply)
Bicycle	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>
Car/van as driver	<input type="checkbox"/>	<input type="checkbox"/>
Car/van as passenger	<input type="checkbox"/>	<input type="checkbox"/>
Motorcycle or moped	<input type="checkbox"/>	<input type="checkbox"/>
Taxi	<input type="checkbox"/>	<input type="checkbox"/>
Train	<input type="checkbox"/>	<input type="checkbox"/>
Walking	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>
None	<input type="checkbox"/>	<input type="checkbox"/>

5. Looking at these proposals, do you think you are likely to use the new cycle route?

- ☐ Yes ☐ No ☐ Maybe ☐ Don't know

Why did you choose this answer?

6. What do you think of the city centre to Perry Barr cycle route proposals?

Do not like them					Really like them
0	1	2	3	4	5
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

7. Do you have any general comments about the proposed cycle route?

BCR A34

8. Please use this page for any comments you may have on specific plans,

for example, the improvements to local cycle facilities, driveways, landscape/trees, bus stops etc.

Each drawing has a reference in the bottom right corner, NR-1 to NR-19, please write this reference below so we know which plan your comments are about.

e.g. NR-5	e.g. I think this part of the route is...

If you need more space for your answers, please enclose additional sheets.

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

☐ Yes ☐ No

What additional information would have helped you to comment on the proposals?

10. About you

Age: which age group applies to you?

- | | | | | |
|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|
| <input type="checkbox"/> 0-4 | <input type="checkbox"/> 18-19 | <input type="checkbox"/> 35-39 | <input type="checkbox"/> 55-59 | <input type="checkbox"/> 75-79 |
| <input type="checkbox"/> 5-9 | <input type="checkbox"/> 20-24 | <input type="checkbox"/> 40-44 | <input type="checkbox"/> 60-64 | <input type="checkbox"/> 80-84 |
| <input type="checkbox"/> 10-14 | <input type="checkbox"/> 25-29 | <input type="checkbox"/> 45-49 | <input type="checkbox"/> 65-69 | <input type="checkbox"/> 85+ |
| <input type="checkbox"/> 15-17 | <input type="checkbox"/> 30-34 | <input type="checkbox"/> 50-54 | <input type="checkbox"/> 70-74 | |

Sex/gender: what is your sex?

☐ Male ☐ Female

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

☐ Yes ☐ No ☐ Prefer not to say

Ethnicity: what is your ethnic group?

☐ White: English/Welsh/Scottish/Northern Irish/British

☐ Other white background (please specify) _____

☐ Mixed/multiple ethnic groups

☐ Asian/Asian British

☐ Black African/Caribbean/Black British

☐ Other ethnic group (please specify) _____

Sexual orientation: what is your sexual orientation?

☐ Bisexual ☐ Gay or lesbian ☐ Heterosexual or straight

☐ Other ☐ Prefer not to say

Religion: What is your religion or belief?

☐ No religion ☐ Christian (including Church of England, Catholic, Protestant, and all other Christian denominators)

☐ Buddhist ☐ Hindu

☐ Jewish ☐ Muslim

☐ Sikh ☐ Any other religion (please specify) _____

Thank you for giving us your views. Please place your completed form in the box provided or post it (no stamp required) to:

Birmingham Cycle Revolution Consultation
Transportation Policy
FREEPOST NEA14876
PO BOX 37
Birmingham
B4 7BR

BCRA34

BCRA34

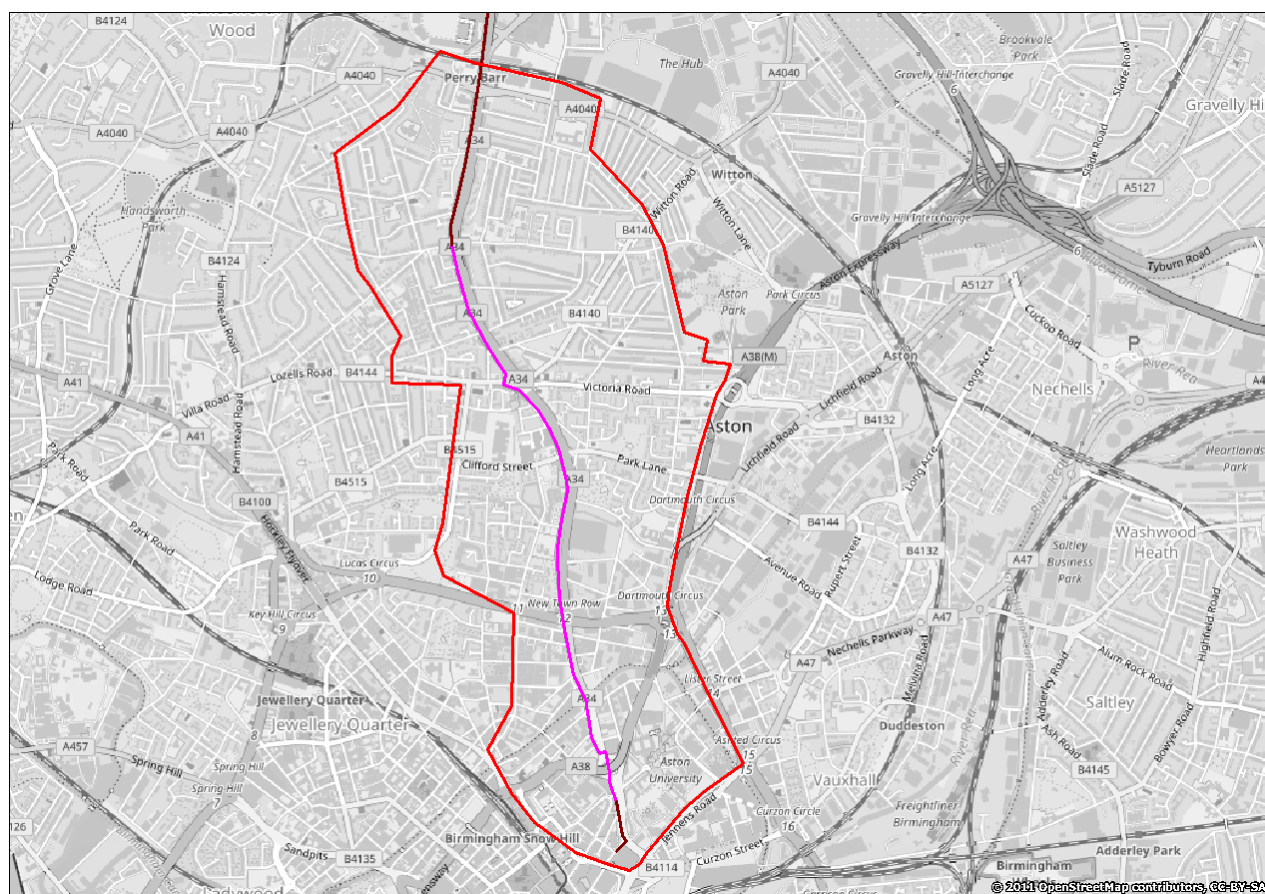


Figure A – Consultation Leaflet Distribution Area

BCR - A34 Temporary Roadsign Sign

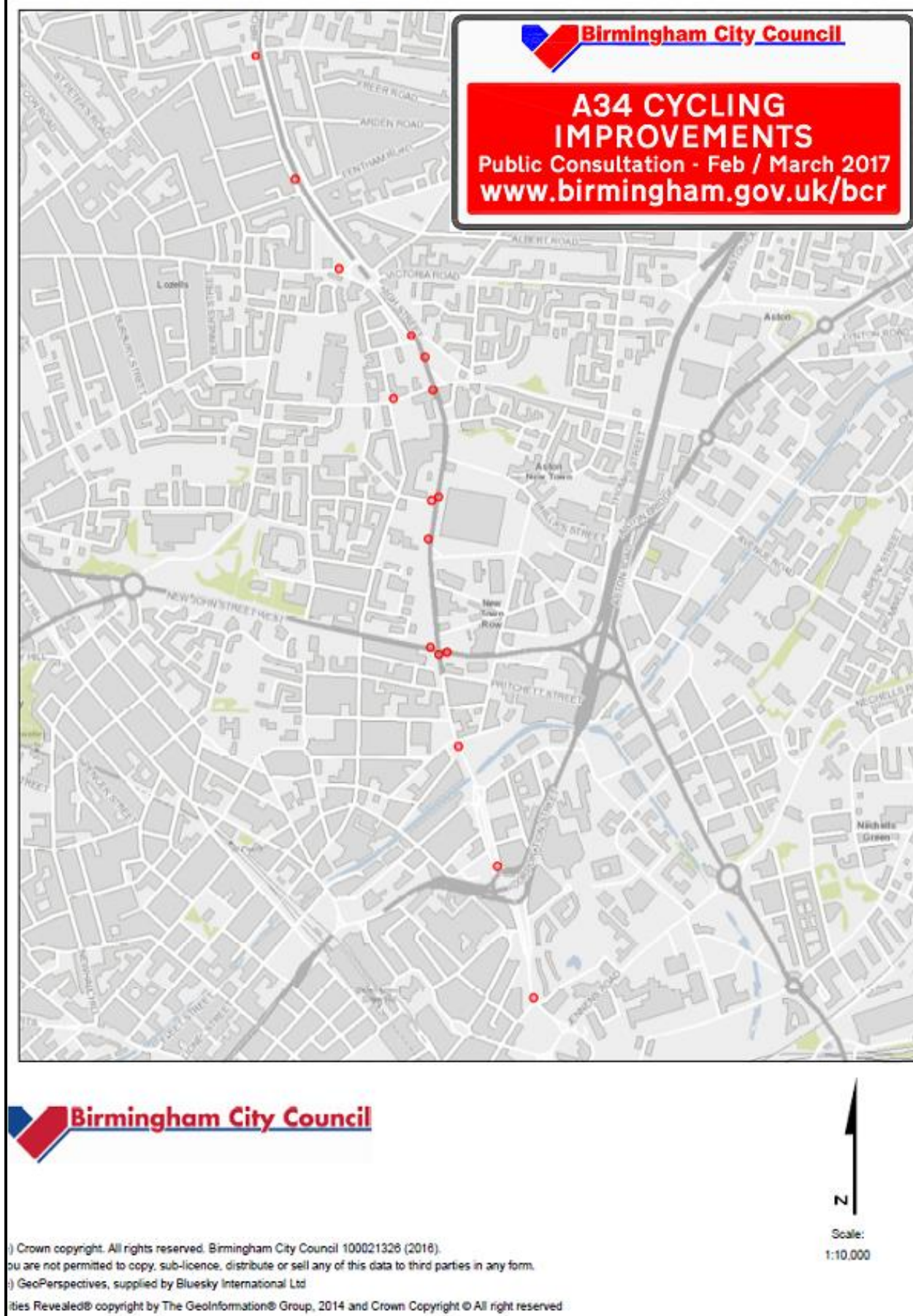


Figure B – Temporary Roadside Signage Locations

HEADLINE CONSULTATION RESULTS

The following tables outline the key questions contained within the questionnaire together with a summary of the results. Equally important at this stage, it should be noted that 99% of respondents expressing an opinion felt they had sufficient information to make an informed comment on the proposals.

This consultation related to specifically to Phase 1 of the proposals only along the A34. Notwithstanding this, many individuals and stakeholders did comment on the route neither connecting directly into the City Centre nor into the center of Perry Barr/ One Stop Shopping Centre, therefore it was pertinent these were captured within this report.

**Various means of engagement were made available, and those who chose to email comments rather than complete a questionnaire have not answered all of the questions posed by the consultation. Added to the fact that not all respondents answer every question on a questionnaire, this explains any variation in the number of respondents for each question.*

Survey Question:

What do you think of the city centre to Perry Barr cycle route proposals?

Options	Number of respondents	Percentage split of responses	Aggregated summary
0 do not like them	19	10%	11% not in favour
1	4	2%	
2	6	3%	10% no strong opinion
3	24	12%	
4	39	20%	68% in favour
5 really like them	106	54%	
Grand Total*		100%	

* rounded to nearest percentage point

Table 1.2

Clearly, the results of the above question demonstrate the strong positive trend toward the proposals.

The survey and responses can be further analysed to assess potential modal shift by:

Survey Question:

Looking at these proposals, do you think you are likely to use the new cycle route?

Options	Number of respondents	Percentage split of responses*
Yes	123	68%
No	30	17%
Maybe	24	13%
Don't know	4	2%
Grand Total		100%

* rounded to nearest percentage point

Table 1.3

Survey Question:

When travelling in the area of the proposed cycle route, what mode of transport do you use most often?

Options	Number of respondents	Percentage split of responses*
Bicycle	67	36%
Bus	29	16%
Car/van as driver	71	38%
Car/van as passenger	9	5%
Motorcycle or moped	2	1%
Taxi	1	1%

Train	1	1%
Walking	6	3%
Grand Total		100%

* rounded to nearest percentage point

Table 1.4

Almost 70% of respondents said that they would be likely to use the new cycle route. It should be noted that 58% of those who currently mainly drive in the area say they are likely to use the new cycle route and a further 13% think they might use it. This indicates good potential for modal shift from car to bike.

Table 1.5 shows whether those who currently drive in the area think they are likely to use the new cycle facilities.

Options	Number of respondents	Percentage split of responses
Yes	39	58%
No	16	24%
Don't know	3	4%
Maybe	9	13%
Grand Total		100%

* rounded to nearest percentage point

Table 1.5

The consultation process yielded many positive comments and concerns. The key topics that were raised most frequently at drop-in events and within the survey feedback are outlined below and then considered in further detail in the following section.

Scheme wide positive feedback:

- Significant comments in support of the overall scheme.
- Strong feedback that proposals will improve safety and encourage use.
- Many respondents would like whole City to have a network of segregated routes like this.
- Phase 1 is a good start and looking forward to Phase 2 connecting as far as One Stop Shopping Centre and better penetration into the City Centre.

Scheme wide concerns:

- Does not connect to the key trip generator of Perry Barr center/ One Stop Shopping Centre or directly penetrate the City Centre.
- Shared-use areas, bus stop shelters, pedestrian crossings leading directly into cycle track, track switching from front to back of footway... etc... all are conflict locations that need designing out.
- Lack of continuity on side roads & junctions – some junctions have cycle priority whilst others do not, resulting in confusion for all users and creating points of conflict.
- Connections to & from cycle track on all adjacent side roads need to be made.
- Enforcement to prevent vehicles; parking on track, waiting at junctions across/ blocking the cycle track.
- The demand for cycling along this corridor does not exist/ funding should be directed to more needy causes.

Location specific positive comments:

- Considerable feedback commending design and layout at various junctions.
- Designs for cyclists to get around Six Ways Island and associated single stage crossing are good.

Location specific concerns:

- A number of concerns regarding Lancaster Circus were raised including; poor visibility, lack of way-finding/ signage, shared-use will cause conflict (certainly for visually impaired), subways

are unattractive and finally, a direct route across the Circus (removing the need to use subways) needs to be developed.

- Lower Tower Street should not be converted to allow access onto New Town Row.
- Milton Street/ A34 junction proposed layout, adjacent shared-use track and retention of Bus Shelter likely to cause conflict with vehicles and pedestrians.
- Questionable designs at Heathfield Road as not been integrated into junction & traffic signals.

The vast amount positive comments contained within Table A have been fed into the detailed designs to further enhance proposals where possible. Whilst the positive feedback is certainly acknowledged and expanded upon briefly later in this document, intentionally this document seeks to address and clarify matters relating to the main areas of concern that generated greatest debate.

DETAILED DESIGNS FOLLOWING CONSULTATION PROCESS

The elements that gave rise to greatest concern and engendered most discussion during drop-in events are considered in further detail here. Additionally, this section also outlines how these have influenced the final designs.

Of the hundreds of comments received during the consultation, a few core elements of the proposals received the most feedback. These have been grouped into relative headings together with the summary information on how the detailed designs have taken the feedback in account (where possible) and/or the response clarifying the how such matters will be addressed in the following table.

SPECIFIC ELEMENTS OF THE PROPOSALS

KEY THEMES RAISED THROUGH CONSULTATION PROCESS	SPECIFIC ISSUES RAISED	CONSIDERATION & RECOMMENDATION
Potential conflict locations	<ul style="list-style-type: none"> Shared-use areas, bus stop shelters, pedestrian crossings leading directly into cycle track, track switching from front to back of footway... etc... are conflict locations. 	<ul style="list-style-type: none"> Although the design proposals have sort to create full segregation along the entirety of the route, there are localised sections where owing to site constraints this is not possible therefore designs have been Designs are as per adopted practice across other major cities and accordingly pedestrians & cyclist co-exist well. Where viable, such as north of Milton Street (near Newtown Shopping Centre) the consultation drawings did also highlight that in this proposed localised shared-use section, the footway will indeed also actually be widen as part of the works, which will therefore provide greater width than currently exists. The design now also seeks to reposition the bus shelter which in turn will provide additional passing & usable width.
No connections to main trip generators of One Stop Shopping Centre and City Centre	<ul style="list-style-type: none"> Does not connect to the key trip generator area of Perry Barr center/ One Stop Shopping Centre or directly penetrate the City Centre. 	<ul style="list-style-type: none"> The A34 corridor has been regarded as 2 phase delivery programme: <ul style="list-style-type: none"> - Phase 1: City Centre towards Perry Barr i.e. this Project - Phase 2: Extending the route further north into the Commercial District Centre near One Stop Shopping Centre (subject to funding and other strategic highway requirements) The current proposals penetrate the Inner Ring Road and connect directly into the City Centre Cycle Network along various routes at Lancaster Circus.
Cycle track priority & continuity at road junctions	<ul style="list-style-type: none"> Lack of continuity on side roads & junctions – some junctions have cycle priority whilst others do not, resulting in confusion for all road users. 	<ul style="list-style-type: none"> Layout re-designed at junctions of Johnson Street, Cecil Street and Price Street to afford cycle priority and ongoing continuity.
Connection to adjacent roads and	<ul style="list-style-type: none"> Links/ cycle connections for access & egress needs to be 	<ul style="list-style-type: none"> Where cycle track passes adjacent roads, users will be able

residential areas	made into all adjacent side roads.	<p>to connect to and from these roads i.e. Salisbury Road and New Inn Road.</p> <ul style="list-style-type: none"> • Designs also take account of implementing measures such as bollard along the boundary between the track and footway/ carriageway to reduce potential unauthorised use.
Lack of demand for cycling	<ul style="list-style-type: none"> • The demand for cycling along this corridor does not exist/ funding should be directed to more needy causes. 	<ul style="list-style-type: none"> • Central government (Cycle City Ambition Grant) capital funding has been secured, this is ring fenced to these proposals and cannot be used for other means. Any unspent funds would need to be returned. • Improvements to current infrastructure through development of segregated route will cater for suppressed demand. • Analysis of consultation responses indicates: <ul style="list-style-type: none"> - almost 70% of respondents said that they would be likely to use the new cycle route. - that 58% of those who currently mainly drive in the area say they are likely to use the new cycle route - further 13% think they might use it. <p>This indicates good potential for modal shift from car to bike. This shows great potential for use and likewise modal shift.</p>
Enforcement against unauthorised use	<ul style="list-style-type: none"> • Adequate enforcement to prevent vehicles; parking on track, waiting at junctions across/ blocking the cycle track 	<ul style="list-style-type: none"> • Route will have physical kerbed buffer (approximately 0.5m wide) between the carriageway and track. • Vehicle parking within track and use by motorbikes will be an offence. • Cycle track will be a coloured surface (with a level difference to footway) so clear to all users, including those with visual impairment.
Air Quality	<ul style="list-style-type: none"> • A34 corridor has poor air quality so cyclists should not be encouraged to use it. 	<ul style="list-style-type: none"> • An Air Quality Assessment has been undertaken and the findings do not show any impact on Air Quality. • Project seeks to encourage & deliver modal shift, which in

		<p>turn shall reduce air pollution.</p> <ul style="list-style-type: none"> • The designs have sort to minimise tree removal wherever possible however, owing to route alignment and safety considerations (including visibility) some localised tree removal is necessary. Any tree removed will be replaced on a 2 for 1 basis, in total 36 trees will be planted locally for the 18 trees that need to be removed. • A 'no-dig' construction practice will be used along the where possible. This has been incorporated in the design process to help minimise the overall impact on trees.
Existing Public Transport	<ul style="list-style-type: none"> • Corridor should be used/ protected for future use by Trams for a sustainable transport network for the City, not cycles. • A34 is a strategic public transport corridor in the wider network. 	<ul style="list-style-type: none"> • Longer term aspirations for Rapid Bus Transit along the A34 may exist, during the interim development of a high quality segregated cycle route is a viable part of delivering a sustainable transport network across the city and will deliver modal shift. • During the consultation stage, TfWM provided extensive commentary on this matter and indeed supportive of the scheme. Although within the length formal response no specific objection was raised to the minor loss of bus lane between Vesey Street & Price Street, it has been raised subsequently and discussions between BCC & TfWM are ongoing.

Table A – Consolidated Feedback/ Comments received during consultation process

**BIRMINGHAM CYCLE REVOLUTION – PUBLIC CONSULTATION
PROPOSED CYCLE ROUTE – A34 BIRCHFIELD ROAD, CITY CENTRE TO PERRY BARR**

Engagement with Birmingham City Council Councillors

CABINET MEMBERS	COMMENTS	RESPONSE
Councillor Trickett (Cabinet Member for Clean Streets, Recycling and the Environment)	<ul style="list-style-type: none"> Email issued on 27th February No comments received during consultation period. 	No comments.
Councillor Zaffar (Cabinet Member for Transparency Openness and Equality)	<ul style="list-style-type: none"> Email issued on 27th February No comments received during consultation period. 	No comments.

COUNCILLOR(S)	COMMENTS	RESPONSE
All Councillors (city wide)	<ul style="list-style-type: none"> Email issued on 27th February by Birmingham Connected. Details repeated in Birmingham Connected circulation on 7th March. 	<ul style="list-style-type: none"> No comments.

DISTRICT MEETINGS	COMMENTS	RESPONSE
Ladywood District Committee <u>Councillors in attendance on 21st March:</u> <i>Not published on BCC Web site at time of preparing this report.</i>	<ul style="list-style-type: none"> General debate with Councillors at public meeting about scheme. 	<ul style="list-style-type: none"> BCC Officers attended meeting and engaged in general debate.
Perry Barr District Committee <u>Councillors in attendance on 23rd March:</u> <i>Not published on BCC Web site at time of preparing this report.</i>	<ul style="list-style-type: none"> General debate with Councillors at public meeting about scheme. 	<ul style="list-style-type: none"> BCC Officers attended meeting and engaged in general debate.

General Comments on project

- Will encourage more people to cycle- Provides a safer, more comfortable cycle route- Improves pedestrian access and walkability in the area- Will reduce congestion, air pollution and noise pollution- Cycle tracks should be $\geq 4\text{m}$ in width- Dual

**** your **** and start as soon as possible

1. Is it a good idea to spend so much money on creating a separate bike lane, when there is bus lane already there for most of the way? The bus lane is good, because it is a full lane's width and not just a bike strip. It would be better to spend the money on (a) making the junctions more amenable to cyclists – for example, the canal bridge near Princip Street (widen it!), Lozells Road roundabout, Perry Barr island, and (b) making improvements to more roads than just this relatively short stretch – I expect a lot of journeys will use more roads than just this. 2. Having only 2 lanes on the road going out of town between St John St Middleway and Newbury Road, is going to make the traffic on the road worse in the evening peak, particularly for buses. 3. Looks like there will be a fair bit of stopping and starting – loss of momentum is not good for cyclists. I cycle to & from city every day for work and have been doing so for 15 years. At the moment, there are only potentially 4 stops heading north from the city centre – assuming that you start at James Watt Queensway and use the tunnel (which is not very busy nowadays), the 4 stops are St John St Middleway, Newbury Rd, Lozells Rd and Heathfield Rd. The maps show a large number of side roads, each of which could require a cyclist to slow down or stop if the cars think they have priority, and presumably they will. On the maps, I have counted 10 extra potential stops (Vesey, Price, Cecil, Lower Tower, Brearley, Milton, Rodway, Johnstone, Wilson and New Inn), and for only one (Brearley) is it stated that traffic must give way. At least when you're in the traffic, you have the same priority as them and that is a much better end result for keeping going. The stopping and starting will not give people the encouragement that you are endeavouring to achieve. A better design would be one which makes it clear at each side road, that the traffic must give way to the bike lane. 4. Waiting at traffic lights for a green light for a bike lane – a nice idea to have a green light for bikes. However, the waiting time is likely to be as long as waiting for the pedestrian green light, when compared with cycling on the road when you are more likely to be able to get straight through. Therefore, not so much of an encouragement to use the bike lane. 5. Bike lanes often seem to have the following problems, I hope you will be able to resolve them. (1) people walk and park on them, and stand on them where there are by bus stops, so it is in the end less hassle to ride on the road; (2) they are not swept and passing traffic does not keep them clear of rubbish, grit and so on, therefore less safe to use and more prone to punctures; (3) not sufficiently lit to be used in the dark with confidence, especially when riding at some speed (I ride at about 15 mph or so on the flat), because of danger of (1) and (2) above, also potholes, bumps, tree roots etc. that you can't see. Picture NR-15 does not show any lighting, neither does – on the Selly Oak route, the artist's impression of section B in the central reservation. For example, the present cycle route along Bristol Road between Belgrave Middleway and the University uses the footpath, suffers from all these problems and is therefore quite hard to use. 6. It is good that you are finding a way around bus stops. Bus stops, as they are at the moment, are a problem for cyclists all over Birmingham, as they are often rutted and therefore potentially dangerous if you can't see the problem in advance - eg in the dark and the wet. It seems to me that the contractors who maintain the roads are not building the bus stop areas strong enough, and that is why they keep failing like this. Can you do anything about this problem - perhaps they need to be concrete? 7. Why does your publicity report on the length of the route in km, when the general public works in miles?

1. That the council is promoting cycle routes is to be commended! 2. The proposals are generally good for encouraging increased use of bicycles, and are geared to new riders who wouldn't want to cycle on the roads using current provision. 3. Having a 2-way route on one side of a busy road (a) makes access from the other side of the road difficult, and (b) increases collision chances both (i) cycle-cycle on the route and (ii) with road traffic at junctions. Road traffic would have to be aware of cycles approaching a junction contrary to main traffic flow. 4. Considering myself and experienced rider, I would probably continue to use the roads with the current proposals. Mostly to avoid having to stop at every junction with a minor road, and to keep a higher average speed than would be safe on a narrow, twisting cycle path. Will existing provisions (cycle lanes, use of bus lanes) still remain in force? It would be good if these proposals were adding to the cycle-riding capacity of the roads, rather than (inadvertently) trying to force all cyclists to use the same space.

1. will it be monitored so that it is only for cyclists. 2. what encouragement for more cyclists to use. 3. bike hire? 4. lanes need to be wide enough. 5 markers to show distance - signage. 6 good lighting
1: It would be good if a barrier was installed between cycle lane and bus lane/roadway. We all know there are irresponsible drivers who will speed into bus lanes to undertake especially at peak times. You state that the cycle lane will be at a different height to the road, however if this means raising it just the height of a curbstone, I am not sure this would be enough of a deterrent to those drivers who never follow the highway code. 2: In orange coded areas where pedestrians and cyclist must share the space, could you consider dividing the space? Perhaps having a single lane for cyclists where they must politely 'give way' to oncoming bikes; and a separate lane for pedestrians. Otherwise I foresee incidents where people on foot will straddle the full width of the space and tempers will flare when cyclists cannot pass . . . I have witnessed angry cyclists in Berlin who ride into pedestrians who are in cycle lanes. Perhaps use different colour tarmac/blockpaving etc to delineate the separate areas within this 'shared' space.
A long time coming....
a very good idea, encourage more people to cycle and keep fit at the same time
absolutely brilliant proposal
absolutely fantastic
Agree with Pushbikes comments.
As above. Do you think that the cyclists from one stop to town centre have to get off the bike 7 times to ride on the cycle path will then ride on the pavement instead have you given any thought to the pedestrians and I would a written reply please thank you.
As described earlier really, will comment in detail on a section.
As long as cars abide the 20 miles per hour
As long as it is separated and safe
as long it does not take space up on the main road
before the proposed route goes ahead, can the council ban cyclists from using the flyovers and underpasses on the A34 from Perry Barr, through to Newtown. One such cyclist was doing this and very nearly caused an accident as drivers were not expecting a cycle to be in the underpass and the lanes are already quite narrow. There is provision for cyclists within the bus lanes on the non-elevated parts of the A34, please ensure they are kept to the area that is specially designated for them.
Better than nothing, but still dangerous to use in the rush-hour.
Birmingham is not like London with large volume of bicycle user. So it is not necessary at this stage to have a large scale cycle lanes in and around Birmingham. Money can be better used for other important causes
Bound to cause more traffic due to less space for cars
Bringing cyclists into conflict with bus stops concerns me. Having ridden Manchester's new scheme cyclist pass behind the bus stop but between pavement and bus stop - at busy time it is horrible and is dangerous for all. Also progress for the cyclist is important - this will be a commuter route so if there are barriers to riding progressively then I think people will use the road and underpasses as I do now
continuation of colour scheme across junctions signage for motorists
Could the route not be extended to the Perry Barr island? For most of this section, there is land adjacent to newly built houses which could be used
Cycle route would be better than current routes to get into Perry Barr.
Does not make any sense to start from Perry Barr it is like half the route. People do not travel from Perry Barr they travel from Walsall or Kingstanding. The way you are setting the route up I do not think many people will use it. There is also an issue about diesel fumes from the buses.
Enhances the Bham reputation. Good idea
excellent and innovative
Excellent idea
FANTASTIC IDEA with the new developments in the City Centre it's great news that we will have a safe bicycle route from Perry Barr.
First point - decide whether it's New Town Row or Newtown Row and replace all the wrong street name signs ! I have no further comments re omitted drawing numbers. There does appear to be room for improvements to this design in various places and hopefully the areas relating to comments made above can

be looked at again to help cyclists use and access the route at various points along its length - especially from the East side of the A34. I think the major junction at Newtown Middleway has a lot of scope for different options/designs and the best option may not be all that obvious and need further discussions for optimisation to allow full cycle movements safely. As it is, it appears there's been no consideration for access to/from the cycleway and Newtown Middleway and this does need addressing. It may be that the ped crossing near the left cut line needs Toucanising and a cycle lane adding to the central reservation to a Toucanised crossing of the S-bound side of A34 just south of the Middleway. What is not clear from the diagram is whether this intention is to have all traffic stopped while all ped/cycle movements take place or to allow straight across A34 traffic to continue. An all stop of motorised traffic may be a better option. Perhaps we can discuss further via either an e-mail group or live video conference via a 'Google Hangout' if need be ?
Fix potholes first!
Fully support.
Generally I was pleased with what I saw, considering that Birmingham is such a motor-centric city with so little cycle infrastructure. First steps and all that. However the usefulness of the route must come into question as it stops around 2 miles from Perry Barr. I am not sure if this route will be used very much if it lacks this utility - and surely any extension will factor in how much it is being used, which may not be much at all.
get on with it, make like scandinavia
good good idea hurry up
good idea need to get more cars off the road to relieve congestion and pollution but need safe routes for people to use
good scheme from BCC use with children & family, good idea
great idea and it will benefit the community and keep people fit and healthy
Great idea to promote more people cycling in and out of town and possibly reduce congestion. Also attract more people to live in some areas if safe cycle route to work.
Great that cyclists will be at a different height to both pedestrians and traffic believe it is a safer option than cyclists at the height to both pedestrians and traffic. If the additional space needed for the cycle lane along New Town Row comes from the space currently used by Buses and Cars it could lead to more accidents as that part of the road is used heavily by cars and at busy times has a lot of stationary traffic and other traffic joining from side roads.
great to see plans for segregate cycle routes
Have been wondering for some time why these haven't been created across the region - so great to see Birmingham taking the step. To encourage me to cycle I need the protection of the curb like in these proposals - to ride on the road and to be divided by a white painted line isn't sufficient protection against vehicles
Have used this un-officially, personally for some time now with my Brum Big Bike as it is the safest route into town. Our share with care campaign hopefully will have borne fruit when Birchfield proposed route is finally sorted out near one stop.
Hi, I cycle daily, live in the Lozells area and have worked on the area of cycle route planning when I was a researcher at the Faculty of the Built Environment, University of the West of England several years ago. I wanted to ask about the area of new routes as part of your consultation on this proposed path. My opinion is based largely on experience - I don't know what evidence this is based upon however, the cycle paths next to roads which have a physical barrier to separate them from motor-vehicle traffic tend to feel safer and get more use - It isn't clear from the diagrams if there is only a painted marker between the cycle path on the A34 or there is a physical mini-kerb to restrict drifting cars. Because of the speed many of the cars would travel at, there would be a high perceived risk to cyclists and as a result not much in the way of use. I would prefer to see improvements within the city centre which can be awkward to get across - have any cycle related improvements been planned around the new developments on the old Central Library site as this is one of the major blackspots for cyclists around the city? Also, I cycle daily to Aston train station from Lozells and the B4132 Lichfield Road junction can be particularly bad - cars coming from the South-East to the roundabout frequently arrive at the junction at great speed and it's the type of approach that could easily result in a fatality. Oddly enough, the B4132 Park Circus roundabout on to the A38M tends to have much

<p>better driving around it first thing in the morning with many motorists showing much greater awareness consideration and careful driving - perhaps something that may need to be addressed one day. Anything else you wish to ask about please get in touch.</p>
<p>Hopefully it will provide a route that is as quick as riding on the A34 but with safety. the cycle route should be at road level or if not the junctions should be raised to meet that level as going up and down on road tyres won't be a good riding experience and in the end would probably make me use the A34</p>
<p>How long will it take to construct? My other main concern is that, in encouraging more cycling, there should be adequate provision of safe and secure cycle parking at appropriate points along the route such as shops, leisure centres, council offices, medical centres or dentists, etc. You're not going to persuade people to use their bikes if they are worried about them being stolen or damaged. I also think you should include markings on the footpath when it is shared use because so many pedestrians fail to see the street signs that indicate this (it might also be helpful for those people who have impaired vision). What provision will there be for maintaining and cleaning the cycleway, or dealing with obstructions, such as large items of litter or shopping trolleys? I would have thought that the One Stop shopping centre would have been a much more suitable end-point for the cycle route. Hopefully it won't take too long before it is extended.</p>
<p>How many people would be using it in the Autumn and Winter months and night time.</p>
<p>How will you ensure it is a route for riders of ALL abilities, not just the lycra clad speed junkies. What I am trying to say is: how do you ensure speed limits are adhered to, and "rules" are observed? I would like to see regular police or others using the cycle lanes in peak hours, to support the initiative.</p>
<p>I am generally supportive of the proposal, and I support the comments made by Push Bikes (http://pushbikes.org.uk/content/a34-segregated-cycle-track-consultation). You make a reference to what colour it should be. The standard across Europe is red, so please use red. It's very clear, understood internationally, and unlike Birmingham's choice of poison green, it looks good. When local authorities choose to use other colours, it just causes confusion, as it's not clear that the path is a cycleway. Cyclists end up avoiding it (as I have in parts of Germany that chose to buck the trend and use grey), and pedestrians end up walking on it (because both think it's a footway).</p>
<p>I am impressed at the work that has gone into making it genuinely segregated from the traffic. I have a few concerns about a couple of the junctions but the route chosen is very good and generally it has been well designed. It will make cycling to work more enjoyable.</p>
<p>I am really pleased cycling routes are being proposed. Hopefully this will make cycling into the city safer & encourage more people/commuters to get on a bike instead of using their cars.</p>
<p>I cycle to Great Barr and for me the most dangerous part of the journey is around the one stop shopping centre so it is a bit disappointing that this area is not included in the first phase.</p>
<p>I do like the idea of it being integrated into the general road layout. I would like there to be one on the other side for symmetry but to encourage cyclists to abide by riding on the left instead of riding into oncoming traffic which I have seen many times.</p>
<p>I find it almost criminally irresponsible that a council in such dire financial circumstances as Birmingham would spend even a penny on this terrible and authoritarian scheme that is clearly not driven by local demand or desire. Even if there were a glut of cyclists in Birmingham - which there isn't - this should still be a low priority scheme behind all the other more important public services in the city that are being cut drastically. Even if there is a budget available for road improvements, the council should be looking at schemes that attract economically productive people to inner city Birmingham by making car driving more attractive and efficient. I am not aware of any successful person who improves their financial standing with the ambition of buying a new bicycle. They buy a new car instead, because car driving is efficient, comfortable and aspirational. We should be increasing the road capacity for drivers, encouraging electric and autonomous car use, and focusing on installing more bridges, flyovers and tunnels where possible. We should be reducing the number of at-grade crossings to smooth out car journeys, keeping the number of stops and starts to an absolute minimum. The proposed scheme increases the number of crossings which is a move in the wrong direction. We should instead be looking at where to install subways and bridges along the route for drivers and pedestrians. For example, where New Town Row crosses the Birmingham and Fazely Canal there is an obvious pinch point where the ~8 lane dual carriageway reduces awkwardly to two lanes. There is clearly space either side of the canal that has been left for building a new bridge to continue the dual carriageway uninterrupted. The council should build the new bridge instead of all this cycle lane</p>

rubbish.
I fully support this high quality segregated cycle route and would like to see it built as soon as possible. This will encourage people who live next to the route to cycle as it is very high profile and safer. This route could eventually connect to Perry Hall Playing Fields and the recently installed path into Handsworth Wood.
I have kids which use cycle's so for there safety this would be a great idea
I love the fact that it is separate from the road and higher than the road. Integrating cycle paths in to existing roads and bus lanes is dangerous because we have to pass buses and cars that insist on parking in them. I also like the fact that you have taken a leaf out of the Dutch and danish way of doing things and given cyclists right of way at side roads. I would like to see cycle lanes being as continuous as possible eg at crossings and bus stops and anything we can do to keep these lanes flowing will ultimately improve safety for everyone. Overall I am impressed and surprised. It's taken years but it seems we are finally getting somewhere thanks to all those who have worked so hard to put it all together. It is good to be listened to and catered for.
I strongly support the plans and Push Bikes comments at https://www.pushbikes.org.uk/content/a34-segregated-cycle-track-consultation
I strongly support this scheme overall, my only major objection is that it is too short and I hope that it can be extended to One Stop and beyond soon. I want to echo Push Bikes comments as although I cycle and drive through this area reasonably often I do not know it well enough to respond in detail to the whole scheme.
I think it a good idea for people to ride there bike to keep fit
I think it being raised and separated is a really good idea. I think it will need policing as people often park cars in Newtown where they should not, so might try to park on the cycle route.
I think it will slow down car commutes as the road is already congested, the idea that enough people will change how they commute to make up for this is total nonsense. I already have a problem with bus routes for the same reason, totally underused while other lanes are fully utilised, it is time to follow other areas of the country and trial removing bus lanes, not introducing even more ideas that reduce car lanes making peoples commutes even slower.
I think it's a really good idea
I think non-car transit to this side of the city is poor presently, so this is welcome. There is a big student population around Perry Barr, so it is suited, and future opportunity for trains into the City Centre from perry Barr, Kingstanding, Streetly, etc. A concern would be what threat there would be to the Midland Metro to Perry Barr and beyond.
I think providing that the actual road for cars and other traffic is NOT reduced, then a cycle route could be a nice addition, however, I think it is a lot of money to spend on something that will only benefit potentially an additional 10%. I think money would be much better spent on a proper park and ride service - maybe at Perry Barr or Newtown where people can park their cars and have a regular shuttle service into the city. Or spend money on better rail links or trams from the outskirts of Birmingham with park and ride facilities. EG Aldridge Train station, Streetly and/or Perry Barr. I personally will still use my car until there is a proper option to park and ride. I am very concerned that the addition of the cycle route will just end up causing more conjection. No matter how much cycling is pushed, people will still use vans and cars, and the addition of bus lanes already causes enough unnecessary conjection. If cycle lanes take up road space for cars and vans then it will just cause more disruption for road users.
I think that it should be extended on all routes into and around the city centre.
I think this is a brilliant scheme for encouraging people to use their cars less and cycle more. While the canal towpaths are great for cyclists, not everybody feels confident using them, and some cyclists have told me that they feel isolated on quiet canal routes. A proper two way cycle path would show that Birmingham is in earnest about improving its air quality, reducing carbon emissions from cars and improving the physical and mental health of its citizens. It's a really forward-thinking plan that other cities will look at with envy and will hopefully want to emulate.
I was struggling to see how the route navigates the 6 ways island on the A34
I wish it could be extended along Wellington Road B20. This is a very wide road and is often congested with traffic travelling to and from one stop Perrybarr. I can often walk the distance roughly at the same crawling speed of the traffic. It would cut my journey time if I could cycle safely.
I would prefer a barrier on the outside of the lane adjoining the traffic to make cyclists feel more secure. This

will definitely encourage users of all ages to utilise this facility more.
<p>I write on behalf of the Black Country Local Authorities in response the recent public consultation on the A34 Birchfield Road proposed cycle route. Whilst we welcome the introduction of improvements to cycle routes in Birmingham to aid and assist the increase in cycling, we do have a number of specific comments and observations to raise regarding the proposals. These are detailed overleaf. Namely the interaction between cyclists and pedestrians, bus passengers, buses, private cars and heavy goods vehicles at the various junctions and environments along the route. The A34 is home to one multiple bus services, namely the popular Walsall to Birmingham X51 express service. The proposals should not create any detrimental effect to the operation or reliability of bus services. In addition, TfWM are working to develop and deliver a Sprint service along the corridor. The proposals should consider the potential future introduction of such a service. With regard to the development of future cross boundary route schemes Sandwell and Walsall Council's extend their commitment to working in partnership with Birmingham City Council especially with regard to the A34, to ensure that a comprehensive corridor based approach is undertaken. If you wish to discuss any of these points further or engagement with Black Country local authorities on this or any of the Cycle Revolution proposals please do not hesitate to contact me. Yours faithfully, Comments and observations to raise regarding the A34 cycle route proposals</p> <p>1. The two-way cycle route runs along one side of the A34, how will cyclists join the route from the opposite side of the dual carriageway? Moreover, as there are no cycling facilities on the opposite side, will cyclists be expected to cycle on the pavement or dismount and walk to the nearest crossing point to use the facility, or will they just continue on the footway on that side and not bother crossing?</p> <p>2. The bus shelters close to the junctions of Newbury Road and Rodway Close are to be relocated to the back of the cycle route. This will mean that bus passengers will have to cross the cycle route to board the bus, creating conflict.</p> <p>3. In addition, at these particular locations, the position of the bus shelters and the road alignment/position of nearby trees may mean that passengers waiting within the shelter are either, not able to see the bus approaching the stop or, the bus driver able to see passengers waiting for the service in advance of the stop.</p> <p>4. Section B has the cycle route at the back of footway, so will they be expected to give way to side road traffic on the zebra crossing on Milton Street, and if this type of facility is going to be continued along the A34 in the future, how convenient will it be? Cyclists giving way to side road traffic should be avoided if at all possible.</p> <p>5. Section B also has pedestrians closer to the highway and exposing them to poor air quality for a longer period of time than faster moving cyclists would be.</p> <p>6. If the type of facility on section B is to be repeated how will potential conflicts with residents emerging from their driveways be addressed in terms of cycle speeds and visibility?</p> <p>7. The illustration of Rodway Close (location 9) uses green surfacing on the cycle route. Will such surfacing be a future maintenance liability and is this type of surfacing expected to be continued through the entire corridor i.e. including Sandwell and Walsall. Moreover is green surfacing expected to become standard across the West Midlands?</p> <p>8. Will the cycle lanes be accessible to road sweepers and gritters/de-icers sprayers when required?</p> <p>9. What type of kerbing will be installed to segregate the cycle lane from the highway? The artist's impression close to Rodway Close shows a contra-flow cycle lane adjacent to the bus lane. Sufficient physical segregation should be provided to prevent motorised vehicles drifting into the cycle lane. In addition to this the widths of the cycle lanes, bus lanes and general carriageway need to be of a sufficient width to avoid conflict.</p> <p>10. At present the route ends just past Perry Barr One Stop Shopping Centre. Who is envisaged to utilise the route? Where are cyclists travelling to or from? As Birmingham City University moves all its facilities from Perry Barr the natural demographic of cyclist will also disappear from the area?</p> <p>11. Will the route continue to Scott Arms? If so Sandwell and Walsall Councils would wish to work with Birmingham City Council to deliver a facility that is consistent in design and legible to users?</p>
I'm concerned about traffic disruption over the 12 month period.
I'd love this to be implemented to broad Street also
Ideally fewer cross points but i understand the difficulties..
<p>I'm all for improving this route, however I question if better gains would be made by improving the route from Sutton Coldfield to the city centre as this is used by a lot more cyclists, and most of the 'improvements' added to the Lichfield Rd just slow cyclists down and any them, should they choose to use them...which many don't.</p>
I'm worried that this will this adversely affect commuting. Clifford street - Newbury road - High street junction is usually packed in rush hours. So is Alma street (by shopping centre).

In my opinion not enough cyclists use the route
It addresses current bad areas heading South turn right to Cecil StreetLozells Rd Roundabout especially NorthboundI am not sure how I will get on to this (I come from KingStanding / College Rd and currently follow the Bus lane in which I think works well Going home I find it difficult to turn right and typically use Church Rd or Beaches Rd.because of traffic lights.
It is very important to create distance between fast moving traffic and cycles in order to give bike riders more confidence to cycle more often.
It will be a total waste of money, the majority of people will not cycle to work and the evidence is there from the other cycle lanes that have been put in. The money should be spent on more out of town cheaper car parks with a bus and ride scheme.
it will be much better if and when extended beyond Perry Barr, but this would be a good quality start
it will make it safe for cycle user's
It would be a favourable plan for future cycle safety.
it would be good to know if a timetabled cleaning path sweeping is to be carried out. This keeps the cycle track clear and clean of hazardous debris, broken glass, leafs etc. could signage be placed somewhere giving a telephone number or email for the cleaning manager responsible for the route to facilitate track cleaning.
It would be good to understand the succession plan for potentially extending the segregated route from Perry Barr to connect either with existing off-road routes, or new routes to the likes of Walsall and Sutton Coldfield
It would be great if there are subway cycle route to cross the traffic light junctions, so then cyclists can continue without stopping for traffic lights. Specially for junctions like New John Street + New Town Row junction and Newbury Road + High Street junction. Also I would like to avoid cycling in the roundabouts. So hope this proposed route would consider finding safer way for cycling in the roundabouts.
It's a great idea I like the way that you are out of the road safe
it's great
it's not the idea of the route I'm opposed to, it's the fact that you expect cyclists to cross over from 1 side of the road to the other just to cycle along a cycle lane, if you had proposed that the lanes would go along both sides of the road then I would probably use them on my daily commute
Just needs to go further along the A34, and be extended to other major routes, including towards Kingstanding
just that it is a great idea and I think more people would use a cycle if there were a designated lane for them, as the traffic on the roads can be intimidating and off putting for some people.
keep it up
Keeping cycles separate to the road traffic is very important particularly for people who are not regular cyclists. I like the plans and I hope many people will use the route when it's finished.
Lessons should be learned from the recent addition of dedicated cycle lanes in Chelmsley Wood; whilst they provide a safer route for cyclists, they lead to more greater congestion on all surrounding roads and based on my observations (I drive past the Chelmsley Wood cycle lanes most weekdays) they are very rarely used - the only cycles I've seen on there in recent weeks have been motor cycles
looks like a good use of otherwise underused space
Looks really nice with good segregation and priority. The Lancaster Circus area will still be a bit of a pain but changes would presumably be prohibitively expensive.
Making Pedestrians aware at bus stops that cyclists would be on the shared path sections large numbers of people waiting for buses on their phones in the middle of the path is a possible source of conflict however considerate the cyclist is.
More of the same, in other areas of the city (main traffic routes).
Need more of these separate cycle lanes over the whole of Birmingham/West Midlands
Needs sufficient lighting for winter nights
nice job do it
No
no all I can say it will help the people of Birmingham to ride safe it about time we done something

No capacity at the big traffic signal controlled junctions to accommodate priority for cycle movements. Will not be used enough to justify expense. Can we have a tram instead please.
Nowhere is it mentioned how wide the lanes will be. To make the route safe and attractive to people of all ages on bikes, it should be wide enough to permit overtaking and avoid conflict between opposing flows of bike traffic. From my experience each lane needs to be at least 2m wide, in each direction. The cycle route should also give users priority at side roads and junctions. This is crucial to avoid conflict with motor vehicles and attract users of all abilities and ages. I note that at certain locations people on bikes are to share pavement space with pedestrians. Shared use space is an unsatisfactory botched compromise that creates conflict, will appeal to neither group of users and will be underused by both as a result. While I fully support the cycle route, you need to rethink several aspects of it if it is to attract more people on bikes.
On the section between Ruddington Way and New Town Row, is there a reason why you didn't take the cycle track alongside Ruddington Way rather than alongside New Town Row? It seems to me it would provide some distance from the traffic fumes, and would reduce the need to replace trees. Ruddington Way appears to be lit (looking from New John Street), though changing the luminaires might be a good idea. The only disadvantage I can see is it makes the route a tad longer. Also, can we check why the plans show Lower Tower Street with a two-way entrance, when currently it is only one-way at its mouth? I need to know if that is a mistake or intentional before publishing our response.
Only wish similar routes would be created elsewhere in the city too. Not only from city centre to neighbourhoods but between neighbourhoods too. It looks as if this would make cycling safe and enjoyable, I currently only cycle in limited areas of Birmingham, because of the danger that traffic poses (and because it is rather unpleasant too)
over £12M for a tiny minority of road user in an age when government and local government are saying they have no money seems a luxury and possibly a red herring pandering to minorities again. What is the point of a 2.5 mile "safe" cycling route when the suburbs are not also made safe? There is a cycle route on Chester Road and has been for years and years - hardly ever used whenever I have travelled that route. Could be an utter waste of money and it is interesting to see the consultation is to only finalise the plans so the decision is already made - very democratic.
Overall BFOE is really pleased with this design. It will provide high quality, segregated infrastructure that will make cycling more appealing. The A34 is heavily congested and has awfully high levels of air pollution. This new cycleway could help address these problems.
Please do more green cycle routes
Please find attached TfWM's response to the Birmingham Cycle Revolution City Centre to Perry Barr Route consultation. Many of our points echo those raised with the A38 however there are some specific issues relating to the A34, we have highlighted in this response. Particularly the location of bus stops/shelter along the route and potential conflicts this may result in, between the different users. However, overall we are extremely supportive of this cycle route and it supports our Movement for Growth ambitions to increase cycling. After digesting our comments, if you feel you would like to set up a meeting with TfWM officers concerning any of our issues raised, please drop me an email and I can arrange this. Overall, Transport for West Midlands (TfWM) welcomes and supports Birmingham City Council's Cycle Revolution City Centre to Perry Barr route along the A34. This is because the route is very much in line with the West Midlands Combined Authority's approved Strategic Transport Plan "Movement for Growth" (MfG), as detailed in paragraphs 4.49, 4.50, 4.54 and 4.55 and supports the West Midlands Strategic Cycle Network. There are however, some detailed issues which require further clarification, or amendment to correctly reflect all existing and future modes using the A34 including the proposed SPRINT route from Birmingham to Walsall and its core bus routes serving this corridor. Connections to Movement for Growth The paragraphs below promote the wider regional vision and priorities of the West Midlands Combined Authority:- Paragraph 3.2: "Ensure that walking and cycling are a safe and attractive option for many journeys especially short journeys, by delivering a strategic cycle network and enhancing local conditions for active travel". Paragraph 4.34: "...MfG will address strategic movements across the conurbation.... This is by the creation of three new networks for this tier: a metropolitan rail and rapid transit network, a metropolitan main road network and a metropolitan cycle network". Paragraph 4.49: "In conjunction with the Metropolitan Rail and Rapid Transit Network, the Metropolitan Main Road Network ("Key Route Network") will serve the main strategic demand flows of people and freight across the metropolitan area This network will use highway capacity

effectively to cater for movement by rapid transit and core bus routes, the Metropolitan Cycle Network, lorries, vans and private cars. This will involve the reallocation of roadspace where appropriate to provide reliable, fast high volume public transport and an enhanced role for UTM, building on joint work in the West Midlands". Paragraph 4:50: "The Key Route Network will be defined on the basis of a Combined Authority definition agreed with the seven highway authorities, in consultation with neighbouring highway authorities, and will have agreed performance specifications drawn up for different types of link in the network in accord with their role for movement ("link"), and their role as a destination in its own right e.g. a suburban/town centre high street ("place"). A careful balance between demands will be sought, based on the work done by Birmingham City Council as part of its Birmingham Connected transport strategy. Appropriate cycle provision is integral to this network, including effective junctions where cycle routes cross a main road". Paragraph 4:54: "A new Metropolitan Cycle Network will be developed to serve main flow corridors and to raise the profile of cycling in the West Midlands. This network will be comprised of high quality core cycle routes supplemented by quietways using a combination of green corridors, well maintained canal towpaths and low traffic flow and speed streets. The Metropolitan Cycle Network will be integrated with local cycle networks across the West Midlands." Paragraph 4:55: "The strategic routes in this network will be designed in accordance with well- respected design guidelines such as the Welsh Government's Active Travel Design Guidance and will include a cycle route audit tool. The strategic routes will be designed to ensure cycle journey times on the routes are competitive to those on main roads and implementation will be through work delivering the West Midlands Cycle Charter. An illustration of how the Metropolitan Cycle Network could look is shown in figure 4.8. As part of the agreed West Midlands Cycle Charter, the WMCA and local authorities will make the economic case for investment in cycling in both local prioritisation of investment and delivery, and in securing funding from national and local partners". Detailed Comments (Bus / SPRINT related) This corridor has been allocated funding in the HS2 Connectivity Package, to deliver a SPRINT Bus Rapid Transit corridor. An upgrade to the existing dedicated bus lane along this corridor will help facilitate the introduction of SPRINT. Therefore TfWM supports the location of the cycleway being on the nearside of the footway, so that any changes to the highway alignment / SPRINT lane introduction will disrupt the cycleway to a minimum. More specific details of this are stated in our comments below and should be discussed further with TfWM Bus and SPRINT Teams. At many sections of the route, the cycle way crosses between the bus shelters and the carriageway. This space is not seen as designated shared space, therefore is likely to create conflict with bus users waiting, boarding and alighting the bus. This could be a particular issue where there is reduced sight lines of cyclists and bus users. Where bus stops are located along the cycle route and close to junctions, either the cycleway should pass behind the shelters and additional width provided at these points or designated shared space should be established, to avoid any conflict between the modes and clear visibility to be maintained. Signal phasing for cyclists should also be a key consideration and should not impact on their journey times, otherwise cyclists will use the highway, where signals may be more favourable. The existing wide verges on the out of city carriageway could also be seen as a missed opportunity, especially where we may require further segregated bus priority in the future, over and above the current bus lanes. There are currently 34 buses an hour on the A34 between Lancaster Circus and Perry Barr and with the delivery of SPRINT in the near future, this should be a key consideration and fully incorporated into the design. The TfWMs SPRINT and Bus team should therefore be included in the development of this scheme, especially where there are implications for the bus lanes or shelters. Detailed Comments: Cycle Team As the two-way cycle route runs along only one side of the A34, more consideration should be paid to how cyclists join this route, from the opposite side of the carriageway. As there are no cycling facilities on the opposite side, will cyclists be expected to cycle on the pavement, dismount or walk to the nearest crossing point? Clarification on this is required and improved crossing points should be considered further in the final design. From the illustration of the proposed new cycleway at section B, the cycle route demonstrates that cyclists will be expected to give way to side road traffic on the zebra crossing on Milton Street. Cyclists giving way to side road traffic should be avoided wherever possible. Along the A34, a number of driveways back onto the cycleway. Residents emerging from their driveways will therefore need to pay careful consideration to the visibility of cyclists, as further conflicts between car drivers and cyclists could arise. TfWM also request further information on the type of kerbing to be installed, to segregate the cycle lane from the highway. The artist's impression close to Rodway Close shows a contra-flow cycle lane adjacent to the bus lane. Sufficient physical segregation should

be provided to prevent motorised vehicles drifting into the cycle lane. In addition, the widths of the cycle lanes, bus lanes and general carriageway need to be of a sufficient width to avoid such conflict. In terms of connections to the city centre, after the cycleway serves Lancaster Circus, there needs to be clear cycle friendly routes with easy access to Aston University, colleges, and the wider business districts. Clearly from Lancaster Circus onwards, cyclists will need to share the roadway and signage will be vital. Any cycle refuges should be long enough for a cycle and standard cycle trailer to pass and where there are high footfall areas, avoiding the use of shared space areas should be considered, as conflicts could occur between cyclists and pedestrians. Any cycle design guidelines should be consistent across the region (as stated in TfWM's Cycling Charter). As this route is part of the wider Strategic Cycle Network, it is vital Engineers work with TfWM, to deliver a consistent cycle path design, with construction materials, signage and mapping coherent with the rest of the region. Consideration to cycle lane maintenance is also essential. All cycle paths need to be accessible to road sweepers and gritters/de-icers sprayers and controlling the amount of foliage on the cycleway will be an important maintenance issue. Junctions where HGV vehicles connect with junctions should be considered, such as clear 'reservation' spaces and crossings for cyclists. TfWM provide HGV Cycle Awareness Driver Training and its important businesses across Birmingham are made aware of this. Any potential height change between pavement and the segregated cycle route, i.e. bus stops/crossing points should be avoided. Finally, this needs to relate to the on-going Transport Space Allocation Policy to ensure we identify the different requirements of different road users and their street activities, including the needs of active travel users and bus users. Next Steps: We understand that many of these points have been raised by TfWM Officers through various meetings and groups. However, we would be happy to arrange a meeting with yourselves, if further discussions or clarification is required on any of our points.

Push Bikes is Birmingham's cycle campaign, with members spread across Birmingham and the wider West Midlands. We have members who regularly cycle along the A34 and members who use alternative routes rather than the A34. We are responding to this consultation as key stake-holders in Birmingham. General comments: We are very supportive of these plans. They represent a remarkable step-up in ambition by Birmingham City Council, delivering cycling infrastructure that will compare well with the best in the UK. We believe that the decision to re-think the main road corridors was the right decision to take and this route will show what can be achieved. We are very happy to see that Birmingham City Council will be prioritising the safety of vulnerable road users at key points on this route, and we support the use of separate traffic lights at key junctions to control motor traffic turning across the cycle track. We think that the provision of safe space for cycle users at all junctions will provide a cycling environment that is welcoming to all. We note that the route currently only goes as far as Heathfield Road. Although this is not ideal, the route will still serve a large residential area, providing them with a safe and attractive route to cycle to the centre of Birmingham. We look forward to the future plans for part 2 of this route, reaching up at least as far as the One Stop shopping centre. General design comments: Cycle track width: We believe that the cycle track should have a width of at least 3 metres as far as possible. We understand that there are minimum pavement widths relating to providing sufficient space for wheelchair users to be able to pass each other without being forced onto the carriageway. However we suggest that wheelchair users should be able to use the cycle track safely and comfortably to pass each other, as long as the kerbs between the cycle track and pavement have a shallow angle. In addition, we suggest that people walking next to a cycle track are able to make full use of the pavement, whereas people walking next to a road with HGVs and buses have to keep a distance from the edge of the pavement. With the cycle track adjacent, the comfortable width of the pavement is increased. We believe that the cycle track should have at the minimum a 3 metre width, as the recommended minimum width required for a bi-directional cycle track in DfT design guidelines. This minimum width is necessary to enable cycle users to pass each other and overtake safely. Given the potential for high volumes of cycle users along this route, we believe that adhering to a minimum 3 metre width (wider where possible) is the best option for this route. Cycle track continuity & shared space: We think that the cycle track should be as continuous as possible past bus stops and pedestrian crossings. By retaining a continuous cycle track, the movements of cycle users will be predictable to people using the bus stops and crossings. When there is shared space used, there is an uncertainty about where to go to avoid collisions. In locations with a high place function, shared use areas are appropriate, but along the A34 there is a high movement function, with cycle users focused on reaching their destination. Keeping the continuity of the cycle tracks would recognise the high movement function of the environment. Wheelchair access at

<p>bus stops: We note that in a couple of places, where the cycle track goes past a bus stop, the plans have suggested that the bus shelter be put at the back of the pavement, with the cycle track continuing along the pavement between the bus shelter and a section of pavement where bus passengers will get on and off the bus. These have been the subject of some debate among Push Bikes members. A couple of us are interested to see how these would work in practice - we know that in London there are a couple of places where cycle tracks have been built like this and TfL has recorded no complaints in almost 10 years. If these designs do work, then it might be a solution for other locations in Birmingham. However others of us would prefer to see the cycle track go behind a wider pedestrian area with the bus shelter next to where the bus passengers will get on and off. An important issue that was raised in our discussion was the provision for people who are accessing buses in wheelchairs. In order for someone in a wheelchair to access a bus safely, they need sufficient flat pavement space to align themselves with the bus doors. In the plans as they stand, there may not be enough space for someone in a wheelchair to do that. We ask that the BCR design team evaluate the plans from that perspective and ensure that there is sufficient flat pavement space for wheelchair users to comfortably and safely access buses.</p> <p>Access to closed-off side roads: At several points along this route, there are side roads that have been closed off at the main road several years ago. This is a good feature which decreases permeability of the residential area for motor traffic while keeping permeability for people walking and cycling. At Hatchett Street, just next to the junction with New John Street West, the plans show a short link joining the cycle track to the side road. This is an important permeability feature for cycle users, enabling them to access the side roads without either riding up and down kerbs or getting off and pushing a couple of meters. The same kind of short link is needed at the following roads: Princip Street (because of the oneway entrance to the two-way street); the new estate at New Croft, next to the junction with Newbury Road; Chain Walk; Salisbury Road; Hatfield Road; New Inn Road. Some of these cul-de-sac side roads have a high level of on-street parking (particularly Salisbury Road and Hatfield Road) and it will be necessary to make sure that the cycle track is not accessible to cars at these points so that it does not become used for parking cars.</p> <p>Continuity at side-roads: At Price Street and Wilson Road, it is not clear whether the cycle track has priority or the side road. Looking at the plans, at Wilson Road the cycle track should certainly have priority as drivers on Wilson Road have to give-way to get onto the A34. At Price Street, we also think that there should be priority given to the cycle track, with the cycle track ideally given the same treatment as at other side roads. Overall, the treatment at side roads is promising, with the cycle track being taken slightly away from the main road, to give motor vehicles space to stop and give way to cycle users. However some of the angles of the cycle track on the approaches to these side roads are too sharp, for example at Lower Tower Street and Brearley Street. At sharp corners, cycle users need more width in order to avoid conflicts with each other, but we recommend that the angles be smoothed out so that cycle users can maintain some more momentum on their journeys. At Cecil Street and Milton Street, side-by-side pedestrian and cycle crossings are suggested. We think that these are a good idea as they provide good crossing facilities for people who are walking as well as catering for people who are cycling. We are interested to see how they operate in practice - it is good to see Birmingham City Council trying out these new infrastructure options.</p>
<p>Putting Birmingham's most vulnerable road users on one of the most polluted roads in Europe without mitigating, the rise of respiratory illness by greening up the Birchfield corridor (which you already used European social fund money and dismally failed last time !). Will leave B.C.C. liable to charges of corporate manslaughter. Not enough thought given to protecting cyclist's respiratory health. If you fail to mitigate this risk you will leave yourself liable to legal action up to and including corporate manslaughter.</p>
<p>Really positive. Current provision of cycling in bus lane is ok for confident cyclists but not good enough for people who are new to cycling. Hopefully this safe and segregated cycling track will encourage new people to cycle.</p>
<p>Safe and attractive routes along main roads are essential to a comprehensive cycling network, enabling all ages and abilities to utilise more sustainable methods of transport.</p>
<p>Segregated from main traffic and made to feel safe.</p>
<p>Sensors needed in all cycle lanes where phases signalling is required as to not reduce the capacity of the existing road structure for motorists. Manual input for traffic light phasing should be easier to use when cycling/wearing gloves compare to the current 'push to cross' button on pedestrian crossings. Colour of cycle lane should be continued across the road where priority is given to the cyclist.</p>
<p>Should be clearly separated from pedestrians. It is impossible to cycle in the city by Aston university as</p>

pedestrians go everywhere without watching.
Side road signing, CCTV monitoring and driver information/education. These need to be provided to avoid loss of cyclist confidence, which will make the scheme a white elephant.
Some of the proposals have us facing against the direction of traffic.
sooner the better
Sooner the better, great designs - look forward to using, please extend to Great Barr
Still think there needs to a safety barrier or something to stop buses or cars going into the cycle route
Sustrans welcomes the move towards providing high quality infrastructure on the A34, as the current road network discourages cyclists that want a direct route between Perry Barr and the city centre. The future developments around Perry Barr will increase traffic flow and a scheme like this is needed to provide a safe and direct option. The recent canal works have provided a pleasant green route to the area, and these plans will compliment the existing infrastructure with a more direct route. We do however feel that the council will need to maintain standards through scheme and ensure priority for cyclists and pedestrians at any given point. This will have the greatest benefit for those that are new to cycling, or currently have safety fears about using existing routes in the city. The proposals don't currently mention any measures for wayfinding/signing on the route. This will need to be of a certain standard in order to maximise the potential of the new route and promote it to people living, working and studying near or on the route. We feel in order to promote the benefits of cycling and new local provision then supporting measures need to be included as part of this work, such as residential PTP and maps for local residents.
<p>The campaign for better transport is a national campaign promoting the use of sustainable transport such as walking, cycling and the use of public transport such as buses, rail and Metro. We want to see the creation of a transport system that is a real alternative to the private car. I am the chair of the local group for the West Midlands area.</p> <p>We are writing in response to the current consultation on the proposed segregated cycleway on the A34 between Birmingham City Centre and the Heathfield Road junction, proposed as part of the Birmingham Cycle Revolution programme.</p> <p>We strongly support the plans. However, we would make the following comments:</p> <p>Bus Stops</p> <p>The plans suggest at several locations along the route where it goes past a bus stop, the bus shelter be put at the back of the pavement with the cycle track continuing along the pavements between the bus shelter and a section of pavement where bus passengers get on and off the bus. We are aware that this has been done elsewhere including in London.</p> <p>However, we would prefer the cycle track to go behind a wider pedestrian area next to where bus passengers will get on and off. The proposals as they stand could present difficulties for wheelchair users, those with pushchairs and the mobility impaired. In order for someone in a wheelchair to access a bus safely they need sufficient flat pavement space to align themselves with the bus doors. We think with the plans as they stand there may not be enough space for someone in a wheelchair to do that. We ask that the BCR design team evaluate the plans from that perspective and ensure that if the cycle track does pass that closely to the edge of the pavement that there is minimal height difference there between the pavement and cycle track so that wheelchair users are able to safely access buses.</p> <p>It may be helpful for the BCR design team to discuss this issue with colleagues in the bus infrastructure side of Transport for West Midlands and organisations supporting those with disabilities.</p> <p>Cycle link on to New John Street West (Middleway Ring Road)</p> <p>We think this should be reviewed. It is not a good idea to build cycle infrastructure that takes cyclists onto the Middleway which carries heavy volumes of vehicular traffic and puts cyclists in danger. It would be safer for the wide pavement alongside New John Street West to be made shared-use.</p> <p>Onwards to One Stop/Perry Barr</p> <p>At present the route appears half-finished coming to an end at Heathfield Road. It would be desirable for it to continue northwards towards Perry Barr and the One Stop Shopping Centre. However we understand this area will be seeing major redevelopment over the next few years which may mean it is not possible to provide a segregated cycle route northwards from Heathfield Road for some time. We would urge that the BCR team formulate a workable cycle route from Heathfield Road to Perry Barr using roads paralleling the A34 if necessary which can be delivered prior to the redevelopments proposed in Perry Barr.</p>

We trust you find these comments helpful but should you have any further queries please do not hesitate to contact the writer.
The concept is great, but I've seen many costly schemes compromised, and executed badly. I have been unable to offer feedback to anyone who can make a difference, for example:- on a similar scheme in Nottingham, approaching the city, along Castle Boulevard, I've found myself riding along the road as normal, and one of these cycle lanes appears on the opposite side of the road. As a result of the cycle lane, the road lanes are narrower, and I find myself as a rolling roadblock to impatient drivers until I can find a gap in traffic to cross over to join the lane. When in the lane, its a nervy experience as there are many side roads and car park entrances where drivers may not be used to the concept of crossing a cycle lane or to who has right of way at each of them. Entrances and exits to the lanes should be clearly marked, and motor vehicles should ALWAYS have to give way when crossing the cycle lane, and this should be in no way ambiguous.
The different height is excellent, as is segregation from the bus lane / pedestrians
The main concern is in Area A - I travel this section northbound at least once per day and most times it takes approx 10 minutes to travel that section even with the two car lanes. If this is reduced to one then there will be major tailbacks all the way to the expressway and the journey will be very unbearable forcing more traffic onto the surrounding minor roads. I would also comment that on a daily basis at rush hour you do not see more than a couple of bikes - maybe these use the minor roads which are better suited to that form of transport. I am willing to be contacted to discuss this further.
The part from sixways roundabout down to Perry Barr train station is quite high speed on a bicycle (25mph+) at the moment, moving that from the bus lane onto a shared path with pedestrians would be dangerous, or cost me minutes on my already long ride home.
The path surface must be laid to a high quality -as good as new major roads, and must receive regular quality maintenance. All crossings of side roads should ensure there is little interruption to continuous cycling, with few stop/starts, otherwise the route will not attract the volume of use that it should.
The plans look really good. I'm very happy to see that the cycle route will be segregated from motor traffic, and I'm happy to see that at the junctions there will be safe space for cycles. I think that the new route will be very good.
The proposals are very good. Care will be needed with implementation at the canal bridge in Newtown, and with the major intersection at New John St. and Six Ways Aston. Future implementations need to take care crossing the outer Ring Road and passing the one stop centre.
The proposed route starts on James Watt Queensway. It should continue on Corporation Street towards New Street Station. It just seems a bad idea to have all cycle traffic from the North stopping on a pavement, because most people need to arrive at their point B somewhere deeper into the city centre. At the very least a cycle lane with cycle traffic going towards city centre should be created on the Corporation St portion between James Watt Queensway and Newton St as this is a one way only street and cyclists would then need to cycle on the pavement endangering pedestrians or putting themselves in danger while cycling against the traffic. Please look into this situation and create more routes through the city centre or consider linking the Perry Barr cycle route to the Egbaston route.
The route seems very good. I would highly suggest however considering blocking off or signalling some of the many left turns that go across the cycle lane.
The safer it is to cycle the more myself and others will both consider cycling as a transport option and use it. I would like to cycle more around Birmingham but feel the current routes are not safe enough.
The traffic in this route in peak hours is horrendous without a bike lane. For some 50 cyclists in a day I fail to understand why are we spending so much money? Shouldn't we be using this money to support other important areas like social services, NHS or even improving the traffic situation in this area. For a 10 minute route everyday it takes me 45 minutes when I leave work at 5 p.m. I strongly believe this is not a good option.
These proposals are great. Birchfield Road is intimidating for cyclists and this is going to give people more courage to make those 2 mile journeys that they could easily do by bike.
This is great but it needs to be extended much further to Walsall where it is so dangerous travelling towards Birmingham from the Bell pub along a dual carriageway with no bus lane but a ridiculously wide pavement.
This route is well thought out for most of its length. However there is a failure to make proper provision at the city centre end of the route at Lancaster Circus. The present pedestrian tunnels are not fit for the purpose of cycling, certainly not for increased volumes of cyclists that this scheme will hopefully lead to.

The scheme needs either improved/new tunnels or a surface level scheme. Lancaster Circus is a known accident blackspot, a surface level cycle scheme that slowed traffic down on the roundabout would be a welcome safety measure. Every person insured or killed at this roundabout is a failure by authorities to take necessary measure to make this junction safer.
To move Birmingham in the right direction I think it is a must and it would influence people to cycle more on short distances rather than car or bus. I think a route should be as far as top end of Bristol Rd.
traffic congestion during rush hour is horrendous along these routes as it is, without removing or narrowing any vehicle lanes.
very good - good idea - will help little kids ride safely & longer
very good for the family
Very good idea. As a cyclist that is not absolutely confident cycling on roads this would help. Keen to see if it can be rolled out more around Birmingham
Very good idea. Could help on life span
very good plan to make path for cycling and public
Very much welcome this high quality proposal. It is in line with expectations of modern design guides and will be a significant step forward for the Birmingham Cycle Revolution and for the West Midlands Combined Authority which proposes a high quality strategic cycle network across the Region. Segregated routes on the major roads is definitely the way to go to get more people cycling for short and longer journeys. It will encourage more people to use bicycles and adapted bikes for day to day trips in the area. This will improve health and ease congestion.
want to ensure where cycle routes has priority over cars leaving junctions there is sufficient lighting & road markings
Waste of money
waste of money as you get hardly anyone on there using bikes
Well overdue ! When I worked in city centre if there had been a cycle route I would have used it. I am now retired but I hope I am still allowed to have a view on this .
Where is the cycle lane on the other side of the A34 to gain access to the planned cycle lane? Will there be more cycle lanes once cyclist reach city centre i.e Lancaster Circus to Birmingham New Street Train Station?
Will mobility buggies be encourage to use them? Many buggy users have no road skills and make roads and paths unsafe for other users.
wish they would do similar in Liverpool
Without the cycle route in place at the moment my main worry is getting safely around the roundabouts on the A34.
Would be great on my own and cycling safely with my children.
Would there be ample space for cyclists to overtake without going into the bus lane/ road?

Comments on Drawing No: NR-1
<ul style="list-style-type: none"> • Does Steelhouse Lane / Corporation Street bellmouth still need to be set at this size? There is a lot of unattractive hard paved space and the junction layout can be significantly improved. • Aesthetics can be improved to create tree lined boulevard for the cycle track (air quality benefits / trees = surface water run off reduction / green barrier around city centre. • Buffer to traffic on James Watt Queensway needs to be 1.0m+ to reduce impact of issues like “vehicle drag”, spray, noise, exhaust fumes. • Move the brown tourism sign to reduce the impact of the current pinch point between building line (fixed) and crash barrier (moveable??) • Plans need to include route directions • Corporation Street & Steelhouse Lane are both one way but lead to different parts of the city centre – contraflow on both improves wider permeability of the network. • Connectivity across James Watt Queensway – existing toucan stagger is awkward for existing movements and will mean cycle track users having to double back to access Aston Uni. – why can’t the existing toucan be reconfigured to be straight across?
<p>1. Remove NO ENTRY road marking</p> <p>2. Realign kerb on JW Qway so that it follows road alignment & extend shaped nose of Steelhouse Lane exit.</p> <p>3. Use a straighter cycleway: As it should be classed as part of 'A34'. Mark contraflow arrow on cycleway where it crosses Steelhouse Lane exit - to remind drivers need to look both ways.</p> <p>1. Add facilities to make it obvious cyclists can turn right from Lancaster Circus up Steelhouse Lane</p> <p>2. Narrow Corporation Street and reinsert contraflow cycle lane to connect up to cycle lane beyond Old Square.</p> <p><i>Map extract</i></p>
A current fad with no benefit unless you are one of the half dozen or so cyclists that will use it.
Agree with Pushbikes comments.
All good.
Although it's just off the plan, it would be good to have a clear link to Dalton Street. I only recently discovered this road, and have found it very useful for cycling as it provides a means of getting past the one-way traffic flow on Corporation Street.
am keen to see further plans for extending to the one stop shopping area
Blind corner on subway means it is difficult to not collide with pedestrians - could visibility be improved here or signage be increased?
Continuation of colour scheme between new and existing infrastructure.
Cost for benefit ?
do you not think cyclists travelling towards town ,might be involved in a accident if they wonder off track
excellent
Good
Good idea
Good plan
Good to get dedicated space here, used to cycle regularly and cars travel fast. Will there be any provision along Moor St Queensway to link with this? Currently very hostile to cyclists with sheer volume of buses and taxis etc
great
Great route to get you into the busy town centre
happy with all the plans and hope it actually works
I hope that there is something raised between the car users and the cyclists to prevent drifting and parking.
I like the plan of this part. Hopefully pedestrians can also abide by the rules.
I think it is good and could work
I'm not sure whoever designed this realises that buses are constantly coming down Corporation Street and turning left towards Lancaster Circus. Literally, all the time. When there are two or three buses waiting to turn left there is currently no space for cyclists or even pedestrians to cross over. It needs to be extremely clear who has right of way.
It doesn't link up with Corporation St / Steel house lane...i.e. if you want to go up steelhouse lane and into the city centre from the underpass you'll still have to go around the pavement and across the carpark entrance which is messy. The road from corporation St to JW Queens way cedes priority to traffic on JWQway so it should also cede priority to traffic on the JWQway cycleway
It is dangerous at the roundabout , there needs to be a route for cyclists only

Looks fine
Looks good.
Looks ok
Massively in favour of all these proposed routes
May not use this depends on links to South Birmingham - I travel to Bournville
Need more cycle lanes or clear cycle directions into city centre i.e towards New Street Train Station
Not keen on using the subways, not without extensive cctv coverage
On the descent into the subway there's road signage clearly obscuring the cycle path - I hope!
Only safety barrier required.
Please have a give-way line for motor vehicles before the cycle track, otherwise the cycle track will be blocked by motor vehicles trying to get out onto the dual carriageway. At rush hour this is a busy location.
Please utilise this budget or money on more important causes than a bike route!!
Providing this leaves two clear lanes for ALL traffic (I.e not closing one off as a BUS lane) this seems ok.
Should connect to Dalton St as this is a very quiet road towards
Steelhouse Lane: The give way line for the exit from Corporation Street / Steelhouse Lane onto the Queensway needs to be before the cycle track. This exit is busy at rush hour, and if the give way line is such that motor vehicles, especially buses, stop on the cycle track, then it will be difficult to cycle along here. By having the give way line before the cycle track, drivers would be encouraged to let cycle users past.
The cycle route should continue on to Corporation street towards New Street Station.
The route underneath Lancaster Circus is fine. It would benefit from resurfacing.
This seems like a decent idea. It would make access to the Subway easier and safer. Currently access from the road is difficult.
Too short - not enough for this busy section. How many bicycles currently use this route?
Waste of money

Comments on Drawing No: NR-2
<ul style="list-style-type: none"> • Need to ensure clear and appropriate network signing through Lancaster Circus subways• <p>Through/forward visibility needs to be considered at right angled turns in the subway. • Loading bay can be incorporated into a strengthened footway construction to improve pedestrian / cycle space between the subway ramp and the car park entrance.</p>
A Path should have been made around Lancaster circus this method should not be shared usage using basically subways
Agree with Pushbikes comments.
As above.
Can you find a way to make the tunnel under Lancaster Circus more amenable to cyclists travelling from city? The tunnel is a good way of avoiding the roundabout, it is OK to use now that it is not so busy. However, the exit on to the canal bridge can be tricky as traffic coming from one's left does not have a good view of people coming out of the tunnel.
Coming down the ramp from the steelhouse lane end gives you a nasty blind corner as you go right into the under pass - could do with improving this. Your map doesn't show the approach to the underpass from Lench St as shared use...which it should.
Cost for benefit ? Pedestrian / cyclist shared areas - after the cyclists have had all this money spent are they going to be a bit more considerate around pedestrians ? Speed limit ??
Excellent plan
Existing paths and tunnels at Lancaster Circus are OK. However it would be much better if a new ramp could be put in to allow cyclists to stay on the same side of the road (outbound side) where there are steps currently. This would be much quicker than crossing the road again using the already very busy pedestrian crossing.
For a superhighway the shared use bit is a bit ridiculous - the key ingredients for a good cycleway include being continuous - this is such a wiggle to get up onto the main carriage way.
Good
Good
Good idea
Great safe route
How would cyclists get from the cycleway round the island? Do we have to go into the traffic? If so, I would NOT use this cycle route. This island takes your life into your own hands in a car, I would NEVER cycle round it.
I am pleased that no changes are planned to the excellent subway system we already have at Lancaster Circus. We should be looking to replicate this design of flyovers and tunnels in all other junctions in Birmingham.
Incredibly busy area for main traffic, great if bicycles have clear separation from cars etc
Is currently ok, but unclear how to link up with cycle lane coming in to town.
Lancaster Circus cycle facilities need to be redesigned with the following modifications: stairs to be modified into ramps (2 sets: one inside the island and one out the subway onto the pavement) linking the island to the rest of the route in a continuous manner. And avoid the pedestrian crossings on the north east.
Landscape to remove steps at points A and B Hence facilitating wheelchair use. Continue cycle lane from B. <i>Map extract</i>
Lighting, steepness of ramps in existing subway. Floodwater and security of users to be considered.
Long term I hope that this whole roundabout can be redeveloped but right now it seems very sensible to route cyclists on the existing shared paths under/through the roundabout rather than spending a huge amount of money remodelling the whole thing.
looks fine to me
Looks good
May not use this depends on links to South Birmingham - I travel to Bournville I have sometimes used the underpass
Not completely clear how to get from the circus to new town row.
Not keen on using the subway without extensive CCTV coverage

Only safety barrier required
Please utilise this budget or money on more important causes than a bike route!!
Pleased that you plan to correct the dreadful surface. Please also correct the signage; it's easy to get lost down there, particularly since the existing signage requires you to have either zoom-lens vision or time to kill walking/cycling up to every tunnel entrance. Please also clearly mark and delineate cycleway from footway throughout the junction; I've had a few near-misses with pedestrians courtesy of the current vague, on again-off again markings.
See comments on last page.
seems fine
Shared use is never ideal it will need to be communicated properly so that people do not get upset. If I have to get of my bike to traverse this section it is not a cycle way.
Some clearer signage would be good through Lancaster circus since it is easy to get disorientated going through the underpasses. Generally the underpasses don't feel very pleasant and are slow with sharp turns but changing this would be a massive job and I can't see any alternatives.
That's fine as it is. The bicycles need repainting down there and illuminating better though.
The plans are good. I strongly feel it would be good if a cycle ramp can be made for those coming off the roundabout. As some cyclist may join from the A38 they may not have access to the subway tunnel.
Waste of money
what about blind people ,as they cannot see this layout
What are plans to clear broken glass left in subway each day by homeless that drink there and sleep in subway
Will this area be lit and signage improved to show that it is shared use? Pedestrians often seem confused as to why you are cycling here. Surface also not great.

Comments on Drawing No: NR-3
<ul style="list-style-type: none"> • Buffer to traffic on Newtown Row needs to be 1.0m+ to reduce impact of issues like “vehicle drag”, spray, noise, exhaust fumes. Bicycle traffic heading towards city centre will be closest to traffic flows exiting so all of the above has greater impact + more risk with decent level of segregation. • If Vesey Street is one way why have 2 traffic lanes at the bellmouth – why can’t this be tightened up significantly and improve pedestrian crossing distance as well? • Change current 1 way system and have Vesey Street as turn in and Price Street as turn out. This will allow cycle priority crossing on Price Street on the desire line and reduced junction area. Reduces chances of excessive vehicle speeds before turning off into side roads • What are the timings on the toucan crossing – are detector loops being installed into the cycle track on the approaches so that kerb side waiting times are reduced to the absolute minimum? (Comfort / safety / attractiveness for users) • We recommend closing off Princip Street completely or make exit only but retain as 2 way street movement to avoid side swipes of vehicles turning in from A34 ie create a false one way street set up.
1 - I'm not sure why the cycle lane seems to have priority over side roads, except Price street. On the road, on a bike, you'd have right of way - I don't see why you should be penalised on this occasion. The inconsistency across side roads could also be a cause of accidents.
2 - The bus stop should have enough space for more than 1 bus. The A34 is a busy road, and having a second bus blocking the single carriageway and causing traffic issues as it waits to get in the bus stop is unforgivable in terms of traffic flow.
3 - Similarly, having a waiting bus blocking cars entering New Town Row from Price street is poor design.
A slight worry about vehicles turning left into Price Street.
Agree with Pushbikes comments.
All side roads should give way to cycle track, as I think this diagram is showing, just wanted to check. Bus stop bypass is good, could have raised non-signalised pedestrian crossing to improve access, especially for those with accessibility requirements
As above
blind people cannot that theres a cycle track before bus stop
Cost for benefit ?
Cycle route must have priority over side roads to release the potential of cycling as a fast mode for short trips, and conform with basic highway code principles. This comment applies to all similar plans & locations.
cycle route should have priority over price street - road markings are not clear
cycleway should have priority over side roads it introduces a lot of stopping and starting then people won't use it....just like the segregated cycle lanes down the Chester Rd that are virtually never used because they are such a pain to negotiate.
Good
good
Good
Good Idea
Good. Please ensure that traffic coming from side roads GIVE WAY to the cycle path.
great
great improvement on existing facility
It is good to see the give way for the cycle track from Vesey Street and on to Princip Street. There should be give way lines for Price Street so that the cycle track is continuous across the junction. You need to put a small spur with a dropped kerb from the cycle track to Princip Street so that cycle users can get on and off the cycle track there without going the wrong way on the entrance or having to turn too sharp a corner.
It works well there but making sure motorists are well informed from the Lancaster Circus roundabout that there is cycle lane near them.
It's good to see some space being allocated from the carriageway to the cycleway here - must cyclists share the toucan? Anyway, is there a reason why, at Price street it gives way to the side road? The cycleway is the main road here and should not give way. Good to see a bus stop bypass.
Junction with Price St needs important improvements to protect cyclists - give way signs & markings.
No problems
Not too bad as long as good separation

OK
Only safety barrier required
Please utilise this budget or money on more important causes than a bike route!!
Priority for cyclists and pedestrians should be the same as on the road, so should have priority over Price Street.
priority should be given to the cycle route at the Prince Street junction as it would be in countries across Europe.
Reducing the number of traffic lanes here is a really bad idea, especially as this route has the most incredible number of buses going through it. The new design will increase traffic congestion and affect hundreds of bus passengers and drivers, all for the sake of one or two cyclists, which is unfair and backward. Getting the bus from that bus stop would feel treacherous if anyone actually uses the cycle lane. This will make public transport less attractive. Cyclists should have to give way to traffic at the turn onto Prince Street as they will be difficult to see if they are in the blind spot of a vehicle, especially as cyclists in general are not known for being careful and considerate road users.
This is great and should be implemented
Vehicles (especially taxis) are used to turning left at speed into Prince Street so needs to be very clear who has right of way.
Very good plan
Waste of money
With traffic exiting the roundabout at high speed I fear drivers will NOT consider cyclist before turning left specially at night where visibility may be more poor, onto Price and Prince Street. I think Price Street should be blocked off completely, and Prince Street signal controlled for left turns.
Would it be possible to keep the cycle track on the far side of the pavement through this whole stretch, it would save the pavement and cycle path crossing more than necessary and would give the pavement priority for Vesey street since it would be the other side of the give way line (and the cycle track).

Comments on Drawing No: NR-4
<ul style="list-style-type: none"> Plans need to demonstrate what the traffic lane width is over the canal bridge Buffer to traffic on Newtown Row needs to be 1.0m+ to reduce impact of issues like "vehicle drag", spray, noise, exhaust fumes. Bicycle traffic heading towards city centre will be closest to traffic flows exiting so all of the above has greater impact + more risk with decent level of segregation. There is no connectivity / continuity from Bagot Street, could this be improved?
Again good signage needed as you can't easily see over the brow of the hill - if pedestrians don't realise they are in the cycle lane they won't see you coming.
Agree with Pushbikes comments.
All looks well, make sure the road is coloured correctly and visible.
As above
Cost for benefit ?
Excellent to see cycle track continued over bridge When cycle track switches to back, should be raised unsignalised pedestrian crossing
Good
good
Good
Good Idea
great
great
I can see that switching the cycle route and the pedestrian walkway may bring cyclists into conflict with pedestrians
I don't like the switch from one side of the pavement to the other. This arrangement has attracted criticism when used in other schemes, because it results in conflict.
Is it possible to widen the canal bridge?
Is this correct? Really? I am not sure there is space for a two-way cycle path, pedestrians AND a lane wide enough for buses (etc) on what is a narrow bridge. I use this bridge every day and it really is quite narrow, so I find it hard to believe the drawing above. A new dedicated cycle bridge over the canal would be nice at this point!!
Looks good
Looks good.
Nice wide road can be safely adopted
No problems
Not needed
Not sure about not been on the footpath this is busy area especially with the bridge over the canal drivers may not see the cyclists
Only safety barrier required
Please make sure that the side roads GIVE WAY to the cycle path.
Please utilise this budget or money on more important causes than a bike route!!
Plenty of "look out for cyclists" warning signs where the cycleway cuts across the footway?
Road markings to be modified so that traffic have to give way to cyclists when turning left on to Princip Street.
Seems good, again I strongly feel the left turn onto Princip Street needs to be signal controlled.
segregation is much needed at this point. The bus gate does not work for cyclists
switching paths ,same thing blind people cannot see this have some sense same thing cyclists travelling into town ,might wonder into traffic
The bus gate here may as well be removed. Personally I have never seen a bus get much of an advantage from using it and usually the traffic lights just seem to slow things down for everyone. The lights do not react fast enough for the bus to sail through without slowing down, so all traffic has to stop, when it would flow more smoothly without any interference from the lights. This is where the budget would be better spent on building a second bridge over the canal to make New Town Row a continuous 4+ lane dual carriageway. This is the only narrow section of an otherwise very wide road that stretches all the way to M6 J7. It looks like

the space was left to build a second bridge at some point in future - now would be a great time to build it. This would widen the road and create a genuine improvement rather than the current plan to narrow it, which I find incomprehensible. Having a cycle lane cross the pavement will make walking down this road more dangerous. The cycle lane should be removed entirely from this scheme.
This is great and should be implemented
This isn't an improvement on the current section over the bridge, footpath is excessively wide.
This looks good. I'm very pleased with this - although make sure that there is a small spur off the cycle track to reach Princip Street (see comments above).
traffic is already struggling on the bridge without it being narrowed, when filtering on my motorcycle I will be expecting to use the cycle /pedestrian area.
Visual priority at Princip St. is very important as there is a very significant left hook risk from a 30mph road. Everything does rather look a squeeze here!
Waste of money
Well worth implementing
What is being done about widening the canal bridge? This has been a bottle neck for years, for traffic entering and exiting the city, made worse by the bus lane, furthermore there is sufficient waste land to the side of the bridge to allow widening. With regular traffic, a bus lane and now a cycle lane, how can all this function and keep the flow of traffic without a plan to wide the bridge.
Will the narrowed lane cause more congestion for cars? I would be concerned about this. Also, the disruption of the building works will this cause congestion?

Comments on Drawing No: NR-5
<ul style="list-style-type: none"> • Cecil Street parallel cycle/pedestrian zebra – how will this work in practice, we're not convinced vehicles turning in will give way to pedestrians and cycles. Can this be looked at? We expect the behaviours of drivers wanting to turn right into Cecil Street to be erratic - they will be accelerating into the crossing area. • (also see NR 7Notes) Cecil Street / Lower Tower Street create a “false one way” with exit only onto Newtown Row. This will make the side road junctions safer for pedestrian / cycle movements and remove the right turn filter lanes from the main corridor. Right turn movements should be accommodated at the Newtown Row / New John Street and New John Street / Summer Row traffic signals junctions.
1- Similar to above. Right of way over Lower Tower Street, but not over Cecil street? Inconsistency could be dangerous. Give all or none. 2 - remove the sharp bends in lane at lower tower street - the only reason I can see these are desirable, is to slow cyclists to give way, but they appear to have right of way here, so have no reason to slow right down. I'd personally choose to cycle the direct route here, in the main carriageway/bus lane, to remove the need to stop at Cecil Street, and negotiate the turns at lower tower street.
1. Immediately to the north of Cecil St it appears there's an angled stop line been drawn on the diagram - I presume this is incorrect? 2. The crossing at Lower Tower St seems to have both stop & give way markings ! Also probably incorrect. 3. Don't switch cycleway & footway at the point marked 4. Swap Zebra & cycleway crossing over at Cecil St 5. Straighten cycleway at Lower Tower St and make this the point where footway & cycleway swap sides. By maintaining the cycleway with the main road keeps it straighter, reduces the number of hazard points for motorists and helps the flow on the cycleway.
Again a worry about vehicles turning left into Cecil Street and Lower Tower Street.
Again priority should be given to cyclists crossing the road as it is given to any other crossing.
Agree with Pushbikes comments.
All ok
Any closure to roads to achieve this ?
As above
CCTV coverage at point where traffic gives way to cyclists on Lower Tower Street
Cecil street is gridlocked at rush hour with vehicles leaving carparks how will you keep crossings clear
For safety and efficiency, the cycle lane should give way to the road on Lower Tower Street. The proposal is a very ugly and fussy approach to squeeze in a design that doesn't really fit. Drivers turning left into Lower Tower Street already face a difficult task as they have to concentrate on the bus lane before they cut across it, so they unlikely to be concentrating on the cycle path and their view may even be blocked by buses. Meanwhile without a give way, cyclists will continue cycling without any idea of the difficulty a driver would have in spotting them, and will likely get themselves killed in the process. I disagree with removing the trees. Trees are more attractive than cyclists. I disagree with narrowing the junction at Cecil Street. It serves no purpose as vehicles need the same turning space regardless of the width of the junction - all narrowing will do is move waiting pedestrians and cyclists closer to turning vehicles, which is dangerous.
Good
Good
Good Idea
Good plan
Good to see the cycleway set away from the turning traffic with a clear requirement for drivers to give way (Cecil St.). The next side road rather looks a squeeze, with lots of turns and right-angles!
Great separation
I don't see any problems with this
I love this idea here.
'Landscaping' - hope there won't be trees and bushes that will shed leaves onto the cycleway? Cecil St: cycleway should have priority over side roads if it introduces a lot of stopping and starting (eg having to stop and wait for traffic at zebras) then people won't use it....just like the segregated cycle lanes down the Chester Rd that are virtually never used because they are such a pain to negotiate.
Lower Tower Street: The plans show a two-way entrance to Lower Tower Street, despite it currently being only 1 way, with the mouth of the road having been remodelled to block exit by motor vehicles. We have asked whether this is a mistake on the plans, but have not received an answer. We think that it would be

detrimental to the scheme to re-introduce a 2-way entrance on Lower Tower Street. The road mouth should be kept one-way only for motor vehicles.
Nice and safe
Only safety barrier required
Please make sure that the side roads GIVE WAY to the cycle path. Why the kink at Lower Tower Street? Is that so that a vehicle can position itself between?
Please utilise this budget or money on more important causes than a bike route!!
Strongly support the side by side pedestrian / cyclist zebra crossing at Cecil Street. Need to ensure there is sufficient space at bus stops for pedestrians and wheelchair users to board buses.
switching the cycleway from back to front may cause problems. However, I can see why it is being done and is necessary
The cycle route could be more straight between Cecil street and Lower Temple Street. There are a lot of sharp angles placed on this part of the route, which may be dangerous with icy conditions, and might put cyclists off that ride at higher speeds.
The side road crossings are good - and it is good that the cycle track is set back behind the footway as this will reduce pedestrians cutting through the cycle track to take the straight line route at junctions, however the approaches to Lower Tower Street look too tight - they should be smoothed out. Side road crossings should be on raised humps so that cycleway is level
This looks good - but you must not let motor traffic exit from Lower Tower Street onto the dual-carriageway. Currently the entrance to Lower Tower Street is one way only - do not change it to two way. Check who the bit of land between Cecil Street and Lower Tower Street with the billboards belongs to - if it belongs to Birmingham City Council, then use that for the cycle track to smooth the corners. I'm pleased to see the new cycle crossing next to the zebra crossing. Putting in a zebra crossing here will be good for people walking.
Too much crossing of side roads here, increasing the chance of collisions with turning cars
very helpful since I often use Cecil Street
wandering cycle track blind people !!!!!!!!!!!!!!!
Waste of money
When cycle track switches to back, should be raised unsignalised pedestrian crossing. Good to see side roads giving way to cycle track & pedestrian crossings, and use of raised junctions
Why the sharp geometry at Cecil Street and Lower Tower Street? Why not follow the desire line and take the cycleway across the corner of the grass? Or better, just take the cycleway across the grass area. Perhaps plant a few trees between the existing pavement and the cycleway (I assume you will need to compensate for trees removed).
Will there be road signs to make it explicitly clear to cyclists and motorists that Lower Tower Street traffic is to give way to the cycleway? How will the give-way be enforced? How will you prevent motorists, especially in rush-hour traffic, from encroaching on the cycleway?

Comments on Drawing No: NR-6
<ul style="list-style-type: none"> Bearley Street cycle priority crossing is good but you could make exit only onto Newtown Row to improve design There are issues with connectivity from Manchester Street / Pritchett Street onto cycle route and this needs to be reviewed
1 - Right of way across side roads - brilliant!
2 - remove the sharp bends across brearley street - the only reason I can see these are desirable, is to slow cyclists to give way, but they appear to have right of way here, so have no reason to slow down.
1. Swap cycleway & footway sides immediately before Brearly St - so that vehicles coming out of Brearley St only have to stop/give way once. By putting all these bends in the cycleway, I'd find it better to be on the main road!
Agree with Pushbikes comments.
All ok
All seems good to me. There is a space to give way for cyclists, and the route is decently angled.
As above
As the last one, better to be on the road and keep right of way.
CCTV coverage where traffic is to give way to cyclists
Disruption to local business ?
Good
Good
good as long as the side road crossing does not slow down progress.
Good Idea
Good plan
Good to see a motor traffic lane removed here, but why isn't that annotated in the diagram? It needs to be clear. Furthermore, these two lanes split into 4 lanes for the junction ahead! (some more right angles here...)
Good to see side roads giving way to cycle track & pedestrian crossings, and use of raised junctions
great
Great separation - no one is illustrating how joined up these routes are
Left turning vehicles again a worry.
Looks good.
Need to ensure there is sufficient space at bus stops for pedestrians and wheelchair users to board buses.
Only safety barrier required
Please utilise this budget or money on more important causes than a bike route!!
Really important that the side roads give way to the cycle path.
Side road crossings approaches look too sharp
Side road crossings should be on raised hump
pedestrians need a clear route across Brearley St. they appear to have to cross the road and cycle track
This looks good - but try to smooth out the corners at the junctions.
This section is a perfect example of why cycle lanes do not work. They will cause a lot of stop start driving and will be very dangerous.
Cyclists should be made to give way to cars on these junctions for their own safety as they will be hidden by the many buses using the leftmost lane of the road.
Waste of money
why are you removing trees ,this city has gone anti tree now yes you replanting new trees ,why not move existing ones it can be done you know
Will there be road signs to make it explicitly clear to cyclists and motorists that Brearley Street traffic is to give way to the cycleway? How will the give-way be enforced? How will you prevent motorists, especially in rush-hour traffic, from encroaching on the cycleway?

Comments on Drawing No: NR-7
<ul style="list-style-type: none"> • See NR5 comments regarding right turn movement at these traffic lights to access roads off Newtown Row and improve safety across the two way track / side road accesses. • Hatchett Street / Brearley Street / Lower Tower Street / Cecil Street should all be made exit only onto Newtown Row and can be served by the right turn filter on the traffic lights. Cycle movements at this junction are going to have to fit in with the lights, so a delay here would be more acceptable than a risk of side swipes on the side roads.
<p>1. Looks like any cyclist turning off the cycleway to continue along Newtown / New Town Middleway (Eastwards) is going to be clashing with N/S bound traffic. How about all motor traffic stopped while ped and cycle movements allowed ? ORExtend cycleway to point C, and D below: Invent a new cycle ASL as shown at points A and B above which work as follows: ASL lines have cycle symbol signal head which shows green when the main junction is green on that arm and also shows a green cycle symbol when all the other cycle lights show green signals. This would then allow full cycle flow across all arms of the junction while all motor traffic is stopped. I am unsure of the best position for the ASL at point A - whether to have it above the A as shown or immediately below it. <i>Map extract included</i></p>
Agree with Pushbikes comments.
As above
Could cyclists be allowed to take left turn whenever? Don't know if enough space to split lane though. Could cycle track on New John Street West not continue straight so it begins where the second lane is created so no need to really merge with traffic. On-road cycle markings should be in that little protected space joining the cycle crossing
Cycle link on to New John Street West (Middleway ring road): We do not think that it is a good idea to build cycle infrastructure that takes cycle users onto the Middleway with the motor traffic on that road. The pavement alongside New John Street West is wide enough to be made shared-use as a stop-gap measure until there are funds to pay for a segregated cycle track along that road. At this location, we recommend that the crossings be toucan crossings and the pavement be signed as shared-use.
Cyclists to have separate priority in the traffic signal sequence, CCTV and ANPR coverage of major junction
Disruption to current road users ? Cost to the economy ? Red lights for cyclists as well ? Dangerous area with busy traffic .
do bikes have a separate crossing order at the lights?
Excellent
Excellent! I am very happy to see improvements finally at this junction. I have nearly been run over by turning vehicles here often, so having improved pedestrian crossings and cycle crossings is brilliant.
good
Good
Good but any plans that make the distance to cycle further than driving could well not be used as people will prefer to take the shortest route
Good Idea
Good plan
Good.
great
great design - need to make sure that it is possible to join and leave cycle track from Newton Middleway / New John St
Great separation - no one is illustrating how joined up these routes are
great, looks like a very well designed junction. Sad to see cyclists getting thrown back in with traffic on New John Street West and would support Push Bike's suggestion of a shared pavement being created until funds are available to segregate this street in the future.
I love it! Excellent! A massive improvement on what is there at the moment. In the rush hour vehicles often queue up to turn left into New John Street West and would block the cycle route but maybe the light sequence needs to be amended to stop that happening.
Look OK
looks great. A crossing may help safety in this area.
Maybe dangerous for cyclists crossing New John Street West

Not clear how you get across this junction?
Not needed
Only safety barrier required
Please utilise this budget or money on more important causes than a bike route!!
Separate crossing for cyclists feels much safer.
the main issue with this junction is the amount of cars that jump the red lights or risk coming through as the lights are changing. This a particular problem with cars turning right from the middleway onto New Town Row. Maybe surveillance cameras would prevent this
The segregated space at the junction is very good. New John Street West is a very busy dual-carriageway. The pavement is very wide - as a stop-gap measure make this a shared use pavement instead of spending money on helping cycle users get onto a road that the majority won't want to cycle on. It is good to see the short spur onto the closed-off side road. You need to do this for all of the closed-off side roads.
This works well.
Traffic from Newtwn Middleway (east) always blocks this junction with the current traffic phasing, This will need to be prevented to allow safe crossing for cyclist.
traffic lights for cyclists ,you are having a laugh ,will just ignore them
Waste of money
We should be installing a subway system at this junction - it is somewhat of an anomaly that it never had one in the first place. It is spacious enough to construct something three dimensional that will be much safer and efficient for everyone. Cyclists should have to give way to pedestrians where they cross the pavement in the top left segment of the plan. The cycle lane in that area looks pretty fussy and pointless to me anyway - it would be better running alongside the road where the cyclists are headed anyway, at least then drivers could see them rather than having to merge into the traffic unexpectedly from behind a bush.
Yes, so two lanes into 4 with 2 straight on. I hope there is enough space here! Also, the link to New John Street is, frankly, dangerous and shouldn't be included. Far as I can see it drops you on a hostile 30mph road with zero cycling provision - better of making the pavement shared use, if it isn't already. Going straight on at the junction looks safe, though - so well done!

Comments on Drawing No: NR-8
• Can there be better connection from Moorsom Street / St Stephens Street to give wider permeability into the two way track?• Push the stop line back on Newtown Row to give straight across pedestrian / cycle movement and take out the stagger.
Agree with Pushbikes comments.
As above
AWaste of money
blind people !!!!!!!!!!!!!!!
Fine.
Good
good
Good
Good Idea
Good plan
Good to see new trees replanted
Good.
good.
great
great
great design
Great separation - no one is illustrating how joined up these routes are
High speed section, would need to be well segregated from pedestrians, and will need gritting in winter
I like it - especially good to avoid what feel like the world's slowest traffic lights at St Stephens Street junction.
Lots of trees being culled here (and re planted!). You'd hope there'd be another way.
No problems
Only safety barrier required
Only sensible way to create cycling is "off road" but in its isolation and lack of linked up cycling route I still see no substantial benefit .
Perfect!
Please utilise this budget or money on more important causes than a bike route!!
This is ok - but why not take the cycle track behind the trees? If this is the best option, that is fine, but just curious as to why you've not taken the cycle track behind the trees (I guess it might be a social safety issue).
trees well away from cycleway otherwise you'll have winter leaf mush on it.
Why not take the path around the back of the grass, adjacent to Ruddington Way? This will provide a green buffer between the cycleway and the noise and fumes of the A34. Ruddington Way appears to be lit, though you may need to change the luminaires to change the area of illumination (are they due for replacement anyway?). It may also reduce the number of trees you have to fell.

Comments on Drawing No: NR-9
<ul style="list-style-type: none"> • Remove the central triangle island and add a second “straight across” main crossing on Newtown Row (also effectively means 1 less set of crossing signals.) • Cycle phase lights to enable connection from/to the track from the St Stephens Road if crossing configuration cannot be reworked • Would recommend improving existing path widths at the crossings for better use of cycles and pedestrians
1. How does a cyclist access St. Stevens St ? Toucanise the ped crossing?
again perfect
Agree with Pushbikes comments.
All good
As above
Bypassing possibly the most annoying set of traffic lights on the route.
Good
good
Good
Good Idea
Good plan
Good.
great
Great separation - no one is illustrating how joined up these routes are
great, Need to ensure there is sufficient space at bus stops for pedestrians and wheelchair users to board buses. Is there a crossing to allow access to / from St Stephens Street?
Great.
Milton Street is very dangerous to cross in the rush-hour on a motorcycle let alone a bicycle. I suggest either a bridge or underpass, but then I'd suggest that at all the crossings, because motorists will just block them !
No Issues
No problems
OK as long as gritted and segregated well. High speed at present, will be more with the bypassing of traffic lights
Only safety barrier required
Please utilise this budget or money on more important causes than a bike route!!
The rest of the segregation works for me.
This looks good. There are some desire-line dirt paths worn into the grass here. Perhaps you could formalise those with some tarmac when you are building the cycle track.
This looks like the 'easy' bit, but let's hope the execution is top notch.
Waste of money

Comments on Drawing No: NR-10
<ul style="list-style-type: none"> • Make Milton Street exit only and access via Newbury Road traffic signals right turn filter lane. "See a gap" mentality of drivers using the existing right turn filter into Milton Street would leave them accelerating into the cycle crossing so closing off would resolve this issue. • Closing off turn into Milton Street would enable better / more direct link and easier access to existing bus stop. New toucan crossing can be linked to existing signal crossing so that both operate in tandem
1- Shared footpath past bus stops a concern. People don't always wait IN the shelters, and often spread out across the path. Continuation of cycle lane markings would be desirable.2 - same comments about side road. Why give way here, but not on other side roads?
1. Does the Milton St. crossing need moving nearer the A34 so that the kink is removed from the cycleway?2. Toucanise existing A34 crossing to give access to Phillips St.3. Toucanise and relocate existing S-bound crossing point to Phillips St. Diagonalise the crossing to align with central reservation path and north side of Phillips St. Place traffic stop line to the north of Phillips St.
again priority should be given to cyclists at the junction as it will be with the crossing.
Agree with Pushbikes comments.
Can it be clear that the side road gives way to the path please?
Crossing the side road by Aldi will be very dangerous due to traffic turning right across queueing traffic heading out of the city. High chance of collisions here.
cycleway should have priority over side roads if it introduces a lot of stopping and starting then people won't use it....just like the segregated cycle lanes down the Chester Rd that are virtually never used because they are such a pain to negotiate.That shared use looks awful....you are bound to have some cyclists trying to do 20mph (just look at the london superhighways) - so to suddenly change to shared use could be dangerous.
Good
good
Good
Good Idea
Good to see the side-by-side cycle and pedestrian crossing. And it is good to see the carriageway being narrowed.Ideally the cycle track should be continuous along here with a bus stop by-pass and continuous past the light-controlled crossing. Giving continuity to the cycle track gives people who are walking the ability to predict where cycle users will go, and should make them feel more comfortable. With shared-use space, there is less predictability.
great
Great separation - no one is illustrating how joined up these routes are
Hmmm
I don't like this part. Cycling through here often traffic gets backed up along the High Street and obscures the view of the bus lane, and pathway for vehicles turning RIGHT onto Milton Street. I STRONGLY fear drivers making RIGHT turns will not consider cyclists OR pedestrians. Preferably it would be BEST, to set up a traffic light here.
I feel it would be better to widen the pavement further to give more space around the bus stop and the pedestrian crossing but if that's not possible this is about the best that can be done
I really don't like these shared-use sections past crossings and especially bus stops (ditto for the A38 route). This does not work, as people waiting just block the path. Far better to have clear delineation, with floating bus stops and lights controlling cycle movements. This is proven to work.
Left turning vehicles again a worry at Milton Street
Limited room for bus stop and cycle route.
Milton Street bus stop (Stop ID: nwmamtd) needs to be removed to make way for the cycle route. All busses already have a stop 160 m further down. It's impossible to have a bus shelter on a 'cycle superhighway.' It's just not safe, either cyclists run into traffic to avoid pedestrians or they hit pedestrians on the pavement. A bus shelter on a cycle lane is just not practical.
Need to ensure cyclists don't come into conflict with people using the bus stops
No problems

Obviously shared use bus stops aren't great, is the reservation that precious? Is the advertising board (where the cycle way will be) going to be removed? Looks like a major squeeze, with more tight turns.
Often pedestrians stand around/ behind the bus stop - this may need to be re-thought to prevent collisions.
Only safety barrier required
Please utilise this budget or money on more important causes than a bike route!!
Strongly support the side by side pedestrian and zebra crossing. Floating bus stops would be preferable to shared use sections. Shared use section at pedestrian crossings need to be marked and signed well to reduce/remove conflict between pedestrians waiting to cross and cyclists using the cycle lane.
The carriageway should not be narrowed. These shared areas will be too dangerous if people start using the cycleway. I believe there used to be a subway around this area. Instead of spending the money on this cycle scheme, the subway should be restored to allow everyone to cross the road safely and conveniently.
Unclear what happens at junction of Milton street - perhaps on-road cycle markings on cycle crossing bit, and shared space marking where track crosses pavement for a bit? Could crossing be used as toucan crossing then shared space created to increase cycle access to phillips street?
Waste of money

Comments on Drawing No: NR-11
<ul style="list-style-type: none"> • Buffer to traffic on High Street needs to be 1.0m+ to reduce impact of issues like “vehicle drag”, spray, noise, exhaust fumes. Bicycle traffic heading towards city centre will be closest to traffic flows exiting so all of the above has greater impact + more risk with decent level of segregation. • Need to widen access ramp and improve connectivity into crossing points • Would recommend taking the cycle track behind bus stop and not as planned.
1. Same as NR-10 points 2 & 3 but for potters Lane.
Again the share space at the pedestrian crossing is not ideal, would be better to widen the footpath, but this is ok in the circumstances
Agree with Pushbikes comments.
bus stop been moved back ,blind people !!!!!!!!!!!!!!!
Can the bus stop not be put in front of the cycle path? Could cause problems otherwise when people are trying to board the bus.
Can you widen the floating bus stop and place the shelter on the island, taking the cycle path around the back of the shelter? This will allow people to wait on the island, giving them a better view of approaching buses and eliminating the possibility of a whole crowd of people filling and spilling off the island when a bus arrives. It will also eliminate the need to move the shelter. Existing Street View (https://goo.gl/maps/Zy61JiCovtD2) shows someone cycling around the back of the existing shelter!
Could existing crossing be converted to toucan crossing, allowing cycle access to Burlington St?
Currently a problem with motorist using the left hand lane/bus lane to go straight on to try and 'beat' the traffic. What can be done to prevent this, I don't think the fact their lane is on a red light will be enough.
Excellent
Good
good
Good
Good Idea
Good plan
great
Great separation - no one is illustrating how joined up these routes really are
Lot's of pedestrians here by the bus stops, high chance of conflict.
may be cycle way would be better at the back of the bus stop to increase safety for bus passengers.
more horrible shared use....why not give the cycleway the same priorities as the road so if the crossing lights are set for peds to cross: red light the cycle way too.
Newbury Road junction:We are pleased to see that a new pedestrian crossing will be installed here as well as the cycle track. The existing pedestrian crossing is too far away from the junction to be convenient.
No Issues.
No problems
Not needed
Only safety barrier required
Passengers walking across the cycleway? A shared use crossing bit. I wouldn't say this screams super highway, but anyway...
Please do not have a shared use path.
Please utilise this budget or money on more important causes than a bike route!!
Relocating the bus shelter looks like a really bad idea to me - can you imagine how elderly people, wheelchair users or those with pushchairs might feel being confronted with having to cross a cycleway? It seems like you're building in the possibility of conflict between pedestrians and cyclists. Why not keep the shelter where it is and simply extend the shared-use area from the crossing, similar to the bus stop in NR-10?Cycle parking for the Wellbeing Centre?
See previous comments about continuity at the light-controlled crossing.The bus-shelter design is interesting. I'd like to see this tried so we can find out if it works. But you need to make sure that the pavement area is wide enough (1.5 meters minimum I think) for wheelchair users to access buses easily and safely.

Shared use section at pedestrian crossings need to be marked and signed well to reduce/remove conflict between pedestrians waiting to cross and cyclists using the cycle lane.
The traffic from side roads ? This going to casue some potential accidents / deaths ?
Very good
Waste of money

Comments on Drawing No: NR-12
<ul style="list-style-type: none"> • We recommend amending lights phasing to create “hold left turn” scenario as per TfL Whitechapel Road cycle super highway movement and Nottingham Castle Boulevard. • Take cycle track behind bus stop. <p>Buffer to traffic on High Street needs to be 1.0m+ to reduce impact of issues like “vehicle drag”, spray, noise, exhaust fumes. Bicycle traffic heading towards city centre will be closest to traffic flows exiting so all of the above has greater impact + more risk with decent level of segregation.</p>
1. Needs a left turn lights bypass for accessing Newbury Road. 2. Why are the bus shelters the wrong side of the cycleway? 3. Cyclists could turn left from Park Lane onto cycleway followed by an immediate U turn to effect a right turn at this junction. Signage needed for this manoeuvre on Park Lane.
Agree with Pushbikes comments.
Can we keep 3 existing lanes on Newbury Road (two to turn left, one to go straight)? This is a bottleneck already, removing that extra lane will make things much worse. Also I would widen Clifford street at the junction with Alma street so that cars turning into Alma street don't block the ones going straight onto Newbury road and the High street.
cctv and ANPR coverage of major junction
Excellent
Good
good
Good
Good Idea
Good layout and yes this will work best if left turn lanes from Newbury Road reduced to one. Car drivers will hate this as it will increase congestion but it's the safest thing to do.
Good plan
Good.
great
Great, good to see new pedestrian crossing here.
Happy to say this junction looks safe!
Have raised table near bus shelters to slow cyclists in areas of potential conflict + increase access for less-able people. Ensure gradient for these is ≤ 1 in 20
Is this the best layout for the bus stop? won't those waiting to get on a stopped bus be putting themselves in danger by going into the cycle lane? Wouldn't a setup similar to the below be better? http://getbritaincycling.net/brightons-floating-bus-stops-ensure-passenger-safety/
just ignore traffic lights for cyclists some will just dash across
looks great seems to improve safety for pedestrians too.
Looks ok.
No comment
Not needed
Only safety barrier required
Please utilise this budget or money on more important causes than a bike route!!
Quite like this bit
Reducing the number of left turn lanes is a bad idea. The pavement in this area will become cramped when currently it is spacious. A subway system in this area would be a much more effective solution. Doing nothing would be a better and cheaper solution.
Same comments about bus shelter as for NR-11.
Still got to cross a busy road . will there be red lights for cyclists ?
this is a stupid idea to have both lanes on the same side of the road, as a cyclist and commuter i know i won't cycle the route from perry barr to town as i won't cross from 1 side to another just to cycle along the cycle lane
This looks good and the new pedestrian crossing here will be very welcome.
Very good!
Waste of money

Comments on Drawing No: NR-13
<ul style="list-style-type: none"> Left turn movement in /out of Rodway Close – is this cycle priority crossing / will traffic be expected to “Give Way” in & out? - it isn't clear on the drawing. We recommend building out to stop traffic cutting the corner across the bus lane to access the junction. Currently no clear access / connectivity to Old Park Walk area Buffer to traffic on High Street needs to be 1.0m+ to reduce impact of issues like “vehicle drag”, spray, noise, exhaust fumes. Bicycle traffic heading towards city centre will be closest to traffic flows exiting so all of the above has greater impact + more risk with decent level of segregation.
<p>1. Junction with Rodwell Close (& Johnstone St. NR-17) should be used as a template for all these minor junctions (mentioned above) where the current scheme shows a significant unnecessary alignment deviation of the cycleway.</p> <p>2. I think it's better that bus shelters are at the road-side with the cycleway passing behind them as they've been shown earlier.</p>
Again it may improve safety to put the cycleway at the back of the bus stop. It seems especially important when considering wheelchair users access to the bus.
Agree with Pushbikes comments.
Busy bus stop at bottom of a hill - can the bus stop not be put in front of the cycle path?
can see accidents with track near rd ,bus stop set back ,blind people !!!!!!!!!!!!!!!
Excellent
Good
good
Good
Good Idea
Good plan
Good.
great
Great but not sure about layout of bus stop - preferable would be a floating bus stop
Have raised table near bus shelters to slow cyclists in areas of potential conflict + increase access for less-able people. Ensure gradient for these is ≤ 1 in 20
I hope the space can be found here...
If you take the cycleway to the back of the path at the bus shelter on NR-12, you will now be set to cross Rodway Close further back (which is better practice). Make sure the geometry on Rodway Close is tight, to eliminate fast turn-ins by motor vehicles (this applies to all the uncontrolled crossings, of course).
Is this the best layout for the bus stop? won't those waiting to get on a stopped bus be putting themselves in danger by going into the cycle lane? Wouldn't a setup similar to the below be better? http://getbritaincycling.net/brightons-floating-bus-stops-ensure-passenger-safety/
Junction with Rodway close. Drivers entering/leaving a high traffic volume road concentrating on vehicular traffic and so are not likely to see nor wait for cyclists, especially those coming contrary to traffic flow. High collision risk.
looks fine.
No comment
No problems
Only safety barrier required
Please utilise this budget or money on more important causes than a bike route!!
Seems good
this is a stupid idea to have both lanes on the same side of the road, as a cyclist and commuter i know i won't cycle the route from perry barr to town as i won't cross from 1 side to another just to cycle along the cycle lane, this is also really not a safe way for cyclists to travel you need to look at placing cycle lanes on both sides of the road
This is also good.
This looks dangerous to me, having cyclists in both directions coming towards oncoming traffic right next to

the road and buses!? I would definitely not cycle down here! I can't tell from this photo, but are we losing a lane for cars and other transport? if so, this is problematic in my view, would just cause more congestion.
This looks good - but see my previous comments about wheelchair users and the bus stop width.
Traffic turning left into Rodway Close will have to cut across a bus lane and in doing so will likely miss any cyclists using the crossing. Cyclists should have to give way to cars to prevent accidents.
Waste of money
Will the traffic at Rodway Close not be required to give way to the cycleway? If not, why not? If so, will there be road signs to indicate this?
Yes should be ok so long as drivers turning left into Rodway Close are warned to slow right down and it should be very clear who has right of way (I assume cyclists?)

Comments on Drawing No: NR-14
• Existing zebra crossing - can this be re-marked as a parallel pedestrian / cycle zebra on both arms of the junction to provide continuity / connectivity & link to Bromfield Close?
Agree with Pushbikes comments.
And then the cycleway gives up for a bit. Not great, really.
Fine
Good
good
Good
Good Idea
Good plan
great
horrible horrible shared use....why not continue the zebra across the cycleway?
Looks ok
No comment
No problems
Not needed
OK. Would it be too much to ask for the zebra crossing to be made into a toucan crossing? It would make it easier for anyone coming from Victoria Road (myself included) to access the cycle route.
Only safety barrier required
Please avoid shared use paths.
Please utilise this budget or money on more important causes than a bike route!!
Seems good!
Shared section of pavement not ideal, needs to be marked properly if cannot be widened to allow the continuation of the segregated cycle route.
The shared use area will be dangerous.
This section past the zebra crossing is quite narrow, so I think that shared use is the only choice, which is unfortunate.
Waste of money
Why not keep the cycle lane past the zebra crossing, but extend zebra crossing across cycle lane? No logical reason why cycles shouldn't stop for pedestrians, the same as cars do?

Comments on Drawing No: NR-15
~Need a long phase for cyclists that will get them all the way across in one go.....queuing in the middle will annoy. Also need the lights to change fairly quickly otherwise they'll just sprint into gaps in the traffic
• Need to factor in further connections into Lozells Road - track could continue and link in • Will cycle signals & pedestrian crossing both operate on demand independent of which user groups call the signals? • Why diagonal cycle track but retained staggered pedestrian crossing – why not both diagonal and make pedestrian single stage? - Look at Holloway Road N London as a solution.
1. Is there any possibility of having post mounted 'mushroom' push-buttons sufficiently before these crossings so a cyclist can trigger a lights change before they get to the lights ? Perhaps linked to loop detectors so a bike has to be present at the time to stop peds making false requests.
Agree with Pushbikes comments.
cctv and ANPR coverage of major junction
excellent safe solution to crossing this roundabout
Excellent!
Good
Good
Good Idea
Good plan
Good scheme to avoid that horrible island.
Good to see that bikers can cross safely
great
Horrible, tight geometry with multiple turns crossing Lozells Road needs smoothing out.
I'm very pleased to see this. The roundabout here is very wide and these plans reclaim that wasted space and put it to good use. It is also good to see the 1 stage cycle crossing next to the pedestrian crossing.
looks good.
Looks good.
Looks great good separation
Lozells Road:It is good to see that the cycle track will be given a single stage crossing here, and the rationalisation of the road space to reclaim under-used space is good. The angles for the cycle track going around the bottom of the bank are not ideal. We suspect that this is a cheaper option than remodelling the landscape and moving the earth from the bank here.
Not needed
Ok
Only safety barrier required
Please utilise this budget or money on more important causes than a bike route!!
Really good news just here
Really happy with the treatment of this roundabout, well done to the planners!
Reducing the width of the roundabout is a retrograde step. It will impact on capacity as vehicles will have to go slower to fit in the reduced space, especially larger vehicles, which will make them more likely to straddle lanes and hold up other traffic. It also makes the roundabout a very strange and unexpected shape, which could be dangerous.Subways with ramps already exist here. It would be much better to route the cycle lane through the subways - then there would be no impact on traffic.
Still trying to work out whether this is 6 ways island bit coinfued, too much planning language rather than local making it difficult to follow the route
there is a problem at this junction when approaching the island from the North. Cars and delivery vehicles using the Building supply premises double park for the length of the shopping area. How will this be stopped under the new proposals.
This looks to be the safest bit of the route as its away from the road. This is the sort of path I might cycle on, but other bits of the route look really dangerous to me!
Waste of money
Will add time to cycle journeys but looks safe

Comments on Drawing No: NR-16
<ul style="list-style-type: none"> • Connection into Chain Walk needs to be highlighted on plans • Could a connection across Witton Road / Mansfield Road be included with further signed links into Witton train station & Villa Park on plans • Buffer to traffic on High Street needs to be consistent width, 1.0m+ to reduce impact of issues like “vehicle drag”, spray, noise, exhaust fumes. Bicycle traffic heading towards city centre will be closest to traffic flows exiting so all of the above has greater impact + more risk with decent level of segregation.
Agree with Pushbikes comments.
All good.
Another high speed section, will need to be segregated well.
Don't like the switch to the other side of the pavement, which will create a conflict zone. It also means you can't set back the crossing of Johnstone Street, as per best practice.
Excellent
good
Good
Good Idea
Good obvious route - fairly steep incline so what about protection for pedestrians
Good plan
great
great
I don't know what the red line means here, so often these drawings aren't clear.
It is great that it is segregated from both pedestrians and traffic. Good that widening it has been taken into consideration.
Looks great.
meandering cycle track ,blind people !!!!!!!!!!!!!!!
No issues
No problems
Not needed
Ok
Ok
Only safety barrier required
Please utilise this budget or money on more important causes than a bike route!!
This looks good - make sure that there is easy access for cycles onto Chain Walk.
Very good!
Waste of money

Comments on Drawing No: NR-17
<ul style="list-style-type: none"> • Johnstone Street - tighten junction geometry to slow vehicle entry speeds • How will council stop parking on the cycle track given regularity / numbers of cars using the verge currently? • Buffer to traffic on High Street needs to be consistent width, 1.0m+ to reduce impact of issues like "vehicle drag", spray, noise, exhaust fumes. Bicycle traffic heading towards city centre will be closest to traffic flows exiting so all of the above has greater impact + more risk with decent level of segregation.
Again I fear for cyclists that may conflict with left turning drivers entering Johnstone Street. This section of road is high speed and often traffic has limited time to change lanes. I fear drivers turning left here will not consider cyclists.
Again, cyclists should have to give way to traffic on Johnstone Street to prevent accidents where drivers cannot see them while negotiating cutting across the bus lane.
Agree with Pushbikes comments.
as above, and also cars tend to wait in the bus lane already to join flyover so give way line on jonstone street won't be respected and will be a hazard
Don't like the switch to the other side of the pavement, which will create a conflict zone. It also means you can't set back the crossing of Johnstone Street, as per best practice. Why not take the path along the back of the grass, which will provide a green buffer and which I think will eliminate the need to chop tree? This grass is currently used as a car park (https://goo.gl/maps/ZUFQfy4T8bS2)!
good
Good
Good Idea
Good plan
Good.
great
great
Great separation
Great.
I am trusting the re-aligning of the carriage way will be efficient here. (so many trees culled to preserve a subway!)
Is there anything stopping traffic turning left into Johnstone before it crosses the cycleway?
It is great that it is segregated from both pedestrians and traffic. Good that widening it has been taken into consideration.
Junction with Johnstone Street NR13. Same as for Rodway close, but with higher traffic flow into and out of this road and higher average road speed, greater collision risk.
No Issues
No problems
Ok
OK
Only safety barrier required
Please utilise this budget or money on more important causes than a bike route!!
This looks good. You need to make sure that there is easy access on to Salisbury Road for cycles, but that cars can not be driven on to the cycle track. There is a shortage of parking space here, and without bollards to protect the cycle track, it is likely to be covered with cars. You may need to see if you can provide a bit more space for car parking here to compensate for the couple of parking spaces that will be lost to the cycle track.
Waste of money

Comments on Drawing No: NR-18
• Link into Hatfield Road needs to be highlighted on plans • A link into New Inn Road will give connectivity to Heathfield Road. • We recommend having a Cycle priority crossing on raised table at Wilson Road
Agree with Pushbikes comments.
Cyclists should have to give way to traffic on Wilson Road.
Excellent.
good
Good
Good Idea
Good plan
Good route - concern is traffic flow and opposing bicycle flow
Good.
great
It is great that it is segregated from both pedestrians and traffic.
Junction with Wilson road: see Rodway close NR13.
Left turning vehicles again a worry.
Looks ok.
More wiggles here. At Wilson Rd. the drivers give way, but it doesn't seem that the cycle way is continuous. Surely it must be
No problems
Not needed
OK
Ok
Only safety barrier required
Please utilise this budget or money on more important causes than a bike route!!
Priorities not clear at Wilson Rd. See previous comments on shared use.
Priority needs to be maintained over Wilson Road - not clear if it is as no continuous blue coloured tarmac and not a combined cycle/pedestrian crossing.
priority should be given to the cycle way at Wilson road as it would be for a crossing.
This is good, but see my comments about Salisbury Road. It seems that New Inn Road doesn't have that problem with parking - but do make sure that you have a short spur to connect onto New Inn Road. At Wilson Road there needs to be continuity for the cycle track - please make sure that the cycle track goes straight across the junction mouth.
Waste of money
Why give way at Wilson Road? We didn't at Johnstone Street? Consistency please.
Will the traffic at Wilson Road not be required to give way to the cycleway? If not, why not? If so, will there be road signs to indicate this?

Comments on Drawing No: NR-19
<ul style="list-style-type: none"> • Extend current design phase to include the traffic signals junction rather than selling the route and the users short. • Upgrade the existing crossing facility on Heathfield Road to be toucan straight across to get users through this area. • Ensure connectivity between cycle track and bicycle traffic on Heathfield Road. • Cycle priority phase lights within junction.
A shame phase 2 isn't part of this- the stretch of road from Heathfield to Wellington is very busy, and driving standards are often poor
Agree with Pushbikes comments.
And then it dumps you pretty much nowhere. This is the worst part of it (let's not talk about the shared use bit, it isn't the main problem!)
As long as it is clearly marked so that pedestrians are clearly aware that this is a route to be shared by cyclists.
Good
Good
Good Idea
Good plan
Good route - concern is traffic flow and opposing bicycle flow
great
How do you get back onto A34 from here to continue journey
I do not like the route has not been fully developed to go into Perry Bar. Perry Bar is a hot spot for shopping, connection to other routes, university, and university sports centre, as well as Walsall. This is also where the road becomes most dangerous as it is heavier traffic congested, with narrow space, and dangerous lane systems. As a cyclist travelling to the BCU North Campus I have had many numerous near misses with buses and trucks at One Stop because of the dangerous roads and pathways. Please may I HIGHLY suggest having the cycle path end at ONE STOP. Otherwise the cycle path will be both pointless and unlikely to be used, as One Stop and Perry Bar is still inaccessible by bicycle
It is unfortunate that the pavement here becomes too narrow for a cycle track, but that can't be avoided. This is an appropriate place to end the first section of this cycle track. I hope that you will start development of the second stage soon.
Looks ok
Not needed
Ok
OK (a shame about the shared use area but I guess there's no alternative)
OK, but shared use paths are not good.
Only safety barrier required
Please find a way to deal with Perry Barr island when travelling from city! At the moment, because it is so difficult to negotiate on a bike when there is any traffic, I use the tunnel.
Please utilise this budget or money on more important causes than a bike route!!
shared use section must be properly marked.
Should continue to Great Barr.
success of shared use part depends on phase 2 here, if traffic lights are green there is potential for conflict with pedestrians
the shared area with pedestrians is a concern
The shared use area will be dangerous. At least this plan has one good thing - the end of the cycle lane and hopefully the termination of this really bad idea.
The sudden end here has created negative feedback on birminghamcyclist.com. I can see a way of linking with the bus lanes, but it does involve abusing a pedestrian crossing. Can you put a bit of thought into this, please?
This is the real big issue, going into town from Perry Barr. Without it being continued how do I join this? Simply can not easily cross from the side of the Mosque over the road, that's impractical. And then going home it suddenly stops at Heathfield road and back into normal traffic flow when you would expect more people to cycle from? Perry Barr is not improved and that is a death trap.

Waste of money
Zero benefit for taxpayer's money!

Looking at these proposals, do you think you are likely to use the new cycle route? - Why did you choose this answer?
Anything to make cycling that route safer is going to be a great help
Are we or are we not in the middle of major cuts in taxpayer's expenditure in Birmingham? Child services are failing over the last decade, roads and major transport are in melt down. Bus lanes choke the effective use of transport assets causing waste of fuel/time and increase pollution. Cyclists are already self important, reckless and arrogant road users. Eco-warriors and self appointed guardians of the planet. Has the world gone insane? Cyclists should be subject to the same licensing and insurance requirements as other road users. They are lunatics racing through pedestrianised areas, immune to criticism and oblivious to elderly pedestrians. Pay road tax - get insured!
As a regular, proficient cyclist, despite how stressful it is to ride on Birmingham's roads, I generally find that using the current bus lane along the A34 is satisfactory for me. I would be disinclined to use any new cycle route if it were slower, especially at major junctions and roundabouts. Indeed, motorists might be under the misapprehension that cyclists must use the cycle route and therefore react badly to any cyclists who choose not to use it.
as I need my car to travel to work (home teaching requirements)
As long as the cycle lane is safe and convenient,I will use it
At the current point in time there is no segregation between cyclists and motorists on the road making it increasingly difficult to cycle without feeling unsafe.
Be more likely to use the cycle route rather than using the bus.
Because at the moment I don't cycle using this route as I have to use pavement
because creat way forward incourage cyclist on road etc
Because I already cycle in that area and risk my life doing so. Any improvements to the sFety of cyclists will make me cycle more.
because I am disabled, my husband did cycle this route and had his bike stolen / mugged when riding it.
Because I am interesting in this developoment. For me as a cyclist it will be making my journeys safer and for the city a greener and future looking public space.
because I think its safer if I don't my son will
Because I use this route daily and would like to make cycling my main mode of transport and having a cycle route would make this more appealing for me.
because I work at the royal mail sorting office
Because it does not extend to near where i live, and the section of road from my house to the point where it currently starts is too precarious to use a bike currently.
Because it is a waste of 4 million pounds of Public money.
Because it would be safe
because it would be safer for me and other
because it would make cycling on this route a lot safer
because its a waste of money
because lwill feel more safer
because the A34 is a nightmare for cyclists, and it'll be safer for me
Because this looks like a safe and pleasurable way to travel
because we need to provide more for cyclists
Currently stay at home mum with young baby but plan in the future to use cycle routes
Cycles have there own lane. The current bus lane route is scary at peak times with buses trying to get past.
Cycling is dangerous and unpleasant. It brings many disadvantages but no advantages over driving, walking or getting the bus. It is a socially irresponsible fad that gets in the way of everybody else. It causes accidents and forces drivers into slow, stop-start driving thereby increasing pollution, as has been seen in London in the last few years. Quite simply, users of this new cycleway will be more likely to die than users of any other form of transport.The infrastructure required to make cycling even a vaguely viable option would have to involve a ubiquitous network that never crossed a road or pavement. Even then there would be significant problems with cycling and it would only be suitable for a minority of journeys. The infrastructure required

will never happen and would not be worth it even if it was physically possible.
Cycling is my main mode of transport.
Cycling is the future. Clean, green and reducing congestion
Depending on the state of my health
Depends on how easy access is to route when coming from Aldridge road or if bus lane is better option on route into town
disabled ...am not able to use a cycle
do not own a bike
don't often go there
Easy to go to city centre. Not biking at all atm. but would consider changing that.
encourages safe cycling for everyone
Erdington
for 15 years I commuted on this route by bicycle so I know what an improvement this will be. I've now retired but still use this route to get to Sutton Coldfield on occasion. At present you really need to be a bold and experienced cyclist to ride up the A34. This will make it much more accessible.
For I am agency worker I have no say in how and on a low paid job the bus are too slow & only run after 10 am in some places on Sundays, it is OK for people on over £17000 per year & a good pension, I see that poor people will have to walk and the rich will be on their bike in the summer and in their car in the winter. Why can we do things for all to get about Summer, winter, Richer or poor ..for the City of Birmingham
Fully supportive, but very concerned about the harm caused to cyclist health by cycling next to exhausts emissions. If possible, create hedges barriers to protect people's health or promote face guards. We need to tackle the issue of congestion, degraded air quality and people's fitness levels, but need to consider how we can protect cyclists' health from exhausts fumes. Canals and old railways could be part of the solution.
Good cycling facilities will attract me to the area.
Great link to Perry Barr, would have to assess road after that point on the A34 to take me to Scott Arms Great Barr
Having purchased a bike I was so nervous to ride it on the road so this proposed cycle route is a fantastic idea especially for people like me.
Having seen plans before they sound great but sometimes fail to deliver.
Healthier and cheaper
here are few alternatives currently for safe cycle travel going north towards Perry Barr
High quality segregated infrastructure will provide a safe route between two key destinations in Birmingham. The new route will enable people accessing the city centre for work and leisure a good quality option that will provide a safe route down a currently congested and dangerous transport corridor.
I love cycling but drivers do not care. I used to cycle to work but it was too dangerous.
I already cycle this route but currently use bus lanes and road.
I am a keen cyclist but feel apprehensive about cycling along busy dual carriageways where traffic is fast-moving and changing lanes.
I am a regular cyclist I live in Great Barr so how am I supposed to get to Perry Barr to the cycle lane. Would have been a better idea to have the cycle lane from the Scott Arms where people travel from. My other concern is the diesel fumes from the buses.
I am retired and rarely visit the city centre.
I am scared to use my bike to go to work because of the dangers posed by fast moving traffic without any safe zone. A separate cyclists zone would make it feel much safer.
I am very unlikely to use the cycle route. It's too far to cycle from Aldridge to Birmingham, and too hilly (over Beacon Hill). Even if I drove part way to Perry Barr, there is no parking to leave my car at Perry Barr and cycle part way in. Also, despite being fairly fit, this would be a significant journey for someone in their 50's and over who is not a regular cyclist. I think there are many many more people who are definitely not fit enough to cycle this route. Also the British weather is not conducive to cycling!
I avoid going to these areas because transportation is not easy. Driving is stressful because of traffic, and public transport is expensive, irregular and not easy to use. I would however cycle if I needed to access this area, if it was safe to do so. The unavailability of good transport options really discourages me from going to

other areas of Birmingham at the moment. It puts me off applying for jobs, shopping etc in these areas.
I commute along this route in the rush hour on my motorcycle. I legally use the bus lanes but they are constantly blocked by cars trying to join the A34 traffic from the side roads. These motorists often don't care or don't see motorcycles approaching with headlights on so they are even less likely to see or bother about cyclists especially through Newtown and Perry Barr. If you do survive on this cycle route then you will have had to do many stop/starts at many junctions, trying to get through the blockages. Look at how many cars "jump" traffic lights on roundabouts to see what you will have to endure. If I commute by bicycle, I use the canal towpaths, which results in a longer journey but a lot safer and a lot more pleasant. Until you can segregate cycles from motorists completely, then in my opinion these cycle lanes will only attract aggressive cyclists with "headcams" to record all the accidents they have.
I commute to work by bike from Handsworth to the city centre every weekday. My route involves several main roads, and I currently have to negotiate quite heavy traffic.
I currently cycle along the A34 between Perry Barr and Birmingham,
I cycle everywhere in the environs of Birmingham
I cycle from the City Centre to Newtown 2 to 4 times a week. I currently cycle along Summer Lane as I think Newtown Row is too dangerous. The new route will be safer than Summer Lane so I will use that to get to Newtown.
I cycle it daily in the summer, but drive in the winter as I don't feel it is safe when dark as it currently is
i cycle this route everyday, from harleston road to bell barn road.the cycle lanes is a good idea but the proposed route doesn't make any sense, like i say i cycle everyday on this route and cycle on the road all the way into birmingham city centre, it doesn't make sense as to why i would cycle to perry barr and then all of a sudden have to cross over the road just to cycle along the planned cycle route. personally i think this would put me in more danger with car drivers, to have both cycle lanes on the same side of the road is a stupid idea if your going to have cycle lanes then you have to have them on either side, as a cyclist i know i wouldn't cross over from 1 side to another just to cycle on the proposed cycle lane. i know i would just continue cycling along the same side as this is a more sensible way
I cycle this route twice a day and I have near misses from cars and buses on a regular basis
I cycle to work first thing in the morning (5.15) and over use the overpass and then the buss lane. My issue with this plan is the existing bus lan should be used in both ways and protection used with it. Also it should run from Perry Barr to Birmingham, very strange place to start it
I dont cycle
I don't own a cycle
I feel parts of the route are congested for cyclist and pedestrian . . the route itself has fast flwoing traffic
I feel that my safety is often at risk currently. Most drivers are negligent of bicyclists' space.
I got that way on my bike now - and this'll make it safer
I have been considering cycling to work (Brindley Place) for a while now but have been unsure of my cycle safety with the current infrastructure. This would provide an excellent route to avoid the queues of traffic and cost of public transport.
I have cycled along Birchfield Road before but it is very intimidating. I will be much more likely to cycle once these changes have been made.
I have cycled along this route and when i get to the 6 ways island i am always beeped at driven at and shouted abuse at despite following the correct rules of the road as i have been taught through cycling workshops. I have also almost been crushed by buses attempting to overtake me along the shared cycle routes and then braking abruptly in front of me to pick up passengers and have become too scared to use my bike for commuting along this route.
I live in liverpool
I live in South Birmingham but will try this route when completed and may become a regular user.
I need to get fit and have a bicycle and would use it on this route.
I occasionally cycle to town along a different route. This cycle path will be more direct and much better than risking life and limb on the route with cars on buses or cycling on the pavement.
I only ever travel this route by bicycle so a segregated path would be an obvious choice
I prefer to use another mode of transport other than car

I regularly cycle and would like a safer route to cycle into work two or three times a week.
I regularly cycle on the same route and it is always busy and dangerous by bike, a cycle lane would be safer for both cyclists and drivers
I ride on Sundays only at the moment but would ride more often if I felt safer on the roads.
i ride this route anyway so if there is new infra there i'll probably be on it.
I study a Birmingham City University, and often my exams are placed at Perry Barr. I find this route currently is VERY dangerous, and unsafe for cyclists. I have had numerous near misses from careless driving, despite cycling here once or twice a year. The roads are terrifying, and having this cycle route would really help benefit those who cant drive or afford a bus.
i use my bicycle for most of my journeys so for me this is more good news for cyclists hopefully more routes like this are created in the future so we can cycle safely
I use this route to pick up children from childminder so would be unsuitable
I usually choose cycling as a safe, convenient, and enjoyable mode of travel
I would cycle more on cycle routes as I would feel safer away from faster moving traffic.
I would not be interested in riding a bike, i purposefully drive a car to have the comfort that it provides. I also work outside of the city centre and live in the centre so it would be feasible, even it was however, I would have no interest in doing so.
If it is safer than riding on the busy main roads then yes I would use it.
If there is no safe route to link to Parry Barr from Sutton Coldfield then I do not intend taking my life into road users hands by cycling .
I'm a regular and confident road cyclist, and I prefer to use the road in most instances, as this gives me right of way over traffic approaching from side roads.
I'm all about British cities taken on more cycle activities and saving the planet.
In several decades of living in Birmingham, I think I've been along the A34 out towards Perry Barr only once or twice. So my response in no way reflects what I think of the proposed cycleway. I do regularly use Lancaster Circus (cycling), however, and I'll almost certainly ride the route just to celebrate its opening.
is very good for health for us and kids too
It can be difficult and dangerous with the amount of traffic currently around Birmingham when on your bike. A sectioned off area just for bikes will make it safer to travel
It is required in our area and Birmingham as a whole.
It will be easier, safer and more suitable. Looks nice and glad BCC are looking at additional shared servcies
It will be safer than being on the road.
It will improve safety when cycling this route
it will make safer
It will make the cycle journeys I make through Perry Barr safe.
It will mean I can cycle to work safely
It would offer a segregated, safe cycling route on part of my commute to work in the city centre
It's about time we had some safe cycling routes.
I've really been looking forward to Birmingham undergoing a cycle revolution. I've got a free bike through the Big Birmingham Bikes scheme but haven't been able to use it because there are only A Roads towards my work on Brindley Place. I'm really looking forward to being able to commute to work
Journey too long - approx 17 miles each way to ddo for daily comute
keen bike rider and can comute to work
Looks good and would enjoy the journey in safety
Looks really good. Will make cycling safer and more pleasant.
Love cycling but don't currently feel safe on the roads.
May move into the area next year
Most direct route from my address to city centre.
much safer & return to bike
MY main concern is side roads. It is not clear how drivers are going to behave at side roads (both leaving and joining the main carriageway). It is difficult to believe that drivers will wait patiently and give way to cyclists

(who will have the right of way). It is not clear what signing will be in place and what information is going to be provided for drivers. Also,, what CCTV is going to be available to demonstrate to drivers that incidents are their fault. It is important because one or two high profile incidents will completely undermine cyclists' confidence in the scheme and make it a waste of money when they stop using it.
Myself and my grand children have had bike lessons with Bikeright. I feel this will enable us to cycle regularly and safely.
Near to home / shopping and general wellbeing using bike, good for health and climate.
not a confident cyclist
only use the route for work
Safe and segregated space for cycling on what is currently a nasty busy fast road.
safer alternative to current road route
safer and local to shops
Safer cycling around the city needs to be promoted. The proposed cycle lanes / routes (with the physical separation from pedestrians and motor traffic) is fantastic and will help remove the barriers people have to cycling around the city.
Safer riding
Safer than current riding conditions which are dangerous to say the least!
Safest option
safety
Safety
Safety
Segregated lanes
Some of the proposals have us facing against the direction of traffic. Cycle lanes away from busy roads is a major leap forward.
Some of the road are not nice to ride on.
some part that scared me to ride bike
still deciding
take grandchildren on route, safer away from traffic
The new cycle route provides a clear and easy route to follow which will be safe and comfortable. There aren't currently any clear obvious cycle routes in this direction for me that I know of, so it would be useful.
The part from sixways roundabout down to Perry Barr train station is quite high speed on a bicycle (25mph+) at the moment, moving that from the bus lane onto a shared path with pedestrians would be dangerous, or cost me minutes on my already long ride home. Staying on the road then after these much publicised changes would be more dangerous as motorists will feel that I have no right to be on the road. I think the current bus/cycle lane there is adequate as long as bus drivers dont pull across you to stop, which these proposals will not help.
The planned route appear well thought oout along most of it's length
the roads around here are always busy and does not seem safe for cyclists. I like to cycle for leisure and exercise and this now looks safer
The routes seem very safe to cycle upon. The traffic lights should protect the cyclist
This depends on two things: A) the quality of the work & B) the fact that it doesn't go anywhere (it dumps you on a very dangerous road, 2 miles from Perry Barr!)
this is likely to be my route to work soon hence would like to cycle it
This proposed route will give me secured route to cycle to work.
This should encourage more people to cycle to work as it will be safer and would reduce the traffic congestion and also help reduce the pollution. I cycle to work and feel a lot safer where there is a bicycle lane.
Too dangerous at Perry Barr
travel to town more on my puch bike.
Unfortunately because I am disabled my only option for travel is by car when I am able. However as a former cyclist I am delighted that you are planning cycle routes for Birmingham. Our son lives in Berlin and cycles everywhere using their vast network of cycle lanes. Please keep up the good work and make our City

the envy of cyclists the world over.
Various parts of the route use the public footpath/share areas for the route, whilst clearly demarcated as a cycle route other uses will naturally use this space for walking/running/Pushchairs/Cycling in wrong direction e.c.t which not only poses a danger for all users I feel it would be safer and faster to use the existing bus lane/road network at various points of the route. For parts of the network that share the road space, what will be done to prevent the road debris being pushed into the cycle lanes and not cleared? Flood water between the curb and cycle lane barrier building up under heavier rain fall? Signage for motorist whom will be turning left onto the A34 towards the M6 will no expect cyclist approaching from the left, existing contraflow cycle lanes in the city center have already seen a number of cycling RTA's.
walking to the shops, its safe to walk to the bus stop
Where there is a good quality segregated cycle path I will always try to use it because it is safer for me as a cyclist and also out of consideration for other road users so I am not taking up space in the road when I don't need to. I am not sure it will be any quicker than the bus lane that I use at present but safety is a more important factor for me.
Will be starting a new job around Lancaster Circus so will be commuting from Sutton Coldfield via Perry Barr.
worth a look at whether it would be worth the quite long diversion on my route to work

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