

# **Annex 1**

## **Consultation Questionnaire**

## A34 Perry Barr Highway Improvement Scheme Consultation Questionnaire



If you are able to access the internet, please respond to this consultation using the online survey at:

**[www.birminghambeheard.org.uk/economy/a34perrybarr](http://www.birminghambeheard.org.uk/economy/a34perrybarr).**

If you do not have internet access, please complete this paper form and place it in the box provided or post it (no stamp required) to:

**A34 Perry Barr Highway Consultation  
Transportation & Connectivity  
FREEPOST NEA14876  
PO BOX 37  
Birmingham  
B4 7BR**

Your responses will be used solely for this consultation and will be kept confidential. Any comments used will be kept anonymous and individuals will not be identified. Your personal data will be held by Birmingham City Council as the data controller and by Pell Frischmann Consultants Ltd as data processors. Personal data will not be shared with any other organisation. This survey is being conducted in accordance with the Data Protection Act 2018 and General Data Protection Regulations (GDPR) and if you would like to know more about our Data Protection Policy please visit [www.birmingham.gov.uk/privacy](http://www.birmingham.gov.uk/privacy).

By filling out the survey you are giving permission for Birmingham City Council to use the data for the purposes outlined above.

### Introduction

**Perry Barr will see unprecedented change over the coming years thanks to more than £500m of investment into the area. This regeneration will deliver new homes, improvements to public transport, walking and cycling routes, new community facilities and high-quality public spaces.**

In order to help with the regeneration of Perry Barr, highway improvement works need to be undertaken. To open up the heart of Perry Barr and make the area more accessible by sustainable forms of transport, we plan to redesign the roads between the Greyhound Stadium and Aston Lane/Wellington Road.

This questionnaire aims to seek your views on the proposed A34 Perry Barr Highway Improvements.

### About you

**1. Which of the following apply to you?** Please tick all that apply.

☐ I live or work in Perry Barr or the local area

☐ I represent a business/ organisation in Perry Barr or the local area

☐ I travel through Perry Barr for work/leisure

☐ Other

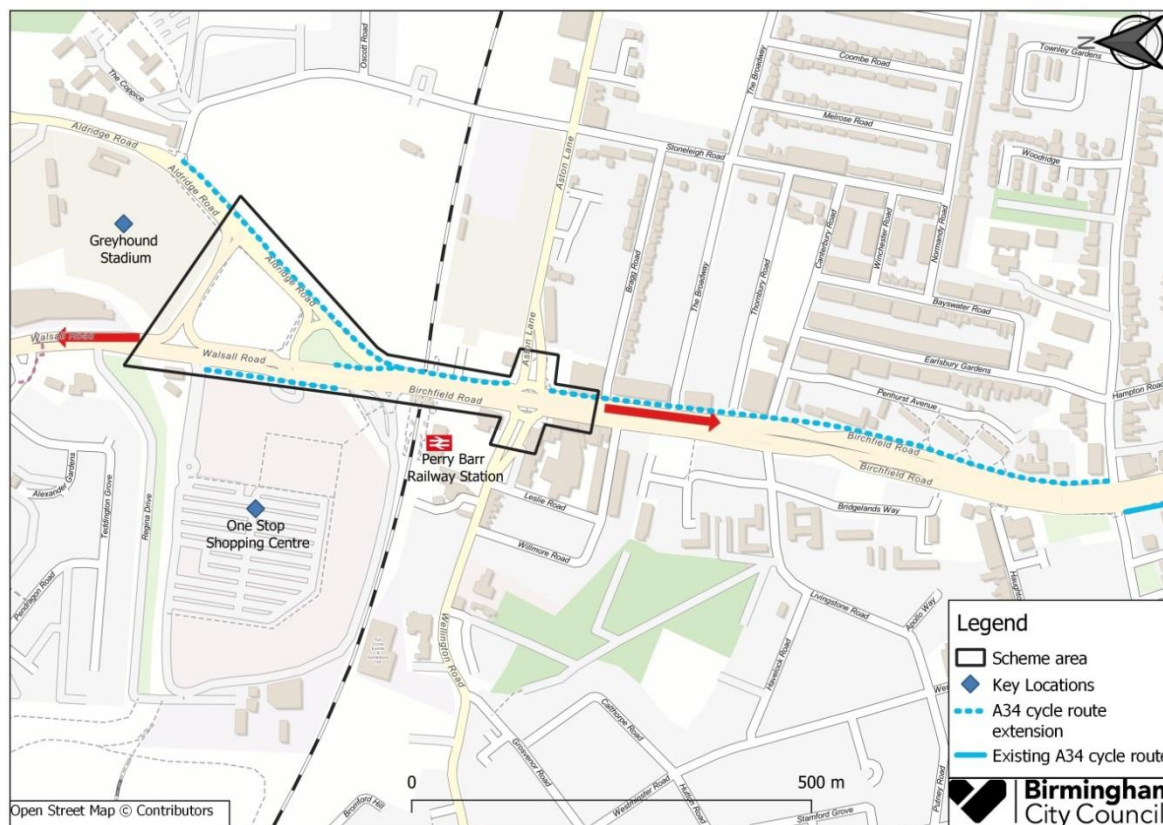
Please specify if 'Other' \_\_\_\_\_

Business/ Organisation name (if applicable) \_\_\_\_\_

2. What is your home postcode? \_\_\_\_\_

*This helps us see whether people in different areas of the city have different views*

The proposed scheme area for the A34 Perry Barr Highway Improvement Scheme is shown below:



3. What mode of transport do you typically use when travelling to/ from/ through the proposed scheme area? Please tick one box.

- |                                |   |  |
|--------------------------------|---|--|
| <input type="checkbox"/> Car   | <input type="checkbox"/> Van (LGV)/ Lorry (HGV)     | <input type="checkbox"/> Bus/ Coach        |
| <input type="checkbox"/> Train | <input type="checkbox"/> Taxi/ Private hire vehicle | <input type="checkbox"/> Motorcycle/ Moped |
| <input type="checkbox"/> Walk  | <input type="checkbox"/> Cycle                      | <input type="checkbox"/> Other             |

Please specify if 'Other' \_\_\_\_\_

4. How often do you undertake a trip that **starts or finishes** in the proposed scheme area? Please tick one box.

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> 5 or more days per week | <input type="checkbox"/> 3 or 4 days per week            | <input type="checkbox"/> 1 or 2 days per week |
| <input type="checkbox"/> 1 or 2 days per month   | <input type="checkbox"/> Less often than 1 day per month | <input type="checkbox"/> Never                |

5. How often do you travel **through** the proposed scheme area? Please tick one box.

- |  |  |   |
|--|--|---|
| <input type="checkbox"/> 5 or more days per week | <input type="checkbox"/> 3 or 4 days per week            | <input type="checkbox"/> 1 or 2 days per week |
| <input type="checkbox"/> 1 or 2 days per month   | <input type="checkbox"/> Less often than 1 day per month | <input type="checkbox"/> Never                |

6. When travelling to/from/through the proposed scheme area, what time of day do you usually travel? Please tick all that apply.

☐ Morning Peak (07:30-09:30)

☐ Evening Peak (16:00-18:00)

☐ Off Peak (all other times of day)

☐ Weekends

**7. When travelling through the proposed scheme area, typically what is the purpose of your trip? Please tick one box.**

☐ Business

☐ Commuting

☐ Leisure/ Shopping

☐ Education or study

☐ Personal Business (inc: doctors, dentist etc.)

☐ Other

## Proposals

The following questions will seek your feedback on:

- a) Changes to the road layout at the A34 Walsall Road/ A453 Aldridge Road junction including the removal of the A34 flyover
- b) Replacement of the A34/ A4040 Aston Lane/ Wellington Road roundabout and pedestrian subways to a crossroads with traffic lights and pedestrian crossings
- c) A34 cycle route extension from Heathfield Road to Perry Barr Centre

### **a) Changes to the road layout at the A34/ A453 junction including the removal of the A34 flyover**

As a part of the new housing development, for which planning consent was granted in December 2018, a 200m section of Aldridge Road (A453) is to be closed to general traffic. This area will become a new public space with high quality pedestrian, cycle and bus facilities.

As a result of this closure, the layout of the A34 Walsall Road/ A453 Aldridge Road junction needs to be changed. Following detailed traffic modelling a new layout that included the removal of the Perry Barr flyover was proposed. Traffic will be put onto a dual carriageway at ground level; this means that you will be able to see across the A34 between One Stop Shopping Centre and the new housing development, and the area will feel more open and easier to walk around. There will be footways on both sides of the road, linked by signalised crossings for both pedestrians and cyclists.

An extension of the existing A34 cycle route from Heathfield Lane will connect Perry Barr and One Stop Shopping Centre to Birmingham City Centre.

In addition to cycle facility improvements there will also be improvements to bus facilities. Bus lanes will be added on the A34 which will provide priority for existing buses as well as the future Sprint buses.





*Proposed view across A34 Birchfield Road to One Stop Shopping Centre – the A34 flyover has been removed and a new junction is proposed with a controlled crossing across the A34. A bus lane and cycle route will be introduced on the southbound side of the carriageway.*

#### 8. To what extent do you support the following?

	Support	Partially support	Neither support nor do not support	Do not support	No opinion/ don't know
The proposed changes to the A34 Walsall Road/ A453 Aldridge Road junction layout.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The proposed pedestrian and cycle measures.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The proposed public transport measures.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The proposed public space measures.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Please use the box below to explain the reasoning behind your choices.**

## **b) Replacement of the A34/ A4040 Birchfield roundabout**

The roundabout will be replaced with a signalised crossroad junction. The current pedestrian subway/ footbridge arrangement will be removed and signalised pedestrian and cycle crossings will be provided on each of the arms of the junction at ground level. The current underpass for all traffic is to remain. A segregated cycle track will be provided through the junction on the eastern side of the A34.



*Proposed view of A34 Birchfield Road/ Aston Lane/ Wellington Road junction looking north – The existing Birchfield roundabout has been changed to a crossroads with traffic lights. The pedestrian subway has been removed and pedestrian and cyclist crossings have been introduced at ground level.*

### **9. To what extent do you support the following?**

	Support	Partially support	Neither support or do not support	Do not support	No opinion/ don't know
The proposed A34/ A4040 junction layout changes, including the change from a roundabout to a signalised junction.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The proposed pedestrian and cycling measures.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The proposed public space measures.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Please use the box below to explain the reasoning behind your choices.**

### **c) A34 cycle route extension**

As part of this scheme the A34 cycle route will be extended from Heathfield Road to Perry Barr Centre, the new housing development and One Stop Shopping Centre. The proposed cycle route on the eastern side of the A34 comprises of both segregated and shared use sections of cycle infrastructure. Shared pedestrian and cyclist toucan crossings have also been provided on the east side of the A34/ A4040 junction.



*Proposed view of new cycle route on Aldridge Road past the new housing development.*

#### **10. To what extent do you support the A34 cycle route extension?**

Support	Partially support	Neither support or do not support	Do not support	No opinion / don't know
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Please use the box below to explain the reasoning behind your choices.**

## About this consultation

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

☐ Yes

☐ No

☐ Don't know

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

*If you would like to receive email updates on the Perry Barr Regeneration, including the A34 Perry Barr Highway Improvement Scheme from Birmingham City Council or Perry Barr Travel Updates from Transport for West Midlands, please opt in by providing your email address and ticking the relevant box(es) below.*

Yes, I would like to  
receive updates on  
the following:

Perry Barr Regeneration Updates – Birmingham City Council –  
Birmingham City Council will hold your contact information

☐

Perry Barr Travel Updates – Transport for West Midlands –  
Transport for West Midlands and Birmingham City Council will  
hold your contact information

☐

**Email address:**

## About you

*These optional questions help us to check we are engaging with everyone in the community.*

### 13. 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 | <input type="checkbox"/> Prefer not to say |

### 14. Do you have any children under 18 in your household?

- ☐ Yes                      ☐ No                      ☐ Prefer not to say

### 15. Sex/gender: what is your sex?

- ☐ Male                      ☐ Female                      ☐ Prefer not to say

### 16. 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

### 17. 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) \_\_\_\_\_
- ☐ Prefer not to say

### 18. Sexual orientation: what is your sexual orientation?

- ☐ Bisexual    ☐ Gay or lesbian    ☐ Heterosexual or straight    ☐ Other    ☐ Prefer not to say

### 19. Religion: What is your religion or belief?

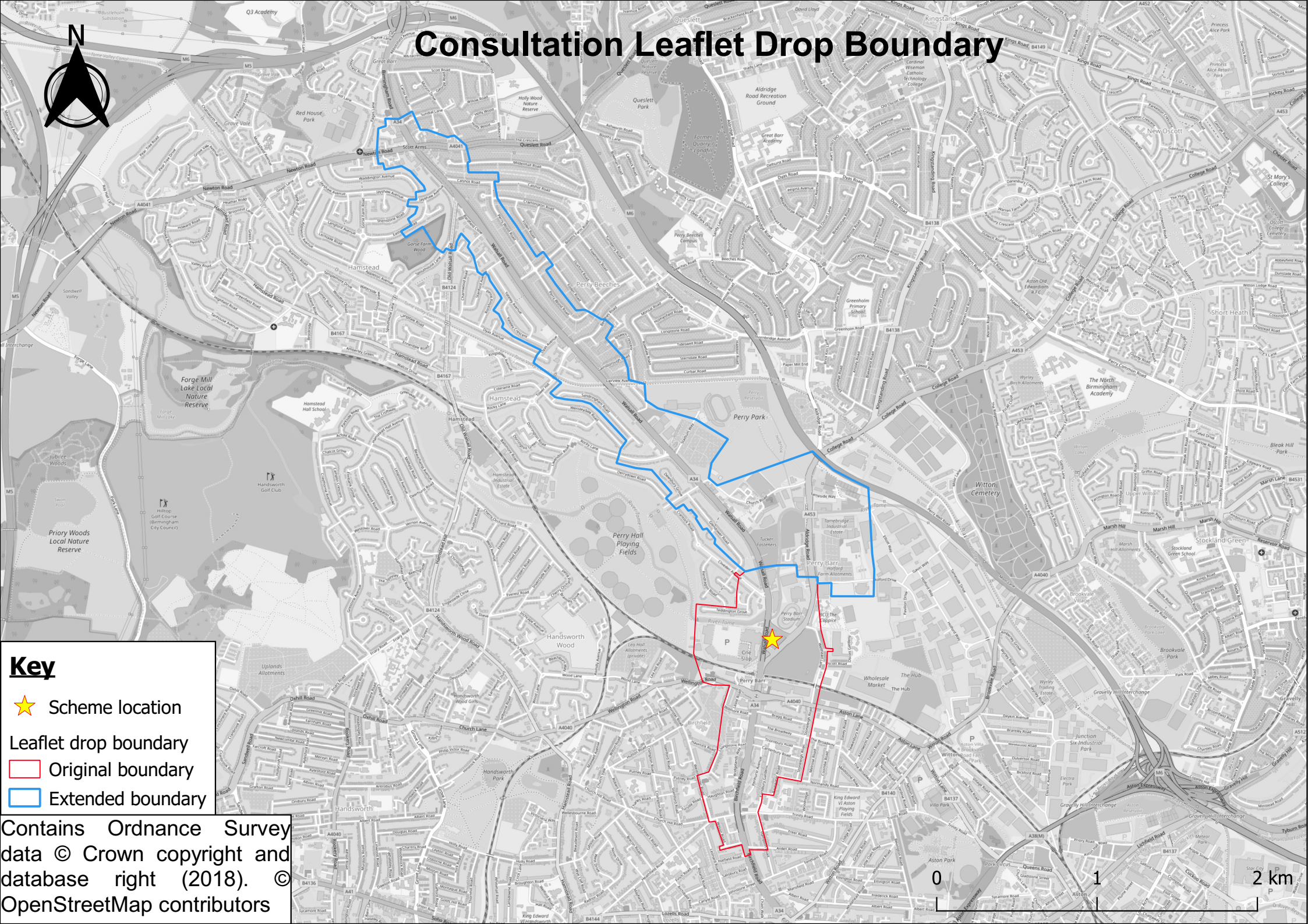
- |  |  |
|--|--|
| <input type="checkbox"/> No religion       | <input type="checkbox"/> Christian (including Church of England, Catholic, Protestant, and all other Christian denominators) |
| <input type="checkbox"/> Buddhist          | <input type="checkbox"/> Hindu   |
| <input type="checkbox"/> Jewish            | <input type="checkbox"/> Muslim  |
| <input type="checkbox"/> Sikh              | <input type="checkbox"/> Any other religion (please specify) _____   |
| <input type="checkbox"/> Prefer not to say |  |

# **Annex 2**

## **Leaflet Drop Boundary**



# Consultation Leaflet Drop Boundary



**Key**

- ★ Scheme location
- Leaflet drop boundary
- Original boundary
- Extended boundary

Contains Ordnance Survey data © Crown copyright and database right (2018). © OpenStreetMap contributors



## **Annex 3**

### **Key Stakeholder responses**



## **Annex 3A**

### **Andy Street, Mayor of West Midlands response**



Councillor Ian Ward  
Leader, Birmingham City Council  
Council House  
Victoria Square  
Birmingham  
B1 1BB

14 June 2019

**Re: Perry Barr Flyover and Commonwealth Games Regeneration**

Dear Ian

When we spoke on Monday I said I would write explaining the serious concerns I have about the proposed plans to take down the Perry Barr flyover, their impact on communities in the West Midlands, and on our ability to deliver a world-class Commonwealth Games. These concerns have led me to oppose the removal of the Perry Barr Flyover.

I should reiterate my full support for the objective of regenerating the Perry Barr area of the city as part of Birmingham's hosting of the Commonwealth Games. Indeed we have worked well together on the successful Housing Infrastructure Fund bid which provided £165 million from Government towards the Athlete's Village. It was great to join you on site for the start of construction.

However, I have a number of concerns with the proposed removal of the Perry Barr Flyover which are set out below:

**Substantial Traffic Disruption in the Run Up to the Games**

The A34 is a critical route into and out of Birmingham and is a part of the Key Route Network. It is used not only by people from Perry Barr, Sutton Coldfield and North Birmingham, but also by people from Walsall and Sandwell, and further afield.

The disruption which would be caused by the removal of the Flyover will cause significant congestion on the A34 itself and on the roads which connect to it. In particular the cumulative impact of the construction work in the Perry Barr area (the Athlete's Village, the Alexander Stadium, the rail station, the regeneration around the station and the public realm) will have severe consequences for the traffic flow in the area during the construction phase.

In addition to commuters, around 1,000 HGVs currently use this route per day, and the traffic disruption will be damaging to businesses who use this route for freight into and out of the city.

Given the importance of retaining the support of the community in the West Midlands for the Commonwealth Games, and the support of the local community for both the



Games and the broader regeneration of Perry Barr, the congestion caused by the removal of the Flyover would most probably be very damaging.

### **No Long-Term Congestion Improvement**

Even when the removal of the Flyover and the associated construction works are complete there will be increased congestion along the A34. The AECOM Vissim traffic modelling in Appendix E of the Birmingham City Council Cabinet Report of 12 February 2019 shows that there will be increases in journey times around Perry Barr. Therefore, there is no clear justification for removing the Flyover on the basis of improving traffic flows in the long term.

### **Our Ability to Deliver the Games on Time**

As you know better than anyone, as a city and a region, we are facing a very challenging timeline to deliver all of the venues and infrastructure for the Commonwealth Games. We have an overall budget for the Games which we need to meet, and we have brilliant but very busy teams who are working on these projects.

My personal view is that we should not be proceeding with projects for the Games unless they are essential to deliver the Games, given the tight timeline we face. I do not believe the removal of the Perry Barr Flyover is strictly necessary to deliver a world-class Commonwealth Games. Therefore to reduce the risk to the overall Games delivery, my view is that we should not proceed with it.

### **Implications for Sprint**

Given our shared determination to invest in public transport I have been keen to understand any implications for Sprint. Transport for West Midlands have advised that it is possible to proceed with the A34 Sprint project with or without the removal of the Flyover.

### **A Remodelled Flyover**

I believe that the public realm and 'feel' of the area from Perry Barr rail station through to Alexander Stadium can be transformed without the removal of the Flyover. Therefore I am supportive of remodelling work and new public realm such as the capping of the underpass, and work on the facades and appearance of the Flyover. I hope that we can consider options to incorporate green infrastructure and nature into the designs. Indeed I would expect that this approach would be less expensive than the current proposal.

### **Conclusion**

The transformation of Perry Barr is a key pillar in the legacy of the Commonwealth Games. I strongly support the proposed investments in the area. Transport for West Midlands and the West Midlands Rail Executive are working to deliver a new rail station at Perry Barr and the Sprint route on the A34 in time for the Games. And the WMCA Housing and Land team have been instrumental in advancing the case for the Athlete's Village.



You can be assured of my ongoing support for the regeneration of the Perry Barr area, and I will work with you to mitigate the impact on residents in the run up to the Games. However I would urge you to reconsider the removal of the flyover and take the case I have laid out into account in your public consultation.

Yours sincerely

**Andy Street**  
**Mayor of the West Midlands**

CC:

Councillor Waseem Zaffar, Cabinet Member for Transport and Environment,  
Birmingham City Council

Dawn Baxendale, Chief Executive, Birmingham City Council

Waheed Nazir, Director of Planning and Regeneration, Birmingham City Council

Laura Shoaf, Managing Director, Transport for West Midlands

## **Annex 3B**

### **Black Country LEP response**



**Black Country Local Enterprise Partnership**  
The Deckhouse, Waterfront West  
Dudley Road, Brierley Hill DY5 1LW

Phil Edwards  
Birmingham City Council  
Lancaster Circus  
Birmingham  
B4 7DG

17<sup>th</sup> July 2019

### **A34 Flyover Demolition – BCLEP Letter of Objection**

Dear Phil,

I am writing to set out the Black Country Local Enterprise Partnerships objections to the A34 Flyover proposals.

Following a review of the consultation material and subsequent officer briefings on the proposals, whilst I understand the ambition to undertake this work from a Regeneration perspective, I don't believe that Birmingham City Council has adequately considered the economic impact on the Black Country. I have therefore set out below the key objections to the proposals below:

- **Journey Times** - The proposal doesn't take adequate account of the wider needs to the adjoining local authorities, both Sandwell and Walsall would have an increased journey time to the key employment centre in the region.
- **Delivery Impacts** – the proposals don't take account of all of the other schemes that need to be delivered at the same time as part of the Commonwealth Games and the collective impact this will have on the highway network.
- **Modelling** – the modelling work undertaken doesn't consider the collective impacts of the A34 Sprint, Extension of the Segregated Cycleway, Perry Barr Train Station and Bus Interchange. The model also doesn't extend far enough to determine the impacts on Sandwell and Walsall's road network.
- **Modal Shift** – The assumption of an 8.5% modal shift from car journeys to Bus and Cycling by 2026 seems unrealistic.

- **Timescales** – It is still not clear why the flyover needs to be demolished ahead of the Commonwealth Games and why this can't be undertaken after the other infrastructure has been delivered to help encourage modal shift.

The Black Country is supportive of Birmingham's desire to be a global destination and to host events such as the Commonwealth Games. Whilst this ambition is admirable, Birmingham must also find a balance between aspirations to attract further investment and increase housing alongside the residents and businesses of its neighbours and their reliance on good connectivity to Birmingham for its goods and services.

Yours sincerely

## **Annex 3C**

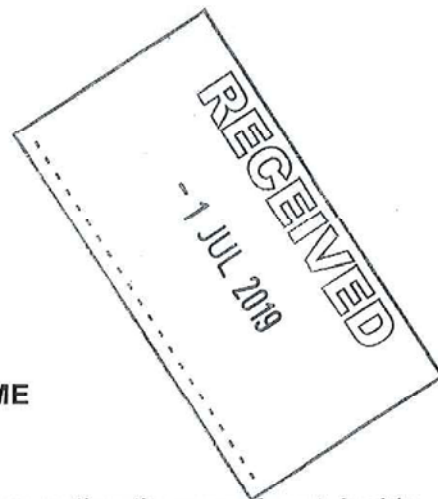
### **Campaign for Better Transport response**



For the Attention of Peter Parker  
Head of Infrastructure Delivery  
Highways and Transportation  
Birmingham City Council  
1 Lancaster Circus  
Birmingham  
B4 7DQ

27<sup>th</sup> June 2019

Dear Peter



**PERRY BARR – A34 HIGHWAYS IMPROVEMENT SCHEME**

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.

We are writing to support the proposals of the council for highway improvements of the A34 in Perry Barr.

This area at present has the poorest public realm in the city, which does not present a safe or welcoming environment for pedestrians and cyclists. The A34 subways and flyovers have long been associated with crime and anti-social behaviour and were unpopular with staff and students at the former BCU City North campus. They are also bleak and intimidating for those who live in the area.

In order for the regeneration of the Perry Barr area to be successful the flyover has to be removed. The current urban realm is not suitable for what is an important district centre – the needs of those travelling through (even though the A34 is an important artery) should not take precedence over those who live and work in the area. Retaining the flyover will simply mean a concrete barrier remaining between the planned residential development of the former BCU site and the One Stop Centre on the other side of the Birchfield Road, which contains a number of amenities such as a supermarket, pub, bank branches and cash points.

/...continued

We also welcome the provision of additional bus lanes, which will help improve the reliability of services using the A34 corridor, such as the 33 and X51.

We note that a further consultation is to take place on the design for the bus interchange and new railway station, to be undertaken by Transport for West Midlands. Given that the Commonwealth Games 2022 is not that long away, this needs to take place quickly. Ideally the railway station and bus interchange should not be severed from each other by vehicular traffic, with access to One Stop for cars and delivery vehicles being made from the northern end of the One Stop site (next to the Probation offices).

We trust these comments are helpful.

## **Annex 3D**

### **Conservative Party response**

## **A34 Perry Barr Highway Improvement Scheme – Conservative Group Consultation Response**

The Conservative Group strongly objects to the proposals to remove the Perry Barr flyover as part of these plans, they are unnecessary and risky and will have only very limited benefit for some road users whilst making it significantly worse for others. We believe that the council should listen to the residents and businesses in the area and abandon this scheme immediately, focussing attention instead on measures such as green infrastructure on and under the flyover to improve air quality.

The Commonwealth Games in 2022 offers an enormous opportunity for Perry Barr and the rest of the City, with three-quarters of a billion pounds of investment from central government. But it carries with it significant risks, particularly given the compressed timescales to which we are working. In these circumstances attempting to deliver another large scale infrastructure project in the area of the Games, alongside the work that is actually necessary, adds a layer of risk that is as unwise as it is unnecessary. It will only take a small delay in construction to severely threaten the deliverability of the Games and images being beamed around the world of athletes and spectators being unable to access the stadium because the council decided to remove a key part of its highways infrastructure against the tide of public opinion would be severely damaging to the reputation of the city. The risk to the Games, should be reason enough in itself to cancel the project.

The weight of public opinion against the proposals also risks jeopardising the key legacy of the Games that will come through public engagement. The feeling that this proposal is being pushed through against their wishes is already souring what should be positive experience for the people of Perry Barr and entrenching the view of the council as having a high-handed 'we know best' attitude. It has already been shown that the removal of the flyover is not a necessary part of the Games delivery but by incorporating it into the overall messaging of the Games, and then telling the people of Perry Barr they should just be grateful for the investment demonstrates a lack of respect for their legitimate concerns about this one project and undermines confidence in the wider developments.

If the removal of the fly-over was backed up by genuine evidence of improvements to moving people around the city then it may have been justified – though there would still be a compelling argument for waiting until after 2022. However modelling suggests only very modest improvements to timings for bus services and will actually substantially increase congestion (and thus air pollution) for car users. The level of disruption it will cause during demolition and construction is entirely out of proportion with the minimal improvements to bus journeys and negative impact on car journeys and so when this is set alongside the risks mentioned above, and the large financial costs of the scheme the arguments against it as so strong as to belie belief that the

council has progressed it as soon as it has and it is abundantly clear that it should be cancelled immediately.

Some of the capital investment earmarked for this scheme should instead be used to improve the fly-over itself, including investing in green infrastructure on and around the flyover. This should include creating vertical gardens on the supporting columns, such as that achieved on a much bigger scale on the Via Verde in Mexico City, this would improve the appearance of the fly over whilst also helping to removed NO2 and particulate matter from the air and improving acoustic isolation. This can be achieved in much shorter time frames, at much lower costs and at much lower risk than removing the flyover, leaving time and capital to invest in further improvements along a wider stretch of the A34, particularly at pollution hotspots.

Councillor Robert Alden

Conservative Group Leader

Councillor Timothy Huxtable

Shadow Cabinet Member for Transport  
and Environment

## **Annex 3E**

### **Perry Barr Ward Councillors response**

## **Response of Perry Barr ward councillors Jon Hunt and Morriam Jan to the A34 Transport Consultation**

**August 1<sup>st</sup> 2019**

- 1/ Extent of public concern**
- 2/ Limitations of public consultation**
- 3/ Disruption during work and attached risks**
- 4/ Effectiveness of proposed scheme**
- 5/ Aesthetics of proposed scheme**
- 6/ Other issues with proposed scheme**
- 7/ Alternatives**

### **Summary**

We object to one key component of the scheme, the removal of the Perry Barr flyover. This response sets out our reasons and our proposed way forward.

We support improved access for buses and cyclists and we would support the capping of the Birchfield Island and the removal of the pedestrian subway to the station – if this is achievable. But we are concerned that the benefits of this are being exaggerated as the (necessary) retention of the underpass will continue to leave narrow and dangerous pedestrian walkways along the Birchfield Road. It is therefore not necessary to reshape the whole road network simply to achieve this objective – the objective of improving Birchfield should be integrated into a working road network, not the plans that are proposed.

We believe it is incredibly short-sighted to remove a viaduct, (bridge, flyover) which works and which would cost tens of millions to replace. The basis of the mistake is trying to do too much in too small a space – putting in too much housing and squeezing too much traffic through. The flyover provides extra vertical space for traffic.

This response reflects not just our views but those we have received from the local community in many, many discussions about this at meetings and events and through submissions made directly to us.

We show that it is not too late to rethink these proposals and indeed to reconsider a substantial part of the Perry Bar regeneration scheme so it fits with the local area and becomes a genuine enhancement, developed with the local community, rather than just an extension of the city centre.

### 1/ Extent of public concern

The council will be aware that we have had reservations about the proposed removal of the Perry Barr flyover – and have freely shared these with our constituents. During the consultation the council has had a chance to make a change for its proposed changes. It has failed to make the case. We have encouraged and supported the distribution of council produced literature (which was restricted at the outset) and attendance of the public at council events together with use of the council's on-line survey.

The feedback we have had from the public is that the more questions that have been asked the less satisfied they are. The number and density of the signatures on the petition (more than 13,000 signatures over 12 months including 10,000 during the consultation period) suggest widespread concern across north Birmingham. Those in favour of the scheme seem to use very general arguments that to oppose it is to stand in the way of "progress".

We believe the council needs to refer back to the Kerslake inquiry into the way Birmingham runs and recognise that this plan is a "bridge too far." The public – as are we – are happy about proposed regeneration in the Perry Barr area but feel that their concerns are being brushed aside by general statements that fail to give reassurance.

"Birmingham City Council's size acts as both a badge and a barrier: it has led to a not invented here, silo based and council knows best culture." Kerslake



## **2/ Limitations of public consultation**

We raised this issue at the call-in meeting we triggered in February. It remains relevant.

This has been conducted as a highways consultation and yet it is branded as a "regeneration" consultation. Consequently the highways work has been restricted to the land available as a result of the planning permission granted in winter 2018 together with land subject to compulsory purchase prior to the consultation.

Statements from the leader and the cabinet member together with less formal conversations to which we have been party have made it clear that the flyover is regarded by the city leadership as a detriment to its regeneration vision. It "divides the community". In truth, historically it divided a lorry park from a shopping centre that no direct pedestrian access from the highway, that faces, in effect, away from the highway.

In this response we do not accept these limitations and make the case for a broader reconsideration of the plans for this neighbourhood. There is every reason to believe that the prime driver for removal of the flyover is to clear the view from the high rise apartments to be built alongside it.

"The council's vision for the future of the city is neither broadly shared nor understood by the council's officers, partners or residents" Kerslake inquiry

### 3/ Disruption during work

This is a key issue for the public and for local businesses. At a meeting of the transport scrutiny committee Councillor Jon Hunt shared the concerns of National Express West Midlands, which ships 475,000 passengers a week through this interchange.

The response to questions has been two-fold.

a/ it must be left to the contractors

b/ we managed Paradise Circus and Five ways so we will manage this.

c/ the public will change their movements once they know when closures or diversions are taking place.

In response to a) tender documents were issued some time ago. We have been assured that contractors will have to produce diversion plans as part of tendering.

However all this is inadequate. It is the Council's responsibility to maintain a working road network. At the end of the day a contractor's priority will be to get the road done, even if their arrangements are failing.

As an example, which I have quoted publicly recently, a few years ago contractors working on the Aston Expressway were allowed to close the Aston access interchange and divert all local traffic onto the A34. Even though this was done in August, the result was to create gridlock on the A34 and sideroads adjoining it. So far as could be established the closure was purely to use the accessway as a works depot.

b/ Is it like a city centre development? No. It may seem to be of lower significance than the city centre but it is not necessarily so.

The A34 works were put in during the 1960s to tackle a major bottleneck into the city centre. It's caused by the historic railway lines, river and canal together with the building of the M6 and the Expressway. This limited potential through routes and the ability of local traffic to flow around Perry Barr.

In spite of being a multilane road the expressway is heavily congested and traffic from Walsall, north Sandwell, north Birmingham and parts of Sutton Coldfield flows through Perry Barr.

At Paradise Circus tunnel closures have been for a very limited period. The closure of the flyover once work starts will be permanent. At Five Ways there are significant alternatives for traffic seeking to access the city centre.

It is deeply disturbing, and shows dangerous complacency, that the council has not attempted its own assessments of the impact of this work.

The risks are aggravated by two further factors. The work on other 2022 projects, in particular the athletes village and the Perry Barr station. And now proposed major works on Aston Expressway to start in early 2021.

Who do the risks affect?

- Developers of the station and the village
- Businesses at One Stop Shopping centre and the business area behind it
- Operators of buses and users of buses
- Two logistics warehouses just opened on the Walsall Road with the support of the planning department and the WMCA
- Many other local businesses
- Local mobile traders providing household services
- Commuters
- Commonwealth Games planners travelling to and from the City Centre
- Residents, especially those who enjoy good air quality to the north of the proposed works.

There is a further reputational risk to the Commonwealth Games. This is two-fold.

One is the risk of works not being completed on time. The greater the complexity, the greater the risk. This project introduces maximum complexity.

Secondly the risk of antagonising the local community. The Games leadership has made it clear this project is the city council's choice. However in the public mind, it is being done for the Games – and it is hard to argue it would have been done if it were not for the Games.

The Games will be a lot better if the local community are on side. They were coming on side before this project came on board. The public rightly sees the flyover demolition as unnecessary for the Games but happening because of the Games.

It would be better if public anticipation and support for the Games across north Birmingham could begin now and not be left until 2022 – as I have heard some argue that this would be okay. People would come round, it was said. As ward councillors we would like the local community to be involved in preparing for the games in a positive frame of mind. This will be hard to achieve if the area is unnecessarily gridlocked.

#### **4/ Effectiveness of proposed scheme**

The council leader has stated that his aim is to get people out of his cars and make public transport the "preferred mode of transport in and around Perry Barr."

As has been stated this interchange has much wider significance than just in the Perry Barr area. It is a key part of the transport network.

#### **How do the new proposals measure up?**

a/ They fail to respond to the success of the X51 bus which uses the flyover to "leapfrog" into the city centre with long-distance passengers. See the next section for further detail and concerns in the light of recent decisions about the Sprint proposals. The X51 is an innovative service which could do with running at greater frequency to enable it to carry more passengers. This would potentially add a bottleneck that undermines the service.

b/ according to the Council, the proposed scheme provides better flow of traffic than the alternatives. However all the measured alternatives are based on the footprint provided for transport – rather than a holistic scheme of regeneration and transport in Perry Barr. See section on "alternatives."

c/ they fail to recognise the significance of the interchange. It's not like the city centre. It's a bottleneck through which traffic seeks to flow, rather than a destination. A better comparison is the A45/A46 interchange at Tollbar, to the south of Coventry. This was a congested intermingling of two commuter through routes. It has been solved – at a cost of some £100 million we understand – by putting in a new tunnel, ie a structure equivalent to the flyover viaduct, using a third dimension to bypass the congestion.

A further comparison is with the Scott Arms, which links the A34 and the A4041. This is a traffic light junction with many pedestrian crossings, contributing to traffic stoppages. The junction does not work, its bus priority measures are of limited effectiveness and yet vehicles continue to use it as their alternatives are limited.

d/ they fail to improve pedestrian safety and appear to worsen it. The key crossing currently goes under the flyover. It's not a tunnel, it is exposed to the sky from all directions and links the former BCU site with One Stop. The new version has been widely depicted in council consultation papers.

However it currently crosses two lanes of the Aldridge Road at a main traffic light interchange, then crosses an area of greenery and then crosses three lanes of northbound traffic. So far as can be ascertained the new scheme envisages a small central reservation for pedestrians crossing traffic for the A34, A453, a bus lane and a cycle lane with vehicles travelling in two directions. Northbound traffic will emerge from the underpass and go over a small hump in the road. In effect the amount of traffic crossing this pedestrian crossing will double, because of the A34 will no longer be using a viaduct.

South of the Birchfield junction the necessary retention of the underpass means that the severely restricted pedestrian space to the west will continue to be severely restricted – exposing pedestrians to the risk of being blocked and ambushed as they walk through here.

e/ Access to One Stop Shopping Centre.

Superficially the scheme, once completed, improves access to the centre from the north. However that depends on the new traffic lights being effective and on the junction having the capacity to move the volume of traffic that must pass through it. The proposals approximately double the volume of traffic passing the front of One Stop at ground level (rather than bypassing it using the flyover). This creates a huge risk of widespread gridlock at times of peak traffic and peak activity eg during December.

There is a further problem that the exit road at One Stop's northern exit, where the lights will be, has limited capacity to hold traffic. So at peak times the shopping centre itself may be gridlocked.

In contrast the route to its southern entrance is lengthy and does hold significant queues of traffic during peak hours. Under the proposals almost all traffic will have to exit at the north as southbound traffic will no longer be able to U-turn if they exit from the southern entrance. That is another factor in doubling the volume of traffic using a single traffic lights and contributing to potential gridlock within the centre.

So although the lights look like a neat solution for One Stop, they do not allow for the volume of traffic using the centre.

In contrast our alternative allows for multiple entrance and exit points from One Stop and leaves adequate space for queuing traffic.

## 5/ Aesthetics

The pictures issued during the consultation are clearly angled to make the new scheme look its best – and make the current system look its worst.

We reject the claim that the flyover, per se, is responsible for “dividing the community”. The Birchfield Roundabout – which is to be capped and remodelled – is far more divisive. Previously the flyover sat between an industrial site, a university and a shopping centre.

The council proposes that the new traffic light junction should sit between a high-rise housing development and a shopping centre.

We reject the claim that the new road layout is in any way more aesthetically pleasing, both for putative new residents as well as road users and cyclists.

The flyover may be “brutalist” 60s architecture but it has been recognised that not all this architecture was flawed. Indeed the road development here won aesthetic awards in the 60s.

The flyover is a slim bridge or viaduct with large amounts of space underneath it. Pedestrians do not cross underneath it through a tunnel.

It has been clear from the start that the aesthetic issue is significant. The planning permission allows for a large block of large apartments alongside the flyover. We raised questions about this at the time planning permission was granted. It is apparent the council will not want to sell the site to developers with apartments overlooking the flyover.

This should have been dealt with at the time of planning permission as the permission was predicated on a traffic plan that retained the flyover.

Indeed in our view a major opportunity was lost and is being lost to create a far more interesting development, using the flyover as an urban bridge providing an anchor to inspire interesting design and linking this to the creation of a truly interesting urban park. Instead we are being offered tower blocks, traffic lights and grass in the drive to squeeze high-density, high cost housing into this neighbourhood.

An interesting urban park would provide a better gateway between central Birmingham and the area to the north, which is to be branded a “garden suburb” because of its greenery in parks, on the street scene and in the domestic setting. The present design, both at highway and housing level will simply create a stark contrast and appears to suggest the city has a bleak vision of its future based more on the bleak designs of Bladerunner than the optimism of a city that offers a high quality of life and seeks to provide good air quality and plenty of greenery in an urban setting.

We state this as councillors who represent this area in our ward. We have been accused of being “ungrateful.” We support the provision of new housing but we want residents of the new housing to enjoy the same quality of life as the rest of our community aspires to, regardless of their income or social status. The council appears to see this development as an extension of the city centre – we welcome good links to the city centre and improved transport links but, in common with those who are campaigning for more urban parks, we think the city is in danger of repeating the faults of the past by assuming that new buildings are the only path of development and lacking a vision for how buildings merge with nature.

### **The road underpass**

There is a further aesthetic problem caused by the road underpass and its capping – which will turn it in to a tunnel. The illustrations provided for the consultation have dodged this and indeed appear to depict the access to the tunnel with a concrete wall.

The proposals will not in fact give two neat and interlocking traffic light junctions. The junctions at Birchfield and at the A453/A34 will be separated by a rise with the mouth of a tunnel in between. Similarly south of the Birchfield island the mouth of the underpass will be problematic as will continued restrictions on pedestrian space on Birchfield Road (where there are narrow and dangerous pavements and it is easy for pedestrians to be assaulted and to have their way blocked)

The appearance of this is going to be very, very peculiar. It will not be an improvement.

### **Summary on aesthetics**

We have spent time and words on this section because it is not too late to make significant improvements to the proposals for Perry Barr. It has transpired that the Gailey Park site is not needed and will not be used for the Commonwealth Games. There is time to rethink and replan a scheme more appropriate for the area.

## **6/ Other issues with proposed scheme**

-The scheme channels the A453 to the south of the housing development. How will the development be linked to the wider area of Perry Barr to the north for pedestrians? For instance how would a resident seeking to walk the circuit up the Walsall Road to Perry Park access this route. This is a very reasonable route for walking and takes about half an hour.

-It restricts the X51 bus service, which relies on the Perry Barr flyover. Although the scheme has been depicted as improving public transport, it could be the death knell for this service which has made imaginative and forward-looking use of the existing road network.

- As the A34 Sprint is now not going to Walsall but only to a Park and Ride at junction 7, there will still be a need for the mass transit from Walsall and Cannock provided by the X51. The assumption that the Sprint will be better – as was stated during consultations last year – will no longer apply.

- Traffic from Wellington Road seeking to access the Aldridge Road will have a very tricky and very short span of road to cross several lanes of traffic.



## 7/ Alternatives

In January Cllr Jon Hunt submitted to the cabinet member two variants of an alternative plan. During June we received an assessment of these proposals. This raised several objections.

This section therefore deals with those assessments. In summary we believe there has always been an option of reshaping the road system here to improve it, including improved access to One Stop, but it was missed because initially the intention was to build the Athletes Village up to the line of the flyover. Now that is not being done, the land to the east of the flyover can and should be used differently. This will include part housing but also part parkland to create significant quality of life enhancements in this area and comply with our city's commitment to tackle climate change.

We are grateful for the drafting of engineer quality versions of our proposals. These confirmed that they would use significantly less land than when we sketched them out. However we do not think the drafting captured all the proposals and therefore include here the original options.

In addition the alternative was very much a sketch map. We would have hoped the transportation department would have worked it up into a detailed alternative and would have worked with us after its submission to make it work. Indeed the whole project would benefit from a great deal more imagination and creativity. Instead we received **no feedback** until after the consultation started. Once we received the feedback in June we had neither the capacity nor time to evaluate it - so have taken time in consultation with local residents to develop a response.

*The objections to our proposals and our response:*

1. New access to One Stop under the flyover. Larger vehicles would struggle to use this successfully.

Response: OK. The aim is to provide a new access to One Stop from the north. Make it a dedicated lane for small vehicles only.

It may need traffic light signals

Response: It probably would but they can be coordinated. We have proposed a coordinated system of lights and believe this will be a great deal easier to manage if the bulk of the A34 traffic continues to flow over the neighbourhood.

2. A large number of vehicles would have to use the new roundabout and the distance is quite long.

Response: this is similar to the manoeuvre currently undertaken by traffic exiting One Stop to the south using the "gyratory" route. The quasi-roundabout – which is not really a roundabout in our design but a managed U-turn – compresses these movements slightly.

3. Vehicles travelling from the Aldridge Road would still have to use the Birchfield Junction to U-turn to One Stop.

Response: the number of vehicles making this U-turn at Birchfield would be significantly reduced. Some vehicles from the Aldridge Road direction would choose to get on the Walsall Road to use the new access. Banning U-turns at Birchfield is incredibly unrealistic and should never have been conceived. See the Scott Arms where U-turn cut-throughs are provided north and south of the junction.

4. No provision for bus lanes on the A34.

Response: We've allowed for north and southbound buses to use the line of the old Aldridge Road. However northbound from the One Stop bus interchange there might be some mingling of buses and traffic accessing One Stop for a very limited distance. The existing bus lane that starts beyond the probation office could be extended, using existing road space. There is an unused lane marked off with zig zag lines. A more radical solution would be to direct traffic from the south to access One Stop at its south (upper) entrance, restricting access to One Stop at the north entrance to traffic using the new northbound access. The scheme does not have to provide continuous Sprint lanes as there will be many breaks in Sprint lanes. As an example northbound buses at the Scott Arms will continue to mingle in a very problematic way with traffic seeking to turn left.

5. Cycle lanes. The proposals do not make adequate provision.

Response: There may be better solutions than both the proposed scheme and our alternative. As I understand it the intention is that cyclists divide at Birchfield Island and take a route on the A34 or the line of the old Aldridge Road. It would therefore be possible to take a cycle route across the Gailey Park site (which we propose be reshaped) to rejoin the A34 on the new pedestrian crossing we showed for pedestrians. This crossing was marked on our proposal but has not been included in the design provided by the transportation department.

6. You cannot use the Gailey Park site (the site cleared to the east of the flyover)

Response: Yes we can. As we said at the outset, the transport scheme should have been part of a holistic proposal that went to the planning committee.

#### **Benefits of the alternative scheme:**

a/It provides an interlinked convoy system to move Aldridge Road and One Stop traffic through the area. Traffic would be stopped in phased cycles to allow pedestrians, cyclists and buses to cross. Traffic queues would not build up as most traffic could move freely through – depending on the management of lights further up the Aldridge Road at Wellhead Lane and Holford Road.

b/ it retains the flyover "bridge" as a key design feature of the area, lifting A34 through traffic away from ground level, significantly reducing the volume of traffic to be moved at ground level.

c/ it retains the X51 bus service and potentially enables it to run at greater frequency, carrying more passengers.

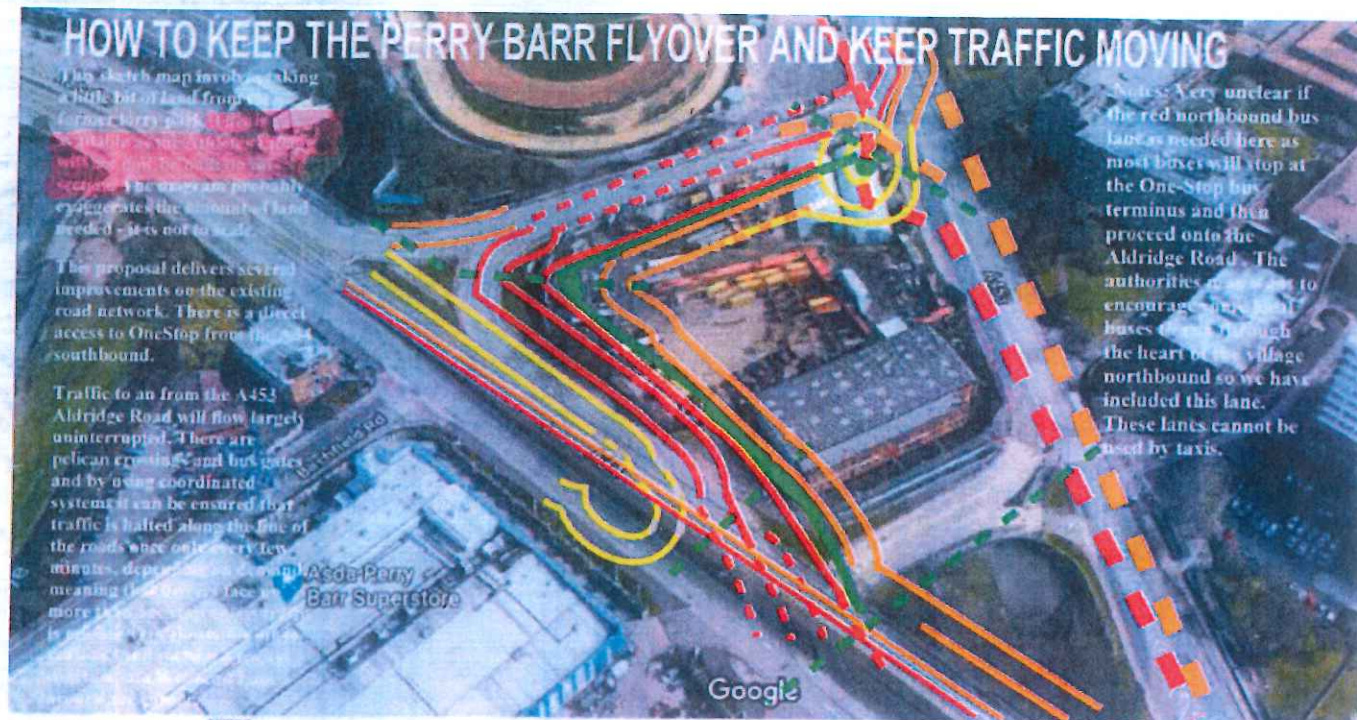
d/ it is better future-proofed. Retaining the flyover means retaining a structure, with significant value, that can continue to be integrated into future highways needs.




A rough sketch map involving making a little bit of land from the former berry patch. There is a lot of material in this area that is covered with low brush. The brush in the wet sections of the water are probably overgenerates the amount of land needed - it is not in scale.

Traffic to and from the A452 Aldridge Road will flow largely uninterrupted. There are pelican crossings and bus lanes and by using coordinated systems it can be ensured that traffic is halted along the line of the roads once only every few minutes, depending on the road, meaning that there is no free flow more than a few seconds.

**Notes:** Very unclear if the red northbound bus lane is needed here as most buses will stop at the One-Stop bus terminus and then proceed onto the Aldridge Road. The authorities are keen to encourage bus travel. Buses do not travel the heart of the village northbound so we have included this lane. These lanes cannot be used by taxis.



Northbound traffic - Existing plans as part of athlete village planning approval- lane boundary  
Southbound traffic - Existing plans as part of athlete village planning approval- lane boundary  
Additions to the roads - lane new access to One-Stop - lane boundary

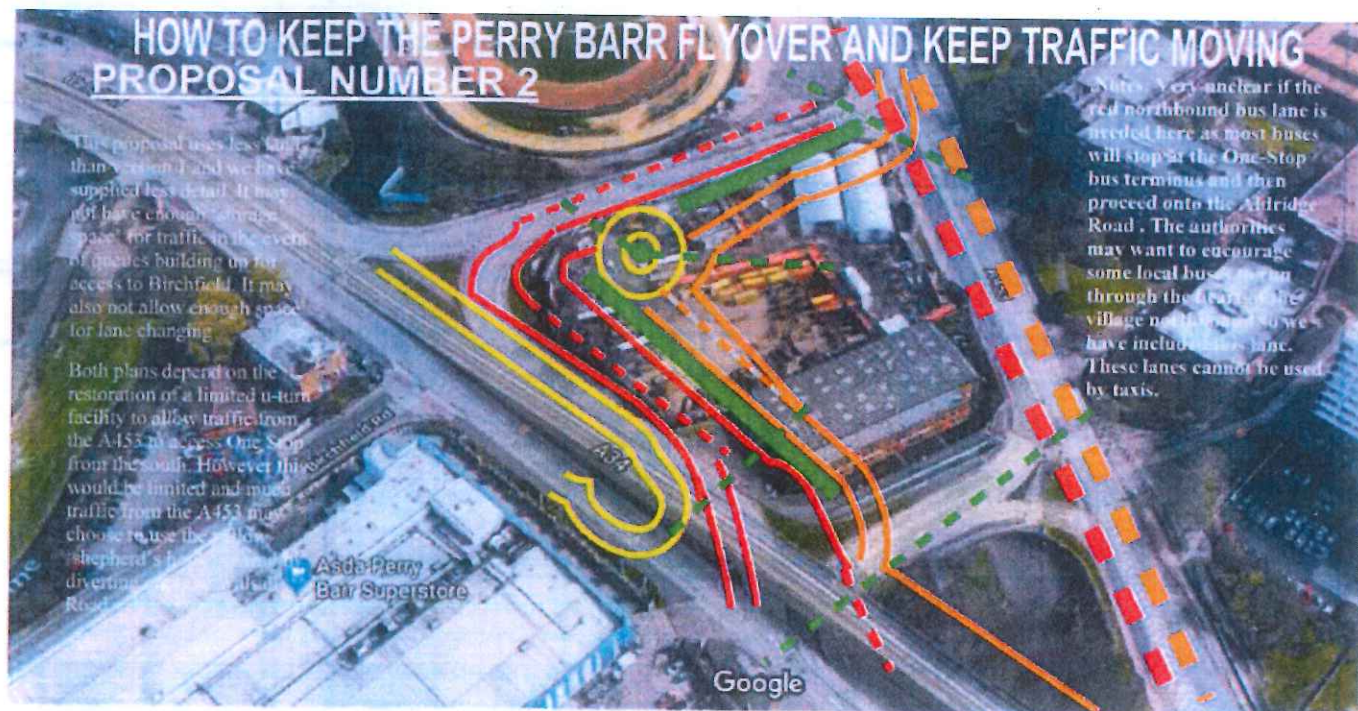
-  Northbound traffic - Existing plans as part of athlete village planning approval - lane boundary  
 Southbound traffic - Existing plans as part of athlete village planning approval - lane boundary  
 Additions to the roads - line new access to One-Stop - lane boundary  
 Green tree-lined central reservation with cycle track - NEW?  
 Bus only - Existing plan. It is not clear whether the north bound lane is needed or not as most buses will stop at One-Stop  
 Lanes under flyover or merging lanes

To underpass To Birchfield

This proposal uses less buffer than version 1 and we have supplied less detail. It may not have enough "storage space" for traffic in the event of queues building up for access to Birchfield. It may also not allow enough space for lane changing.

Both plans depend on the restoration of a limited u-turn facility to allow traffic from the A453 to access One Stop from the south. However this would be limited and much traffic from the A453 must choose to use the 'old' 'shepherd's path' and diverting traffic to the Rye

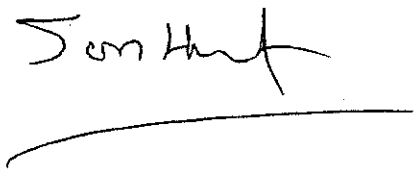
Notes: Very unclear if the red northbound bus lane is needed here as most buses will stop at the One-Stop bus terminus and then proceed onto the Aldridge Road. The authorities may want to encourage some local bus traffic through the centre of the village northbound so we have included this lane. These lanes cannot be used by taxis.



Northbound traffic - Existing plans as part of athlete village planning approval  
 Southbound traffic - Existing plans as part of athlete village planning approval  
 Addition to the roads - new access to One-Stop and extra turn at Aldridge Road lights  
 Green central reservation - NEW!  
 Bus and cycles only - Existing plan

### Conclusion

The proposals need a total rethink. They have been conceived under the assumption that the Perry Barr flyover is dispensable. It has proved to be a misconception. There are several aspects of the proposals here that we are supportive of and we have sought to provide constructive alternatives. However until a workable scheme is developed, the A34 Transport proposals should not be progressed. The proposed scheme does not work.

A handwritten signature in black ink, appearing to read 'Jon Hunt', with a long horizontal line underneath.

Councillor Jon Hunt

A handwritten signature in black ink, appearing to read 'Morriam Jan', with a long horizontal line underneath.

Councillor Morriam Jan

## **Annex 3F**

### **Highways England response**



Our ref:

Your ref: A34 Perry Bar Highway Improvement Scheme

Birmingham City Council,  
Council House,  
Victoria Square,  
Birmingham,  
B1 1BB

Via Email: [perrybarr@birmingham.gov.uk](mailto:perrybarr@birmingham.gov.uk)

23 July 2019

Dear Sir/Madam,

**RE:A34 PERRY BAR HIGHWAY IMPROVEMENT SCHEME PROPOSAL REVIEW**

Thank you for forwarding me details of the above proposal review received on 5 June 2019.

Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). It is our role to maintain the safe and efficient operation of the SRN whilst acting as a delivery partner to national economic growth. The SRN closest to the area is the M6, running almost parallel to the A34 and having the potential to be used as an alternative route by drivers in the area.

Highway England has previously reviewed details of the scheme and considered the methodology of the technical assessment work undertaken to consider the scheme through traffic modelling. Our interest in the scheme relates principally to whether it would be likely to result in a significant redistribution of traffic (to the M6), and therefore an understanding of any such change in traffic arising.

Having reviewed the consultation documents and technical work provided we are satisfied that the broad scenarios selected for assessment via microsimulation modelling and PRISM strategic modelling are appropriate. We have however a number of technical comments to make on methodological issues associated with the detailed traffic modelling assessment. The results of this assessment suggest that there will not be significant traffic implications for the SRN, more specifically M6 Junction 6 and Junction 7. This conclusion will however require some further substantiation in relation to the modelling which we are currently considering and therefore we write to you further on this matter.

Notwithstanding these technical queries, which relate to the individual scheme assessment, we consider that further assessment of the A34 corridor as a whole should be undertaken to assess the cumulative implications arising from the multiple planned interventions along the route. Collectively these may have implications for the SRN that have not been assessed. This cumulative assessment should take into account all changes associated with the Commonwealth Games, including to the A34 at Perry Barr, the Alexander Stadium and Athletes Village developments, as well as changes to the A34 corridor arising from the SPRINT rapid transit system, City Centre Clean Air Zone and A34 Cycle route.

This need for a cumulative assessment of the strategic implications of change on the A34 corridor is a requirement will need to consider the views of multiple stakeholders and take into account the technical work that TfWM are undertaking in support of development of the SPRINT route. Given the delivery schedule for the Commonwealth Games this work needs to be undertaken forthwith so that any implications arising for the SRN can be considered and planned for.

Please do not hesitate to contact me if you require any more information or clarification.

## **Annex 3G**

### **Push Bikes response**



Following the completion of the cycle track from the city center along the A34 to Heathfield Road, many people asked when the route would be completed by taking it through Perry Barr. The plans for that extension have now been released as part of the redevelopment of Perry Barr center with the preparations for the Commonwealth Games in 2022. The logic for this was good - the initial Birmingham Cycle Revolution money could be focused on delivering a high quality route up to Heathfield Road, and with the removal of the Perry Barr flyover later on, more space would be found for fitting in a wide high quality cycle track. In addition, it is cheaper to fit in cycle infrastructure when the whole road is being redeveloped. The downside of developing the plans later on, however, is that the plans that have been released have fallen back from the high level of ambition the first section has. Yet again, we will need to push Birmingham City Council to raise their ambitions and deliver high quality cycle infrastructure that everyone will want to cycle on.

The consultation can be found on the [Birmingham BeHeard website](#), and closes on the 19th July 2019.

Edited: We have created [an editable quick response](#) to the consultation that focuses only on asking for the plans to match the same standards at side roads and main junctions as the two existing cycle tracks. The form will send an email to Birmingham City Council to let them know that you want them to be more ambitious. [Link to quick response.](#)

### **Push Bikes' ambitions for cycle infrastructure:**

We want Birmingham to have cycle infrastructure that everyone from 5 to 99 years old feels comfortable cycling on, and which provides a journey time comparable to cycling along the general carriageway. This means we want to have:

- Protected, segregated space for cycles at major junctions.
- Separate space for cycles and walking at all junctions.
- Continuity for cycle tracks across side roads.

If cycle infrastructure does not meet these requirements, we will have a two-tier cycle infrastructure where the less confident cycle users will take the slow route along disjointed cycle infrastructure, while confident faster cycle users will cycle on the general carriageway and bus lanes. This would create confusion among all road users and encourages hostility while discouraging cycling.

### **Overview:**

The plans do not meet our ambitions. This is very disappointing because the designs for the cycle track from the city center to Heathfield Road represent current best practice in the UK. If the new plans are implemented, it will be an embarrassing step backwards when cities like London and Manchester continue to improve their level of ambition. Both Birmingham City Council and the West Midlands Combined Authority have stated policy that they want to deliver cycle infrastructure that is among the best in the UK - these proposals do not meet that policy. With the Commonwealth Games coming to Birmingham in 2022, there will be high volumes of spectators using public transport and then walking to get to the venues. We hope that there will also be many people choosing to cycle to avoid traffic jams and to ease some of the pressure on trains and buses. The world will be looking at Birmingham, and we need to be showcasing cycle infrastructure that is fit for purpose and does not create issues for people cycling on it or spectators trying to get around the city.

At major junctions, we want to see cycle tracks continue straight across, to provide cycle users a direct and attractive route. We have junctions just like that in Birmingham at: The

Lozells Road junction; the Newbury Road junction; the Newtown Middleway junction; the Belgrave Middleway junction with Bristol Road; the Priory Road junction; the Edgbaston Road junction. There is no reason why the new plans cannot deliver a similar experience.

At side roads, we also want to see cycle tracks continue straight across. On the existing A34 route, we have that on the following side roads: Vesey Street; Price Street; Princip Street; Lower Tower Street; Johnstone Street; Wilson Road. At Cecil Street and Milton Street, we have a new style of zebra crossing, where cycles have a segregated space next to the pedestrian section of the zebra crossing. The new plans seem to show give-way markings at each side road, which will impact on the speed of people cycling along those routes and provide a significant time delay. My main concern is that we need to have consistency in what happens when cycle tracks meet side roads, so that people become used to one style and understand how to behave. It is foolish to install continuous cycle track for half of the route and then for the second half have the cycle track stop at each side road.

For bus stops and crossings, we want to see continuous cycle tracks, rather than the cycle tracks end and shared-use pavements used. We believe that by keeping cycle tracks continuous, people who are walking can see clearly where cycles will go. This should increase their comfort levels, as they know where to stand or walk without worrying about being hit by a cycle. Because cycle users travel more slowly than cars, averaging between 10 and 15 mph on the flat, it is easier to cross even 3 metre wide cycle tracks. For people who are cycling, keeping the cycle track continuous means that they also can better predict where people will be walking, and also they will find that the cycle track is generally clear of people standing and waiting. There is a more direct clear route open than with shared use pavements, where people waiting for a crossing or a bus will be dotted across the pavement. In areas with a high pedestrian footfall, this is especially important because a crowded shared use pavement can result in a cycle user having to slow down to a walking pace or even having to get off and push past people waiting.

With toucan crossings, we want to see a continuous, segregated, cycle track wherever possible. At a couple of points along the route, the cycle track becomes shared use pavement, so that people cycling and walking can all be taken across the same space on a toucan crossing. The problem with this is that people on a cycle can cross roads much faster than people walking, but are far less agile at turning left or right either end of a crossing. While going over a crossing, the people who are walking hold up the people who are cycling, but at either end of the crossing, the people cycling present a problem for people who are walking and turning left or right. The design of a crossing should enable people to get over and off the road as smoothly and quickly as possible, but combining walking and cycling modes impedes this. When cycling and walking are separated, people who are cycling can cross much faster, and so a greater volume of cycle users can get across in one phase, while the people who are walking feel more comfortable and don't have to worry about cycles at either end.

### **Detailed comments:**

#### **Heathfield Road junction:**

The shared use pavement just beyond this junction is currently unavoidable because of the space restrictions between the general carriageway, which is constrained by the edge of the flyover, and the property boundaries of the houses. But it is worth adding that this "lack of space" issue arises only because of the perceived need for *eight* lanes of motor traffic. The existing pedestrian crossings, however, are too narrow to carry substantial flows of cycle users. Moreover, with four toucan crossings to be negotiated just to continue along the cycleway, cycle users will be delayed unacceptably. If there is a two minute delay at each

one, that will mean it will take cycle users eight minutes to travel just a few metres. This is completely unreasonable. Also, the island between the motor traffic turning right into Trinity Road and the motor traffic travelling down the A34 towards the city centre is very narrow. It is too small to provide space for bikes to stop between phases, especially any longer cargo bikes or tandems. A diagonal crossing for cycles to the corner with Holy Trinity church could be used to take them across when the right turning motor traffic has their green phase, which would provide a crossing segregated in time from the general motor traffic and segregated in space from the pedestrians.

### **Canterbury Road junction:**

The shared use pavement on the approach to this junction is unavoidable because of the existing pedestrian underpass. We have been told that there is not a high level of pedestrian footfall here, so a section of shared use pavement may be an acceptable compromise. At the junction itself, it is important that the cycle track and the pedestrians have priority over the side road. The cycle track should start before the junction and be continuous across it. Cars turning into and out of Canterbury Road can get out of the way of motor traffic travelling along the A34 because of the bus lane, so there is space for them to stop and give way for cycles. This would inconvenience buses at most by a few seconds, but would provide a very valuable continuity to the cycle track to encourage more people to use it, rather than the bus lane itself. More people cycling in the bus lane will create more delays to buses than a few seconds delay due to cars giving way at this junction.

### **The Broadway and Bragg Road junctions:**

These junctions also need to have continuous cycle tracks and pavements. At The Broadway especially, there is ample space to provide stopping space for motor traffic just off the main road, so that they can safely give way to cycles and people walking. If Bragg Road is not thought to have enough space for that, then it should be closed off in the same way that Thornbury Road is, or turned into a one-way exit onto the main road. By stopping motor traffic turning into Bragg Road, cycle users and pedestrians could cross more easily and there would be less delay for buses.

### **A4040 and A34 junction:**

This junction is being changed from a roundabout to a signalised crossroads. The central part of the roundabout, which currently has pedestrian subways and an open view of the motor traffic underpass, will be covered over, to provide space for motor traffic to drive across. The current plans show the cycle track stopping and cycle users being forced to use shared space pavements and staggered toucan crossings. It is clear that the row of buildings where Barclays Bank is on the corner is going to be demolished, as the current pavement is not wide enough to provide space for the cycle track and pavement shown on the plans. It should be possible to take a little more space to enable the cycle track to continue continuously across this junction on the same phase as an all-green for pedestrian crossings. The Ranty Highwayman blog, written by a British traffic engineer, has some designs that could be adapted for this situation, [Floating crosses and free left turns](#). If cycle users have to share a staggered toucan crossing, many cycle users simply will refuse to use the cycle track and will instead keep on cycling on the main road in the bus lanes, impacting on bus times.

In addition, it is very important that future cycle tracks are considered. The A4040 will need to have cycle tracks alongside it in the future as part of the network of cycle routes being planned out in the Local Cycling and Walking Investment Plan. The current plans for this junction do not consider how cycle users can smoothly and safely reach all four arms of this

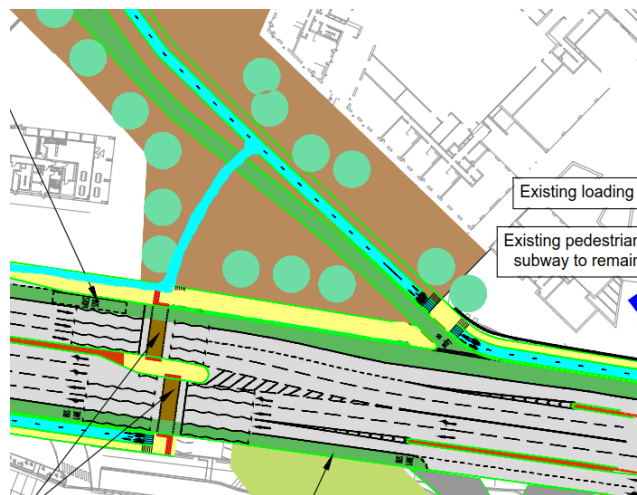
junction. At the Bristol Road / Priory Road junction, part of the junction will be dug up again in a few months time to accommodate a new cycle track going along Priory Road. We ought to be designing major junctions from the very start to accommodate future cycle tracks, to avoid expensive retrofitting, as noted in the West Midlands Combined Authority cycle charter. Let's get the junction right now, when it is cheap and easy to install.

### **Aldridge Road junction:**

At this junction, there will only be buses exiting Aldridge Road, yet the plans show the cycle track stopping for a shared-use crossing. This is a very poor design. The cycle track should be continuous across the junction, with a t-junction for the cycle track going up along Aldridge Road. The pedestrian pavement should have an uncontrolled crossing of the cycle track, and then continue up between Aldridge Road and the cycle track to reach the bus stops. After the bus stops, there can be a crossing back to the back of the pavement. This is such a simple junction, there should be no problems in getting this right and giving good continuity to the cycle tracks.

### **Toucan crossing in front of the One Stop Shopping Centre:**

This staggered crossing will be uncomfortable for people walking and cycling to share together, especially as this is an area which will have a high volume of pedestrian traffic. As there are eight traffic lanes to cross, it may not be possible to provide a single phase cycle crossing separate to the pedestrian crossing, and so the crossings should be widened to maximise volume. Additionally, it would be better if the cycleway on the Aldridge Road was curved in towards the crossing, so it meets the crossing normal to the kerb, eliminating the need for cycle users to rotate through ninety degrees at the crossing. This would also allow the cycleway to cross the bus lane at ninety degrees, giving better sight-lines, and make a more direct route for people heading between the shopping centre and the Aldridge Road.



To ease pressure on the cycle track, it would be good to continue the cycle track along the east side of Walsall Road to the junction in front of the Greyhound Stadium. At that junction, a single phase across to the triangular traffic island can be provided, to coincide with the green phase for the south-bound traffic on Walsall Road. There can then be an on-demand crossing on the left-turn lane and the cycle track continued up along to the junction with Cliveden Avenue at least. This would provide a cycle track that would accommodate cycle users travelling south down Walsall Road, to bypass the busy front of the One Stop Shopping Centre, and provide more cycle routes around this complex junction.

### **Birchfield Road junction next to the River Tame:**

This area will have a high volume of pedestrians, so it is important that cycle users have a segregated crossing away from people walking. The cycle track needs to be continuous across this junction, to provide an attractive route that everyone will want to cycle on. The current proposal is for an on-demand straight across toucan crossing, so providing a parallel cycle track would not impact on the signal timings here. With no pedestrian crossings to the

east side of this junction, there is no reason why a separate cycle track can not be provided here.

**Aldridge Road junction outside the Greyhound Stadium:**

The plans as they stand remove existing pedestrian crossings here. It is not acceptable to substantially increase the distance and time it would take for people to get across this road, and with the wide central reservation, people will cross here regardless of whether there are safe crossings or not. There should be crossings provided here so that people cycling and walking can cross over. This would mean that there would have to be a traffic-light controlled crossing on the north-bound side of Aldridge Road, but this is the only extra delay that would be needed here, and could be linked up to the traffic lights at the Wellhead Lane junction.

**Annex 3H**

**Sandwell Council response**

1890  
08 AUG 2019



**Councillor Ian Ward**  
Leader, Birmingham City Council  
Council House  
Victoria Square  
Birmingham  
B1 1BB

Your Ref: JT22  
Please ask for: Cllr Jackie Taylor  
Telephone No. 0121 569 3124  
Date: 6<sup>th</sup> August 2019

Dear Ian,

**Removal of the A34 Flyover, Perry Barr.**

I am writing to set out Sandwell Council's concerns regarding your proposals to remove the flyover that carries the A34 over the Walsall Road/Aldridge Road Gyratory in Perry Barr.

As you are aware the A34 forms part of the West Midlands Key Route network (KRN). It is a major route for traffic from Walsall, Great Barr and other areas in the north of Sandwell and whenever disruption is encountered along its length, traffic diverts to many other local roads. In particular there is concern that any proposals to reduce capacity on the A34 will have a detrimental impact at Scott Arms in Great Barr. As you are aware this junction straddles the Sandwell/Birmingham boundary and its management lies with Sandwell as Local Highway authority.

There is the also potential for local traffic to divert through Hamstead (which straddles the Sandwell/Birmingham boundary) and further afield for traffic on the KRN to use alternative routes to approach the city, some of which lie in Sandwell, but the scale of this re-routing has yet to be quantified.

The initial information supplied to support the proposal suggests that traffic will primarily re-route on to the M6/A38(M). We are concerned that this will adversely impact on Junction 7 of the M6, a complicated junction which already suffers from congestion even outside of the peak hours. I understand that Highways England share this concern. However, in the absence of detailed modelling it is not possible to properly assess the implications of this.

Cllr Jackie Taylor  
Cabinet Member for  
Sustainable Transport

Sandwell Council House  
Freeth Street  
Oldbury  
B69 3DE  
0121 569 3124

Email: [Jackie\\_Taylor@sandwell.gov.uk](mailto:Jackie_Taylor@sandwell.gov.uk)

In addition, the assumption that an 8.5% modal shift can be achieved as a result of the combination of Sprint, cycle measures and Clean Air Zone appears optimistic; the 5% modal shift to cycling appears to be a target rather than a forecast. At the very least, we would expect to see some sensitivity testing based on lower percentages in order to understand the implications of a failure to achieve these levels.

As you may be aware, the Sandwell section of the A34 through Great Barr already suffers from unacceptable standards of air quality due to traffic related pollution and we are developing proposals to address this. We would therefore be greatly concerned should the proposals in Perry Barr result in a worsening of the situation for Sandwell residents.

As part of the Local Highway Authority's Network Management Duty Sandwell, Walsall and Birmingham have to ensure the effective management of this route for all traffic. It is therefore imperative that any proposals that impact on it are properly considered by any LHA affected.

When combined with the proposed charging Clean Air Zone (CAZ D) within the middle ring road, we have a situation where major proposals within the City Council area have the potential to impact on Sandwell residents and the operation of highways for which Sandwell is Local Highway Authority, but for which insufficient information has been provided to properly quantify. We are therefore not in a position to fully assess these impacts, nor identify what mitigation measures may be required within Sandwell. We have already raised this in our response to the CAZ consultation and in response to the consultation on the planning application for the Perry Barr Campus site. We would certainly expect the City Council to provide a full assessment of the impact of the combination of proposals on the A34 corridor and include a package of appropriate mitigation measures in any bids for funding.

Given the current gaps in the information available to us, the Council has little option but to register a formal objection to the proposal to remove the flyover and this letter should be treated as such.

Cllr Jackie Taylor  
Cabinet Member for  
Sustainable Transport

Sandwell Council House  
Freeth Street  
Oldbury  
B69 3DE  
0121 569 3124

Email: [Jackie\\_Taylor@sandwell.gov.uk](mailto:Jackie_Taylor@sandwell.gov.uk)



However, I wish to clearly state the desire of Sandwell Council to work with the City Council to achieve the ambitions of the West Midlands as a whole; addressing air quality issues, providing first class transport links, high quality housing for the region's people and a successful Commonwealth Games. We look forward to receiving full details on the impact in Sandwell and how these will be mitigated. In the meantime, I would request that a final decision on whether to proceed or not with the proposal is delayed to allow time for Sandwell's concerns to be addressed.

Yours sincerely,



**Cllr Jackie Taylor**  
**Cabinet Member for Sustainable Transport**

Cllr Jackie Taylor  
Cabinet Member for  
Sustainable Transport

Sandwell Council House  
Freeth Street  
Oldbury  
B69 3DE  
0121 569 3124

Email: [Jackie\\_Taylor@sandwell.gov.uk](mailto:Jackie_Taylor@sandwell.gov.uk)

# **Annex 3I**

## **Sustrans response**

## **Sustrans response to the A34 Perry Barr Highway Improvement Scheme in Birmingham**

The changes are very welcome and would be a considerable improvement on the present very poor and discredited quality of the local public realm.

This is our response to the A34 Perry Barr Highway Improvement Scheme, submitted June 2019.

The A34/Birchfield Road flyovers and underpasses have represented one of the worst examples of car-centric postwar planning in this city, a sixties experiment long associated with poor air quality, noise, crime and anti-social behaviour and unpopular with students and staff when the Poly/UCE/BCU was located in Perry Barr.

The fundamental drawback of the current sixties-design is that it is for the convenience of those that do not live in the area, at the expense of most who do. The benefits of city centre growth can be shared much better with relatively deprived inner-city communities if sustainable transport options replace the blight caused by reliance on unnecessarily heavy, single-occupancy car commuting from further out.

The removal of the flyover and closure of 200m of Aldridge Road to general traffic are particularly welcome and will increase opportunities to create and demonstrate better public realm.

### **A34 Underpass**

Removal of the A34 road underpass at the Wellington Road/Aston Lane junction would greatly simplify the feel of the area, free up space, and give much more scope to improve walking and cycling and the overall quality of the local environment. Removal of the underpass was already considered in the options appraisal and discarded for reasons that are not explained in the consultation. If mode shift continues in the way that the authorities hope and intend, then removal would become necessary and desirable at a later date. We would prefer it to be removed now, or welcome the reasons given for elimination of this option. We note that Sprint does not require use of the underpass carriageway. In the long term all of the A34 should be returned to a walkable, at-grade environment, with removal of the Birchfield Flyover and Six Ways underpass too, to return this key radial close to the city centre to the thriving walkable environment that it once was.

### **Allocation of space**

The illustrations show very few cars in the area. If this were a true representation of traffic levels, it seems unlikely that seven lanes for motor vehicles would be required at one point. In the near future, the roads will continue to carry considerable volumes of motor vehicles most of the time and look less amenable than in the CGI images.

However, to maximise the quality of the public space it is desirable to minimise the land taken for general traffic lanes.

Apart from short sections for turning or merging, at no point should there be more than two traffic lanes in one direction, as a general principle for ensuring a more human quality of the cityscape.

## **Annex 3I – Sustrans response**

Lane widths: the planned width of general traffic lanes is not clear from the plans. Along the A34 from the A4040 to the One Stop north access, it should be possible to use lanes of 3m width. Has this been considered?

Flexibility to further reduce motor traffic lanes in future should be built into the design.

### **A4040 to One Stop north access section**

It is not clear why three southbound lanes are required opposite One Stop. If it is necessary to allow for left turning traffic emerging from the Walsall Road, this could be managed by a bus gate if required. There is no need for a third inner general traffic lane on the A34 southbound past the One Stop north junction. This should only emerge after the proposed toucan crossing, for drivers wishing to avoid the underpass and turn left into Aston Lane or right into Wellington Road.

Alternatively and more simply, northbound on the A34 outside One Stop, the second general traffic lane should be straight ahead or right, dispensing with the need for a fourth general traffic lane at this section. It would also avoid drivers travelling from Wellington Road to Aldridge Road having to manoeuvre across two lanes of traffic.

Either of these two options would free up more space to improve the public realm and reduce the sheer expanse of tarmac and sense of motor traffic dominance along this section.

### **Section between Birchfield Flyover and Perry Barr Underpass**

South of Canterbury Road there is a surplus extra short motor vehicle lane exactly along the length of where a shared use footway is shown. This only exists because of the design of the Perry Barr underpass and Birchfield Flyover and seems to serve no purpose in terms of capacity. This lane could be removed, enabling the other general traffic lane (in grey) and the bus lane to be moved outward, making space to ensure the protected bike lane is continuous along this stretch. This may require some re-engineering of the egress from the underpass carriageway and access to the Birchfield Flyover, but there is space to do this and it is not ambitious compared with the changes further north. If the extra lane is to allow space for left turning traffic out of Canterbury Road, this could be handled by making it a false one-way, with entry only from the A34 and local residential traffic able to join the A34 via Trinity Road.

### **Alignment of segregated cycle route**

Has consideration been made of continuing the route between Heathfield Road to Perry Barr Station along the left (west) side of the A34, as far as the proposed crossing of the A34 just north of the planned interchange? This would enable a simpler crossing at Heathfield Road and would enable more direct cycle journeys to Perry Barr Station. We are aware that there may be issues with housing land ownership and more limited space on the west side of the A34 along the section south of the A4040. However if the route is to become well-used then it must be a convenient and efficient way to travel: compromises that slow journeys must be minimised.

### **Crossings**

Staggered crossings: staggered two-stage pedestrian crossings run counter to the notion of giving pedestrians priority and should be avoided in principle.

## Annex 3I – Sustrans response

A34/A4040: at this junction, the central reservation portions of the crossings of Aston Lane and the north arm of the A34 should both be shaded orange (shared use) to be consistent with the rest of the diagramme. Wherever walkers and cycle users cross this junction, segregated parallel straight-ahead single-phase crossings for each would offer much better service. Under the proposed alignment, they would at least create a simpler two-stage left turn for cycle users travelling north along the A34 towards Perry Barr station.

A34/Aston Lane: where the A34 crosses Aston Lane in particular, the proposed arrangement will foster conflict between walkers and cycle users. There could be a straight ahead, single-phase segregated crossing for walkers and cycle users, offering a much superior level of service.

A34/Heathfield/Trinity Roads: the multiplicity of toucan crossings at Heathfield Road and Trinity Road will slow cycle journeys considerably and reduce the level of service and competitiveness with other modes. Here could be a good location to experiment with simpler crossings with fewer stages. If a diagonal single-stage crossing is deemed not practicable, a two-stage right turn should be considered, including looking at the scope for achieving this by crossing Heathfield Road instead of Trinity Road. We believe it should be possible for a better cycle crossing to operate simultaneously with general traffic movements.

Bragg to Canterbury side roads: the cycle track and pedestrians should have clear priority over the side road crossings of Bragg Road, the Broadway and Canterbury Road. Consideration should be made of closing any or all of them to motor traffic with bollards, or making them entry-only as described above for Canterbury Road.

Perry Barr station approach: it would be better if the cycleway on the Aldridge Road was curved in towards the crossing of the A34, making a more direct route for people heading between the shopping centre and the Aldridge Road.

A453: some provision needs to be made for cycle users travelling north beyond Wellhead Lane. Very few travellers are likely to continue into Wellhead Lane itself, with most travelling towards Aldridge, Kingstanding or College Roads. The long-term plan is to continue the route up Kingstanding Road, therefore it will be necessary to cross the A453 again at some point anyway. Unless the Wellhead Lane to Tame Valley Canal section is to be implemented simultaneously with the Perry Barr scheme, then consideration should be made of including singlestage parallel walking and cycling crossings of the A453 on the south side of the Wellhead Road junction.

### **Integrated transport**

Ideally, the rail station and bus interchange should not be severed from each other by motor vehicle traffic, with all vehicle access to One Stop from the north end. If the south access must persist, for example for vehicle access to the station, vehicle traffic should be minimised by limited hours of access, for restricted purposes and/or speed limited to 5mph and with very clear pedestrian priority designed across this access. We expect this will be covered in more detail by TfWM

## **Annex 3J**

### **Transport for West Midlands response**

Phil Edwards  
Assistant Director for Transportation and Connectivity  
Birmingham City Council  
PO Box 14439  
1 Lancaster Circus  
Birmingham  
B2 2JE



2<sup>nd</sup> August 2019

Dear Phil,

### **TfWM Response to A34 Perry Barr Highway Improvement Scheme**

Thank you for the opportunity to comment on the **A34 Perry Barr Highway Improvement Scheme**.

Transport for West Midlands (TfWM), the transport face of the West Midlands Combined Authority (WMCA) supports the vision proposed for regenerating the Perry Barr area as part of Birmingham's hosting of the Commonwealth Games. In particular, we have successfully worked together on the Housing Infrastructure Fund (HIF) bid, which has provided £165 million from Government towards the Athletes' Village. In supporting the city post-games, around 6,400 homes will be developed in this area – required for an increase in the city's population by 150,000 (for the period covering 2011-2031).

In terms of the A34 Perry Barr Highway Improvement Scheme, we support this vision in principle as it supports with objectives for the transport network set out in both Movement for Growth and Birmingham Connected transport strategies. TfWM has not been provided with detailed information concerning the wider traffic implications of the scheme, re-distribution of traffic or timescales. This does limit the ability to provide a detailed technical response to this stage of the consultation.

We fully support the partnership approach that has been undertaken to date, in addressing the strategic transport needs of the area. We recognise the transformation that the wider transport improvements (Sprint, an improved rail station and rail services and improved bus interchange) will provide greater choice to existing and new communities within Perry Barr. These wider transport schemes will also encourage more sustainable travel which will be required to deliver the wider outcomes of the highway scheme and the wider benefits particularly in relation to air quality.

Below sets out our strategic position concerning Perry Barr:-

#### **Public Transport**



Transport for  
West Midlands

Given our shared vision to invest in public transport it is important that public transport together with integrated walking and cycling routes are at the heart of the scheme.

In particular, TfWM fully supports the bus priority measures included along the A34; serving both Sprint and local bus services.

The A34 Perry Barr Highway Improvement Scheme will complement the Sprint proposals. This emphasises the importance of the bus priority proposed as part of the A34 Sprint scheme, which will ensure reliable journey times on public transport and support the City Council's need for modal shift within this location encouraging more sustainable journeys.

### Perry Barr Rail Station and Bus Interchange

Alongside bus priority measures, the redevelopment of the rail station and bus interchange will improve access to the public transport network, and whilst this will act as a transport hub for the Birmingham 2022 Commonwealth Games, more importantly it will provide a lasting legacy after the Games. The changes to the highway will help to create improved, more attractive pedestrian and cycle links to and from the station and further enhance the public realm.

Like Sprint, the rail station and bus interchange are crucial features of the transformation plan for the area over the next decade and this investment will greatly improve access to the public transport network. Combined, these schemes will bring visitors from around the world to Perry Barr together with acting as a catalyst for longer term renewal of the area.

### Walking and Cycling

TfWM supports the principle of the planned improvements for walking and cycling routes and the A34 route is part of the West Midlands' Walking and Cycling Programme (Local Cycling and Walking Infrastructure Plan) – Phase 1 which were developed in partnership with the 7 local authorities including BCC.

Further improvements to cycling infrastructure support our shared Cycling Charter and our aims to increase cycling levels to 5% of mode share by 2023. TfWM are keen to continue to support BCC on the walking and cycling proposals through the delivery co-ordination group.

### The West Midlands Key Route Network

Through the creation of the WMCA in 2016, new powers and responsibilities were devolved to the Mayoral WMCA. These included responsibilities relating to monitoring traffic flows, congestion, permit schemes for road works, road safety and air quality and are to be acted on by the WMCA concurrently with Birmingham and other constituent authorities (see appendix).

The A34 route of the West Midlands KRN represents 3% of the route's total length and has an annual average daily flow (AADF) of 22,600 with peak times increasing





to 56,700. The route serves the main strategic demand flows of people, goods and services and provides connections to both the local and National Strategic Road Network. It also serves as a diversion route for the M6, Junction 6 and 7.

These connections are therefore essential for residents across the region, making long distance journeys. In addition this route is important for businesses and logistics movements should be seen as a key strategic road, which is vital for so many across the conurbation.

With the improvements to public transport alongside the A34 highway works, the opportunity to transfer shorter less strategic journeys to reliable public transport, walking and cycling options is required to ensure that the longer distance strategic movements are not subject to delays. Birmingham City Council should work closely with TfWM to ensure that the public transport schemes are delivered, that behaviour change is realised in order to ensure that the whole transport package benefits are captured reducing impacts on congestion.

### Network Resilience

Whilst regeneration will be extremely positive for this area, the cumulative impacts of the construction work across Perry Barr, combined with the tight timescales, will likely have major impacts and consequences on the traffic flows through the area during the construction period.

Ensuring the WMCA and other partners gain an early insight of the construction methodology and the programme schedule for such works is essential, so that any emerging conflicts between the public transport and regeneration work programmes can be effectively mitigated.

As details on the various projects become clearer, it is crucial collaboration takes place between the organisations - particularly regarding the design and construction interfaces, utilising the appropriate governance arrangements. We welcome the establishment of the delivery co-ordination group to ensure that works are carefully managed in a coordinated manner, with adequate mitigation measures in place from the onset, to reduce any negative impacts the combination of schemes may generate.

In addition, the monitoring of the schemes as they are delivered should make best use of the region's new Regional Transport Coordination Centre (RTCC), approved by the WMCA Board and currently in delivery due to go live in December 2019. This can act as a coordination function for monitoring the wider transport networks and informing residents, businesses and visitors through various customer channels reliable information about the works and travel information to other modes, routes, times of day etc. to assist with avoiding delays.

To achieve this Birmingham City Council should ensure the visibility of the network through its traffic control centre is provided to the RTCC as well as supporting the deployment of any other monitoring and communication equipment along the A34 corridor.



Transport for  
**West Midlands**

TfWM's Network Resilience Team are already working with Birmingham City Council to ensure that a comprehensive travel demand management programme is delivered that mitigates the impacts of construction through a package of measures. This includes highway mitigations, bus priority measures, better understanding of journeys made along this corridor through targeted travel surveys, strategic re-routing of traffic and effective communications and engagement with residents and businesses including providing travel advice to avoid delays. This continued joint working will be critical to meet both the City Council and WMCA's respective statutory obligations. This is also an opportunity to continue our journey of encouraging long term behaviour change switching some journeys to more sustainable modes.

### Conclusion

We would like to reiterate our support for the partnership approach that has been undertaken to date in addressing the strategic transport needs of the area, especially in relation to the HIF bid, the development of Sprint proposals and the interchange and TfWM will continue to support and partner the City Council going forward with the regeneration of Perry Barr and its surrounding area.



## Appendix

Below outlines any further strategic issues TfWM would like to highlight:

### Mayoral Powers

As part of the new powers, the Key Route Network (KRN), has been defined through statutory instrument, to which many of these responsibilities relate.

The KRN's strategic oversight and coordination is managed by TfWM at a regional level, in partnership with the local highway authorities. Such powers have been established with local traffic and highways powers; namely Sections 6 and 8 of the Highways Act 1980 and the Traffic Management Act 2004 - allowing the WMCA to act as a Highway Authority and to undertake improvements to the highway.

### Congestion

The existing road network already operates at capacity levels across most of the West Midlands. As a result, significant routine delay exist on the KRN including the A34.

Between 2006 and 2016, traffic on major roads in the West Midlands increased by 5.4%. In correlation to this trend, changing travel to work behaviour in the area has seen the percentage of those travelling to work by car increase from 49% to 58% over the last 30 years.

The A34 corridor in particular can experience big fluctuations in journey time reliability with peak hour journey times experiencing delays of 150% higher than (i.e. 2½ times) than the equivalent free flow times off peak. And as a result, we have seen a decrease in the average MPH on major A roads around Birmingham.

The new road layout along this corridor should provide positive changes to the area delivering high-quality public spaces and support travel by sustainable modes.

It is acknowledged that there remain concerns around congestion levels and increased journey times as a result of the proposed changes. Nevertheless, we will continue working with Birmingham City Council to reduce any negative impacts that such a scheme may generate.

**Annex 3K**

**Walsall Council response**



# Walsall Council

**Councillor Mike Bird**

**Leader of the Council**

Councillor I Ward  
Leader  
Birmingham City Council  
Council House  
Victoria Square  
Birmingham  
B1 1BB

2<sup>nd</sup> August 2019

Dear *Tan.*

**Re: A34 Perry Barr Highway Improvement Scheme**

I am writing to inform you of Walsall Council's objection to the proposed highway changes at Perry Barr, including the demolition of the flyover.

Whilst Walsall Council is broadly supportive of the City's plans for Perry Barr regeneration and to create more housing in the corridor, the proposed highway changes are a major cause for concern. Combined with the potential charging regime for the proposed Clean Air Zone in the city centre and the changes to the A34 to accommodate the SPRINT bus service between Perry Barr and the Scott Arms, the Council is concerned that the highway impacts for Walsall and wider Black Country have not been fully investigated, and appropriate mitigation measures have not been identified.

The Council is worried that the proposed highway changes will have significant implications for Walsall residents and businesses. The proposed removal of the A34 flyover and the remodelling of the A453 Aldridge Rd/A34 Walsall Rd gyratory have the potential to significantly disrupt journeys on this key corridor.

The Council believes that any reduction in capacity on the A34 – part of the West Midlands' Key Route Network – will result in disruption on adjacent roads and reduce journey time reliability along this strategic route. This has the potential to impact on neighbouring metropolitan districts (Walsall and Sandwell), and as such Birmingham City Council should undertake its Network Management Duty with reference to these concerns.

Leader's Office, Council House, Lichfield Street, Walsall, WS1 1TW

Mobile: 07903 888250 E-mail: [cllr.mike.bird@walsall.gov.uk](mailto:cllr.mike.bird@walsall.gov.uk)

PA: Donna Baker Tel: 01922 653238 Email: [donna.baker@walsall.gov.uk](mailto:donna.baker@walsall.gov.uk)

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**PROUD OF OUR PAST OUR PRESENT AND FOR OUR FUTURE**



Some traffic modelling results that focus solely on the immediate Perry Barr area have been shared with officers, but more sophisticated network traffic modelling outputs are required to fully understand the potential re-routing impacts in the corridor and on alternative routes, such as the M6 motorway (especially at Junction 7) and A38 Expressway (which itself will have £93m major maintenance works from February 2021 to November 2025, thereby limiting viable alternative routes in this period). Also, some of the assumptions that the local traffic model makes about future modal shift are not credible – an 8.5% shift as a result of the proposed SPRINT service, cycling improvements and the Clean Air Zone cannot be substantiated.

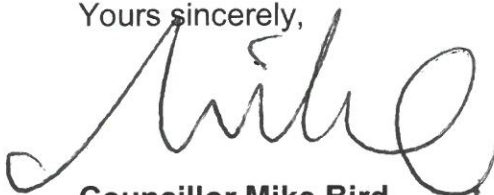
Further, the proposals don't clearly demonstrate how these changes can be made in conjunction with all the other schemes that need to be delivered at the same time in order to facilitate the Commonwealth Games, and don't articulate the collective impact this will have on the highway network. It is also still not clear why the flyover needs to be demolished ahead of the Commonwealth Games and, if the demolition is really necessary and the impacts across neighbouring areas can be successfully mitigated, why this can't be undertaken after the proposed public transport and cycling infrastructure has been fully delivered to provide realistic alternative travel options for local people.

Needless to say, Walsall is supportive of the City's ambition to be a global destination and to host major events such as the Commonwealth Games. But the City Council must also find a balance between its aspirations to attract further investment, realise regeneration and provide new housing alongside the needs of residents and businesses in neighbouring areas that are reliant on good connectivity to Birmingham city centre for social and economic interaction.

Given the current absence of information about how traffic will re-route in the Black Country, the Council has little option but to register a formal objection to the proposal to remove the flyover at this stage, and this letter should be treated as such.

We look forward to receiving full details on the highway impact in our area, together with mitigation plans. In the meantime, I would request that a final decision on whether to proceed or not with the proposed highway changes is delayed to allow time for Walsall's concerns to be addressed.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Mike Bird', with a stylized, flowing script.

**Councillor Mike Bird**  
Leader of the Council

cc. Mr P Edwards, Assistant Director Transport & Connectivity

## **Annex 3L**

### **Wendy Morton MP response**



11 JUL 2019

HOUSE OF COMMONS  
LONDON SW1A 0AA

Ms D Baxendale  
Chief Executive  
Birmingham City Council  
Victoria Square  
Birmingham B1 1BB

10<sup>th</sup> July 2019

Dear Ms Baxendale

**Proposed demolition of the Perry Barr Flyover**

I understand that as part of Birmingham Council's development and legacy proposals for the Commonwealth Games, the existing flyover at Perry Barr is to be demolished and be replaced with a surface level junction to serve the proposed post games housing development.

My letter is one of concern on behalf of my constituents, not only for those travelling to and from central Birmingham but also those taking the outer orbital route. The Walsall Road (A34) and Aldridge Road (A453) are already subject to traffic delays prior to the flyover, this will be exacerbated by the proposed alterations.

I trust that Birmingham Council will consider any alternatives put forward by The Mayor of the West Midlands who also has concerns that the existing proposals will be a negative impact on a greater population.

Yours sincerely

Wendy Morton



## **Annex 3M**

### **3B's Neighbourhood Forum response**



**To:** perrybarr@birmingham.gov.uk

**From:**

### **Response to consultation on A34 Perry Barr Highway Improvement Scheme**

This response from 3Bs Neighbourhood Forum identifies several serious concerns regarding the proposed demolition of the A34 flyover at Perry Barr and the design for the road layout to replace it.

#### **1. Rationale.**

##### *1.1. The positioning of the removal of the flyover as “necessary” is untrue.*

The consultation documents claim to explain “why the removal of the flyover is necessary”. We contest that assertion – the removal of the flyover is not necessary. It is a poorly-informed choice which the Council is determined to force through despite overwhelming objection from the community about the severe detrimental impact on Perry Barr and the north of Birmingham.

In the accompanying material to the consultation, Councillor Waseem Zaffar is quoted as saying “I fully understand the concerns that have been raised locally but the A34 flyover needs to be removed for the maximum benefit to be advanced through the area’s regeneration.” **What does that statement actually mean? How is Councillor Zaffar defining “maximum benefit”, and how precisely does removal of the flyover facilitate it?**

Councillor Zaffar may have convinced himself that the flyover needs to be removed, but it is evident that he either does not understand the concerns raised locally, or he is simply disregarding them. Our view is that empty rhetorical flourishes such as “maximum benefit” are ignoring the long-term impact on local residents and the functioning local economy.

Indeed, the Council chose to dismiss concerns raised in a local petition earlier in the year, signed by 3,000 local people because the petition was raised before plans were published. The fact that the published plans take no account of the objections of the community demonstrates that the Council is acting in bad faith. A subsequent petition has already received 10,000 signatures.

##### *1.2. The design of the scheme is flawed.*

The consultation documents state that “with the flyover retained, there would not be enough room left to design an efficient road layout in the remaining space”. Unless the entire planning

for the regeneration of Perry Barr is being handled incompetently, then this cannot be true, as planning permission for the new development at Perry Barr was granted without reference to removal of the flyover – indeed on the basis that the flyover would be retained.

If the contention is that the new development at Perry Barr to serve as the athletes' village for the Commonwealth Games is only viable with the proposed road layout, and that the A34 flyover has to be demolished for it to work, then the demolition must have been included in the planning submission for the athletes' village development – but it was not. Therefore, either the contention is false and the flyover can remain, or the planning submission for the athletes' village was fundamentally flawed and the planning committee was prevented from being given the opportunity to scrutinise it adequately.

Either way, it is possible, with a modicum of imagination, to propose alternative road layout designs which retain the flyover and are viable. Indeed, an alternative design which shows that it is entirely plausible to create efficient road layouts in the available space while retaining the flyover has been presented to the transport planners – the Council has, so far, chosen to ignore them in favour of its obsession with demolition of the flyover.

### **Why has the Council chosen to ignore alternative designs that retain the benefits of the flyover, and instead opted to pursue demolition at all costs?**

#### *1.3. Contradictory statements by the Leader of the Council.*

Putting aside the matter that planning permission for the new housing development being granted on the basis of the flyover being retained, the consultation positions the demolition as “necessary” to enable the new housing development to go ahead.

However, Councillor Ian Ward has stated on record that the flyover has to be demolished to achieve modal shift, to coerce people away from using private cars and onto public transport.

### **Why has the Council not made it explicitly clear in the consultation that the rationale is actually to move people away from private cars and onto public transport?**

Councillor Ward has also been overheard by several residents stating that the flyover must go because it is an eyesore. We disagree. But again, the consultation is disingenuous because it fails to provide the actual stated reasons that the Leader of the Council has given for pushing so hard for demolition of the flyover in the face of opposition from the community.

The rationale given for demolition of the flyover is demonstrably fatally flawed. There are four further aspects of significant concern:

- Traffic impact
- Pedestrian safety and air quality
- Environment and aesthetics
- Costs

## **2. Traffic impact.**

#### *2.1. Opaque and unbelievable modelling.*

The traffic modelling presented in the consultation needs deep scrutiny. The explanation given by Peter Parker at public consultation events has been obfuscating, if not actually disingenuous.

The journey time comparisons in the consultation appendix have drawn consistent disbelief from the local community. The traffic modelling takes into account three sets of estimated data:

- The estimated impact of sprint buses along the A34 (themselves controversial)
- The estimated impact of the Clean Air Zone (now delayed)
- The impact of cycle routes along the A34 (currently barely used)

Taking these three measures into account, which are designed to reduce reliance on cars, it is reasonable to expect significant savings in journey times while retaining the flyover. However, that is not what it forecast. The modelling suggests that journey time improvements from these initiatives will be negatively impacted by the proposed demolition of the flyover and replacement with traffic lights.

The journey time comparison figures given in the consultation appendix are misleading. They do not state where the modelled journeys start and finish.

Peter Parker has been asked to explain the modelling in different public meetings and has failed to be able to explain it to attendees. At one meeting, Mr Parker eventually conceded that the figure refers to *all journeys in and around the local area* – it is, he admitted, a figure which takes into account journeys in *each and every direction*, including local side roads – and as such it does not forecast the impact on journey times north/south on the A34, which are the most important for the economy of north Birmingham.

Based on Mr Parker's explanation, the forecast "average" journey time incorporates time savings east/west for traffic moving along Wellington Road and Aston Lane, which is currently controlled by a busy roundabout – thereby disguising significant delays for traffic moving north/south along the A34. Not to mention traffic blending from Aldridge Road.

**In what feasible scenario could retention of the flyover – which was built to improve journey times – result in longer journey times to/from Birchfield and Great Barr, for instance?**

## *2.2. Wider impact.*

Councillor Jaffar states that the proposed alterations to the road system at Perry Barr is about "reducing congestion". This has been met with utter bewilderment by the local community, since the intention is not only to remove the flyover, but to replace it with traffic lights (a source of delays and congestion) and to close off a portion of the Aldridge Road, blending major A-roads at an earlier point (a further source of delays and congestion).

Anyone who travels by bus in the area knows that, for example, the X51 service is by far the best service to use to travel into the city centre precisely because it utilises the flyover. Destruction of the flyover puts the viability of the highly successful X51 service in doubt.

But the Council must remember, the impact of demolition of the flyover will not just affect commuter traffic into Birmingham city centre. The A34 is a vital route to the Ring Road and to both local junctions of the M6 (junction 7 at Great Barr, and junction 6 via Victoria Road and the Aston Expressway). This section of the A34 is the relief route when that stretch of the M6, between junctions 6 and 7, is closed. It is a vital route for the functioning economy of north Birmingham.

**What assessments have been taken on the impact of the removal of the flyover on traffic flow when the M6 is closed? What advice has been sought from emergency services to inform the Council's thought processes?**

### *2.3. Lack of contingency.*

Communities across the north of Birmingham are deeply concerned about the lack of consideration in the proposed regeneration of Perry Barr, and in particular the destruction of the flyover because, shockingly, no viable contingency routes are proposed throughout the two year period of roadworks.

Furthermore, the proposals will create no improved contingency afterwards. Instead, the proposals create a bottleneck at the Aldridge Road junction where traffic is to be funnelled onto the A34 at an earlier point. In reality, drivers will use Wellhead Lane as a rat-run to avoid the proposed junction, which is surely not what the planners intend?

**How will the Council, or its chosen contractors, ensure that there is adequate contingency while the works are carried out? How will congestion be monitored? What actions will be taken if disruption during the works is worse than the Council currently foresees?**

Indeed, it appears that the Risk Assessment undertaken so far is extremely blasé about the project.

One of the biggest objections raised by local residents is the impact on traffic flow between the city centre and the northern part of the conurbation. The risk assessment identifies this as a High impact risk with High likelihood, but dismisses these concerns by stating that a Travel Demand Management Strategy will be put in place, reducing the risk to Medium impact and Low likelihood.

**How is that Travel Demand Management Strategy going to solve the problem? Why has it not already been undertaken? How can the Council have confidence in its decision-making processes with such scant regard to significant risks?**

Examining and scrutinising the proposals carefully, it is clear that the modelling and design are deeply flawed. Alternatives have been proposed and so far ignored which appear to offer much greater efficiency and flexibility, and meet the needs of the local community:

- Retain the flyover and redesign the flow of traffic at the proposed junction of the Aldridge Road with the A34 with the addition of a small roundabout, taking a minimal amount of space from the yet-to-be-developed triangle of land on the former container-base site.
- Provide additional services on the successful X51 bus route, especially during rush-hour commuting times.

## **3. Pedestrian safety and air quality.**

### *3.1. Danger to pedestrians.*

We have extremely grave concerns about the proposed development with regard to pedestrian safety and negative impact on air quality.

The proposed development would replace the flyover with lane after lane of traffic, creating significant danger to pedestrians. It is proposed that, between the athletes' village development and One Stop Shopping Centre, there will be nine lanes of traffic.

There are no subways, so pedestrians will have to cross at the surface. The Council should be very concerned that on one hand the proposed regeneration will create more local residences, with people likely to want to cross from the village to the shopping centre, yet on the other hand

will destroy the flyover which is the key measure that diverts the vast majority of traffic, and will remove obstacles and refuges which protect pedestrians crossing underneath the flyover.

In particular, traffic moving northbound will emerge from the underpass beneath the A34/A4040 junction, and will have to suddenly slow in order to stop at the proposed traffic lights. No artist's impressions have been made available of that view of the proposed development, but we are concerned that drivers will have insufficient sight lines to be aware of the junction layout, and that this presents a significant risk to pedestrian safety.

**What will drivers emerging from the underpass see? How have designs been modelled to ensure adequate sight lines and stopping distances?**

Retaining the flyover would eliminate that risk as the majority of traffic would continue along the flyover, bypassing the area of concern.

Retaining the flyover would also mean that there would not be a vast nine-lane danger area for pedestrians to cross. Instead, the structure of the flyover would protect pedestrians, offering them hard physical barriers to traffic, and directing pedestrians to very clearly delineated crossing points.

From conversations with transport planning officers, we believe that insufficient consideration has been taken towards pedestrian safety with the proposed development, and that the Council should reject the proposed designs.

**What assessments have been carried out by the Council into ensuring safe crossing for pedestrians?**

*3.2. Impact on air quality.*

We also have concerns about the inevitable impact on air quality at the proposed development.

The A34 flyover ensures that traffic moves as freely as possible along the busiest commuting route, and that goods vehicles are not kept waiting. The proposal that the Council is presenting demolishes the flyover in preference for a traffic-light junction, to control the blending of traffic along two busy A-roads, and to hold northbound/southbound traffic along the A34 for the benefit of customer parking at the shopping centre.

The proposed traffic light junction will inevitably lead to a significant increase in stationary traffic, with engines idling.

The Council intends that residences will be built immediately adjacent to this proposed traffic-light controlled junction.

At a time when the Council is under intense scrutiny for the poor air quality in the city, we believe it is grossly irresponsible to propose measures which are likely to worsen air quality in the immediate vicinity of planned residential development. The proposed scheme appears to be in contravention of the Council's aims and obligations regarding air quality.

**What assessments have been carried out by the Council to model the impact on air quality of stationary and idle traffic under the proposed design?**

**4. Environment and aesthetics.**

*4.1. Prejudicial personal tastes.*

The A34 flyover is a local landmark. It is a recognisable feature of an important stage in the development of the north of Birmingham. It may be unfashionable, and considered unsightly by the Leader of the Council, but it is a much-loved structure among the local community. Far from being an eye-sore, the flyover has a gentle curve which is easy on the eye, in contrast with the stark, severe angles of the proposed athletes' village development.

The flyover has character, and its retention would complement the bland and unimaginative proposed athletes' village site by breaking up the angular blocks and echoing the natural flow of the underlying landscape. Removal of the flyover on the basis that individuals considered it unfashionable is architectural vandalism as well as harmful to the local economy.

Retention of the flyover provides opportunities to continue and enhance vital areas of planting and green space in the area, rather than replacing it with nine lanes of traffic. The artist's impressions of the proposed road layout is uninspiring and grim, a desolate series of traffic lanes.

Bizarrely, the consultation documents argue that it will be beneficial for residents in the athletes' village site to be able to see One Stop Shopping Centre from their apartments. One Stop Shopping Centre plays a valuable role in the community, but it is not renowned for its architectural merit. Realistically, residents would much rather see a gently undulating flyover with sympathetic planting than nine lanes of traffic and the cladding of the shopping centre.

**Why has the Council ignored options to improve the public realm with aesthetic enhancements to the flyover and the pockets of green space around it, in preference for multiple lanes of traffic and a clear view to One Stop Shopping Centre?**

The individual tastes, or prejudices, of individuals leading the Council's involvement in the Commonwealth Games project and the associated regeneration of Perry Barr must not be allowed to override all of the other significant concerns demonstrated to be inherent in the proposed design due to the removal of the flyover.

*4.2. Alternative options at the Birchfield roundabout.*

At the south of the proposed development, the Council is planning investment to improve the aesthetics of the junction of the A34 and A4040. We understand that the Council is to compulsorily purchase areas of land comprising most – but not all – of the four corners of that junction (where there is currently a traffic roundabout). We have been told that a major part of the rationale for installing a cap over the underpass and replacing the roundabout with a traffic-light controlled junction is that the proposed Sprint buses are unable to navigate the existing roundabout as its diameter is slightly too narrow.

There is an alternative which would again yield further improvements to the appearance of the area. By completing compulsory purchase of land surrounding *all four corners* of the A34/A4040 junction, the road layout could be widened so that the diameter of the roundabout allows use by Sprint buses.

There would be further opportunities for improvements to the public realm, and for regeneration of the full set of buildings in that location. The necessity of installing a cap on the junction would become a choice, perhaps a luxury, rather than a requirement for the controversial Sprint bus project.

## 5. Costs.

### 5.1. *Lack of scrutiny.*

The consultation documents specify that the costs of the A34 Perry Barr Highway Improvement Scheme are estimated at £27.1 million. A project of that magnitude demands a clear and unambiguous rationale, and significant benefits. But the rationale is contentious to say the least, and the (deeply flawed) evidence presented suggests minimal benefits, with the methodology based on stacking estimates on top of each other to create a disingenuous average journey time.

The FAQ appendix to the consultation documents states that the costs will be primarily funded by a Government Infrastructure Grant. But there is no explanation in the consultation documents of the proportion of costs to be borne by the grant, and that to be borne by Birmingham City Council (or any other sources). It is reasonable to assume that the Council would be liable for any over-spend.

Even without further investigation into the costs, it is already clear that this project represents a phenomenal cost, with significant risks, in order to deliver minimal benefits and excessive negative impact on local communities across the north of Birmingham. And as such, the project should fail a value for money test and an impartial community impact assessment.

But when we examine the Cabinet Report, we can see that:

- £24.7m is to be funded from the Government Infrastructure Grant
- £1.13m is to be funded by prudential borrowing on the basis that it will be repaid from the proceeds of the sale of housing
- £1.27m is to be funded from the Local Growth Fund as part of the overall Commonwealth Games Athletes Village budget

And yet, the Athletes Village was designed, and planning permission granted, on the basis that the flyover was to be retained.

**What certainty is there that the Local Growth Fund contribution is actually valid for the proposed works, given that they are not necessary in order to facilitate the planned construction of the Athletes Village?**

Furthermore, Peter Parker has stated that procurement is already underway to identify contractors for the project on the basis of the proposed option. This implies that the demolition of the flyover is a *fait accompli*, which Mr Parker did not deny.

**Why has procurement proceeded before responses to the consultation have been considered? How can the Council provide assurance that the whole exercise is not being conducted in bad faith?**



## **6. Alternatives.**

We know our community well. We understand the local infrastructure and the ways that people use it. We have major concerns about the lack of insight demonstrated by the team behind the current proposals. There are clear alternatives which the Council should consider that would reduce negative impact on traffic, preserve pedestrian safety and minimise negative impact on air quality, present a vastly superior design in terms of environment and aesthetics, and require substantially lower costs.

- Retain the A34 flyover, enabling clear traffic flow and reducing air pollution from stationary traffic.
- Redesign the junction underneath, utilising a minimal area of land from the former container-base site, to provide a small roundabout enabling traffic to turn into and out from One Stop Shopping Centre efficiently and effectively.
- Preserve the measures that provide refuges for pedestrians.
- Enhance the flyover with additional planting schemes.
- Significantly reduce the scale of capital works, saving a vast sum from the project budget.
- Reallocate such savings to increase the scope of the works at the A34/A4040 roundabout to enable proposed public transport vehicles to better navigate the junction.
- Restore the good will of communities across the north of Birmingham, which is in grave danger of being lost due to the mishandling of this and associated projects.

**Please provide responses to our questions, to the email given at the head of this response.**

**Thank you.**