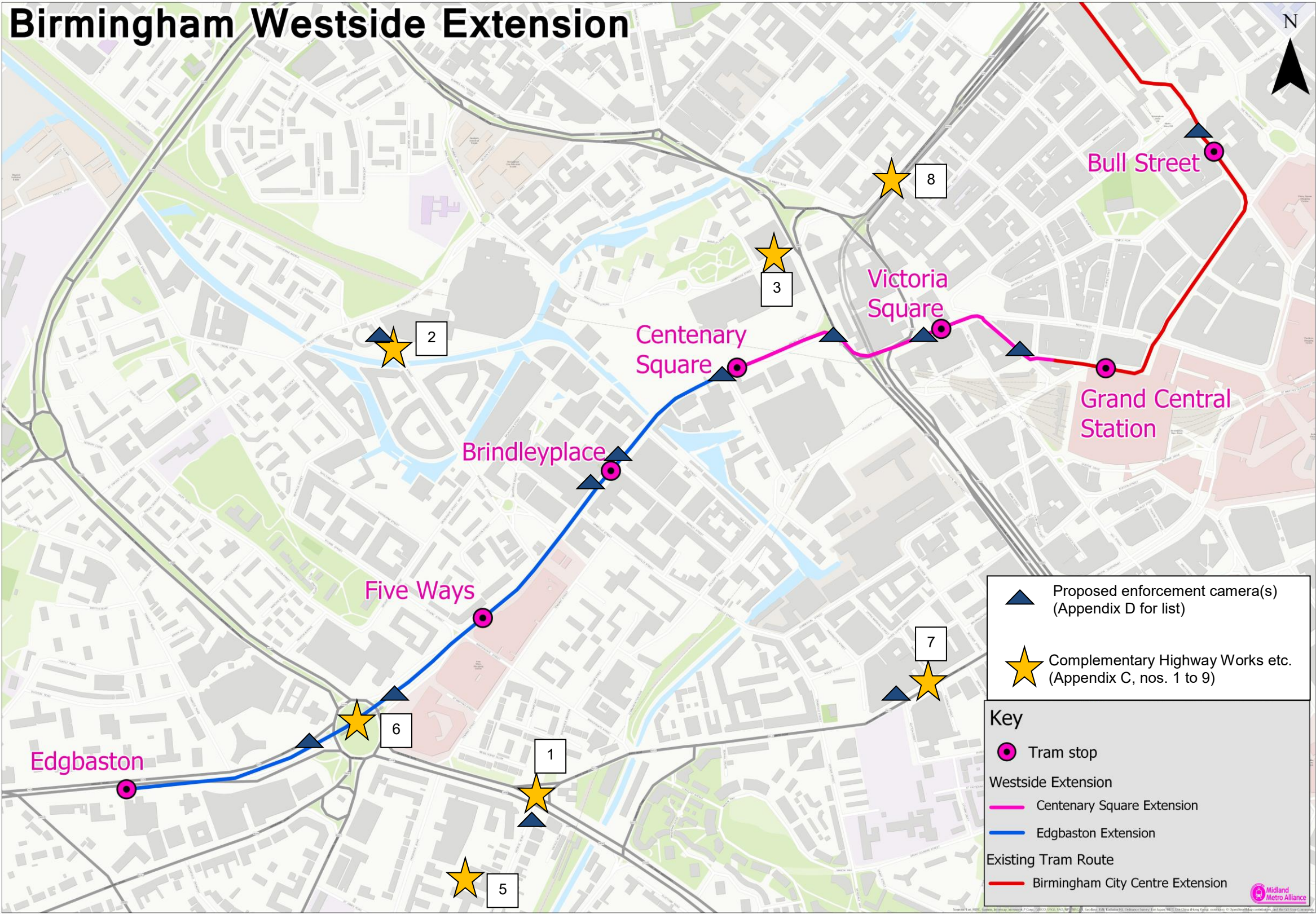


Appendix B

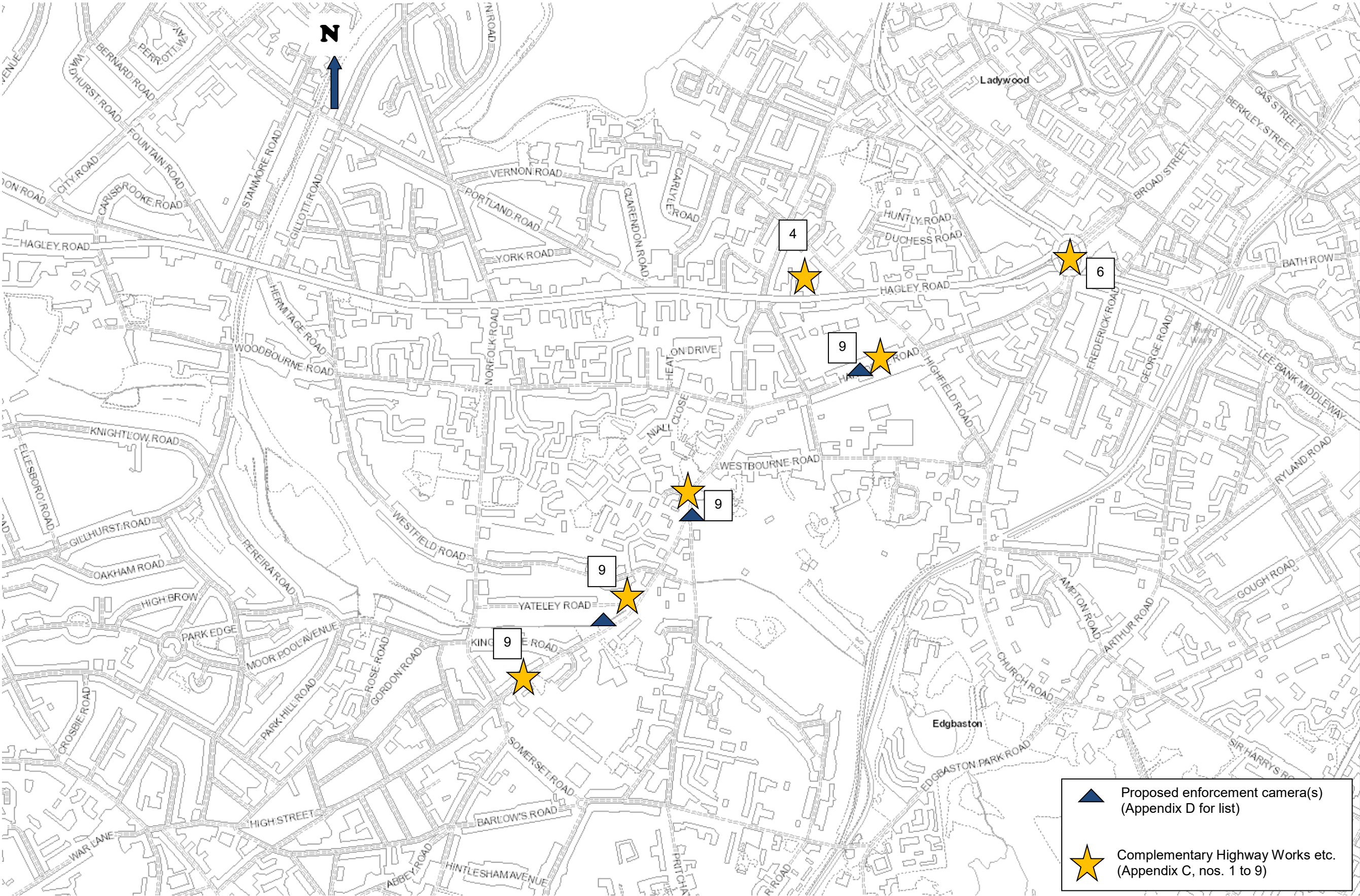
Route of the Metro Westside Extension and location of the Associated Measures



(Remaining Associated Measures are on the following plan)

Appendix B (continued)

Monument Road/ Hagley Road/Plough and Harrow & Harborne Road bus lane Associated Measures



Appendix C

The current proposals for the Complementary Highway Works

Following a review of the impact of the Metro extension to Hagley Road, Edgbaston, the following complementary measures were identified for development and construction. See Appendix B for plan location.

Location	Description	Status
1. Islington Row/Bath Row/George Road	Traffic signal junction providing a right turn from Islington Row into Bath Row. This reduces traffic movements on the Five Ways junction.	Bus gate /one-way road on George Road included in DRAFT proposals to allow for improved bus access to Bath Row. Consultation undertaken during March 2018 and August 2018. Construction by MMA under S278 Agreement*
2. Sheepcote Street	Traffic measures to restrict traffic flows along/rat-running via Sheepcote Street, and provide bus priority	Proposals consulted on in March 2018 and August 2018. Construction by MMA under S278 Agreement*
3. Cambridge Street	To be made one-way between Paradise Circus Queensway and Brindley Drive	TRO process already completed during Paradise development but it is currently part of the two-way temporary bus diversion route. Construction by MMA under S278 Agreement*
4. Monument Road/Hagley Road / Plough & Harrow	As part of the proposed SPRINT changes to Hagley Road, suggested complementary TRO / Pedestrian crossing changes to Monument Road to make it an alternative traffic route to the Middleway. This helps reduce traffic on Hagley Road / approaching Five Ways	DRAFT proposals being prepared*
5. Five Ways Area	Resident Parking schemes/traffic calming. To prevent tram passengers parking in the area to use tram stop	DRAFT proposals being prepared. Proposed George Road bus gate (above) falls within this area*.
6. Five Ways roundabout	Lane marking changes / MOVA signal updates to improve efficiency for Metro introduction	To be undertaken as part of Metro works – no consultation required as it adjusts existing infrastructure*
Bus priority measures at: <ul style="list-style-type: none"> 7. Bath Row /Holloway Head 8. Paradise Queensway/Great Charles Street Queensway/Margaret Street 9. Harborne Road Bus Lane 	TfWM proposed bus lanes to provide priority for public transport	DRAFT proposals consulted on in March 2018 and August 2018. Construction by TfWM under S278 Agreement.*

*Proposed that the detail design approval and implementation is taken forward by the Associate Director, Transportation and Connectivity in consultation with the Cabinet Member for Transport and Environment.

Appendix D

Current proposals for Metro Westside Enforcement Camera locations

Proposed Camera Location	Estimated Number of cameras	Comments
Sheepcote Street, George Road, Harborne Road, Holloway Head	6	For new Complementary Highway Works and bus resilience measures - bus lane enforcement
Bull Street / Colmore Square	1	Potential to retro-fit one camera to discourage vehicles 'rat-running' between Bull Street and Snow Hill along the 'tram only road'. This is dangerous for pedestrians and has also led to some vehicles continuing onto the grass track/rails behind the Snow Hill development
Pinfold Street, at its junction with Stephenson Street	1	This would require one camera to discourage access into Victoria Square along a road that will become 'tram only'. This section of Pinfold Street was a cul-de-sac that previously had access for loading and parking. There is concern that people will follow the tram, and 'rat-run' up to Paradise Circus Queensway
Paradise Street, at new tram stop (outside Town Hall)	1	As Pinfold Street above, This is the potential reverse journey we need to prevent/discourage.
Centenary Square, at its junction with Broad Street	2	This may need two cameras, one for the bus lane and one for the tram.
Centenary Square, adjacent to junction with Bridge Street	2	Ditto
Proposed 'tram and bus gate' on Broad Street, between Berkley Street and Granville Street	2	One either side of the proposed bus, tram, taxi and cycle section to prevent Broad Street being used as a through route for general traffic. We want essential servicing etc. access only on Broad Street so that public transport is not delayed.
Five Ways underpass approaches	2	One either side of the proposed bus, tram, taxi section to prevent the underpass being used as a through route for general traffic. We want public transport prioritised at this junction
Total	17	Any reduction/increase to be agreed with WMCA by the ADTC in consultation with the CMTE

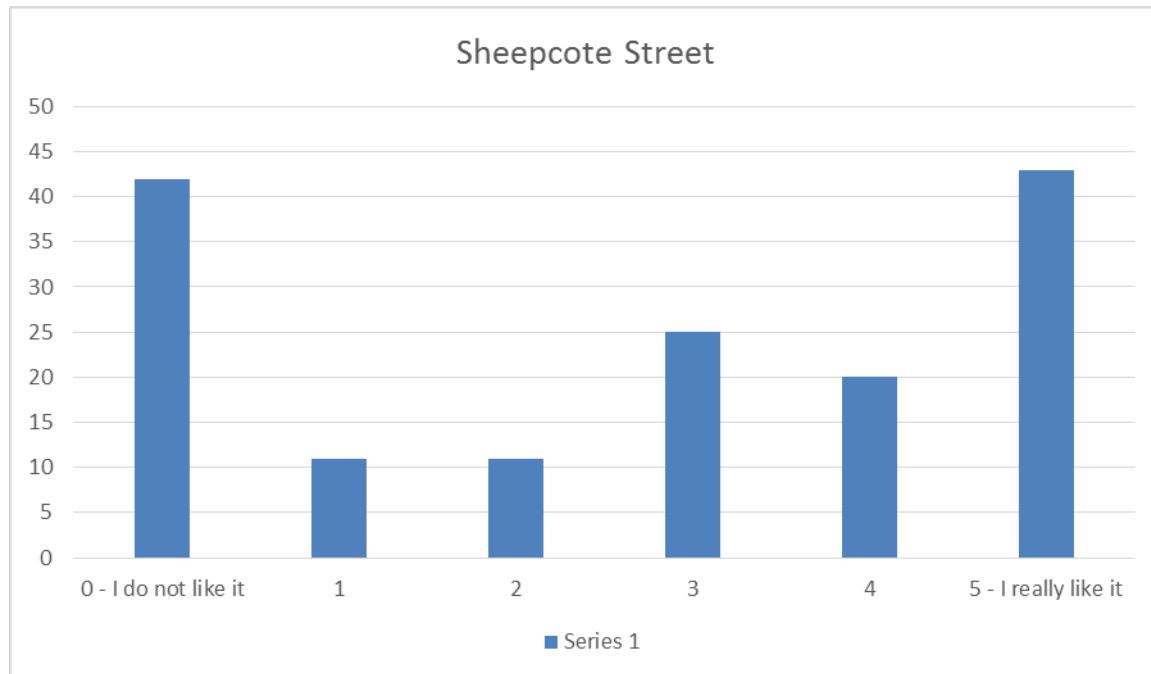
(See Appendix B for approximate camera locations – exact locations to be determined)

Appendix E

Complementary Highway Works - Consultation Summary Sheepcote Street Consultation and TRO objection summary

1.1.1 Non-Statutory consultation (March 2018)

Prior to the Traffic Regulation Orders being advertised the MMA undertook non-statutory consultation. In summary this provided the following level of response in relation to the scheme proposals.



Key concerns raised against the proposal consisted of :

- Restricted resident and business access on Sheepcote Street
- Restricted access to and from Arena Birmingham and Brindleyplace
- Scheme will cause congestion in the surrounding area
- Pedestrian Access not improved
- Cycle Access not improved
- Increased pollution due to congestion it will cause
- Use as a bus route – negative impact to residents

(Note – the original consultation did not propose the reverting of Grosvenor St West to two-way flow. This was included in the statutory consultation plan as a way of reducing the journey for residents)

1.1.2 Statutory consultation (July 2018)

Upon completion of the detailed design statutory consultation has been undertaken with the responses shown in Appendix B. It should be noted these are specific to the Traffic Orders and it is expected that only those who oppose the works will respond or those with a specific comment relating to the works. The advertising of the Order is more specific than previous consultation and is designed to target those directly impacted by the proposals.

In summary the following **55** responses have been received:

8 in support of the Orders, of which comments were raised as follows:

Request for a residents parking scheme

Concerns over the potential increased traffic on Grosvenor Street West

Concerns over the impact to the cycling facilities on St Vincent Street

Concerns over residential access and privacy due to buses being able to overlook the garden

45 objecting to the Orders, based on the following concerns;

17 objectors raised concerns regarding restricted access

14 objections based on restricted access and increased traffic on adjacent roads – of which one objector acknowledged the problem and 2 also requested the removal of the current restriction on St Vincent St

9 objections based on the increased traffic in adjacent areas (one specifically concerned over George Street West)

3 objections based on pedestrian access (two of which specifically reference safety of pedestrians on Grosvenor Street West), provision of cycling facilities and the increase of vehicle use on Grosvenor Street West

1 objector concerned over the management of event traffic

1 objector due to the potential of Sheepcote Street being used as a bus route

2 further comments were received, neither objecting nor supporting the Order but making the following comments:

“Where is the segregated cycle infrastructure?”

“There must be an easier way to resolve the traffic issues?” – acknowledged the problem but made no suggestion to resolve it.

Further Responses

In addition to the advertised Order responses we are aware of the publicity this proposal is creating, and a petition against these works has been created (linked from BirminghamLive) with over 120 signatures at the last time it was reviewed.

We have also received an objection from the Executive Management Group, on behalf of 144 flats on Sheepcote Street (Symphony Court) due to the restricted access – these flats are one of three within the estate. Subsequent email correspondence with two residents has shown that some acknowledge that there are problems but they don't like the proposed restrictions on access. They want a speed reduction scheme with priority narrowings (see Appendix D) installed.

‘The Distillery’ (a public house on Sheepcote St) have submitted a letter of objection as they feel it will prevent them from servicing their property.

A resident of Sheepcote St has submitted a letter of objection, supporting the aims to reduce congestion, reduce noise pollution and improve air quality but due to business requirements and having to use a private car the impact of the additional travel and potential use of residential side street. They requested residential access through the restriction. We believe this resident has also responded on BeHeard.

Additional e-mails directly sent to BCC include:

GVA Worker – objection due to being a blue badge holder and having to access Brindleyplace car park

King Edwards Wharf resident wrote in support of the works

Sherborne Lofts – individual objection to the works

Push Bikes – objecting to the junction change at St Vincent Street / Sheepcote Street and the amendment of Grosvenor Street West to two-way (as no exception for cyclists to proposed banned right turn)

Browning Street resident objected due to the potential increased traffic that would be caused in this area.

Response from Traffic Management Services, Birmingham City Council

Barclaycard Arena now have an event exit plan which directs a proportion of vehicles down Sheepcote St to Grosvenor St West – this proposal will prevent this current egress route and introduces an additional traffic flow towards the arena on Grosvenor St West which would need to be managed. Andrew Hendry has raised concerns over this proposal.

The recommendations from BCC TM Services are:

- Require all traffic leaving the south car park to turn right onto Sheepcote Street and then either left or right at St Vincent Street. The draw back with this is that there would be a surge of egress traffic for around an hour through the residential area St Vincent Street, Gt Tindal Street, Ledsam Street. If traffic does not efficiently enter the Ring Road there could be stationary queueing traffic in this area and a temptation for drivers to use other even more minor residential streets to egress
- Suspend the bus gate for the duration of the exit plan for around an hour. This would allow the same egress routes to apply as at present. The draw back would be that this might encourage non - compliance with the bus gate regulations at other times

Both options would require traffic in Grosvenor street west at Sherborne Street to be one way only away from Sheepcote Street

(Note: When these works were originally proposed the event management plan provided showed a restriction on Sheepcote St in line with the proposals with all vehicles having to travel north to St Vincent St.)

The Ward Councillors for Ladywood support the principles of the scheme proposals but were concerned about the impact of traffic diverting onto the local roads like Browning Street. However, they felt that overwhelming requirements of the Metro construction meant that the scheme had to occur. They asked that signing etc. discouraging use of the adjacent streets be provided.

1.1.3 Additional considerations

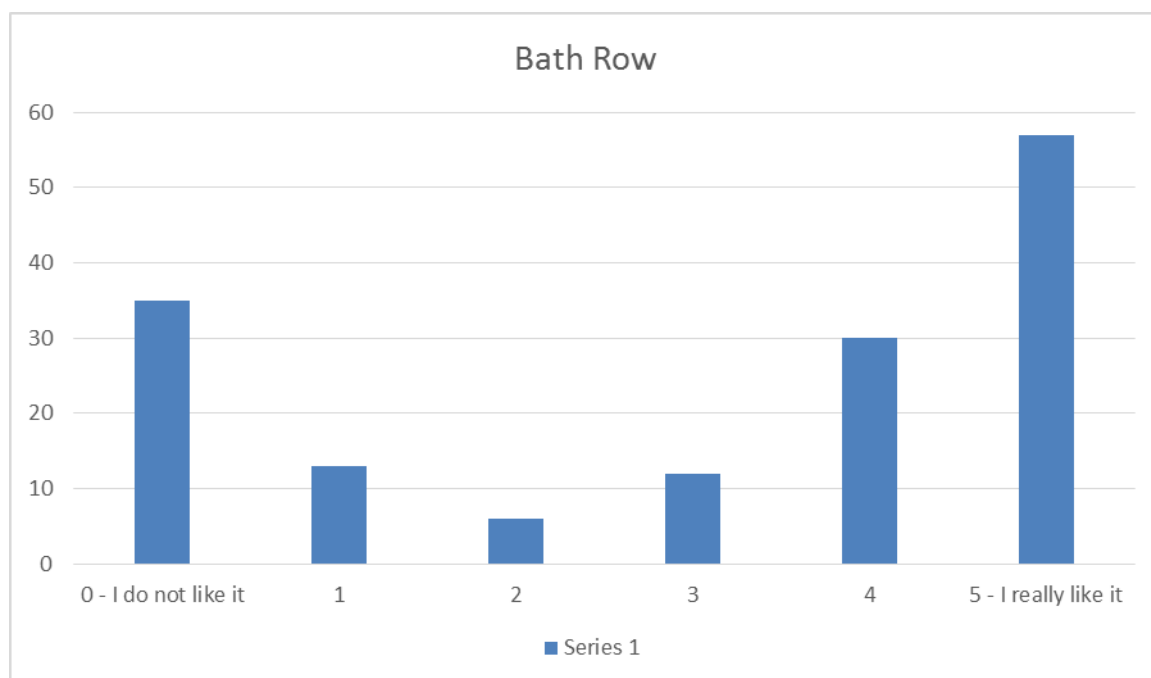
During the non-statutory consultation, a number of responses were received which have either not been raised during the statutory consultation or not to the same extent, as such these should also be considered in relation to these proposals although they have not been raised at this time. These items as follows:

- Motorcycle Access groups want consistent use of bus lanes / public transport gates
- Request for access for licenced private hire vehicles in public transport only areas
- Enforcement of the proposals – installation of cameras
- Private vehicle access and functionality - impact of the proposals
- Use of time sensitive restriction allowing some residential access

Bath Row /Islington Row Middleway/George Road Consultation and TRO objection summary

1.1.4 Non-Statutory consultation (March 2018)

Prior to the Traffic Regulation Orders being advertised the MMA undertook non-statutory consultation. In summary this provided the following level of response in relation to the scheme proposals (which included one way along the length of George Road):



Key concerns raised against the proposal consisted of:

- One-way proposal on George Road
- Pedestrian Access
- Lack of consideration of improved cycling facilities

- Concern over delays due to the introduction of additional signals on Islington Row Middleway
- Manoeuvres not proposed /provided within the scheme
- Motorcycle Action Group want consistent use of bus lanes / public transport gates

These points were all considered within the detailed design with the main amendment being the reduction of the George Road one-way element to be implemented. It will only be one-way from just after the last building access near the junction with Islington Row Middleway.

1.1.5 Statutory consultation (July 2018)

Upon completion of the detailed design statutory consultation has been undertaken. It should be noted these are specific to the Traffic Orders and it is expected that only those who oppose the works will respond or those with a specific comment relating to the works. The advertising of the Order is more specific than the previous consultation and is designed to target those directly impacted by the proposals. In summary the following responses have been received:

3 in support of the Orders, of which one raised concerns over the potential u-turn capability introduced on Islington Row Middleway and one concerned that cameras will be required to implement the vehicle restrictions from George Road to Bath Row.

11 objecting to the Orders, based on the following concerns;

9 objectors raised concerns regarding the lack of provision of additional cycling facilities

1 objector raised concerns over the impact to the red route, signing and signalling layout and the cycling facilities (with reference to allowing for a horse to cross as well)

1 objector misunderstood the proposals and objected to the impact to the parking along George Road

A response has also been received from 'Push Bikes' objecting to the measure due to the lack of provision of high quality cycle infrastructure within the plans. They noted that they wanted the left-turn out of Bath Row to be closed so that cyclists had less traffic lanes to cross. They also wanted the junction constructed ready for any future two-way cycle facility between Five Ways and Belgrave Middleway. This larger cycle scheme had previously been proposed as part of the Birmingham Cycle Revolution but was no longer funded.

The Ward Councillors for Edgbaston had written to the Cabinet Member for Transport and Environment requesting his support to construct the George Road bus gate.

Bus Priority Measures

1.1.6 Non- Statutory consultation (March 2018)

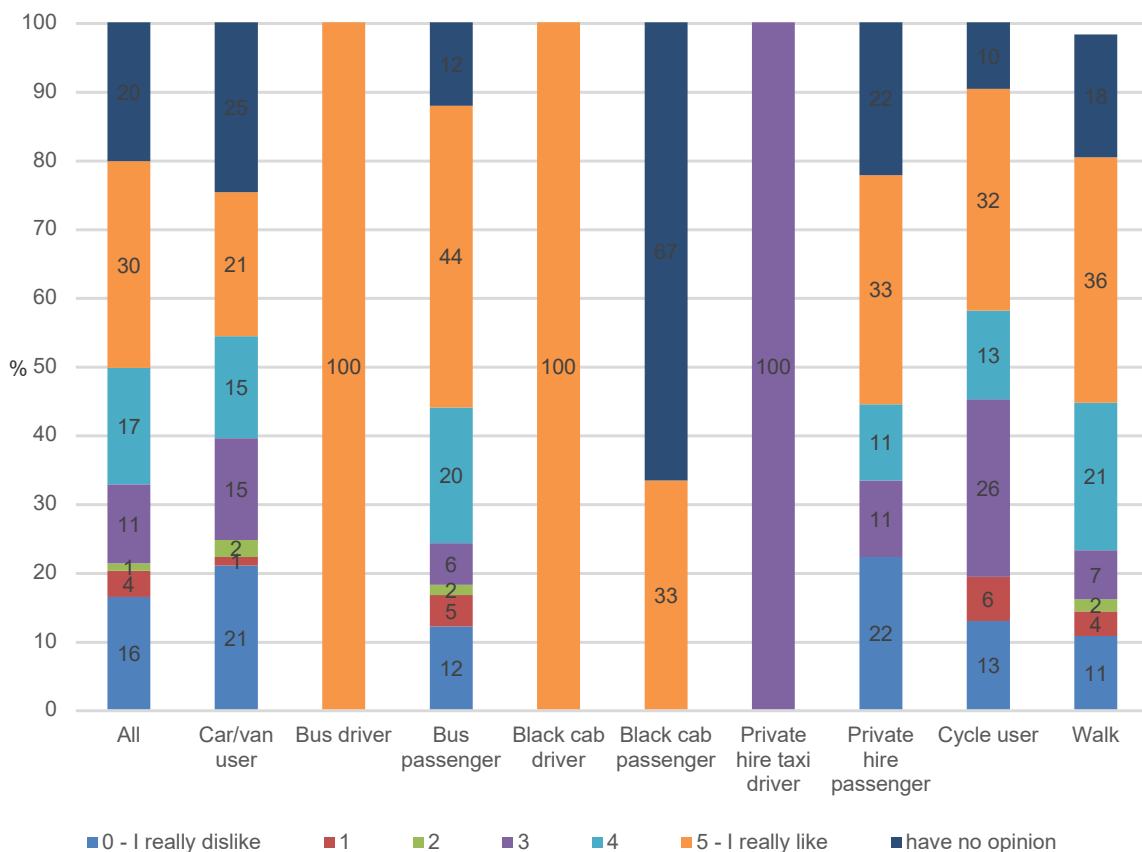
The schemes were consulted upon and the summary of the responses can be seen in the following tables. As the proposals are to be implemented under an Experimental Traffic Regulation Order, there is no Statutory consultation response to date. This will be assessed over an 18 month period prior to sealing any Order for the projects.

Opinion On Proposal For Bath Row/Holloway Head Bus Lane

	Respondents	%
0 - I really dislike it	30	16
1	7	4
2	2	1
3	21	11
4	31	17
5 - I really like it	55	30
Don't know/no opinion	37	20
Base	183	100

- 70% of weekday peak bus users rated the proposal a 3 or above, with 44% giving it a rating of 5=I really like it.
- 51% of car/van users rated the proposal a 3 or above, with 25% rating the proposals a 2 or below.
- 71% of cyclists rated the proposal as 3 or above, with 32% giving a rating of 5=I really like it.

Opinion On The Bath Row/Holloway Head Bus Lane Proposal By Mode Of Travel

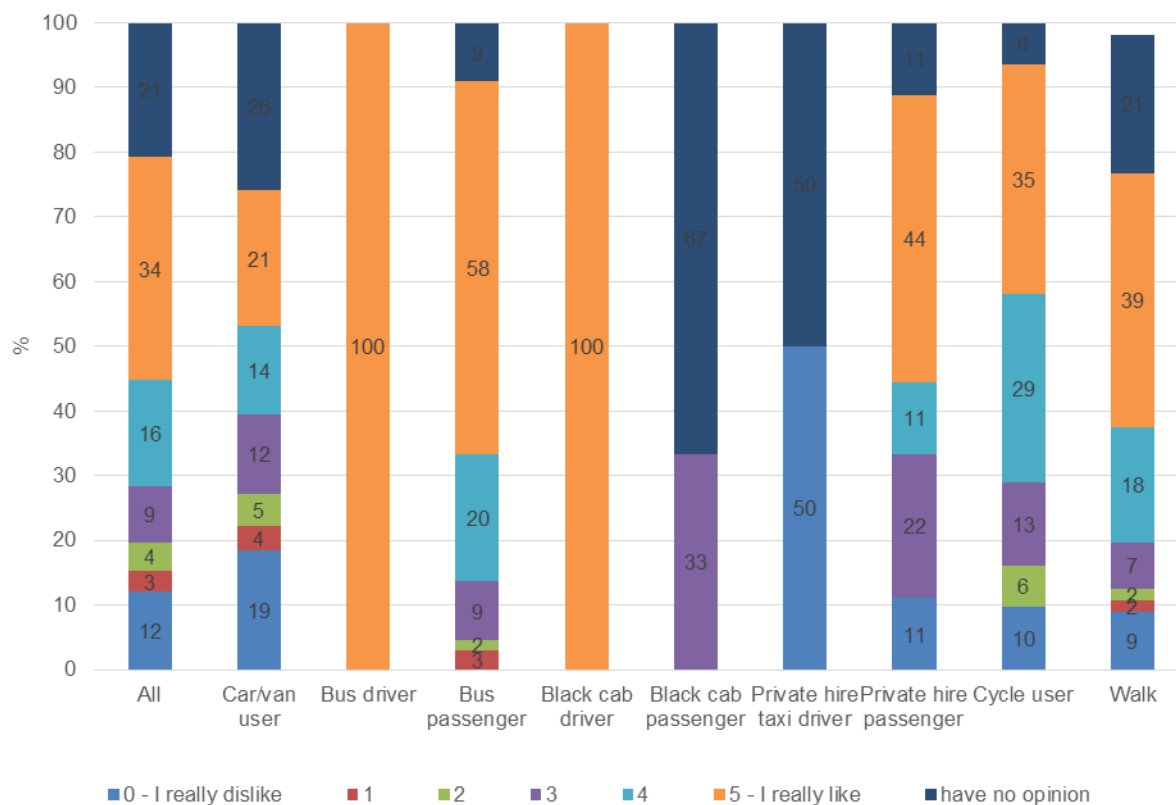


Opinion On Proposal For Paradise Queensway/Great Charles Street Queensway/Margaret Street Bus Lanes

	Respondents	%
0 - I really dislike it	22	12
1	6	3
2	8	5
3	16	9
4	30	16
5 - I really like it	63	34
Don't know/no opinion	38	21
Base	183	100

- 86% bus passengers rated the proposal a 3 or above, with 58% giving a rating of 5 = I really like it.
- Only 47% of car/van users rated the proposal a 3 or above, with a 27% rating the proposals a 2 or below.
- 77% of cyclists rated the proposal as 3 or above, with 35% giving a rating of 5=I really like them.

Opinion On The Paradise Queensway/Great Charles Street Queensway/Margaret Street Proposal By Mode Of Travel

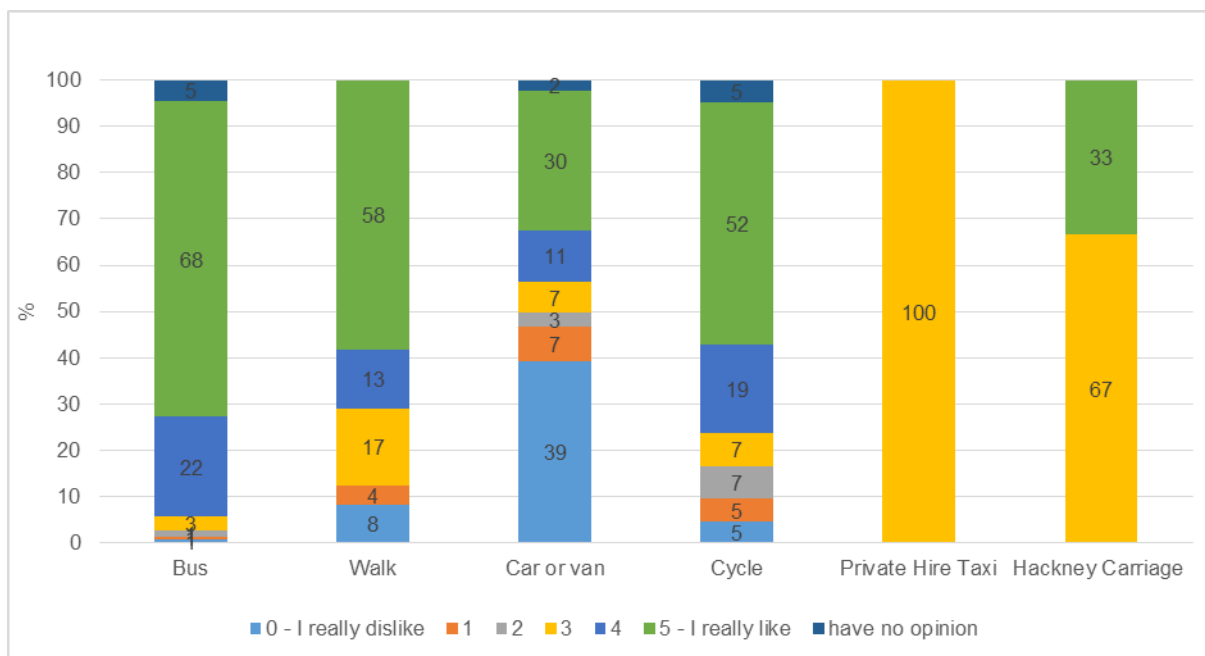


Opinion On Proposal For Bus Lane On Harborne Road

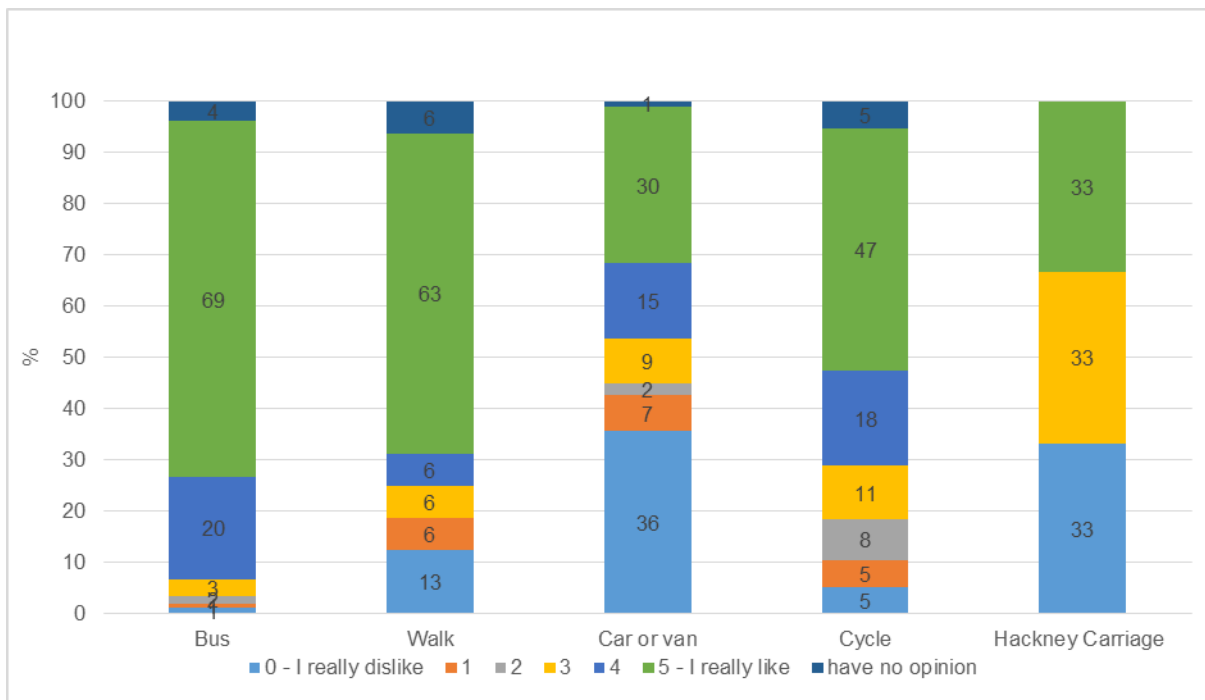
	Frequency	%
0 - I really dislike it	74	13
1	18	3
2	14	3
3	32	6
4	96	17
5 - I really like it	299	54
Don't know/no opinion	20	4
Base	553	100

- Opinion varied significantly by mode of travel used when making trips along the Harborne Road. Opinion was most divided amongst weekday peak users (between 7-10am).
- 92% of weekday peak bus users rated the proposal a 3 or above, with 68% giving a rating of 5=I really like it.
- Only 48% of weekday peak car/van users rated the proposal a 3 or above, with 50% rating the proposals a 2 or below.
- 79% of cyclists rated the proposal as 3 or above, with 52% giving a rating of 5=I really like them.

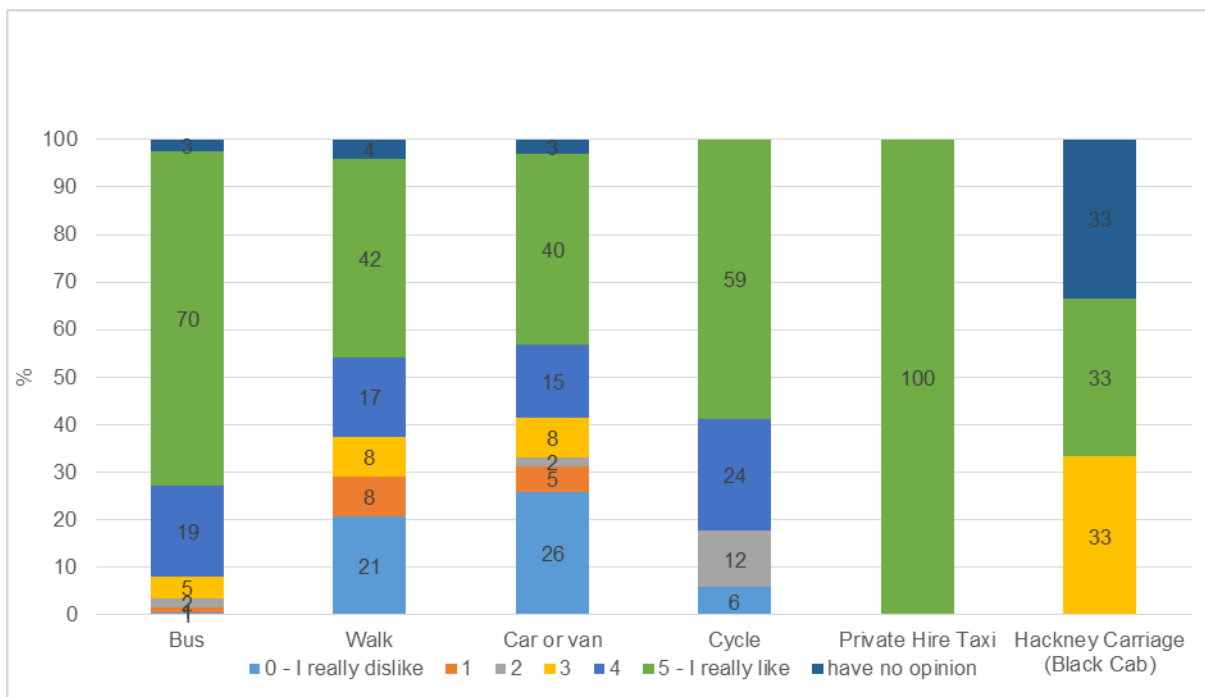
Opinion On Proposals By Mode Of Travel 7-10am



Opinion Of Proposal By Mode Of Travel Weekday (Other)



Opinion Of Proposal By Mode Of Travel Saturday/Sunday



Appendix F – Metro Westside Extension and Associated Measures – Risk Assessment

No.	Risk	Probability	Impact	Mitigation	Milestone
1.	WMCA experiences a budget overspend on the Westside Metro budget.	Medium	Medium	WMCA to seek additional funds, or reallocate other budgets, to suit shortfall.	December 2021 – operational tram to Edgbaston
2.	Objections received to Traffic Regulation Orders	High	Medium/Low	Consultation to be undertaken to assess level of resistance to proposals. Officers to seek approval to proceed notwithstanding where works are essential.	Sealing of the TROs before they expire or December 2021, whichever comes first.
3.	Negative impact of construction on businesses along the Metro route.	Medium	Medium/Low	MMA are working with the BID to minimise the impact on the night-time economy in Broad Street.	Ongoing review as traffic management and the works progress along Broad Street and Hagley Road.
4.	Revenue commitments cannot be met by WMCA/TfWM	Low/Medium	Medium	The City is forced to consider funding revenue commitments from the provision for Highways Maintenance held within Corporate Policy contingency	December 2021 – operational tram to Edgbaston

Appendix G

Midland Metro Alliance (MMA) compliance with BBC4SR themes

The key themes of the Birmingham Business Charter for Social Responsibility are:

- Local Employment
- Buy Local
- Partners in Communities
- Good Employer
- Green and Sustainable
- Ethical Procurement

Employment

The MMA is a team of planning, design and construction specialists building five new tram extensions over the coming decade across the West Midlands. Employment with the MMA is provided through one of the nine partner companies that make up the MMA. These include the West Midland Combined Authority, which owns the Midland Metro; a consortium of design experts from Egis, Tony Gee and Pell Frischmann; and construction specialists Colas Rail – with Colas Rail's sub-alliance partners Colas Ltd, Barhale, Bouygues UK and Auctus Management Group.

They regularly have a number of exciting career opportunities for those who share their values. The Midland Metro Alliance recruits primarily from the local area and seeks to create career opportunities on its doorstep. They actively promote diversity and their workplace is a value driven organisation. The MMA promote building long-term relationships with supply chain partners who share their values – safe, sustainable, respectful, open and honest and trustworthy.

The MMA have set themselves a target of 80% local supply chain, and require their partners to demonstrate innovation, market awareness and agile thinking, have a reputation for quality, be commercially focused, collaborative, have strong Corporate Social Responsibility ethics and strong management systems. In addition, as the MMA want to leave a legacy of skilled staff once their programme is complete, companies that run Apprenticeship schemes are particularly sought after.

Procurement

Their current preferred procurement route is a traditional “Identify Requirement – Research Market” model, however, all initial contact is face-to-face ensuring that potential suppliers clearly understand what our project requirements are. This process is carried out before either party venture into any documentation because it is crucial first and foremost that we share the same culture and collaborative values.

One of the fundamental aims of the MMA, at its formation, was that it would work to ensure that the region benefitted from the projects being completed. The MMA wanted to make sure that this occurred way before the routes are complete but also during the construction phases of all projects. As such, the MMA has tasked itself with achieving a target of 80 per cent of suppliers sourced within the West Midlands. To date the MMA has achieved a target of 79% spend with local suppliers, during 2017 whilst working on the Bilston Road Track Renewal scheme the

Midland Metro Alliance (MMA) compliance with BBC4SR themes (continued)

team placed orders valued at almost £725,000 with Wolverhampton-based businesses alone, engaging with 26 companies, 18 of which are SMEs.

Green and Sustainable

The MMA has a programme wide Sustainability Management Plan that outlines their approach to sustainability across the programme. Each project also has a Project Sustainability Plan the details how that project addresses sustainability, and is assessed for sustainability beyond legal compliance against the CEEQUAL Awards scheme with a target for “Excellent” score.

With regards to the specific areas of interest identified in the BCC Charter they have the following activities;

Reduce Carbon footprint: They are targeting both the embodied carbon associated with the materials used in their designs, as well as the Scope 1 emissions associated with construction. Their embodied carbon assessments focus on the highest impact materials, for example they have replaced traditional reinforcement with fibre reinforcement for a significant proportion of the track form make up. This has benefits in reduced embodied carbon, as well as reduced impacts in terms of logistics as concrete is delivered to site with reinforcement, removing the need for separate steel and concrete deliveries during construction. Their scope 1 emissions are monitored and reviewed; an example improvement made on existing construction is to use a renewable energy supplier for their electrical supply.

Clean Air: The tram system in operation provides a clean alternative mode of transport in the city centre, contributing to the improvements to air quality required in the city centre. The construction phase impacts are assessed and monitored as detailed in their Code of Construction Practice.

Waste: They are implementing a Site Waste Management approach to reduce the waste produced in construction, which implements the reduce reuse recycle requirements. Their approach to design includes application of Resource Efficiency principles.

Be a good neighbour: All of their sites are to be registered with Considerate Constructors and are required to adhere to the principles of the scheme.

Protect the environment: They adhere to their Code of Construction Practice which includes strict requirements for environmental protection. The MMA comply with accredited Environmental Management Systems of the partner organisation (Eco Management and Audit Scheme (EMAS), and/or an ISO 14001 accredited schemes).