

Members are reminded that they must declare all relevant pecuniary and non-pecuniary interests relating to any items of business to be discussed at this meeting

BIRMINGHAM CITY COUNCIL

JOINT CABINET MEMBER AND CHIEF OFFICER

WEDNESDAY, 01 NOVEMBER 2017 AT 00:00 HOURS
IN CABINET MEMBERS OFFICE, COUNCIL HOUSE, VICTORIA
SQUARE, BIRMINGHAM, B1 1BB

A G E N D A

- 3 - 32** 1 **CAR CLUB PROCUREMENT STRATEGY**
Item Description
- 33 - 82** 2 **SELLY OAK NEW ROAD PHASE 1B FBC AND CONTRACT AWARD**
PUBLIC
Item Description
- 83 - 212** 3 **BCR A34 BIRCHFIELD ROAD (CITY CENTRE TO HEATHFIELD ROAD)**
FBC
Item Description

P R I V A T E A G E N D A

- 4 **SELLY OAK NEW ROAD PHASE 1B FBC AND CONTRACT AWARD**
PRIVATE
Item Description
- 5 **BCR A34 BIRCHFIELD ROAD (CITY CENTRE TO HEATHFIELD ROAD)**
FBC
Item Description

BIRMINGHAM CITY COUNCIL

PUBLIC REPORT

Report to: CABINET MEMBER FOR TRANSPORT AND ROADS, AND
CABINET MEMBER FOR VALUE FOR MONEY AND
EFFICIENCY, JOINTLY WITH THE CORPORATE
DIRECTOR, ECONOMY

Report of: ASSISTANT DIRECTOR TRANSPORTATION AND
CONNECTIVITY

Date of Decision: 1 November 2017

SUBJECT: CAR CLUB PROCUREMENT STRATEGY

Key Decision: No
Relevant Forward Plan Ref:

If not in the Forward Plan: Chief Executive approved
(please "X" box) O&S Chairman approved

Relevant Cabinet Member(s): Councillor Stewart Stacey - Transport and Roads
Councillor Majid Mahmood - Value for Money and
Efficiency

Relevant O&S Chairman: Councillor Zafar Iqbal - Economy, Skills and Transport
Councillor Mohammed Aikhlaq – Corporate Resources
and Governance

Wards affected: All

1. Purpose of report:

- 1.1 To seek approval to establish a car club service in Birmingham from all available car club bay locations on the highway following a successful trial period, allowing for expansion of existing car club provision.
- 1.2 To seek approval to commence procurement activity for a car club provider using the 'open' route for a Birmingham car club scheme.

2. Decision(s) recommended:

That the Cabinet Member for Transport and Roads, and the Cabinet Member for Value for Money and Efficiency, jointly with the Corporate Director, Economy:

- 2.1 Approve the Full Business Case (Appendix A) which proposes to assign a car club operator to provide a car club service in Birmingham from all available car club bay locations on the highway, allowing for expansion of existing car club provision.
- 2.2 Approve the commencement of the procurement process for the Birmingham car club scheme in accordance with the strategy in the Full Business Case (FBC).
- 2.3 Delegate authority to approve the award of the contract to the successful provider to the Corporate Director, Economy in conjunction with the Director of Commissioning and Procurement, the Interim Chief Finance Officer (or their delegate) and the City Solicitor (or their delegate).
- 2.4 Authorise the City Solicitor to negotiate, execute, seal and complete all necessary documentation to give effect to the above recommendations.

Lead Contact Officer(s): David Harris – Transport Policy Manager
Naomi Coleman – Senior Transport Policy Officer
David Waddington – Assistant Procurement Manager

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3. Consultation

3.1 Internal

3.1.1 The Cabinet Member for Clean Streets, Recycling and Environment has been consulted in respect of the environmental and Air Quality benefits arising from the proposed scheme set out in this report and is supportive of the proposals.

3.1.2 Officers from Growth and Transportation, Highways, Corporate Procurement Services, City Finance, and Legal and Governance have been involved in the preparation of this report.

3.2 External

3.2.1 Soft market testing was undertaken with potential suppliers to evaluate the market and the responses have been considered within the formulation of this strategy.

4. Compliance Issues:

4.1 Are the recommended decisions consistent with the Council's policies, plans and strategies?

4.1.1 This proposed scheme is consistent with the City Council's Vision and Forward Plan, March 2017. It will support the following key priorities:

- Health - a great place for people to grow old in.
 - Creating a healthier environment for Birmingham;
 - Increased use of public spaces for physical activity; more people walking and cycling
- Jobs and Skills – A great place to succeed in.
 - Investment in infrastructure and improvement connectivity;
 - The development of a modern sustainable transport system that promotes and prioritises sustainable journeys.

It will also support the following cross cutting objectives:

- Increase in the percentage of total trips by public transport;
- Improved air quality.

Car clubs broaden transport options for Birmingham citizens. They promote more sustainable travel behaviours, offer an alternative to private car ownership, reduce car usage and congestion, and provide access to more efficient, low emission vehicles when required, thereby improving air quality.

4.1.2 The Birmingham Development Plan (BDP) sets out that by 2031 Birmingham will be renowned as an enterprising, innovative and green city that has delivered sustainable growth meeting the needs of its population and strengthening its global competitiveness. As an alternative to private car ownership, car club provision can help to justify and manage reduced car parking requirements permitted as part of new developments, particularly in the city centre and key local centres. The BDP sets out support for car clubs in the city.

4.1.3 The Council's Birmingham Connected 20-year strategy for improving the city's transport network details a need to promote different ways of using and owning cars in order to see fewer cars owned across the city and to reduce the cost of living in Birmingham, citing car clubs as an example.

4.1.4 Transport for West Midlands' Strategic Transport Plan "Movement for Growth" sets out plans for 'better integration of transport through a smart mobility approach with public transport, car clubs, park and ride and bike hire'.

4.1.5 The Government have indicated that forthcoming legislation; Air Quality (Mandatory Road User Charging Schemes) (England) Regulations 2017, will mandate the introduction of a Clean Air Zone (CAZ) in Birmingham. Improved car club provision will offer a viable alternative to car ownership and increase usage of sustainable transport modes, particularly in the city centre where air quality is a significant problem. This proposal will offer car club vehicles that are significantly more efficient and less polluting than average private cars, and will offer the potential for Ultra Low Emission Vehicles (ULEV) to also be available for hire.

4.1.6 Birmingham Business Charter for Social Responsibility (BBC4SR)

Compliance to the BBC4SR will be a mandatory requirement for tenderers and will also form part of the conditions of contract. Tenderers will submit an action plan with their tender submissions

that will be evaluated in accordance with the FBC. The action plan of the successful tenderer will be implemented and monitored during the contract period.

4.2 Financial Implications

4.2.1 Substantial investment is required from a potential car club provider. Therefore it is not considered viable for the Council to seek to make income from any contractual arrangement, above permit fees, in the interest of meeting the Council's sustainable transport policy objectives. The contract will allow potential for arrangements to be reviewed after 3 years if there is considered to be potential for the Council to secure a percentage share of gross income at this stage. Research has not revealed any other examples of authorities securing profit from Car Club contracts outside of permit fees. In fact it is more common for authorities to invest heavily in early Car Club operations (funding vehicles for example) to incentivise growth.

4.2.2 The Council will charge an annual permit fee per bay to the car club provider for use of on-street parking locations. The following fees have been agreed with BCC Highways, and are based on existing fees (£250 per bay), best practice analysis in other cities, and a reflection of the desirability of the bay/location. Prices also acknowledge the need to grow the Birmingham car club market, encourage investment, and avoid prohibitively expensive charges. Permit prices are subject to reviews and may change throughout the life of the contract:

- City Centre Inner Zone 'floating' bays: £500
- All other City Centre bays ('floating' and designated bays): £350
- Wider City designated bays: £250

4.2.3 Currently permit revenue from existing bays is £2,250 (£250 x 9). In future the revenue is expected to rise to £8,050 per year for year 1, based on full occupation of 22 bays (including the existing 9 designated bays, 3 additional designated bays and a further 10 'floating' bays in the city centre). This has the potential to increase to approximately £11,650 a year with the provision of a further 12 bays across the city over the subsequent 4 years (34 bays in total), as per 5.2.2. Actual income may vary depending on eventual locations of bays. It is hoped that revenue will be significantly higher if further funding for bay implementation enables greater expansion (see 5.2.5 to 5.2.8).

4.2.4 Permit revenue will support the ongoing maintenance of designated bays, estimated to be approximately £27.55 a year per bay. Based on plans for expansion set out in this report, total maintenance costs for all bays for year 1 would be approximately £330 increasing to £661 a year in year 5.

4.2.5 The implementation of approximately 15 designated bays (see 5.2.2) will incur implementation costs (including signs, lines and Traffic Regulation Orders), funded through an allocation of £55,000 from the City Council's Integrated Transport Block (ITB), approved through the Transportation and Highways Capital Funding Strategy report on 16 May 2017. Authority to progress these works will be secured under Chief Officer delegation.. Implementing 10 'floating bays', which utilise Council on-street parking bays in designated areas in the city centre, does not require capital funds as no signage or regulation is required. The spaces will be allocated in areas where parking is not saturated and therefore loss of parking revenue will be minimal if any.

4.3 Legal Implications

4.3.1 Under the general power of competence per Section 1 of the Localism Act 2011, the Council has the power to enter into the arrangements set out in this report and they are within the boundaries and limits of the general power of competence Section 2 and 4 of the Localism Act 2011.

4.4 Public Sector Equality Duty

4.4.1 An initial Equality Analysis has been carried out (ref EA00170), and is attached at Appendix C. No adverse effects have been identified from the actions recommended in this report.

5. **Relevant background/chronology of key events:**

5.1 Background

5.1.1 Car clubs provide a flexible, pay-as-you go car hire option, allowing individuals and organisations to book, drive and return a car at any time. For a Birmingham resident, this provides the opportunity to avoid private car ownership. Particularly in the city centre, but

increasingly elsewhere in the city, residents will be able to use sustainable forms of transport for the majority of journeys, but will have the option to use a car club vehicle when necessary (for transporting bulky items for example). Cars will be located in easily accessible on-street locations, particularly around residential developments. Where one car is in use, another should ideally be available within walking distance.

- 5.1.2 With plans set out in the Birmingham Development Plan (agreed in January 2017) to build over 50,000 new homes, there is a prediction that the city could face the challenge of 80,000 more cars in the city and 200,000 more daily trips by 2031. The Birmingham Connected White Paper sets out plans to contain growth in car use, and limit the damage to public health and road safety which over reliance on cars can cause. Car clubs are a proven way to reduce car dependence by making access to cars more flexible, reducing pressure on road space and the requirement for parking and encouraging sustainable behaviour. They also have potential to reduce the cost of living in Birmingham for some of our low earning households, whilst enhancing accessibility to jobs and amenities.
- 5.1.3 The most recent Carplus Survey for England and Wales 2015/16, reveals that:
- Car clubs reduce levels of car ownership, with each car club vehicle deferring the purchase of 11 private cars;
 - Car club vehicles, being well maintained and often only a few years old, are safer and have 42% lower carbon emissions than the average private car;
 - Car club members travel more often by bicycle, train and bus than the national average;
 - Members drive an average 1,000 fewer miles a year after joining.
- 5.1.4 Car clubs provide customers with access to modern, more efficient vehicles with reduced emissions which might not be affordable privately. Broadening the car club offer in Birmingham can help us to contribute to the challenges of improving air quality and reducing emissions.
- 5.1.5 In 2011 the City Council introduced a trial on a number of on-street designated car club bays, through the Highways and Transportation Capital Programme. A quotation was advertised on FinditinBirmingham which concluded in the award of a contract to Enterprise Car Club providing the opportunity to operate from the bays for 3 years. There are currently 9 designated on street car club bays in Birmingham. 8 are within the city centre, at 6 different locations (some are double bays), and 1 is in Selly Oak. At present, Enterprise Car Club operate 8 vehicles from these sites and a further 7 vehicles from locations off the public highway. The operator pays the Council an annual permit fee for each bay on the highway. This arrangement is now up for review. The trial has been considered successful with significant potential for expansion.
- 5.1.6 All current and proposed car club bays in Birmingham operate a 'return to base' model where cars must be collected from and returned by the customer to the same location.
- 5.1.7 Latest 2017 figures show that there are currently 178 Enterprise Car Club members in Birmingham, with about 12 members to each vehicle (please note that this includes all Enterprise vehicles, some of which are not on the highway). It is felt that at the moment the scale of the project has not reached a level where Car Clubs have a strong presence in the city and are seen as a viable alternative to private car ownership by the general public. However interest shown from potential providers and case studies from other cities demonstrates strong potential for the market to grow significantly. With expansion of the scheme the cars will be more visible and there will be greater availability for the customer.
- 5.1.8 Co-wheels, a social enterprise, also operate 10 vehicles in South Birmingham, including the first electric car club vehicle in Birmingham. This operation has expanded organically and is run without the need for Council support as the cars are not located in designated bays; they are parked off the public highway, or in on-street locations (outside controlled parking areas) where customers return vehicles as close to the pick-up point as possible.
- 5.1.9 An indication of the untapped potential for car clubs in Birmingham was demonstrated with the launch of the 'Car2Go' scheme in 2013. This on-demand, one-way car club service provided 250 smart cars in the city and proved very popular, generating 7,000 members within the first 12 months. Unfortunately the operator decided to leave the UK market in 2014 due to the

unsuccessful development of Car2Go's London operation.

5.2 Project Proposal

5.2.1 Car clubs can help to meet outcomes from the Council's Vision and Forward Plan, March 2017; helping to reduce congestion and improve air quality, and supporting 'the development of a modern sustainable transport system that promotes and prioritises sustainable journeys'. It is therefore proposed that a procurement strategy and delivery model for car clubs in Birmingham is agreed.

5.2.2 A single operator is required to run the existing 9 designated on-street car club bays as well as support the Council in expanding the scheme throughout the City. The provider will be expected to provide car club vehicles for all available bays, maintain the vehicles, and manage all customer service. Further rollout of car club bays is intended to take two forms; 'dedicated bays' and 'floating bays'. In Year 1 of the contract it is intended that 3 new dedicated bays and approximately 10 'floating' bays will be in place. The 3 dedicated bays are programmed to be in place by March 2018 through the implementation of controlled parking schemes in Eastside, Ladywood and Digbeth, subject to Traffic Regulation Order consultation. Below is an estimated indication of timeframes. Higher levels of provision are desired and will be sought if further funding is secured or planning agreements enable this (see 5.2.6 to 5.2.9)

Contract Year	Existing Bays	New Floating bays	New designated bays	Total number of bays
Year 1	9	10	3	22
Year 2	22	0	3	25
Year 3	25	0	3	28
Year 4	28	0	3	31
Year 5	31	0	3	34

5.2.3 **Floating Bays** - It is proposed that a 'floating' bay system is developed in the city centre. This will utilise pay and display parking locations for car club vehicles and will allow the customer to collect and return a car to pay and display bays within a small designated location on a specific road (a 'return to base' model). In liaison with BCC Highways, 10 potential additional locations have been identified for introduction with the new contract. This approach ensures best usage of parking bays in areas of high demand (but not saturation). No infrastructure costs are incurred, allowing for quick implementation and flexibility to change location if necessary.

5.2.4 **Designated Bays** - Additional designated on-street bays, requiring signs, lines and a TRO, will be provided elsewhere in the city prioritising the following areas:

- New Controlled Parking Zones or Residents' Parking Schemes;
- Green Travel Districts and Local Centres;
- Significant new residential developments; and
- The City Centre (if floating bays are not viable because parking is too saturated, preventing cars from being returned)

These will be funded through approved Highways and Transportation Capital Programme and delivery will be subject to Chief Officer approvals. Funding will also be sought from Section 106 monies, providing car club facilities for new developments. It is proposed that a minimum of 15 new designated bays will be provided during the length of the contract.

5.2.5 It is important to note that provision of further bays, above the 9 designated bays that are currently in place, is not approved or guaranteed through this report which is for the purpose of procuring a new provider. The Council is committed to expanding the network and funding is available to do so. It is also prudent to indicate our intentions to ensure the opportunity is attractive for a new provider. But the Council will work with the new provider to implement new bays and cannot yet guarantee the timescales for this, or the location of future bays.

5.2.6 Wherever possible new bays will be provided as part of an existing scheme such as Controlled Parking Schemes or S106 Schemes around new developments. This will minimise costs, particularly by combining TRO costs. Existing S106 funds are being reviewed for opportunities

to utilise these for bay installation.

- 5.2.7 Work is underway to strengthen planning policy and review planning conditions to make consideration of car club space a standard requirement for new developments and ensure that, where appropriate, Section 106 monies are allocated for car club bays as standard in future. Consideration should also be given to funds for incentivising car club membership and marketing car clubs to new residents. A revised policy in this respect will be consulted on within the forthcoming Design Guide Statutory Planning Document (SPD) and the Parking SPD, which is currently being reviewed.
- 5.2.8 Should the new operator wish to see additional bays installed, which are not due to be implemented at public cost, they will need to seek Council approval and pay the implementation costs for this.
- 5.2.9 Through work on developing Green Travel Districts and liaison with businesses, there may be opportunities to encourage additional off-street car club bays to be introduced by the private sector. These can be installed at no cost to the Council and will further extend car club availability. However on-streets bays are generally preferred by operators for reasons of visibility, credibility, accessibility and security
- 5.2.10 It should be noted that potential Section 106 money has been provisionally allocated for car club expenditure as part of the Beorma project in Digbeth. The funding is not guaranteed, as it is dependent on the completion of development as agreed in existing planning permission and has therefore not been included in the FBC. The agreement fully funds the implementation of 9 on-street bays, 9 car club vehicles and membership fees for all residents of the Beorma project in Digbeth for the first 4 years of occupation. Subject to this development being completed within the lifetime of this contract, the successful supplier would be eligible to operate these bays. Further legal and financial arrangements will be put in place to allocate the additional funds for vehicles and membership fees.
- 5.2.11 The specification for the new operator will ensure that stringent emissions criteria for car club vehicles will be followed. The specification will also state a preference for ULEV, or demonstration of the potential to provide these. The operator will be obliged to liaise with the new electric vehicle (EV) infrastructure provider (this contract is due to be awarded late 2017) regarding the provision of charging infrastructure and running costs. These costs will not be covered by the Council. However should Section 106 or similar funding become available in a location where the Council wish to support ULEV uptake, there may be the potential to fund the installation of EV car club bays. These specifications will support Clean Air Zone proposals, and provide greater access to low emission vehicles for those who might otherwise not be able to afford to own one.
- 5.2.12 The specification will ensure that clear requirements are set in place for sharing membership and usage information throughout the contract to measure the success of the scheme and ensure smooth handover for citizens should a new operator be assigned in future.

5.3 Procurement Strategy

- 5.3.1 To enable the successful delivery of the project, a procurement exercise will be undertaken, using the 'open tendering procedure'. Further detail is contained in the FBC.
- 5.3.2 The proposed duration of the contract will be for a period of 3 years with the option to extend for a further 2 years subject to satisfactory performance, uptake by citizens and Council priorities. This period has been chosen in consultation with the market due to the high level of investment required by operators. Satisfactory performance will be determined by:
- Provider occupying all available bays.
 - Provider cooperating to allocate new bays (suggesting and agreeing appropriate locations).
 - Growth in average members per bay (from 12 to at least 22).
 - Provider cooperating to share data as requested.
 - Provider and/or Car Plus survey evidence on usage, emissions, car-use reduction, customer satisfaction.

5.3.3 The contract will seek a single operator for Birmingham who will have exclusive access to any designated car club location or floating bay on Birmingham's highway network. This allows exclusive operating rights within controlled parking zones (CPZs) in particular. Other operators will still be able to operate within Birmingham, but will have to do so without designated bays, or specific rights to locations on the highway. They will not be able to operate from highway locations within CPZs as this would require a permit. An exclusive arrangement with an operator will allow the provider to focus investment and marketing, and will simplify the end-user experience. It will enable a collaborative relationship between provider and the Council in expanding and marketing the network and selecting future locations for bays. Smoother integration of electric vehicles (EV) into the car club market will be possible with direct collaboration between the car club operator and the EV infrastructure provider. Explicit conditions will be included in the procurement specification to ensure that the selected operator commits to filling available bays. This will allow for bays to be positioned in a wide variety of locations, whilst being financially viable.

5.3.4 Following approval of this report the opportunity will be advertised and a tender pack released in late October 2017. Evaluation of tender submissions will take place in November/December with delegated approval sought in mid/late December. Contract award and mobilisation will occur in January 2018 and it is proposed that the contract commences in January 2018.

6. Evaluation of alternative option(s):

6.1 An alternative option would be to not offer a car club service to Birmingham citizens. This would limit mobility options within the city. It would miss an opportunity to discourage and reduce private car usage, limiting impacts on air quality and congestion. A customer base has been generated under the pilot scheme and this would leave existing members without a service.

6.2 A Car Club scheme could be operated 'in-house' by the Council. However this would require very significant investment in vehicles, technology, and staffing so this is not considered viable. Commercial suppliers offer significant knowledge of the market, and often have considerable collateral to improve the service they offer (such as apps, websites, and add-on services like long term car hire).

6.3 Procurement Options

6.3.1 Alternative procurement options were considered:

- Use of a collaborative framework agreement: There is a framework agreement currently in place led by Crown Commercial Services. This option was rejected as the framework agreement expiry date does not align with the Council's requirement.
- Use of the Amey Highways Maintenance Private Finance Initiative (PFI) Contract: This option was considered and discounted as the scope of this project falls outside the existing contractual agreement with Amey under the PFI.

6.3.2 Alternative sourcing options were considered:

6.3.2.1 A multi-operator contract was considered. This was discounted for the following reasons:

- The fair allocation of available bays could prove to be very administratively intensive.
- In a small market multiple operators can cause confusion and expense for customers, who may need to pay multiple membership costs to access all available vehicles.
- Marketing power may be diluted.
- Carplus suggest that multi-operator models work best once a market has at least 100 vehicles. Therefore this is a model which would be prudent to explore once the Birmingham car club market is more established.

6.3.2.2 A tiered contract was considered whereby a first tier company would be given first refusal of all available car club bays, and a second tier company would be offered any bays which remained unoccupied. This was discounted for the following reasons:

- This approach has not been tested elsewhere in the UK.
- The second tier position would not offer enough scope to be attractive to a provider.
- This approach would inhibit the Council from consulting with a chosen provider on where bays should be located, which can provide valuable insight for ensuring successful expansion.

7. Reasons for Decision(s):

7.1 To inform Cabinet Members and seek approval for the Car Club Procurement Strategy to support the delivery of the Birmingham Development Plan, Birmingham Connected, and Movement for Growth objectives through a reduction in private car usage, an increase in sustainable travel, improvements to air quality and reduced carbon dioxide emissions.

Signatures

Date

Councillor Stewart Stacey
Cabinet Member for Transport and
Roads

.....

Councillor Majid Mahmood
Cabinet Member for Value for
Money and Efficiency

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Waheed Nazir,
Corporate Director, Economy

.....

List of Background Documents used to compile this Report:

- [Carplus annual survey of car clubs 2015/16, England and Wales \(excluding London\)](#), Car Plus, April 2016
- [The Economic Case for Car Clubs](#), Car Plus, October 2015

List of Appendices accompanying this Report (if any):

- Appendix A: FBC
- Appendix B: Map - Birmingham City Centre Car Club proposals
- Appendix C: Equality Analysis

PROTOCOL PUBLIC SECTOR EQUALITY DUTY

- 1 The public sector equality duty drives the need for equality assessments (Initial and Full). An initial assessment should, be prepared from the outset based upon available knowledge and information.
- 2 If there is no adverse impact then that fact should be stated within the Report at section 4.4 and the initial assessment document appended to the Report duly signed and dated. A summary of the statutory duty is annexed to this Protocol and should be referred to in the standard section (4.4) of executive reports for decision and then attached in an appendix; the term ‘adverse impact’ refers to any decision-making by the Council which can be judged as likely to be contrary in whole or in part to the equality duty.
- 3 A full assessment should be prepared where necessary and consultation should then take place.
- 4 Consultation should address any possible adverse impact upon service users, providers and those within the scope of the report; questions need to assist to identify adverse impact which might be contrary to the equality duty and engage all such persons in a dialogue which might identify ways in which any adverse impact might be avoided or, if avoidance is not possible, reduced.
- 5 Responses to the consultation should be analysed in order to identify:
 - (a) whether there is adverse impact upon persons within the protected categories
 - (b) what is the nature of this adverse impact
 - (c) whether the adverse impact can be avoided and at what cost – and if not –
 - (d) what mitigating actions can be taken and at what cost
- 6 The impact assessment carried out at the outset will need to be amended to have due regard to the matters in (4) above.
- 7 Where there is adverse impact the final Report should contain:
 - a summary of the adverse impact and any possible mitigating actions (in section 4.4 or an appendix if necessary)
 - the full equality impact assessment (as an appendix)
 - the equality duty – see page 9 (as an appendix).

Equality Act 2010

The Executive must have due regard to the public sector equality duty when considering Council reports for decision.

The public sector equality duty is as follows:

- 1 The Council must, in the exercise of its functions, have due regard to the need to:
 - (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Equality Act;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 2 Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:
 - (a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
 - (b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;
 - (c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.
- 3 The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.
- 4 Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:
 - (a) tackle prejudice, and
 - (b) promote understanding.
- 5 The relevant protected characteristics are:
 - (a) Marriage & civil partnership
 - (b) Age
 - (c) Disability
 - (d) Gender reassignment
 - (e) Pregnancy and maternity
 - (f) Race
 - (g) Religion or belief
 - (h) Sex
 - (i) Sexual orientation

Full Business Case (FBC)			
1. General Information			
Directorate	Economy	Portfolio/ Committee	Transport and Roads Value for Money and Efficiency
Project Title	Car Clubs	Project Code	To be confirmed
Project Description	<p><u>Background</u></p> <p>Car clubs provide a flexible, pay-as-you go car hire option, allowing individuals and organisations to book, drive and return a car at any time. With plans set out in the Birmingham Development Plan to build over 50,000 new homes, there is a prediction that the city could face the challenge of 80,000 more cars in the city and 200,000 more daily trips by 2031. The Birmingham Connected White Paper sets out plans to contain growth in the number of cars on the roads, to limit the damage to public health and road safety which over reliance on cars can cause. Car clubs are a proven way to reduce overall car dependence by making access to cars more flexible, reducing pressure on road space and the requirement for parking and encouraging sustainable behaviour. They also have potential to reduce the cost of living in Birmingham for some of our low earning households, whilst enhancing accessibility to jobs and amenities.</p> <p>Carplus, the accreditation body for car clubs in the UK, conduct an annual survey of car club providers and members, the 2015/16 survey for England and Wales reveals that:</p> <ul style="list-style-type: none"> • Car clubs reduce levels of car ownership, with each car club vehicle deferring the purchase of 11 private cars. • Car club vehicles, being well maintained and often only a few years old, are safer and have 42% lower carbon emissions than the average private car. • Car club members travel more often by bicycle, train and bus than the national average. • Members drive an average 1,000 fewer miles a year after joining. <p>Car clubs provide customers with access to modern, more efficient vehicles with reduced emissions which might not be affordable privately. Broadening the car club offer in Birmingham can help us to contribute to the challenges of improving air quality and reducing carbon emissions.</p> <p>In 2011 the former Cabinet Member for Transport, Environment and Regeneration instructed the Development Directorate to progress the introduction of an 'urban mobility' car club in Birmingham. The City Council introduced a trial on a number of on-street designated car club bays, through the Highways & Transportation Capital Programme. A quotation was advertised on Finditinbirmingham which concluded in the award of a contract to Enterprise Car Club providing the opportunity to operate from the bays for 3 years. There are currently 9 designated on street car club bays in Birmingham. 8 are within the city centre, at 6 different locations (some are double bays), and 1 is in Selly Oak. At present, Enterprise Car Club operate 8 vehicles from these sites and a further 7 vehicles from locations off the public highway. The operator pays the Council an annual permit fee for each bay (detailed under funding and revenue implications). This arrangement is now up for review. A minimum of 3 further designated bays, included in the</p>		

Ladywood and the Digbeth Controlled Parking Schemes, are programmed to be in place within the 2017/18 financial year, subject to Traffic Regulation Order consultation.

There are currently 178 Enterprise Car Club members in Birmingham, with about 12 members to each vehicle. It is felt that at the moment the scale of the project has not reached a level where car clubs have a strong presence in the city and are seen as a viable alternative to private car ownership by the general public. However interest shown from potential providers and case studies from other cities demonstrate strong potential for the market to grow significantly. With expansion of the scheme the cars will be more visible and there will be greater availability for the customer.

Co-wheels, a social enterprise, also operate 10 vehicles in South Birmingham, including the first electric car club vehicle in Birmingham. This operation has expanded organically and is run without the need for Council support as the cars are not located in designated bays; they are parked off the public highway, or in on-street locations where customers return vehicles as close to the pick-up point as possible.

An indication of the untapped potential for car clubs in Birmingham was demonstrated with the launch of the 'Car2Go' scheme in 2013. This on-demand, one-way car club service provided 250 smart cars in the city and proved very popular, generating 7,000 members within the first 12 months. Unfortunately the operator decided to leave the UK market in 2014 due to the unsuccessful development of Car2Go's London operation.

Enterprise Car Club have provided the following figures to demonstrate the size of their schemes in other cities and the potential for growth in Birmingham:

	Birming -ham	London	Manche -ster	Bristol	Edinb -urgh	Brighton	York
Total number of cars	15	420	42	72	160	105	42
Total Members	178	11837	1641	2636	5161	3313	1341
Membership growth in last 12 months	64	4221	427	1063	1038	835	599
Members per car	12	28	39	37	32	32	32

It should be noted that these figures just represent one provider. Across the London boroughs, for example, there are over 2480 bays (January 2015, London Car Club Strategy) and 135,500 members with a number of different providers. The London Car Club Strategy is aiming to increase car club membership across London to 500,000 by 2020 and 1 million members by 2025.

Project Proposal

Car clubs can help to reduce congestion and improve air quality, supporting a healthy city as well as meeting air quality obligations and improving sustainability. It is therefore proposed that a new procurement framework and delivery model for car clubs in Birmingham is developed.

A single operator is required to run the existing 9 designated on-street car club bays as well as support the Council in expanding the scheme. In Year 1 of the contract it is intended that 3 new dedicated bays and approximately 10 'floating' bays will be in place. The 3 dedicated bays are programmed for implementation by March 2018 through controlled parking schemes in Eastside, Ladywood and Digbeth, subject to Traffic Regulation Order

consultation. Below is an estimated indication of timeframes. Higher levels of provision will be sought if further funding is secured.

Contract Year	Existing Bays	New Floating bays	New designated bays	Total number of bays
Year 1	9	10	3	22
Year 2	22	0	3	25
Year 3	25	0	3	28
Year 4	28	0	3	31
Year 5	31	0	3	34

Expansion of car club provision in the city will take two forms; 'dedicated bays' and 'floating bays'. All provision will operate a 'return to base' model where vehicles must always be collected from and returned to the same location.

- 1. Floating Bays** - It is proposed that a 'floating bay' system is developed in the city centre. This will utilise pay and display parking locations for car club vehicles and will allow the customer to collect a car from and return it to any pay and display bay within a small designated location on a specific road. In liaison with Highways, 10 potential additional locations have been identified for introduction with the new contract. This approach ensures best usage of parking bays in areas of high demand (but not saturation). It also incurs no infrastructure costs, and therefore allows for quick implementation and flexibility to change location if necessary.
- 2. Designated Bays** - It is proposed that a minimum of 15 new designated bays will be provided during the length of the contract and will be provided in the following areas:
 - New Controlled Parking Zones or Resident's Parking Schemes;
 - Green Travel Districts and Local Centres;
 - Significant new residential developments; and
 - The City Centre (if floating bays are not viable because parking is too saturated, preventing cars from being returned)

These will be funded through an allocation of £55,000 from the City Council's Integrated Transport Block (ITB), approved through the Transportation and Highways Capital Funding Strategy report on 16 May 2017. Delivery will be subject to separate approval and governance.

Additional funding will also be sought to supplement this minimum of 15 spaces through S106 agreements where appropriate and planning policy is being strengthened to enable this.

Through work on developing Green Travel Districts and liaison with businesses, opportunities will be sought to encourage additional off-street car club bays to be introduced by the private sector. These can be installed at no cost to the council and will further extend car club availability. However on-streets bays are generally preferred by operators for reasons of visibility, credibility, accessibility and security.

Operating model

The following operating model options were considered:

- Commercial vs in-house operation: Tendering the opportunity to one or

more commercial operator is considered the only viable option. The capital and staffing resource to run the facility in-house does not exist. As well as investing the capital required, commercial operators offer existing expertise to make the scheme successful, and they take on the majority of the commercial risk.

- **Multi Operator:** The co-existence of a number of operators can provide the customer with choice, and could foster a better service and pricing through competition. It can encourage a variety of locations to be serviced, rather than just those which are presumed to be most lucrative. However the fair allocation of available bays could prove to be very administratively intensive. In a small market multiple operators can cause confusion and expense for customers, who may need to pay multiple membership costs in order to have access to all available vehicles. Marketing power may also be diluted. Carplus suggest that multi-operator models work best once a market has at least 100 vehicles. Therefore a multi operator approach has been discounted until the Birmingham car club market is more established.
- **Tiered 'first refusal':** A tiered set-up was strongly considered, whereby operators are allocated a position based on a competitive tendering process. This approach would allocate a first tier provider with first refusal of all bays, and a second tier provider who could operate in all bays which were left unoccupied by the first provider. However this approach has not been tested elsewhere in the country. It is felt that the second tier position would not offer enough scope to be attractive to a provider. It would also inhibit the council from consulting with providers on where bays should be located, which can provide valuable insight for ensuring successful expansion.
- **Single Operator:** An exclusive arrangement with an operator is recommended for Birmingham. This will allow a provider to focus investment and marketing, and will simplify the end-user experience. It will enable a collaborative, less complicated relationship with the council in expanding the network and selecting locations for future bays. Smoother integration of electric vehicles (EV) into the car club market will be possible, with direct collaboration between the car club operator and the EV infrastructure provider. Explicit conditions will be included in the procurement specification to ensure the selected provider commits to filling available bays. This will allow for bays to be positioned in a wide variety of locations whilst also being financially viable.

Procurement

Duration of the Contract

The proposed duration of the contract will be for a period of 3 years with the option to extend for a further 2 years subject to satisfactory performance, up take by citizens and Council priorities. This period has been chosen in consultation with the market due to the level of investment required by operators.

Procurement Options

The following procurement options were considered:

- Tendering a Birmingham Only Contract

This is the recommended option as it gives the Council the most flexibility in specifying the Council's requirements.

- Use of the Amey Highways Maintenance PFI Contract

This option was considered and discounted as the scope of this project falls outside the existing contractual agreement with Amey Under the PFI.

- Use of a collaborative framework agreement

There is a framework agreement currently in place led by the Crown Commercial Services. This option was rejected as the framework agreement expiry date does not align with the Council’s requirement.

Birmingham Business Charter for Social Responsibility

Compliance with the BBC4SR is a mandatory requirement that will form part of the conditions of this contract. Tenderers will submit an action plan with their tender that will be evaluated in accordance with Stage 3 and the action plan of the successful tenderer will be implemented and monitored during the contract period.

Scope and Specification

The procurement strategy will scope for a company to provide all vehicles and operational requirements for the car club. Vehicles must meet strict emissions criteria in line with Clean Air Zone requirements. It will be a mandatory requirement that all the vehicles supplied will have Euro 6 engines as a minimum. The company will provide all customer care, vehicle maintenance and marketing communications.

Evaluation and Selection Criteria

Stage 1 – Selection Stage (Pass / Fail)

- Company Information
- Grounds for Mandatory Exclusion
- Grounds for Discretionary Exclusion
- Economic and Financial Standing
- Technical and Professional Ability
- Data Protection Policies
- Additional Selection Questions
 - Environmental Management
 - Insurances
 - Compliance to Equalities Duties
 - Health & Safety
 - Compliance to the Birmingham Business Charter for Social Responsibility

The proposed Quality, Social Value and Price Split is detailed below:

Stage 2 - Quality (50%)

Sub-Criteria	Sub Weighting
Marketing, Promotion & Growth	30%

of the Network	
Contract Management & Management Information	25%
Vehicle Specification, Fleet Maintenance & Refuelling	25%
Booking Technology & Customer Service Support	20%
Total	100%

Tenderers who score less than 60% of the quality threshold i.e. a score of 300 out of a maximum quality score of 500 may be excluded from taking any further part in the process.

Stage 3 – Social Value (20%)

Sub-Criteria	Sub-Weighting
Local Employment	10%
Good Employer	10%
Buy Birmingham First	10%
Partners in Communities	20%
Green and Sustainable	40%
Ethical Procurement	10%
TOTAL	100%

Tenderers who score less than 40% of the social value threshold i.e. a score of 200 out of a maximum social value score of 500 may not take any further part in the process. Tenderers who score nil in response to any question may be excluded from the process.

Stage 4 - Pricing (30%)

Tenderers will be expected to state prices against a pre-determined model based on the specification as detailed in the requirements. The pricing assessment will be based on the charges applied to users of the service.

Overall Evaluation

The evaluation process will result in comparative quality, social value and price scores for each tenderer. The maximum quality score will be awarded to the bid that demonstrates the highest quality. The maximum social value score will be awarded to the bid that demonstrates the highest social value. The maximum price score will be awarded to the lowest acceptable price. Other tenderers will be scored in proportion to the maximum scores in order to ensure value for money.

Sourcing Strategy

It is proposed that a sole provider will be awarded a contract to allow for the growth of the network throughout Birmingham.

Other operators will still be able to operate within the city, but will have to do so without designated bays, or specific rights to locations on the highway. They would be unable to operate in locations with a Controlled Parking Zone.

Evaluation Team

The evaluation of the tenders will be undertaken by the Transport Policy Manager, Project Leader - Transportation Policy, Technical Officer – Transportation Policy and supported by the Assistant Procurement Manager, CPS.

Implementation Plan (Indicative)

Approval of FBC (Strategy)	20 th October 2017
Advertise opportunity and issue of tender pack	27 th October 2017
ITT Deadline Submission	28 th November 2017
Evaluation Period	29 th November – 6 th December 2017
Delegated Approval (Award)	7 th December – 22 nd December 2017
Contract Award & Mobilisation	3 rd January 2018
Contract Start	8 th January 2018

Service Delivery Management

The contract will be managed operationally within Growth and Transportation by the Transportation Policy Manager, with support from the Behaviour Change team and commercially by Contract Manager, CPS. The Parking Services Manager will support the enforcement element with regards to car club parking.

Funding & Revenue Implications

The Council will charge an annual permit fee per bay to the car club provider for use of on-street parking locations. The following fees have been agreed with BCC Highways, and are based on existing fees (£250 per bay), best practice analysis in other cities, and are a reflection of the desirability of the bay/location. Prices also acknowledge the need to grow the Birmingham car club market, encourage investment and avoid prohibitively expensive charges:

City Centre Inner Zone 'floating' bays: £500

All other City Centre bays ('floating' and designated bays): £350

Wider City designated bays: £250

(All permit prices could be subject to change as a result of reviews and may change throughout the life of the contract.)

Currently permit revenue from existing bays is £2,250 (£250 x 9). In future the revenue is expected to rise to £8,050 for year 1, based on full occupation of 22 bays (including the existing 9 designated bays, 3 additional designated bays and a further 10 'floating' bays in the city centre). This has the potential to increase to approximately £11,650 a year with the provision of a further 12 bays across the city over the subsequent 4 years (34 bays in total), as per 5.2.2. Actual income may vary depending on eventual locations of bays. It is hoped that revenue will be significantly higher if further funding for bay implementation enables greater expansion.

Permit revenue will support the ongoing maintenance of designated bays, estimated to be approximately £27.55 a year per bay. Based on plans for expansion set out in this report, total maintenance costs for year 1 are

	<p>approximately £330 increasing to £661 a year in year 5.</p> <p>Substantial investment is required of a potential car club provider. Therefore it is not thought viable for the Council to seek to make further income from any contractual arrangement, above permit fees, in the interest of meeting the Council's sustainable transport policy objectives. The contract will allow potential for arrangements to be reviewed after 3 years if there is considered to be potential for the Council to secure a percentage share of gross income at this stage. Research has not revealed any other examples of authorities securing profit from Car Club contracts outside of permit fees. In fact it is more common for authorities to invest heavily in early Car Club operations (funding vehicles for example) to incentivise growth.</p> <p>The implementation of approximately 15 designated bays will incur implementation costs (including signs, lines and Traffic Regulation Orders), however these will be subject to a separate governance process and will be funded through £55,000 in the Highways and Transportation Capital Programme. Implementing approximately 10 'floating bays', which utilise Council on-street parking bays in designated areas in the city centre, does not require capital funds as no signage or regulation is required. The spaces will be allocated in areas where parking is not saturated and therefore loss of parking revenue will be minimal if any. Implementation of bays, whilst intrinsically linked to this procurement strategy, is not guaranteed prior to procurement of a provider as it will be subject to separate reporting and approvals. The selected provider will then be able to input into expansion and ensure bays are located to optimise success.</p> <p>S106 allocation</p> <p>It should be noted that potential S106 money has been provisionally allocated for car club expenditure. The funding is not guaranteed, as it is dependent on completion of the development as agreed in existing planning permission and has therefore not been included in the Budget of this FBC. The agreement fully funds the implementation of 9 on-street bays, 9 car club vehicles and membership fees for all residents of the Beorma project in Digbeth for the first 4 years of occupation. Subject to this development being completed within the lifetime of this contract, the successful car club provider would be eligible to operate these bays. Further legal and financial arrangements will be put in place to allocate the additional funds for vehicles and membership fees.</p> <p><u>Equalities Analysis</u></p> <p>An initial Equality Analysis has been carried out. This concluded that there is no detriment to any protected group.</p>
<p>Links to Corporate and Service Outcomes</p>	<p><u>City Council Objectives</u></p> <p>This project will support the following key priorities in the City Council's Vision and Forward Plan, March 2017:</p> <ul style="list-style-type: none"> • Health - a great place for people to grow old in. <ul style="list-style-type: none"> ○ Creating a healthier environment for Birmingham; ○ Increased use of public spaces for physical activity; more people walking and cycling • Jobs and Skills – A great place to succeed in. <ul style="list-style-type: none"> ○ Investment in infrastructure and improvement connectivity; ○ The development of a modern sustainable transport system that promotes and prioritises sustainable journeys. <p>It will also support the following cross cutting objectives:</p>

	<ul style="list-style-type: none"> • Increase in the percentage of total trips by public transport; • Improved air quality. <p>Appendix 9 of The Financial Plan 2017 details that: “The City Council aims to improve transport infrastructure and networks, tackle congestion, improve air quality and road safety and encourage the use of sustainable modes and increase the range of low carbon transport options available to all citizens and road users.”</p> <p>Car clubs broaden transport options for Birmingham citizens. They promote more sustainable travel behaviours, offer an alternative to private car ownership, reduce car usage and congestion, and provide access to more efficient, low emission vehicles when required, thereby improving air quality.</p> <p>The Birmingham Development Plan sets out support for car clubs in the city. As an alternative to private car ownership, car club provision can help to justify and manage reduced car parking requirements permitted as part of new developments especially in the city centre and key local centres.</p> <p>Birmingham Connected details the need to promote different ways of using and owning cars in order to see fewer cars owned across the city and to reduce the cost of living in Birmingham, citing car clubs as an example.</p> <p>The West Midlands Strategic Transport Plan, Movement for Growth, sets out plans for ‘Better integration of transport through a smart mobility approach with public transport, car clubs, park and ride and bike hire.</p> <p>The Government have indicated that forthcoming legislation; Air Quality (Mandatory Road User Charging Schemes) (England) Regulations 2017, will mandate the introduction of a Clean Air Zone (CAZ) in Birmingham. Improved car club provision will offer a viable alternative to car ownership and increase usage of sustainable transport modes, particularly in the city centre where air quality is a significant problem. This proposal will offer car club vehicles that are significantly more efficient and less polluting than average private cars, and will offer the potential for Ultra Low Emission Vehicles (ULEV) to also be available for hire.</p>		
Project Definition Document approved by	N/A	Date of Approval	N/A
Benefits Quantification- Impact on Outcomes	Measure	Impact	
Project Deliverables	New procurement contract	<p>Provides the ability for the Council to select an operator to supply car club vehicles in the city. A new contract is essential as the old one has come to an end and currently limits expansion.</p> <p>The new operator will support investment in and the expansion of car club availability in the city, as well as boosting the marketing of car club usage. This will provide a more environmentally friendly, cost-effective alternative to private car ownership and will promote the use of sustainable travel alternatives for journeys when a car is not essential.</p>	
Scope	This FBC refers to the procurement of car club provision for all designated on-		

	<p>street car club bays in the city and all on-street provision within Controlled Parking Zones, whether designated or 'floating' bays. The procurement offer to providers will include detail of Council intentions to expand the existing network of bays, by offering 'floating bay' locations in city centre pay and display sites, as well as designated bays around the city funded through developer contributions and a £55k capital allocation over the next five years.</p>
Scope exclusions	<p>It is important to note that provision of further bays, above the 9 designated bays that are currently in place, is not guaranteed through this FBC which is for the purpose of procuring a new provider. The Council is committed to expanding the network and funding is available to do so. It is also prudent to indicate our intentions to ensure the opportunity is attractive for a new provider. But the Council will work with the new provider to implement new bays and cannot yet guarantee the timescales for this, or the location of future bays.</p>
Dependencies on other projects or activities	<p>Procurement of a provider is dependent upon an attractive offer for potential providers. This requires the Council to demonstrate clear intention to expand provision of bays. For the desired level of expansion (approximately 25 additional bays over 5 years), funding is already allocated in the Transportation and Highways Capital Programme. Implementation will be subject to further approval and governance. Greater provision than this is desired, and will be reliant on sourcing S106 monies and other developer contributions.</p> <p>'Floating bays' will require engagement with enforcement officers to arrange pay and display exemption for Car Club vehicles.</p>
Achievability	<p>Initial meetings with Car Club providers have demonstrated keen interest in Birmingham as a Car Club investment opportunity. Other Core Cities such as Bristol, Leeds and Glasgow have demonstrated successful expansion of car clubs and now have significantly higher provision than Birmingham, demonstrating a clear opportunity.</p> <p>A sole operator procurement approach is the most popular model for cities, particularly those with an emerging car club market. Many other cities including Manchester, Leeds, Glasgow and Nottingham have demonstrated successful application of a single operator approach.</p> <p>Delivery of bays within the indicated timeframe is deemed to be realistic. 'Floating' bays incur no implementation costs and therefore allow for quick implementation in year one of the contract. The intended 3 additional dedicated bays for year one are already funded and proposed for implementation through Controlled Parking Zones. Subject to TRO approval these should be in place for March 2018. Future locations will be agreed with the selected provider to ensure successful expansion.</p>
Project Manager	<p>David Harris Tel: 0121 464 5313 E-mail: david.i.harris@birmingham.gov.uk</p>
Budget Holder	<p>Philip Edwards Tel: 0121 303 7409 Email: philip.edwards@birmingham.gov.uk</p>
Sponsor	<p>Philip Edwards – Assistant Director – Transportation and Connectivity Tel: 0121 303 7409 E-mail: philip.edwards@birmingham.gov.uk</p>
Project Accountant	<p>Andy Price – Finance Manager Tel: 0121 303 3608 E-mail: andy.r.price@birmingham.gov.uk</p>

Project Board Members			
Head of City Finance (HoCF)	Simon Ansell	Date of HoCF Approval:	
Planned start date for delivery of the project	August 2017	Planned date of technical completion	Contract Start January 2018 for 3+2 years.

2. Budget Summary*

	Existing Bays	New Bays	Total number of bays	Price A*	Price B*	Price C*	Annual income for council*
Year 1	9	13	22	3	18	1	£8,050
Year 2	21	3	25	3	20	2	£9,000
Year 3	24	3	28	3	22	3	£9,950
Year 4	27	3	31	3	23	5	£10,800
Year 5	30	3	34	3	24	7	£11,650
							£49,450

*Allocation of bays approximate, therefore actual annual income may vary

n.b. Annual income includes current income from existing 9 bays (£2,250)

Permit charges per bay

A City Centre Inner Zone 'floating' bays:	£500
B All other City Centre bays ('floating' and designated bays):	£350
C Wider City:	£250

3. Checklist of Documents Supporting the FBC		
Item	Mandatory attachment	Number attached
Financial Case and Plan		
<ul style="list-style-type: none"> Detailed workings in support of the above Budget Summary (as necessary) 	N / A **	
<ul style="list-style-type: none"> Statement of required resource (people, equipment, accommodation) – append a spreadsheet or other document 	N / A **	
<ul style="list-style-type: none"> Whole Lifecycle Costing analysis (as necessary) 	N / A **	
<ul style="list-style-type: none"> Milestone Dates/ Project Critical Path (set up in Voyager or attached in a spreadsheet) 	N / A **	
Project Development products		
<ul style="list-style-type: none"> Risk Management Assessment 	Mandatory	Section 4
<ul style="list-style-type: none"> Stakeholder Analysis 	Not applicable	

4. RISKS AND CONTROLS

Risk No.	Risks	Description	Mitigating Actions
1	Unsuitable contractors	Unsuitable contractors leading to poor standard of provision.	All tenders examined by technical officers to assess the feasibility/ price in relation to specification. Carplus accreditation required to ensure industry standards are met.
2	Too few participants in the procurement process.	Too few contractors express interest in tender restricting competition and making benchmarking difficult.	Suitable advertising for the size of the contract using e-tendering system. Key players will be advised of the opportunity and market evaluation meetings held.
3	Fictitious/false references or financial information	Technical/quality of work references or financial information provided is fictitious/false or has been amended.	References scrutinised and appraised by qualified officers and formally authorised. All contractors credit checked/financially vetted.
4	Breach of EU regulations	EU regulations are breached and the authority is forced legally to terminate contracts.	All notices/advertisements are reviewed and approved to ensure compliance.
5	Unable to let the tender	There are no suitable tenders submitted or no tenders are submitted.	Extend the existing contract to allow time to re-tender the requirement. Multiple providers have expressed interest.
6	Conflict of interest	Employees involved in the tendering / evaluation / letting process have a connection with one of the tendering companies or their staff/	Confidentiality agreement. Register of interests.
7	Car Club provider ends contact	Operator withdraws from contract leaving council with costs associated with re-procurement.	Financial checks carried out during tender evaluation. Alternative providers available. No asset-related costs or losses for Council.
8	Car Club provider doesn't place vehicles in available spaces.	The Council provide car club bays which remain unoccupied. Operator refuses to provide a service in certain locations.	Single provider enables negotiation regarding location of new bays to ensure agreement before installation. Explicit conditions in specification to ensure bays are filled.
9	Public uptake of car clubs is low.	Membership ratios in the city (members per car) do not increase, making contract less financially viable. Transport policy objectives not achieved.	Potential Providers have indicated confidence in future growth. Current provision and membership is growing. Strong investment in marketing sought from the provider through the specification. Promotion support provided by

APPENDIX A

Risk No.	Risks	Description	Mitigating Actions
			Council through Birmingham Connected and Green Travel Districts. New bay locations selected for optimal success and visibility.
10	'Floating bay' vehicles cannot be returned to specified stretch of road.	If all pay and display bays in a location identified as a 'floating bay' are occupied, customer will not be able to return vehicle to the specified location. If this happens regularly customers will be put off using these vehicles as finding and returning vehicles may prove difficult. Enforcement complications will arise from vehicles parked outside of specified locations.	Locations selected as not experiencing parking saturation, and cross-referenced with parking survey data. Arrangements put in place with the provider and Enforcement officers should these situations arise. 'Floating bay' sites which experience this problem regularly will be moved, or converted to a permanent 'designated' bay if funds allow. No financial loss for the Council should a location be changed.
11	Capital not available to install additional bays.	Additional bays must be provided to ensure growth. If capital is not available for this growth will be limited.	Minimum required funds already secured in Capital Programme. Work to secure additional S106 funds and developer obligations underway.
12	Procurement not completed in timeframe	Expansion of network not possible without new provider.	Realistic timeframes set. Current provider has indicated they will continue to provide a service until new contract is arranged.

Equality Analysis

Birmingham City Council Analysis Report

EA Name	Car Club Procurement Strategy
Directorate	Economy
Service Area	Economy - Transportation Services Growth & Transportation
Type	New/Proposed Function
EA Summary	<p>This EA evaluates the procurement strategy for assigning a new car club operator for Birmingham. The strategy also includes high level proposals for the expansion of car club provision across the city, as this will be included in the specification for the new provider. The strategy will be evaluated to ensure that different protected characteristics are not unfairly discriminated against.</p> <p>Car Clubs provide a 'pay as you go' car hire service. They are a proven way to reduce overall car dependence by making access to cars more flexible, reducing pressure on road space and encouraging use of sustainable transport.</p> <p>An operator is required to run the existing 11 (including 2 currently forthcoming) designated on-street car club bays as well as support the council in expanding the availability of car club vehicles throughout the city.</p>
Reference Number	EA001701
Task Group Manager	naomi.r.coleman@birmingham.gov.uk
Task Group Members	david.i.harris@birmingham.gov.uk, peter.a.bethell@birmingham.gov.uk
Date Approved	2017-05-05 00:00:00 +0100
Senior Officer	philip.edwards@birmingham.gov.uk
Quality Control Officer	lesley.edwards@birmingham.gov.uk

Introduction

The report records the information that has been submitted for this equality analysis in the following format.

Initial Assessment

This section identifies the purpose of the Policy and which types of individual it affects. It also identifies which equality strands are affected by either a positive or negative differential impact.

Relevant Protected Characteristics

For each of the identified relevant protected characteristics there are three sections which will have been completed.

- Impact
- Consultation
- Additional Work

If the assessment has raised any issues to be addressed there will also be an action planning section.

The following pages record the answers to the assessment questions with optional comments included by the assessor to clarify or explain any of the answers given or relevant issues.

1 Activity Type

The activity has been identified as a New/Proposed Function.

2 Initial Assessment

2.1 Purpose and Link to Strategic Themes

What is the purpose of this Function and expected outcomes?

The procurement strategy will allocate a single operator to provide a car club service from all available and forthcoming designated on-street car club locations across Birmingham.

The service will be expanded substantially throughout the course of the contract to extend provision in the city, aiming for a minimum of 25 new car club locations over the 5 year contract.

Increased car club usage will:

- reduce car ownership
- promote sustainable and active transport by offering flexible access to a car when public transport, walking and cycling are not a viable option. Car Club users are proven to walk, cycle and use public transport more.
- reduce the cost of living in Birmingham, particularly for households who cannot afford the costs associated with permanent car ownership, whilst enhancing accessibility to jobs and amenities.
- improve air quality through provision of modern, low emission vehicles.

The Birmingham Development Plan (BDP), adopted by the council in January 2017, sets out that by 2031 Birmingham will be renowned as an enterprising, innovative and green City that has delivered sustainable growth meeting the needs of its population and strengthening its global competitiveness. As an alternative to private car ownership, car club provision can help to justify and manage reduced car parking requirements permitted as part of new developments, particularly in the city centre and key local centres. The BDP sets out support for the Car Clubs in the city.

The city council's Birmingham Connected 20-year strategy for improving the city's transport network set out a desire to promote different ways of using and owning cars in order to see fewer cars owned across the city and to reduce the cost of living in Birmingham, citing car clubs as an example.

Transport for West Midlands' Strategic Transport Plan "Movement for Growth" sets out plans for 'better integration of transport through a smart mobility approach with public transport, car clubs, park and ride and bike hire.

The Government have indicated that forthcoming legislation; Air Quality (Mandatory Road User Charging Schemes) (England) Regulations 2017, will mandate the introduction of a Clean Air Zone (CAZ) in Birmingham. Improved car club provision will offer a viable alternative to car ownership and increase usage of sustainable transport modes, particularly in the city centre where air quality is a significant problem. This proposal will offer car club vehicles that are significantly more efficient and less polluting than average private cars, and will offer the potential for Ultra Low Emission Vehicles (ULEV) to also be available for hire.

For each strategy, please decide whether it is going to be significantly aided by the Function.

Children: A Safe And Secure City In Which To Learn And Grow	No
Health: Helping People Become More Physically Active And Well	Yes
Housing : To Meet The Needs Of All Current And Future Citizens	No
Jobs And Skills: For An Enterprising, Innovative And Green City	Yes

2.2 Individuals affected by the policy

Will the policy have an impact on service users/stakeholders?	Yes
Will the policy have an impact on employees?	No
Will the policy have an impact on wider community?	Yes

2.3 Relevance Test

Protected Characteristics	Relevant	Full Assessment Required
Age	Not Relevant	No
Disability	Not Relevant	No
Gender	Not Relevant	No
Gender Reassignment	Not Relevant	No
Marriage Civil Partnership	Not Relevant	No
Pregnancy And Maternity	Not Relevant	No
Race	Not Relevant	No
Religion or Belief	Not Relevant	No
Sexual Orientation	Not Relevant	No

2.4 Analysis on Initial Assessment

The car club procurement strategy will ensure that the Car Club Operator who is selected will follow their own rigorous equality assessment procedures to ensure the service they provide to the public does not have the potential to discriminate or negatively impact any protected group or characteristic. This was clarified through consultation meetings with potential Car Club Operators. The requirement for this will also be made very clear in the supplier specification.

Car Plus, the UK accreditation body for Car Clubs, conduct an annual nationwide survey of car club members to provide up to date evidence regarding the car club market. Analysis of evidence from the 2015/16 survey suggests that Car Club provision will not adversely impact on any protected group, but rather has the potential to positively impact most groups by improving mobility options, particularly for those for whom private car ownership is prohibitively expensive. Typically using a car club vehicle creates a saving for members when compared with traditional car ownership so long as they average less than 7,000 miles per year and also makes the newest, safest and least polluting vehicles available to them.

Whilst Car Club operators were consulted with, there was not considered to be a sufficient base of existing car club members within Birmingham to enable effective, and representative public consultation. The Car Plus survey is a more reliable, comprehensive data source for evidence regarding the car club market.

The key equalities benefits of the Birmingham car club scheme can be summarised as:

- . Helping residents without a private vehicle to access services and opportunities.
- . Providing cheaper travel options for families and groups of people when compared to traditional vehicle hire and taxi hire scenarios.
- . Reducing the number of vehicles on the road helping to tackle congestion and reducing pollution.
- . Supporting businesses and employees that may need to use vehicles for work purposes but without access to a private vehicle.
- . Supporting the visitor economy by providing access to a 'pick up and go' short term car club hire for out of town visitors.
- . Providing access to a fleet of new, safe and less polluting vehicles than the average vehicle currently on the road.

3 Full Assessment

The assessment questions below are completed for all characteristics identified for full assessment in the initial assessment phase.

3.1 Concluding Statement on Full Assessment

The Car Club procurement process, and the resulting car club service will not adversely affect any protected group or characteristic. The selected Car Club Operator will also continue to follow a rigorous equality analysis process whilst delivering the service.

A Department for Transport report - Transport Solutions for Older People, 2012, concludes that:
"Both car sharing and car clubs can help to alleviate the effects of congestion, pollution or cost associated with single occupancy car use. They can also provide a way to increase the travel options, improving accessibility, for example, with the start and end of journeys and reducing social exclusion."

The Car Club service will improve mobility options, particularly for those for whom private car ownership is prohibitively expensive. The procurement specification will ensure that a variety of vehicle options are available to customers. This will include vans and a significant proportion of automatic vehicles, to provide for individuals who require automatic transmission due to mobility impairment.

The key equalities benefits of the Birmingham car club scheme can be summarised as:

- . Helping residents without a private vehicle to access services and opportunities.
- . Providing cheaper travel options for families and groups of people when compared to traditional vehicle hire and taxi hire scenarios.
- . Reducing the number of vehicles on the road helping to tackle congestion and reducing pollution.
- . Supporting businesses and employees that may need to use vehicles for work purposes but without access to a private vehicle.
- . Supporting the visitor economy by providing access to short term car club hire for out of town visitors.
- . Providing access to a fleet of new, safe and less polluting vehicles than the average vehicle currently on the road.

4 Review Date

05/12/17

5 Action Plan

There are no relevant issues, so no action plans are currently required.

BIRMINGHAM CITY COUNCIL

PUBLIC REPORT

Report to: CABINET MEMBERS FOR TRANSPORT AND ROADS AND VALUE FOR MONEY AND EFFICIENCY, JOINTLY WITH THE CORPORATE DIRECTOR, ECONOMY

Report of: ASSISTANT DIRECTOR – TRANSPORTATION AND CONNECTIVITY

Date of Decision: 30TH OCTOBER 2017

SUBJECT: SELLY OAK NEW ROAD PHASE 1B – FULL BUSINESS CASE AND CONTRACT AWARD

Key Decision: Yes (delegated) Relevant Forward Plan Ref: n/a
If not in the Forward Plan: Chief Executive approved
(please "X" box) O&S Chair approved

Relevant Cabinet Member(s) or Relevant Executive Member Councillor Stewart Stacey – Cabinet Member for Transport and Roads
Councillor Majid Mahmood – Cabinet Member for Value for Money and Efficiency

Relevant O&S Chair: Councillor Zafar Iqbal – Economy, Skills and Transport
Councillor Mohammed Aikhlaq – Corporate Resources and Governance

Wards affected: Selly Oak

1. Purpose of report:

- 1.1 To seek approval to the Full Business Case for the proposed Selly Oak New Road Phase 1B (SONR 1B) project at a total cost of £9.223m. The key benefits of this investment are to support and protect the City's growth objectives in terms of enabling access to key development sites and managing congestion.
- 1.2 To provide details of the outcome of the procurement process followed.
- 1.3 The accompanying private report contains confidential market information, and seeks approval to the Full Business Case and to accept funding from the Greater Birmingham and Solihull Local Enterprise Partnership (GBSLEP).
- 1.4 The private report also seeks authorisation to place orders with preferred contractors for the design and works, and landscaping, and to place orders with statutory undertakers.
- 1.5 On 16th May 2017 Cabinet delegated approval of the Full Business Case for this project to the Cabinet Members for Transport and Roads and Value for Money and Efficiency, jointly with the Corporate Director, Economy, as part of the Programme Definition Document for the Updated Transportation and Highways Capital Funding Strategy 2017/18 to 2022/23.

2. Decision(s) recommended:

That the Cabinet Member for Transport and Roads and the Cabinet Member Value for Money and Efficiency, jointly with the Corporate Director, Economy:

- 2.1 Note the content of this report and the attached Full Business Case.

Lead Contact Officer(s): Varinder Raulia – Head of Infrastructure Delivery
0121 303 7363

Telephone No:

E-mail address: varinder.raulia@birmingham.gov.uk

3. Consultation

3.1 Internal

- 3.1.1 Ward Councillors for the affected ward together with the local MP, the District Committee Chair, the Assistant Director of Highways and Infrastructure and the District Engineers have been consulted. The outcome of the consultation is detailed in Appendix D.
- 3.1.2 Officers from City Finance, Procurement and Legal Services have been involved in the preparation of this report.
- 3.1.3 The Leader has been consulted in respect of the land and property responsibilities and supports the proposals to proceed to executive decision.
- 3.1.4 Officers from Property Services and Housing Regeneration been consulted over dedicating the Economic Development land and Housing land as highway maintained at public expense and support the proposal.

3.2 External

- 3.2.1 A public consultation was carried out in September 2016 through letter drops and drop-in sessions. The results are given in Appendix D.
- 3.2.2 Transport for West Midlands, bus operators, cycling groups and other key stakeholders have also been consulted as part of the scheme development and the results are given in Appendix D.
- 3.2.3 The project team has reviewed and revised the scheme layout following the public consultation feedback received in late 2016. On 10th August 2017, City Council Officers presented the revised draft scheme plans to the Selly Oak and Edgbaston Consultative Group attended by the three Ward Councillors, the local MP, local resident groups / associations and other stakeholders. The group supported the proposals and progression of the project to construction.

4. Compliance Issues:

4.1 Are the recommended decisions consistent with the Council's policies, plans and strategies?

- 4.1.1 The SONR 1B project fully supports the Council's Vision and Forward Plan priorities, specifically growing the creation of "Jobs and Skills" through investment in transport infrastructure and improved connectivity that supports new developments being built in Birmingham. The project also aligns with the GBSLEP Strategy for Growth, Strategic Economic Plan.
- 4.1.2 The project supports the targets set out in the West Midlands Local Transport Plan 2011-2026 (LTP3) in terms of improving the economy, reducing emissions, providing equality of opportunity, and improving the local environment.
- 4.1.3 Birmingham Business Charter for Social Responsibility (BBC4SR)

Compliance with the BBC4SR is a mandatory requirement that will form part of the conditions of this contract. The recommended contractor is a certified signatory to the charter and has committed to additional actions with their tender proportionate to the value of this contract that will be added to their action plan. The action plan of the successful tenderer will be implemented and monitored during the contract period.

4.2 Funding Implications

- 4.2.1 The Project Definition Document (PDD) for the Local Growth Fund (LGF) programme including the SONR Phase 1B Project was approved by Cabinet on 16th March 2015.

The project cost estimate at PDD stage was £6.187m and the funding proposal was £3.633m LGF, £0.533m Integrated Transport Block (ITB) and £2.021m Section 106 Contribution. Given the short timescales and limited scheme detail available at the time of the bids submission (and PDD stage), significant detailed work has been undertaken to refine the project detail, costs and funding during 2015 to 2017. This has been a lengthy and complex process which has had to consider general cost increases within the construction and engineering industries following Brexit and impacts of HS2 on the market in respect of resources.

- 4.2.2 The estimated cost of the SONR 1B project is £9.223m (including works, contingency, statutory undertakers' diversions and fees). The Project funding is shown in Table 1.

Table 1: Funding	Sum
LGF	£3.633m
ITB	£1.580m
Section 106	£2.560m
Income	£0.450m
Prudential Borrowing	£1.000m
Funding Total	£9.223m

- 4.2.3 The main reasons for the Project cost increase from PDD to FBC are given in Section 5.8 below.
- 4.2.4 The Funding Strategy for the SONR Phase 1B Project was set out in the Updated Transportation and Highways Funding Strategy 2017/18 to 2022/23 PDD Report approved by Cabinet on 16th May 2017, which also approved the prudential borrowing required to part fund this scheme.
- 4.2.5 On 28th June 2016 GBSLEP approved the scheme Business Case and allocation of LGF funding in the sum of £3.633m. A Deed of Variation of the existing S106 Agreement is now in place, which provides a Developer's contribution of £2.560m to be used towards the scheme.
- 4.2.6 The recommended tender is within the pre-estimate and further details are provided in the Private Report.
- 4.2.7 A risk management assessment has been undertaken and is included in Appendix C.

4.3 Revenue Implications – Infrastructure

- 4.3.1 The cost of the Prudential Borrowing is £86,830 per annum over a 15 year period which will be funded from income as set out in the Updated Transportation and Highways Funding Strategy 2017/18-2022/23 approved by Cabinet on 16th May 2017.

4.4 Revenue Implications – Maintenance

- 4.4.1 The SONR 1B scheme will create assets that will form part of the highway upon completion of the project; as such they will need to be maintained within the overall highway maintenance regime. The estimated net cost of including these newly created assets within the highway maintenance regime is £20,000 pa (full year 2020/21) for SONR 1B. This additional cost will be funded from the provision for Highways Maintenance held within Corporate Policy contingency. The new retaining wall (see Section 5.2) is to be maintained by the Developer.

4.5 Legal Implications

- 4.5.1 The City Council carries out transportation, highways and infrastructure related works

under the relevant primary legislation including the Town and Country Planning Act 1990, Highways Act 1980, Road Traffic Regulation Act 1984, Traffic Management Act 2004, Transport Act 2000, Local Government (Miscellaneous Provisions) Act 1976, Countryside and Rights of Way Act 2000, and other related regulations, instructions, directives and general guidance.

4.6 Public Sector Equality Duty (see separate guidance note)

4.6.1 An Equality Analysis has been undertaken for SONR 1B scheme and is attached as Appendix B to this report.

5. **Relevant background/chronology of key events:**

5.1 The first two phases (1A and 2) of the overall Selly Oak New Road (SONR) project were completed in 2009 and 2011 respectively, which have unlocked brownfield land development opportunities and improved access to the Queen Elizabeth Hospital.

5.2 SONR 1B is the final section of the overall SONR project, which consists of highway improvements to the 'Selly Oak Triangle' made up of Bristol Road, Harborne Lane and Chapel Lane (a key junction between the A38 and A4040). The scheme will provide improved access to the development sites including the Life Sciences Campus on the Birmingham Battery Site. In addition the scheme provides additional traffic capacity and supports the regeneration of Bournbrook / Selly Oak local centre. The scheme comprises of the following measures and is shown on Drawing No. PB6129 - SK004 attached as Appendix E1:

- Signalisation of the Gibbins Road / Harborne Lane junction which is to be delivered by the Developer under a Section 278 Agreement in advance
- Harborne Lane, between Bristol Road and Chapel Lane - The existing one way carriageway section to be widened and made to two way dual carriageway.
- Chapel Lane, between Bristol Road and Harborne Lane - The existing one way carriageway section to be made to two way single carriageway.
- Existing retaining wall around the triangle site to be removed as necessary and new retaining wall to be constructed as a result of the wider carriageway.
- Bristol Road / Harborne Lane / Oak Tree Lane signal controlled junction to be modified to suit the new layout.
- Chapel Lane / Harborne Lane junction to be signalised.
- Bristol Road / Chapel Lane / Elliott Road junction to be modified to suit the new layout
- Current 'T' junction on Chapel Lane outside of the retail park to be converted to a public realm style roundabout.
- New footway, pedestrian crossing facilities and other necessary highway facilities as a result of the above changes.
- New bus infrastructures and upgrading on the existing ones (shelters and platforms).
- Cycle Measures:
 - Segregated two way cycle track along Bristol Road with single phase cycle crossing at Harborne Lane junction and single / diagonal cycle crossing at Chapel Lane junction.
 - Segregated two way cycle track along Harborne Lane.
 - The Drawing No. CA-02722_S1_005 attached as Appendix E2 shows the connectivity of the cycle measures proposed as part of the SONR 1B project to the wider existing / proposed measures in the Selly Oak area.

5.3 The delivery of the SONR 1B scheme is linked to the associated development of the Birmingham Battery Site by the Harvest Partnership. A section of private land owned by Sainsbury's where their existing supermarket is located at the 'Selly Oak Triangle' is required for the construction of the SONR 1B. A Land Agreement was signed between the City Council and Sainsbury's in September 2013 which enables the City Council to

take possession of the relevant areas of land at the Selly Oak Triangle 6 months after Sainsbury's open their new supermarket.

- 5.4 In November 2013 Harvest secured outline planning consent for a mixed use development on the Birmingham Battery Site including a new Sainsbury's supermarket. This consent provided for improvement to the public highway at Bristol Road, Harborne Lane and Chapel Lane within the existing highway boundary. Harvest were to carry out their highway works, known as the 'alternative SONR 1B', under Section 106 and Section 278 Agreements prior to occupation of the new supermarket.
- 5.5 On 7th July 2014, the Government announced 39 Growth Deals to Local Enterprise Partnerships (LEP). One of the City Council promoted transportation projects included within the specific GBSLEP Growth Deal was the SONR 1B scheme. On 28th June 2016 GBSLEP approved the scheme Business Case and allocation of LGF funding in the sum of £3.633m.
- 5.6 The Project Definition Document (PDD) for Local Growth Fund Transport and Connectivity Projects, including SONR 1B, was approved by Cabinet on 16th March 2015.
- 5.7 In light of the City Council securing LGF, the City Council entered into discussions with the Developer, the Harvest Partnership, to vary the Section 106 Agreement to enable the reallocation of their funding from the 'alternative SONR 1B' to the City Council's SONR 1B scheme. The Heads of Terms for the Deed of Variation to the Section 106 Agreement was agreed at Planning Committee in March 2016. The Deed of Variation was completed in October 2016. The release of the Section 106 contribution is triggered primarily by securing FBC approval and letting of a contract for the works following service of the Implementation Notice by the Developer. The Implementation Notice was served on 14th August 2017. The planning consent also required the Developer to install traffic signals at the Harborne Lane / Gibbins Road junction prior to the opening of the new supermarket. The Developer will deliver these works under a Section 278 Agreement at their cost, the works are programmed to start Spring 2018.
- 5.8 The current cost estimate is £9.223m, the adjusted estimate following the PDD reflects the construction market conditions and provides for increased contingency and risk sums that better reflect the nature of the works. The project cost, programme and risks will continue to be reviewed monthly. Any variances / unforeseen works up to the end of the construction are expected to be contained within the current estimate of £9.223m. The main reasons for the cost increase are as follows;
- i. Enhanced Cycling Measures – the cycle measures have been reviewed and the proposals provide for segregated cycle tracks and crossings consistent with the measures proposed on the A38 corridor.
 - ii Contingency and Risk Provision – In light of the increase in construction costs nationally, the 12 month slippage in the programme and construction risks, particularly traffic management on this strategic route and interface with Sainsbury's store site.
- 5.9 The current SONR 1B proposal requires the highway to be widened at the corner of the Bristol Road / Harborne Lane junction beyond the existing highway boundary to the City Council's land currently held by Economy and Place Directorates. It is proposed to dedicate the area as indicated on the drawing CA-02722_S1_004 attached as Appendix E4 as highway maintained at public expense. The relevant City Council Officers have been consulted and agreed to the proposed dedication.
- 5.10 The procurement route to award the contract was to carry out a further competition exercise using the Council's Highways and Infrastructure Framework Agreement Lot 4 – Works above £500,000. The procurement process undertaken is detailed in Appendix A

– Full Business Case attached to this report.

- 5.11 The tendered price of the preferred contractor is within the project cost estimate. The results of the tender process are detailed in the Private Report. The procurement process was for a Design and Construction contract with a stop clause to limit the risk of not being able to agree a final works cost. If at the conclusion of the design stage we are unable to agree a price with the preferred Contractor for the works element, the Council will own the design but will have to re-tender the works element as a separate contract.
- 5.12 The highway proposals impact on approximately 30 trees (to be confirmed at the detailed design stage) of which 13 are on the public highway, 7 non highway trees and 10 trees on private land. It is proposed to appoint an experienced contractor using the City Council's Landscape Construction Framework Agreement 2015-2019 for the proposed landscaping, including tree removal and planting works. The work will be procured in line with the framework agreement where the work is offered to the first ranked supplier in the first instance. If this opportunity is declined, it will be offered to the second ranked supplier and so forth. The loss of highway trees will be compensated on a 2 for 1 basis in the vicinity, indicative landscape proposals are shown on drawing no. 80409-L001 attached as Appendix E3, the proposals will be developed and tree locations confirmed at the detailed design stage. The trees to be removed will be cut into manageable lengths and removed from site to the Hodge Hill timber recycling depot run by Parks, where the tree waste is converted into Biomass wood fuel which the City Council then supplies under contract to a green energy company. This process generates income for the city. The new trees within the highway boundary will be maintained for two years by the landscape contractor. All of the new trees will be maintained by the City Council. The cost associated with these works is provided for in the scheme cost.
- 5.13 Approvals are now sought to the FBC for SONR 1B scheme and to award a contract for the Design and Construction of the scheme. Authority is also sought to place orders for the diversion of statutory undertakers' apparatus and to delegate the appointment of a Contractor for the landscaping works to the Assistant Director Transportation and Connectivity as detailed in the private report.
- 5.14 The delivery programme for SONR 1B is as follows:
- Appointment of Design and Construct Contractor: October 2017.
 - Detailed Design start: October 2017.
 - Developer opens new store: December 2018
 - Private land at the triangle site available: June 2019.
 - Construction start: March 2019.
 - Construction finish: February 2020.
- 5.15 The construction works will result in some disruption to road users and businesses / residents in the locality. The appointed contractor is required to put in place Temporary Traffic Management control measures, these measures will be developed during the design development stage in conjunction with the Traffic Manager. The appointed contractor is also required to put in place a Stakeholder Engagement and Management Plan and this will include the proposals for communicating the construction works and expected disruption impacts to users.
- 6. Evaluation of alternative option(s):**
- 6.1 Alternative options were explored as part of the development of the overall SONR project, which went through the Public Local Inquiry held in May 2005. Additional cycle measures have been identified through a separate study and will be developed further at the detailed design stage.

7. Reasons for Decision(s):

- 7.1 Approval of this FBC and contract award for SONR 1B will allow the project to progress to detailed design and implementation.

Signatures

Date

Councillor Stewart Stacey
Cabinet Member for Transport and Roads

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Councillor Majid Mahmood
Cabinet Member for Value for Money and Efficiency

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Waheed Nazir
Corporate Director, Economy

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List of Background Documents used to compile this Report:

- 1. Local Growth Fund Transport and Connectivity Projects Project Definition Document - Report of the Deputy Chief Executive to Cabinet 16th March 2015
- 2. GBSLEP Full Business Case for SONR Phase 1B – June 2016
- 3. Updated Transportation and Highways Capital Funding Strategy 2017/18 to 2022/23 Programme Definition Document – Report to Cabinet 16th May 2017

List of Appendices accompanying this Report (if any):

- 1. Appendix A – Full Business Case
- 2. Appendix B – Equality Assessment Ref: EA002178
- 3. Appendix C – Risk Management Assessment
- 4. Appendix D – Consultation Summary
- 5. Appendix E1 – PB6129 - SK004 RevE General Arrangement
- 6. Appendix E2 – CA-02722_S1_005 RevA Cycle Measures
- 7. Appendix E3 – 80409-L001 Rev- Landscape Proposal
- 8. Appendix E4 – CA-02722_S1_004 Rev- Highway Dedication
- 9. Appendix F – Tender Evaluation Summary

PROTOCOL PUBLIC SECTOR EQUALITY DUTY

- 1 The public sector equality duty drives the need for equality assessments (Initial and Full). An initial assessment should, be prepared from the outset based upon available knowledge and information.
- 2 If there is no adverse impact then that fact should be stated within the Report at section 4.4 and the initial assessment document appended to the Report duly signed and dated. A summary of the statutory duty is annexed to this Protocol and should be referred to in the standard section (4.4) of executive reports for decision and then attached in an appendix; the term 'adverse impact' refers to any decision-making by the Council which can be judged as likely to be contrary in whole or in part to the equality duty.
- 3 A full assessment should be prepared where necessary and consultation should then take place.
- 4 Consultation should address any possible adverse impact upon service users, providers and those within the scope of the report; questions need to assist to identify adverse impact which might be contrary to the equality duty and engage all such persons in a dialogue which might identify ways in which any adverse impact might be avoided or, if avoidance is not possible, reduced.
- 5 Responses to the consultation should be analysed in order to identify:
 - (a) whether there is adverse impact upon persons within the protected categories
 - (b) what is the nature of this adverse impact
 - (c) whether the adverse impact can be avoided and at what cost – and if not –
 - (d) what mitigating actions can be taken and at what cost
- 6 The impact assessment carried out at the outset will need to be amended to have due regard to the matters in (4) above.
- 7 Where there is adverse impact the final Report should contain:
 - a summary of the adverse impact and any possible mitigating actions (in section 4.4 or an appendix if necessary)
 - the full equality impact assessment (as an appendix)
 - the equality duty – (as an appendix).

Equality Act 2010

The Executive must have due regard to the public sector equality duty when considering Council reports for decision.

The public sector equality duty is as follows:

- 1 The Council must, in the exercise of its functions, have due regard to the need to:
 - (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Equality Act;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 2 Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:
 - (a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
 - (b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;
 - (c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.
- 3 The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.
- 4 Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:
 - (a) tackle prejudice, and
 - (b) promote understanding.
- 5 The relevant protected characteristics are:
 - (a) Marriage & civil partnership
 - (b) Age
 - (c) Disability
 - (d) Gender reassignment
 - (e) Pregnancy and maternity
 - (f) Race
 - (g) Religion or belief
 - (h) Sex
 - (i) Sexual orientation

Full Business Case (FBC)			
1. General Information			
Directorate	Economy	Portfolio/ Committee	Transport and Roads
Project Title	SELLY OAK NEW ROAD PHASE 1B	Project Code	CA-02722
Project Description	<p><u>Introduction</u></p> <p>This document represents the Full Business Case (FBC) for the Selly Oak New Road Phase 1B (SONR 1B) scheme at a total cost of £9.223m, the key benefits of this investment are to support and protect the City's growth objectives in terms of enabling access to key development sites and managing congestion.</p> <p><u>Background</u></p> <p>The first two phases (1A and 2) of the overall Selly Oak New Road (SONR) project were completed in 2009 and 2011 respectively, which have unlocked brownfield land development opportunities and improved access to the Queen Elizabeth Hospital.</p> <p>SONR 1B is the final section of the overall SONR project, which consists of highway improvements to the 'Selly Oak Triangle' made up of Bristol Road, Harborne Lane and Chapel Lane (a key junction between the A38 and A4040). The scheme will provide improved access to the development sites including the Life Sciences Campus on the Birmingham Battery Site. In addition the scheme provides additional traffic capacity and supports the regeneration of Bournbrook / Selly Oak local centre. The scheme comprises of the following measures and is shown on Drawing No. PB6129 - SK004 attached as Appendix E1:</p> <ul style="list-style-type: none"> • Signalisation of the Gibbins Road / Harborne Lane junction which is to be delivered by the Developer under a Section 278 Agreement in advance • Harborne Lane, between Bristol Road and Chapel Lane - The existing one way carriageway section to be widened and made to two way dual carriageway. • Chapel Lane, between Bristol Road and Harborne Lane - The existing one way carriageway section to be made to two way single carriageway. • Existing retaining wall around the triangle site to be removed as necessary and new retaining wall to be constructed as a result of the wider carriageway. • Bristol Road / Harborne Lane / Oak Tree Lane signal controlled junction to be modified to suit the new layout. • Chapel Lane / Harborne Lane junction to be signalised. • Bristol Road / Chapel Lane / Elliott Road junction to be modified to suit the new layout 		

- Current 'T' junction on Chapel Lane outside of the retail park to be converted to a public realm style roundabout.
- New footway, pedestrian crossing facilities and other necessary highway facilities as a result of the above changes.
- New bus infrastructures and upgrading on the existing ones (shelters and platforms).
- Cycle Measures:
 - Segregated two way cycle track along Bristol Road with single phase cycle crossing at Harborne Lane junction and single / diagonal cycle crossing at Chapel Lane junction.
 - Segregated two way cycle track along Harborne Lane.
 - The Drawing No. CA-02722_S1_005 attached as Appendix E2 shows the connectivity of the cycle measures proposed as part of the SONR 1B project to the wider existing / proposed measures in the Selly Oak area.

The delivery of the SONR 1B scheme is linked to the associated development of the Birmingham Battery Site by the Harvest Partnership. A section of private land owned by Sainsbury's where their existing supermarket is located at the 'Selly Oak Triangle' is required for the construction of the SONR 1B. A Land Agreement was signed between the City Council and Sainsbury's in September 2013 which enables the City Council to take possession of the relevant areas of land at the Selly Oak Triangle 6 months after Sainsbury's open their new supermarket.

In November 2013 Harvest secured outline planning consent for a mixed use development on the Birmingham Battery Site including a new Sainsbury's supermarket. This consent provided for improvement to the public highway at Bristol Road, Harborne Lane and Chapel Lane within the existing highway boundary. Harvest were to carry out their highway works, known as the 'alternative SONR 1B', under Section 106 and Section 278 Agreements prior to occupation of the new supermarket.

On 7th July 2014, the Government announced 39 Growth Deals to Local Enterprise Partnerships (LEP). One of the City Council promoted transportation projects included within the specific GBSLEP Growth Deal was the SONR 1B scheme. On 28th June 2016 GBSLEP approved the scheme Business Case and allocation of LGF funding in the sum of £3.633m.

The Project Definition Document (PDD) for Local Growth Fund (LGF) Transport and Connectivity Projects, including SONR 1B, was approved by Cabinet on 16th March 2015.

In light of the City Council securing LGF, the City Council entered into discussions with the Developer, the Harvest Partnership, to vary the Section 106 Agreement to enable the reallocation of their funding from the 'alternative SONR 1B' to the City Council's SONR 1B scheme. The Heads of Terms for the Deed of Variation to the Section 106 Agreement was agreed at Planning Committee in March 2016. The Deed of Variation was completed in October 2016. The release of the Section 106 contribution is triggered primarily by securing FBC approval and letting of a contract for the works following service of the Implementation Notice by the Developer. The Implementation Notice was served on 14th

August 2017. The planning consent also required the Developer to install traffic signals at the Harborne Lane / Gibbins Road junction prior to the opening of the new supermarket. The Developer will deliver these works under a Section 278 Agreement at their cost, the works are programmed to start Spring 2018.

The current SONR 1B proposal requires the highway to be widened at the corner of the Bristol Road / Harborne Lane junction beyond the existing highway boundary to the City Council's land currently held by Economy and Place Directorates. It is proposed to dedicate the area as indicated on the drawing CA-02722_S1_004 attached as Appendix E4 as highway maintained at public expense. The relevant City Council Officers have been consulted and agreed to the proposed dedication.

Approvals are now sought to the FBC for SONR 1B scheme and to the award a tender for the Design and Construction of the scheme. Authority is also sought to place orders for the diversion of statutory undertakers' apparatus and to delegate the appointment of a Contractor for the landscaping works to the Assistant Director Transportation and Connectivity.

Funding Implications

The estimated cost of the SONR 1B project is £9.223m (including works, contingency, statutory undertakers' diversions and fees). The Project funding is shown in Table 1.

Table 1: Funding	Sum
LGF	£3.633m
Integrated Transport Block (ITB)	£1.580m
Section 106	£2.560m
Income	£0.450m
Prudential Borrowing	£1.000m
Funding Total	£9.223m

The current cost estimate following the PDD reflects the construction market conditions and provides for increased contingency and risk sums that better reflect the nature of the works. The project cost, programme and risks will continue to be reviewed monthly. Any variances / unforeseen works up to the end of the construction are expected to be contained within the current estimate of £9.223m. The main reasons for the cost increase are as follows;

- i. Enhanced Cycling Measures – the cycle measures have been reviewed and the proposals provide for segregated cycle tracks and crossings consistent with the measures proposed on the A38 corridor.
- ii. Contingency and Risk Provision – In light of the increase in construction costs nationally, the 12 month slippage in the programme and construction risks, particularly traffic management on this strategic route and interface with Sainsbury's store site.

The Funding Strategy for the SONR Phase 1B Project was set out in the Updated Transportation and Highways Funding Strategy 2017/18 to 2022/23 PDD Report approved by Cabinet on 16th May 2017, which also approved the prudential borrowing required to part fund this scheme.

On 28th June 2016 GBSLEP approved the scheme Business Case and allocation of LGF funding in the sum of £3.633m. A Deed of Variation of the existing S106 Agreement is now in place, which provides a Developer's contribution of £2.560m to be used towards the scheme.

Revenue Implications – Infrastructure

The cost of the Prudential Borrowing is £86,830 per annum over a 15 year period which will be funded from income as set out in the Updated Transportation and Highways Funding Strategy 2017/18-2022/23 approved by Cabinet on 16th May 2017.

Revenue Implications – Maintenance

The SONR 1B scheme will create assets that will form part of the highway upon completion of the project; as such they will need to be maintained within the overall highway maintenance regime. The estimated net cost of including these newly created assets within the highway maintenance regime is £20,000 pa over 30 years (full year 2020/21) for SONR 1B. This additional cost will be funded from the provision for Highways Maintenance held within Corporate Policy contingency. The new retaining wall is to be maintained by the Developer.

Consultation Summary

Ward Councillors for the affected ward together with the local MP, the District Committee Chair, the Assistant Director of Highways & Infrastructure and the District Engineers have been consulted. The outcome of the consultation is detailed in Appendix D

Officers from City Finance, Procurement and Legal and Democratic Services have been involved in the preparation of this report.

The Leader has been consulted in respect of the land and property responsibilities and supports the proposals to proceed to executive decision.

Officers from Property Services and Housing Regeneration been consulted over dedicating the Economic Development land and Housing land as highway maintained at public expense and support the proposal.

A public consultation was carried out in September 2016 through letter drops and drop-in sessions. The results are given in Appendix D

Transport for West Midlands, bus operators, cycling groups and other key stakeholders have also been consulted as part of the scheme development and the results are given in Appendix D.

The project team has reviewed and revised the scheme layout following the public consultation feedback received in late 2016.

On 10th August 2017, City Council Officers presented the revised draft scheme plans to the Selly Oak and Edgbaston Consultative Group attended by three Ward Councillors, the local MP, local resident groups / associations and other stakeholders. The group supported the proposals and progression of the project to construction.

Procurement Strategy

The procurement route to award the contract was to carry out a further competition exercise using the Council's Highways and Infrastructure Framework Agreement Lot 4 – Works above £500,000. The procurement process undertaken was as follows:

- i. An Expression of Interest to Tender for SONR 1B letter was produced and issued, to the 6 Framework Contractors on 13th July 2016 and 5 Contractors were expressed the interest to tender for this scheme.
- ii. Tenders were invited from these 5 Contractors on 10th August 2016 and 2 Contractors withdrew during the tender period.
- iii. During the tender period mid tender interviews were held with the 3 Contractors to clarify the Councils requirements but also to answer any queries from tenderers. Responses to questions of a non-specific nature were shared with all other Contractors. Tenders were returned on 26th October 2016.
- iv. The tendered prices were higher than the pre tender estimate. Meetings were held with the 3 contractors to discuss the submitted tender and to explore possible value engineering options.
- v. No practical value engineering options were identified and it was accepted additional funding would have to be found to address the increase in the works cost.
- vi. Additional funds have been identified as set out in the Executive Report.
- vii. A revised tender was issued on 21st February 2017. The revised tender reflected the latest programme and included certain clarifications raised in the meetings with the contractors.
- viii. Revised tenders were returned on 13th March 2017
- ix. The evaluation was completed against the price (60%) / quality (30%) / social value (10%) model.
- x. The highest ranked provider is recommended to be awarded the contract.

The tendered price of the preferred contractor is within the project cost estimate. The results of the tender process are detailed in the Private Report. The procurement process was for a Design and Construction contract with a stop clause to limit the risk of not being able to agree a final works cost. If at the conclusion of the design stage we are unable to agree a price with the preferred Contractor for the works element, the Council will own the design but will have to re-tender the works element as a separate contract.

The highway proposals impact on approximately 30 trees (to be confirmed at the detailed design stage) of which 13 are in the public highway, 7 non highway trees and 10 trees on private land.

	<p>It is proposed to appoint an experienced contractor using the City Council’s Landscape Construction Framework Agreement 2015-2019 for the proposed landscaping, including tree removal and planting works. The work will be procured in line with the framework agreement where the work is offered to the first ranked supplier in the first instance. If this opportunity is declined, it will be offered to the second ranked supplier and so forth. The loss of highway trees will be compensated on a 2 for 1 basis in the vicinity, indicative landscape proposals are shown on drawing no. 80409-L001 attached as Appendix E3, the proposals will be developed and tree locations confirmed at the detailed design stage. The trees to be removed will be cut into manageable lengths and removed from site to the Hodge Hill timber recycling depot run by Parks, where the tree waste is converted into Biomass wood fuel which the City Council then supplies under contract to a green energy company. This process generates income for the city. The new trees within the highway boundary will be maintained for two years by the landscape contractor. All of the new trees will be maintained by the City Council. The cost associated with these works is provided for in the scheme cost.</p> <p><u>Social Value</u></p> <p>Compliance with the Birmingham Business Charter for Social Responsibility (BBC4SR) is a mandatory requirement that will form part of the conditions of this contract. The recommended provider is a certified signatory to the charter and has committed to additional actions with their tender proportionate to the value of this contract that will be added to their action plan. The action plan of the successful tenderer will be implemented and monitored during the contract period.</p> <p><u>Equalities Analysis</u></p> <p>An Equality Analysis has been carried out and is attached as Appendix B to this report.</p> <p><u>Key Milestones</u></p> <p>The delivery programme for SONR 1B is as follows:</p> <ul style="list-style-type: none"> • Appointment of Design and Construct Contractor: October 2017. • Detailed Design start: October 2017. • Developer opens new store: December 2018 • Private land at the triangle site available: June 2019. • Construction start: March 2019. • Construction finish: February 2020.
<p>Links to Corporate and Service Outcomes</p>	<p><u>City Council Objectives</u></p> <p>The SONR 1B project fully supports the Council’s Vision and Forward Plan priorities, specifically growing the creation of “Jobs and Skills” through investment in transport infrastructure and improved connectivity that supports new developments being built in Birmingham. The project also aligns with the GBSLEP Strategy for Growth, Strategic Economic Plan.</p> <p><u>Local Transport Plan Objectives</u></p> <p>The scheme supports the targets set out in the West Midlands</p>

	Local Transport Plan 2011-2016 (LTP3) in terms of improving the economy, reducing emissions, providing equality of opportunity, and improving the local environment		
Project Definition Document approved by	Cabinet	Date of Approval	16 th March 2015
Benefits Quantification- Impact on Outcomes	Measure		Impact
	Harborne Lane, between Bristol Road and Chapel Lane, the existing one way carriageway to be widened and made to two way dual carriageway.		Increased network capacity and reduced congestion
	Chapel Lane, between Bristol Road and Harborne Lane - The existing one way carriageway section to be made to two way single carriageway.		Increased network capacity and reduced congestion
	Chapel Lane / Harborne Lane junction to be signalised.		Increased vehicle capacity at the junction to help deal with congestion
	Bristol Road / Chapel Lane / Elliott Road junction to be modified to suit the new layout		Increased vehicle capacity at the junction to help deal with congestion
	Bristol Road / Harborne Lane / Oak Tree Lane signal controlled junction to be modified to suit the new layout		Increased vehicle capacity at the junction to help deal with congestion
	Current 'T' junction on Chapel Lane outside of the retail park to be converted to a public realm style roundabout.		Improved access to the retail park and improve accessibility to local amenities in the area
	Cycling facilities		Improved connectivity for the cycle network
	New footway and pedestrian crossing facilities		Improved access for pedestrians
	New bus shelters and upgrading on the existing shelters		Improved public transport
Project Deliverables	<p>The scheme comprises of the following measures:</p> <ul style="list-style-type: none"> • Signalisation of the Gibbins Road / Harborne Lane junction which is to be delivered by the Developer under a Section 278 Agreement in advance • Harborne Lane, between Bristol Road and Chapel Lane - The existing one way carriageway section to be widened and made to two way dual carriageway. • Chapel Lane, between Bristol Road and Harborne Lane - The existing one way carriageway section to be made to two way single carriageway. • Existing retaining wall around the triangle site to be removed as necessary and new retaining wall to be constructed as a result of the wider carriageway. 		

	<ul style="list-style-type: none"> • Bristol Road / Harborne Lane / Oak Tree Lane signal controlled junction to be modified to suit the new layout. • Chapel Lane / Harborne Lane junction to be signalised. • Bristol Road / Chapel Lane / Elliott Road junction to be modified to suit the new layout • Current 'T' junction on Chapel Lane outside of the retail park to be converted to a public realm style roundabout. • New footway, pedestrian crossing facilities and other necessary highway facilities as a result of the above changes. • New bus infrastructures and upgrading on the existing ones (shelters and platforms). • Cycle Measures: <ul style="list-style-type: none"> - Segregated two way cycle track along Bristol Road with single phase cycle crossing at Harborne Lane junction and single / diagonal cycle crossing at Chapel Lane junction. - Segregated two way cycle track along Harborne Lane.
Scope	This project includes improvements to the Selly Oak Triangle as detailed on the attached plans.
Scope exclusions	None
Dependencies on other projects or activities	<p>Delivery of Traffic Regulation Order related items is dependent on there being no objections during the statutory process, and any unresolved objections being reported to the Cabinet Member for Transport and Roads for consideration.</p> <p>Appointment of Contractors and placing of orders.</p> <p>Finalisation and Implementation of a Traffic Management Plan.</p>
Achievability	<p>The project involves standard highway engineering and measures and the City Council has in-house experience of successfully delivering highway projects of this nature.</p> <p>The procurement process for the Design & Build contract will ensure an appropriately experienced contractor is appointed.</p> <p>Statutory undertakers' diversions are required and these will be programmed into the construction and managed by the contractor to minimise any disruption to road users and delay to the construction programme.</p>
Project Manager	<p>Yin Liu</p> <p>Tel: 0121 465 4409 E-mail: yin.liu@birmingham.gov.uk</p>
Budget Holder	<p>Peter Parker</p> <p>Tel: 0121 303 7096 E-mail: peter.parker@birmingham.gov.uk</p>
Sponsor	<p>Phil Edwards – Assistant Director Transportation and Connectivity</p> <p>Tel: 0121 303 7409 E-mail: philip.edwards@birmingham.gov.uk</p>
Project Accountant	<p>Alison Jarrett – Assistant Director, Finance</p> <p>Tel: 0121 675 5431 E-mail: alison.jarrett@birmingham.gov.uk</p>
Project Board Members	<ul style="list-style-type: none"> • Programme Manager – Peter Parker • Project Manager – Yin Liu • Assistant Director Transportation and Connectivity – Phil Edwards • Finance – Alison Jarrett

Head of City Finance (HoCF)	Simon Ansell	Date of HoCF Approval:	October 2017
Planned start date for delivery of the project	October 2017 (detailed design start)	Planned date of technical completion	February 2020 (construction end)

2. Budget Summary (Detailed workings are shown in the private report)							
	Voyager Code	Previous years £'000	2017/18 £'000	2018/19 £'000	2019/20 £'000	2020/21 £'000	Totals £'000
Expenditure							
Development Costs to FBC	CA-02722-02	220.0	90.0				310.0
<u>Development Cost Sub Total</u>		220.0	90.0				310.0
Implementation Costs:	CA-02722-03		150.0	1656.0	5,795.0	1312.0	8913.0
<u>Implementation Cost Sub Total</u>			150.0	1656.0	5,795.0	1312.0	8913.0
Scheme Total (Capital)		220.0	240.0	1656.0	5,795.0	1312.0	9,223.0
Funding							
LGF	2LG	200.0	230.0	1,656.0	1,547.0		3,633.0
ITB	3H9	20.0	10.0		1,000.0	550.0	1,580.0
Section 106	3GR				2,560.0		2,560.0
Income	TBC				450.0		450.0
Prudential Borrowing (1)	TBC				238.0	762.0	1,000.0
Funding Total (Capital)		220.0	240.0	1,656.0	5,795.0	1,312.0	9,223.0
Revenue Consequences							
		Previous Years £'000	2017/18 £'000	2018/19 £'000	2019/20 £'000	2020/21 £'000	Future Years £'000
<u>Highway Maintenance</u>							
SONR 1B (met by the City Council)		0	0	0	0	20	20
Highway Maintenance Total		0	0	0	0	20	20
<u>Funded By:</u>							
Provisions for Highways Maintenance held with Corporate Policy contingency. (SSD 0164)		0	0	0	0	20	20
Totals		0	0	0	0	20	20

(1) Prudential Borrowing to be repaid from income as set out in the Updated Transportation and Highways Funding Strategy 2017/18-2022/23 approved by Cabinet on 16th May 2017.

Notes – Revenue Consequences

Revenue Implications – Infrastructure

The cost of the Prudential Borrowing is £86,830 per annum over a 15 year period which will be funded from income as set out in the Updated Transportation and Highways Funding Strategy 2017/18-2022/23 approved by Cabinet on 16th May 2017.

Asset Management / Maintenance Implications

As part of the City Council's obligations under the Highway Maintenance and Management Private Finance Initiative (HMMPFI) contract, Highways have been formally notified of the proposed changes to the highway inventory arising from this scheme which has been allocated SSD No. 0164.

Discussions will be held with Amey to coordinate, where possible, the proposed works with other programmed activities on the highway network.

Maintenance Costs – Infrastructure Works

The SONR 1B scheme will create assets that will form part of the highway upon completion of the project; as such they will need to be maintained within the overall highway maintenance regime. The estimated net cost of including these newly created assets within the highway

maintenance regime is £20,000 pa (full year 2020/21) for SONR 1B. This additional cost will be funded from the provision for Highways Maintenance held within Corporate Policy Contingency. The new retaining wall is to be maintained by the Developer.

3. Checklist of Documents Supporting the FBC		
Item	Mandatory attachment	Number attached
Financial Case and Plan		
<ul style="list-style-type: none"> Detailed workings in support of the above Budget Summary (as necessary) 	Mandatory	See Private Report
<ul style="list-style-type: none"> Statement of required resource (people, equipment, accommodation) – append a spreadsheet or other document 	Mandatory	Included in section 1
<ul style="list-style-type: none"> Whole Lifecycle Costing analysis (as necessary) 	N / A	N / A
<ul style="list-style-type: none"> Milestone Dates/ Project Critical Path (set up in Voyager or attached in a spreadsheet) 	Mandatory	Included in FBC
Project Development products		
<ul style="list-style-type: none"> Risk Management Assessment 	Mandatory	Appendix C to Executive Report
<ul style="list-style-type: none"> Consultation Summary 	Mandatory	Appendix D to Executive Report
Other Attachments (list as appropriate)		
<ul style="list-style-type: none"> Equality Analysis 		Appendix B to Executive Report
<ul style="list-style-type: none"> Scheme Plans 		Appendix E1 to E4 to Executive Report

Equality Analysis

Birmingham City Council Analysis Report

EA Name	Selly Oak New Road Phase 1B
Directorate	Economy
Service Area	Economy - Transportation Services Infrastructure Projects
Type	New/Proposed Function
EA Summary	The first two phases (1A and 2) of the overall Selly Oak New Road (SONR) project were completed in 2009 and 2011 respectively, which have unlocked brownfield land development opportunities and improved access to the Queen Elizabeth Hospital. SONR 1B is the final section of the overall SONR project, which consists of highway improvements to the 'Selly Oak Triangle' made up of Bristol Road, Harborne Lane and Chapel Lane (a key junction between the A38 and A4040). The scheme will provide improved access to the development sites including the Life Sciences Campus on the Birmingham Battery Site. In addition the scheme provides additional traffic capacity and supports the regeneration of Bournbrook / Selly Oak local centre.
Reference Number	EA002178
Task Group Manager	yin.liu@birmingham.gov.uk
Task Group Member	
Date Approved	2017-09-12 00:00:00 +0100
Senior Officer	peter.parker@birmingham.gov.uk
Quality Control Officer	janet.l.hinks@birmingham.gov.uk

Introduction

The report records the information that has been submitted for this equality analysis in the following format.

Initial Assessment

This section identifies the purpose of the Policy and which types of individual it affects. It also identifies which equality strands are affected by either a positive or negative differential impact.

Relevant Protected Characteristics

For each of the identified relevant protected characteristics there are three sections which will have been completed.

- Impact
- Consultation
- Additional Work

If the assessment has raised any issues to be addressed there will also be an action planning section.

The following pages record the answers to the assessment questions with optional comments included by the assessor to clarify or explain any of the answers given or relevant issues.

1 Activity Type

The activity has been identified as a New/Proposed Function.

2 Initial Assessment

2.1 Purpose and Link to Strategic Themes

What is the purpose of this Function and expected outcomes?

The first two phases (1A and 2) of the overall Selly Oak New Road (SONR) project were completed in 2009 and 2011 respectively, which have unlocked brownfield land development opportunities and improved access to the Queen Elizabeth Hospital.

SONR 1B is the final section of the overall SONR project, which consists of highway improvements to the 'Selly Oak Triangle' made up of Bristol Road, Harborne Lane and Chapel Lane (a key junction between the A38 and A4040). The scheme will provide improved access to the development sites including the Life Sciences Campus on the Birmingham Battery Site. In addition the scheme provides additional traffic capacity and supports the regeneration of Bournbrook / Selly Oak local centre.

The scheme comprises of the following measures:

- . Signalisation of the Gibbins Road / Harborne Lane junction which is to be delivered by the Developer under a Section 278 Agreement in advance
- . Harborne Lane, between Bristol Road and Chapel Lane - The existing one way carriageway section to be widened and made to two way dual carriageway.
- . Chapel Lane, between Bristol Road and Harborne Lane - The existing one way carriageway section to be made to two way single carriageway.
- . Existing retaining wall around the triangle site to be removed as necessary and new retaining wall to be constructed as a result of the wider carriageway.
- . Bristol Road / Harborne Lane / Oak Tree Lane signal controlled junction to be modified to suit the new layout.
- . Chapel Lane / Harborne Lane junction to be signalised.
- . Bristol Road / Chapel Lane / Elliott Road junction to be modified to suit the new layout
- . Current 'T' junction on Chapel Lane outside of the retail park to be converted to a public realm style roundabout.
- . New footway, pedestrian crossing facilities and other necessary highway facilities as a result of the above changes.
- . New bus infrastructures and upgrading on the existing ones (shelters and platforms).
- . Cycle Measures:
 - Segregated two way cycle track along Bristol Road with single phase cycle crossing at Harborne Lane junction and single / diagonal cycle crossing at Chapel Lane junction.
 - Segregated two way cycle track along Harborne Lane.

For each strategy, please decide whether it is going to be significantly aided by the Function.

Children: A Safe And Secure City In Which To Learn And Grow	Yes
Health: Helping People Become More Physically Active And Well	Yes
Housing : To Meet The Needs Of All Current And Future Citizens	Yes
Jobs And Skills: For An Enterprising, Innovative And Green City	Yes

2.2 Individuals affected by the policy

Will the policy have an impact on service users/stakeholders?	Yes
Will the policy have an impact on employees?	No
Will the policy have an impact on wider community?	Yes

2.3 Relevance Test

Protected Characteristics	Relevant	Full Assessment Required
Age	Not Relevant	No
Disability	Relevant	Yes
Gender	Not Relevant	No
Gender Reassignment	Not Relevant	No
Marriage Civil Partnership	Not Relevant	No
Pregnancy And Maternity	Not Relevant	No
Race	Not Relevant	No
Religion or Belief	Not Relevant	No
Sexual Orientation	Not Relevant	No

2.4 Analysis on Initial Assessment

A public consultation was carried out in September 2016, where letters and plans were delivered within the local vicinity of the proposed works. All Stakeholders, Ward Councillors, residents and local businesses were consulted as part of the consultation process. Public consultation was also uploaded on Birmingham Beheard website. During the consultation various signage was strategically located within the vicinity in order to make passing traffic aware of the consultation, its duration and methods of viewing the proposals. A number of 'drop in' sessions were held in Selly Oak Library and an Exhibition Bus at Sainsbury's store car park to give an opportunity for all interested parties to attend and discuss the proposed measures. There was a large portion of positive support for the scheme from members of the public, business and stakeholders.

As part of the consultation process we consulted with various disability groups. A supportive feedback was received from Sense (Deafblind Charity). No feedback was received from other disabled groups consulted.

The scheme is aimed at improving facilities for all road users including local residents / businesses / visitors to Birmingham City and it is not envisaged that any user groups will be adversely affected by the proposals. Footways on the new road will be built to prescribed standards to allow adequate width and clearance for all users and street clutter will be minimised. All sign posts and lighting columns will be fitted with visibility bands to ensure maximum visibility.

Crossing points will be installed to prescribed gradients to allow access for wheelchair users and pushchairs. All dropped crossings will be implemented with tactile paving, colour coded to identify controlled or uncontrolled crossings, to aid the visually impaired.

Controlled crossings will be installed with audible beepers and tactile cones to assist the visually impaired / deaf people to cross the road. All traffic signal poles will be installed with adequate clearance to allow safe navigation around and be fitted with yellow visibility bands.

3 Full Assessment

The assessment questions below are completed for all characteristics identified for full assessment in the initial assessment phase.

3.1 Disability - Assessment Questions

3.1.1 Disability - Relevance

Disability	Relevant
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3.1.2 Disability - Impact

Describe how the Function meets the needs of Individuals with a disability?

The proposed junction improvements are envisaged to have a very positive effect on the local area and community and open up increased opportunities for employment and development.

Footways on the new road will be built to prescribed standards to allow adequate width and clearance for all users and street clutter will be minimised. All sign posts and lighting columns will be fitted with visibility bands to ensure maximum visibility.

Crossing points will be installed to prescribed gradients to allow access for wheelchair users and pushchairs. All dropped crossings will be implemented with tactile paving, colour coded to identify controlled or uncontrolled crossings, to aid the visually impaired.

Controlled crossings will be installed with audible beepers and tactile cones to assist the visually impaired / deaf people to cross the road. All traffic signal poles will be installed with adequate clearance to allow safe navigation around and be fitted with yellow visibility bands.

Do you have evidence to support the assessment?	Yes
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Please record the type of evidence and where it is from?

A public consultation was carried out in September 2016, where letters and plans were delivered within the local vicinity of the proposed works. All Stakeholders, Ward Councillors, residents and local businesses were consulted as part of the consultation process. Public consultation was also uploaded on Birmingham Beheard website. During the consultation various signage was strategically located within the vicinity in order to make passing traffic aware of the consultation, its duration and methods of viewing the proposals. A number of 'drop in' sessions were held in Selly Oak Library and an Exhibition Bus at Sainsbury's store car park to give an opportunity for all interested parties to attend and discuss the proposed measures. There was a large portion of positive support for the scheme from members of the public, business and stakeholders.

As part of the consultation process we consulted with various disability groups. A supportive feedback was received from Sense (Deafblind Charity). No feedback was received from other disabled groups consulted.

You may have evidence from more than one source. If so, does it present a consistent view?	Not applicable
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3.1.3 Disability - Consultation

Have you obtained the views of Individuals with a disability on the impact of the Function?	No
If not, why not?	No relevant individuals identified
Have you obtained the views of relevant stakeholders on the impact of the Function on Individuals with a disability?	Yes

If so, how did you obtain these views?

A public consultation was carried out in September 2016 and all consultation responses were collated through the various means as mentioned previously and will be presented with the Full Business Case.

Is a further action plan required?	No
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3.1.4 Disability - Additional Work

Do you need any more information or to do any more work to complete the assessment?	No
Do you think that the Function has a role in preventing Individuals with a disability being treated differently, in an unfair or inappropriate way, just because of their disability?	No
Do you think that the Function could help foster good relations between persons who share the relevant protected characteristic and persons who do not share it?	No
Do you think that the Function will take account of disabilities even if it means treating Individuals with a disability more favourably?	No
Do you think that the Function could assist Individuals with a disability to participate more?	No
Do you think that the Function could assist in promoting positive attitudes to Individuals with a disability?	No

3.2 Concluding Statement on Full Assessment

This scheme demonstrates due regard to the protected characteristics affected by these proposals.

Disabled characteristic will be protected by ensuring footways on the new road will be built to prescribed standards to allow adequate width and clearance for all users and street clutter will be minimised. All sign posts and lighting columns will be fitted with visibility bands to ensure maximum visibility.

Crossing points will be installed to prescribed gradients to allow access for wheelchair users and pushchairs. All dropped crossings will be implemented with tactile paving, colour coded to identify controlled or uncontrolled crossings, to aid the visually impaired.

Controlled crossings will be installed with audible beepers and tactile cones to assist the visually impaired / deaf people to cross the road. All traffic signal poles will be installed with adequate clearance to allow safe navigation around and be fitted with yellow visibility bands.

Public consultation was carried out in September 2016 and a supportive feedback was received from Sense (Deafblind Charity). No feedback was received from other disabled groups consulted.

Safety audits will be carried out during the detailed design stage when the EA will be reviewed.

4 Review Date

03/10/17

5 Action Plan

There are no relevant issues, so no action plans are currently required.

Appendix C – SONR 1B Risk Management Assessment – Rev1

SONR 1B Project

No	Item of Risk	Potential Impact	Inherent Risk		Control Measures	Control Measure Managed by	Residual Risk	
			Impact	Likelihood			Impact	Likelihood
1	Resourcing capacity and ability to programme in necessary stats diversions by the statutory undertakers in line with the works programme.	Delay to works commencing, extended works programme and cost overruns.	High	High	On-going stakeholder consultation and dialogue. Co-ordination meetings being held to agree designs and programming of works. The appointed Design and Construct Contractor will be contracted to plan, manage and coordinate Statutory Undertaker diversions in accordance with the specific requirements detailed in the contract.	Project Manager, Contractor	Medium	Medium
2	Unidentified Statutory Undertakers equipment.	Cost and time overruns.	High	High	Undertake Ground Penetration Radar (GPR) surveys of the site. Close liaison with the Statutory Undertakers to ensure accurate information is available to the Contractor. Flag up through Early Warning Notice procedure and work collectively to mitigate impact on the project cost / programme.	Project Manager	Medium	Low
3	Target cost increases after detailed design.	Additional funding not identified.	High	Medium	Continued discussions with the D&B Contractor to mitigate risks and raise early warnings. Apply value engineering and consider descoping.	Project Manager, Contractor	Medium	Medium
4	Construction cost increases after works have commenced on site.	Funding above the allocated contingency sum not identified.	Medium	Medium	Continued discussions with the site team, Quantity Surveyor and Contractor to mitigate risks and raise early warnings. Apply value engineering and consider descoping.	Project Manager, Quantity Surveyor, Contractor	Medium	Low
5	Disruption to road users during the construction stage.	Delays to highway users.	High	High	Careful planning, phasing and consideration to be made of the construction programme to ensure disruption is kept to a minimum. The Contractor is to work with the Project Manager and Traffic Management Services throughout the design development stage to further investigate traffic management controls to implement the works with least overall impact to users. Introduce pro-active traffic monitoring during the works. Members of the public to be informed prior to start of works of the likely disruption, the diversion routes and advised to use other modes of transport.	Project Manager, Traffic Management Services, Contractor	Medium	Medium
6	Slippage in the Developer's programme resulting in private land at Selly Oak Triangle not being available	Delays the delivery of the project	High	Medium	Continued discussions with the Developer to confirm their programme and the date when triangle land will be available. Work with the Design & Build contractor to review and adjust the target cost accordingly to suit the revised programme.	Project Manager	Medium	Low
7	Disruption to businesses during the construction stage. (Business whose land/property is not directly affected by the works).	Loss of trade and potential seeking compensation for business disruption during works	High	Medium	There will be ongoing dialogue with the businesses throughout the works and access will be maintained. Careful planning, phasing and consideration to be made of the construction programme to ensure disruption is kept to a minimum. The Contractor is to work with the Project Manager and Traffic Management Services throughout the design development stage to further investigate traffic management controls to implement the works with least overall impact to users. Under current legislation there is no provision for compensation for loss of trade as a result of works carried out by highway authorities.	Project Manager, Traffic Management Services, Contractor	Low	Low

SELLY OAK NEW ROAD PHASE 1B – CONSULTATION SUMMARY**Consultation Details**

- In September 2016, letters / e-mails were sent to Ward Councillors, the Local MP, District Committee Chair, District Engineers, Emergency Services, Transport for West Midlands, bus operators, disabled groups, cycling groups and other key stakeholders.
- 1,600 consultation letters and plans were sent out to residents and frontages in the vicinity of the scheme.
- 3 public 'drop-in' sessions were arranged in the locality where plans could be viewed and the proposals discussed with officers. The public 'drop-in' sessions attracted 138 people.
- A web page on www.birminghambeheard.org.uk was also created for the scheme.
- During the consultation period information signs were erected at the locality directing commuters to the Beheard website where they could view the plans and make comments on the proposals.
- A summary of the responses received are given below.

MP / Councillors	Comments	Opinion	Response
Councillor Changese Khan (Selly Oak Ward)	Supports the proposals.	Positive	Noted
Councillor Karen McCarthy (Selly Oak Ward)	Supports the proposals.	Positive	Noted
Councillor Brigid Jones (Selly Oak Ward)	Supports the proposals.	Positive	Noted
Steve McCabe MP (Selly Oak District)	Email sent 09/09/16. No comments received.	-	-

Key Stakeholder	Comments	Opinion	Response
District Engineer	<p>The proposed reduction of Chapel Lane into one single lane towards Bristol instead of 2 lanes will have a significant reduction in the discharge capacity of the Chapel Lane toward Bristol Road.</p> <p>The proposed roundabout at the Battery Retail Park access may result in long queue length on Chapel Lane in PM peak time as the priority is given to the vehicles leaving the current Sainsbury's site. Suggest traffic modelling is carried out to validate the proposed layout.</p> <p>Need to consider providing tactile paving on all existing crossing points as a part of the proposed measures.</p>	Neutral	<p>The project team has revised the design to include 2 lanes on Chapel Lane towards Bristol Road to provide additional capacity.</p> <p>The proposed roundabout, as presented at the Public Inquiry in 2005, is required to provide essential U-turn facility for Battery Retail Park. The future use of the existing Sainsbury's site is unknown at the present but the traffic leaving the future site at PM peak time is expected to be much lower than existing. Further traffic modelling of the roundabout will be undertaken at the detailed design stage.</p> <p>Tactile paving will be provided at crossings points within the limits of the scheme.</p>
School Crossing Patrols	No comments received.		
West Midlands Fire Service	Support the proposals	Positive	Noted
West Midlands Police	No comments received.		
West Midlands Ambulance	No comments received.		
Traffic Regulation Orders and Traffic Management Services	Some comments made on technical issues. No adverse comments received	Positive	Comments will be taken into account during the detailed design stage.
Sense	<p>Sense is currently constructing a new facility for the deafblind at The Dingle. The facility is programmed to be constructed and operational by May 2017. Sense have raised the following points:</p> <ul style="list-style-type: none"> • the location of bus stops, and the nature/design of those, in the vicinity of the site; • the location and standard/design of all pedestrian crossings affected by the Phase 1B works. • whether the pattern of facilities post completion will differ from those that exist prior to the works. • the effect of the proposed works on traffic flows along Bristol Road past the Touchbase scheme. • the layout of any associated landscape, environmental or other 'accommodation' works. • the impact of the works on the movement of pedestrians and visitors generally to the Touchbase facility during the construction phase. 	Positive	<p>At the detailed design stage officers will liaise with Sense to discuss the scheme proposals along with the management of pedestrians / vehicles during the construction stage.</p> <p>Once a contractor is appointed and the construction delivery plan established, officers / contractors will have further meetings with Sense to explain any temporary arrangements for pedestrian access to buses etc.</p>
Access Committee for Birmingham	No comments received.		
Birmingham Institute for the Deaf	No comments received.		
Focus Birmingham	No comments received.		
RNIB (Royal National Institute for the Blind)	No comments received.		
Birmingham Mobility Team	No comments received.		
Action for Blind People Birmingham	No comments received.		

Guide Dogs for the Blind	No comments received.		
Transport for West Midlands	support the scheme and have been working closely with the project team to agree the details of the proposed bus facilities	Positive	
National Express	support the scheme and have been working closely with the project team to agree the details of the proposed bus facilities	Positive	
FirstGroup Midland	No comments received.		
Diamond Bus	No comments received.		
WMSNT Group (Ring & Ride)	No comments received.		
Battery Retail Park	No comments received.		
Selly Oak & Life Sciences Green Travel District Association (partnership between the university of Birmingham, University Hospitals Birmingham NHS Foundation Trust, Birmingham Women's NHS Foundation Trust and Birmingham and Solihull Mental Health NHS Foundation Trust)	<p>Support the proposal in general. The proposed measures should have an additional focus on encouraging and enabling people to choose alternative modes of travel especially for shorter / local trips. The key points are:</p> <ul style="list-style-type: none"> The area is a key interchange so it is important that bus passengers are well catered for. The need to travel between different bus stops or cross main roads in changing services should be kept to a minimum wherever possible. The current plan shows little improvement for cyclists. Public realm improvements should not be limited to kerbside areas as the greening of central reservations and local centres would also be welcomed. Encouraging traffic to use the Selly Oak New Road rather than continuing down Bristol Road through local centre should be a primary objective for this scheme as this will contribute to creating a more walkable and cycleable environment for local journeys. 	Positive	<ul style="list-style-type: none"> The project team has been working closely with Transport for West Midlands and National Express to agree the necessary changes to the bus measures and bus stop locations to suit the new road layout. The proposals will create a 'Bus Interchange' on Bristol Road between the outer circle and Bristol Road bus services. The project team has reviewed the cycle facilities following the public consultation feedback. The proposal are shown on plan PB6129 - SK004 attached as Appendix E1 and include: <ul style="list-style-type: none"> Segregated two way cycle track along Bristol Road with single phase cycle crossing at Harborne Lane junction and single / diagonal cycle crossing at Chapel Lane junction. Segregated two way cycle track along Harborne Lane. <p>The cycle proposals have been designed to connect with existing and possible future cycle measures in the Selly Oak area.</p> Indicative landscape proposals are shown on drawing no. 80409-L001 attached as Appendix E3. The proposals will be developed and tree locations confirmed at the detailed design stage. The construction of SONR Phase 1B, through the widening of Harborne Lane, introduction of additional lanes and changes to the configuration of the Bristol Road / Harborne Lane junction, will encourage through traffic in particular using the new road. The 2023 traffic flow forecast, as presented at the Public Inquiry in 2005, showed a 60/40 split between the SONR and Bristol Road (with the higher flow on the SONR). Recent traffic modelling data is showing a 55/45 split in traffic between the SONR and Bristol Road. The signing will divert through traffic along the new road which has already been given A38 classification by the DfT. Following the completion of SONR Phase 1B, subject to securing further funding, it is proposed to downgrade Bristol Road through the local centre from the existing 4 lanes carriageway to 2 lanes carriageway with introduction of parking bays and 20mph speed limit.
West Midlands Campaign for Better Transport	<p>Observations as following:</p> <ul style="list-style-type: none"> Bristol Road / Harborne Lane / Oak Tree Lane Junction – in order to allow city centre buses to be able to access this junction quickly a bus and cycle gate should be provided on the “to city” side of this junction whilst other vehicular traffic in the “to city” direction should be directed towards Harborne Lane and the Selly Oak New Road and discouraged from going along Bristol Road. It is important that the reliability and access to buses to the centre of Selly Oak along Bristol Road is maintained. Bus priority measures such as gate on Harborne Lane and Chapel Lane should be provided for the 11 service. Pedestrian Crossing across Bristol Road – it would be sensible for a pedestrian crossing to be provided over Elliot Road and across Bristol Road. Shared Space – would like to know how advanced proposals are for making modification on the Bristol Road through the centre and what the implications will be. 20 mph limits – support the introduction of a 20 mph limit on the Bristol Road from the junction with Harborne Lane through the centre to the junction with the New Road in Bournbrook. A 20 mph limit should also be put in place along Chapel Lane. 	Positive	<ul style="list-style-type: none"> Traffic modelling test shows that bus gates would not work in terms of junction capacity. “City centre” as a destination will be signed towards Harborne Lane and the Selly Oak New Road. The City Council has been informed by the bus operator that city centre bus services such as 61 and 63 will continue traveling along Bristol Road through the local centre. A pedestrian phase (controlled crossing) on Elliot Road is proposed. Following the completion of SONR Phase 1B, subject to securing further funding, it is proposed to downgrade Bristol Road through the local centre from the existing 4 lanes carriageway to 2 lanes carriageway with introduction of parking bays and 20mph speed limit. It is proposed to introduce a 20 mph limit on Chapel Lane.
Inland Waterways	No comments received.		
Lapal Canal Trust	Stop up Chapel Lane and incorporate into the adjoining development sites, Bristol Road could then be made greener and narrower to encourage more pedestrian use. Generally, to do as much as is sensible to discourage the use of Selly Oak as a through route and to make it a desirable out of city centre destination	Neutral	Chapel Lane is an integral road in the scheme layout and serves the Battery Retail Park and existing Sainsbury's site. It is not proposed to stop up Chapel Lane as part of this project.

	and living area.		
Cadbury World	Support the proposals	Positive	Noted
Selly Oak Local History Group	Have requested the existing traditional finger post sign at the Oak Tree Lane junction is retained.	Positive	The finger post will be retained.
Sustrans	No comments received.		
Living Streets	<p>We have concerns that the work to date, albeit a proposal to 'get things off the ground', has been developed in isolation to other Birmingham City Council policies and department and to national policies and best practice. The declared intention of the Selly Oak 'relief' road was to move traffic from the section of Bristol Road that was bypassed. If the works in total are providing additional capacity and resulting in more traffic, the whole scheme needs to be thoroughly reviewed.</p> <p>Specific concerns:</p> <ol style="list-style-type: none"> 1. The footways in general are inadequate and sharing with cyclists is not a suitable arrangement. 2. The Bristol Road North of the Chapel Lane junction should not be more than two lane (possibly with a right turn lane for Chapel Lane) 3. All of the kerb edge fencing should be removed. 4. Between Chapel Lane and Oak Tree Lane, the 'dual carriageway should be taken out and replaced with a two way single carriageway road with bus laybys. The remaining gained land can be soft-landscaped. 5. Heading north on Bristol Road from Northfield, the dual carriageway should curve left into Harborne Lane; a single right turn lane into 'old' Bristol Road only. 	Neutral	<p>The construction of SONR Phase 1B, through the widening of Harborne Lane, introduction of additional lanes and changes to the configuration of the Bristol Road / Harborne Lane junction, will encourage through traffic in particular using the new road. The 2023 traffic flow forecast, as presented at the Public Inquiry in 2005, showed a 60/40 split between the SONR and Bristol Road (with the higher flow on the SONR). Recent traffic modelling data is showing a 55/45 split in traffic between the SONR and Bristol Road. The signing will divert through traffic along the new road which has already been given A38 classification by the DfT. Following the completion of SONR Phase 1B, subject to securing further funding, it is proposed to downgrade Bristol Road through the local centre from the existing 4 lanes carriageway to 2 lanes carriageway with introduction of parking bays and 20mph speed limit.</p> <ol style="list-style-type: none"> 1. The project team has reviewed the cycle and walking facilities following the public consultation feedback. The proposal are shown on plan PB6129 - SK004 attached as Appendix E1 and includes: <ol style="list-style-type: none"> a. Segregated two way cycle track along Bristol Road with single phase cycle crossing at Harborne Lane junction and single / diagonal cycle crossing at Chapel Lane junction. b. Segregated two way cycle track along Harborne Lane. <p>The cycle proposals have been designed to connect with existing and possible future cycle measures in the Selly Oak area.</p> 2. Subject to securing further funding, it is proposed to downgrade Bristol Road through the local centre from the existing 4 lanes carriageway to 2 lanes carriageway with introduction of parking bays and 20mph speed limit once the SONR 1B is completed. However, 4 lanes are required from the Chapel Lane junction to Heeley Road junction for the traffic in & out from Selly Oak Railway Station. 3. Removing existing pedestrian guardrails will be considered during the detailed design stage and subject to safety assessment. 4. The central island is required between Chapel Lane and Oak Tree Lane to accommodate the signal equipment. Two lanes in each direction are required at this location to maintain the required junction capacity. 5. Two left turn slip lanes are proposed from Bristol Road into Harborne Lane. A single right turn lane into Bristol Road only would not be sufficient work in terms of junction capacity therefore two straight ahead lanes are proposed.
Push Bikes	<p>Object to the proposals shown on the consultation plans, key points raised:</p> <ul style="list-style-type: none"> • The plans show that extra space for motor traffic is being squeezed into the highways land, how will the segregated cycle lanes be fitted in alongside the proposed new lanes for cars. The plans as they stand make cycling conditions in that location worse than they are at the moment. • The plans suggest that the space for motor traffic in Selly Oak High Street will remain the same - with a dual carriageway running through the Selly Oak local centre. Alongside the proposal, in the recent 20mph consultation, to keep this local centre at 30mph, it gives us great worry that this local centre is not seen as a place for people, but simply a route for motor traffic. Selly Oak High Street, with its proximity to the train station, the university and the hospitals, should be a thriving local centre to match Northfield and Kings Heath. It lies on a desire line between an area of high-density housing and major employment and study centres, and it is the crossing action of pedestrians and cycle users between the employment and study centres and the residential areas that should be receiving priority here. Action should be taken to reduce the volume of private motor traffic that is cutting through Selly Oak local centre. Selly Oak local centre should be a place for people. 	<p>Negative response to the proposals shown on the consultation plan.</p> <p>Proposals for cycling have been changed significantly following the consultation feedback. See officer's response.</p>	<ul style="list-style-type: none"> • The project team has reviewed the cycle facilities following the public consultation feedback. The proposal are shown on plan PB6129 - SK004 attached as Appendix E1 and include: <ol style="list-style-type: none"> a. Segregated two way cycle track along Bristol Road with single phase cycle crossing at Harborne Lane junction and single / diagonal cycle crossing at Chapel Lane junction. b. Segregated two way cycle track along Harborne Lane. <p>The cycle proposals have been designed to connect with existing and possible future cycle measures in the Selly Oak area.</p> • Subject to securing further funding, it is proposed to downgrade Bristol Road through the local centre from the existing 4 lanes carriageway to 2 lanes carriageway with introduction of parking bays and 20mph speed limit once the SONR 1B is completed. However, recent traffic modelling shows the downgraded Bristol Road, following the completion of SONR Phase 1B, is expected to carry around 1200 - 1800 vehicles per hour at peak times with around 1800 – 2000 vehicles using the SONR. This is consistent with the traffic flow data presented at Public Inquiry in 2005 which showed a 60/40 split of traffic between the SONR and Bristol Road.
Cyclists Touring Club	No comments received.		
Birmingham University Bicycle Users Group	No comments received.		

Bikeright	No comments received.		
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Local Residents / Businesses	Comments	Opinion	Response
Respondent x 7	Support the scheme without further comments	Positive	
Respondent x 21	<p>Support the scheme with further comments as below:</p> <ol style="list-style-type: none"> Proposed cycle measures are limited and need to be reviewed. (6 respondents). Will traffic lights at Gibbins Road junction increase the back up of traffic on the roundabout further back (1 respondent)? Need some consideration about how the congestion will be minimised when the construction work is on site (2 respondents). The Bristol Road beyond the plan towards Selly Oak is still remaining 4 lanes which make these lanes extremely tight (1 respondent). It would be better to have pedestrian segments in the traffic signals at either end of Bristol Road and not have the crossing in the middle (1 respondent). It would be better to signal control Harborne Lane and Chapel Lane junction (1 respondent). Image on the plans showing artist impression doesn't reflect anything on the plans. The artist's impression and plans should be similar (1 respondent). The current traffic signs discourage city centre traffic from using the bypass. The proposed signage should reflect the new layout. The alternative method of turning into Oak Tree Lane needs to be clearly signed (1 respondent). The current pedestrian crossing timings at Selly Oak triangle are highly dangerous due to the long waiting time. The pedestrian crossing lights need to correctly reflect whether the road is in fact safe to cross at that time. Another change along these lines which would help would be to stagger pedestrian crossings so that each carriageway of a road can be crossed individually. Traffic light timings and phasing need to be carefully considered (1 respondent). B384 is also an incorrect road number. As (because like most roads in Birmingham, the road falls geographically entirely between the A4 and the A5) its first digit should be 4 (i.e. B438 instead of B384) (1 respondent). The proposed central reservation along Harborne lane should not be formed of tarmac (should be lawn and trees as the Northfield bypass). The landscape zone /footpath to the front of Rebeca Drive should not be reduced and additional planting should be included (1 respondent). Question the location of the filter lane in the Rebeca Drive (1 respondent). Would like more information on pedestrian routes and cycle lanes (1 respondent). Traffic in & out of Battery Retail Park adjacent to the existing Sainsbury's at Selly Oak triangle often causes a disproportionate problem. This will only get worse where there is more traffic coming to another retail & science park at the new site. A separate exit onto Bristol Road should be considered (2 respondents). A roundabout at the Selly Oak triangle (without traffic lights) should be installed on demolition of the old store, without traffic lights so the traffic can flow, rather than be arbitrarily stopped (2 respondents). Support the scheme in principle but would suggest full traffic count statistics be obtained for the Gibbins Road/Harborne Lane junction and an appropriate 'long green' phase be given for those joining Harborne Lane from Gibbins Road, and vice-versa (1 respondent). It is unclear what is happening to the Sainsbury building (2 respondents). It is unclear how the Chapel Lane junction will work (1 respondent). At the entrance into Battery Retail Park priority must be given to cyclists and pedestrians (1 respondent). Traffic lights are needed at Gibbins Road (1 respondent). Something must be done to avoid the traffic queues turning right into Gibbins Road, especially in the rush hour (1 respondent). Welcome the proposal but concerned more traffic will use Gibbins Road (1 respondent). It's not clear from the diagram how traffic will turn LEFT into Bristol Road when travelling south on Harborne Lane apart from buses - the turn seems very sharp (1 respondent). More detail about how long the work will take and how long road works will cause additional congestion would be useful (1 respondent). Only concern is the inability to turn left onto the Bristol Road from Harborne Lane (1 respondent). Really good idea but seems a shame that we have to wait until summer 2019 for it to be complete though. Is there any way of putting a temporary solution in place on Bristol Road before turning left onto Harborne Lane - e.g. leaving the bus lane for buses only and not for turning left with a set of lights which allow the buses through before cars in the middle lane are then allowed to turn left (1 respondent). The extent of works should include paving to the front of bear staff pub (1 respondent). The Harborne Lane section of the road should have a grassed tree lined Boulevard as Northfield bypass, increase planting buffer to front of Rebecca Drive (1 respondent). Review strip of land off existing sainsburys site to provide space for green central reservation (1 	Positive	<ol style="list-style-type: none"> The project team has reviewed the cycle facilities following the public consultation feedback. The proposal are shown on plan PB6129 - SK004 attached as Appendix E1 and include: <ol style="list-style-type: none"> Segregated two way cycle track along Bristol Road with single phase cycle crossing at Harborne Lane junction and single / diagonal cycle crossing at Chapel Lane junction. Segregated two way cycle track along Harborne Lane. <p>The cycle proposals have been designed to connect with existing and possible future cycle measures in the Selly Oak area.</p> The traffic modelling test shows that the proposed traffic lights at Gibbins Road junction would reduce the queue length at the roundabout. Temporary traffic management for the construction works will be strictly controlled in accordance with The City Council's Traffic Management Protocol to minimise congestion / disruption to the live traffic. Subject to securing further funding, it is proposed to downgrade Bristol Road through the local centre from the existing 4 lanes carriageway to 2 lanes carriageway with introduction of parking bays and 20mph speed limit once the SONR 1B is completed. The pedestrian phase will be incorporated into the traffic signals at either end of Bristol Road. The pedestrian crossing in the middle would also assist pedestrian in changing buses. Harborne Lane and Chapel Lane junction will be signal controlled The artist impression was to demonstrate the possible layout of a single phase crossing for cyclists. The design has now been updated to show the details of the proposed cycle crossing facilities. The proposed signage will reflect the new layout. The traffic signals will be designed to manage the traffic flow through the junctions. Pedestrian phases will be incorporated into some of the traffic signals and allow sufficient time for pedestrians to cross the road. B384 was allocated by DfT years ago and there is no intention to change this. Trees have been proposed along east side of Harborne Lane as indicated on drawing no. 80409-L001 attached as Appendix E3. Trees and lawn in the central reservation are not proposed due to the relatively short and narrow dimensions, which would result in maintenance difficulties. It is not proposed to reduce the landscape zone to the front of Rebeca Drive. The filter lane is required at the location shown to provide for right turn traffic to Rebeca Drive. The proposed pedestrian crossings and cycle route are shown on plan PB6129 - SK004 attached as Appendix E1. Majority of the through traffic including the additional traffic from the new retail & life science development are expected to use the widened Harborne Lane once SONR 1B is implemented therefore largely reduce the traffic flow on Chapel Lane. The reduced flow on Chapel Lane together with the new roundabout at the entrance is expected to improve traffic movement in & out of Battery Retail Park. Sainsbury's old store is located on private land the future use of this site will still be private, i.e. there is no plan for the City Council to purchase the existing Sainsbury's store site. Gibbins Road / Harborne Lane junction signalisation will be delivered prior to SONR 1B under a S278 Agreement by Sainsbury's. The signal design for this junction will be optimised to achieve the traffic / pedestrian balance. Future use of the Sainsbury's existing store and the site is yet to be determined by the private land owner. Chapel Lane / Bristol Road junction will be an all directions movement junction. The size of the proposed roundabout on Chapel Lane has been reduced by making the centre island 'overrunable', which would be more cyclists friendly. Pedestrian crossing facilities with refuge islands have been introduced on each arm. This would be better arrangement for pedestrian as they have to cross

	<p>respondent).</p> <p>30. Bristol road section reduce number of lanes provide short stay parking to shops and green central reservation (1 respondent).</p> <p>31. Paving to match Bournbrook (1 respondent).</p> <p>32. Existing tree to be retain if possible within triangle landscape top of Harborne Lane (broad leaf oak) (1 respondent).</p> <p>33. The need to travel between different bus stops or cross main roads in changing services should be kept to a minimum wherever possible. We suggest you engage and work closely with bus operators to build this into account (1 respondent).</p> <p>34. Public realm improvements help create a more pedestrian-friendly environment so it is good to see these will be included. This should not be limited to a few kerbside areas, as the greening of central reservations and local centres would also be welcomed (1 respondent).</p> <p>35. Encouraging traffic to use the relief road rather than continuing down Bristol Road (and through local centres) should be a primary objective for this scheme, as this will contribute to creating a more walkable and cycleable environment for local journeys (1 respondent).</p> <p>36. Support the proposal and as a coach operator would like to places where coaches can pick up without interfering with local bus services. The current long bays in Harborne Lane and Oak Tree Lane currently serve the need very well (1 respondent).</p>		<p>two lanes one-way heavy traffic at the moment.</p> <p>20. Gibbins Road / Harborne Lane junction will be signalised prior to SONR 1B.</p> <p>21. Proposed traffic lights at Gibbins Road junction would reduce the queue length at this junction.</p> <p>22. The proposal would increase traffic capacity at the Selly Oak Triangle making Harborne Lane to Bristol Road a more attractive route than it is at present and as a consequence through traffic is less likely to use Gibbins Road. The proposed traffic lights at Gibbins Road junction would also better control traffic flow at this junction.</p> <p>23. Traffic will not be allowed to turn left from Harborne Lane to Bristol Road except buses and cyclists in order to achieve the required junction capacity.</p> <p>24. Residents and stakeholders will be updated on the works duration in due course before the construction starts. Construction duration is expected to be 12 months.</p> <p>25. Banning left turns from Harborne Lane to Bristol Road except buses and cyclists is necessary to achieve the required junction capacity. The demand for this turning is expected to be negligible as there are no frontages on the west side of Bristol Road.</p> <p>26. The implementation of a temporary scheme is not viable option due to the cost and short life span.</p> <p>27. Paving immediately fronting bear staff pub is on private land therefore will not be included as part of this scheme. It is intended to resurface the public footway in front of the pub to match the paving in vicinity.</p> <p>28. Trees have been proposed along east side of Harborne Lane as indicated on drawing no. 80409-L001 attached as Appendix E3.</p> <p>29. The area of the private land to be taken from Sainsbury's is fixed by the land agreement between the City Council and Sainsbury's.</p> <p>30. It is proposed to downgrade this section of Bristol Road to 2 lanes in each direction (the near side lanes are for bus stops and left turn flare lanes only). 2 lanes in each direction are required to provide traffic capacity based on the traffic modelling study.</p> <p>31. It is intended to match the paving in Bournbrook centre.</p> <p>32. The trees within triangle landscape top of Harborne Lane will have to be removed due to the new road layout. Replacement trees will be planted in vicinity.</p> <p>33. The project team has been working closely with Transport for West Midlands and National Express to agree bus stop location taking into minimising the required walking / crossing between bus stops.</p> <p>34. Indicative landscape proposals are shown on drawing no. 80409-L001 attached as Appendix E3. The proposals will be developed and tree locations confirmed at the detailed design stage.</p> <p>35. The construction of SONR Phase 1B, through the widening of Harborne Lane, introduction of additional lanes and changes to the configuration of the Bristol Road / Harborne Lane junction, will encourage through traffic in particular using the new road. The 2023 traffic flow forecast, as presented at the Public Inquiry in 2005, showed a 60/40 split between the SONR and Bristol Road (with the higher flow on the SONR). Recent traffic modelling data is showing a 55/45 split in traffic between the SONR and Bristol Road. The signing will divert through traffic along the new road which has already been given A38 classification by the DfT. Following the completion of SONR Phase 1B, subject to securing further funding, it is proposed to downgrade Bristol Road through the local centre from the existing 4 lanes carriageway to 2 lanes carriageway with introduction of parking bays and 20mph speed limit.</p> <p>36. The bus bays on Harborne Lane and Oak Tree Lane bus bay will remain.</p>
<p>Respondent x 9</p>	<p>Provided comments as below:</p> <p>1. The right turn into Gibbins Road already creates a long queue around the traffic islands and signalisation is unlikely to improve that (1 respondent).</p> <p>2. Making the road through Selly Oak centre access for buses and taxis only would benefit the area significantly (1 respondent).</p> <p>3. New builds will add to the traffic which is already congested at peak times (1 respondent).</p> <p>4. Unsure whether the proposal will alleviate traffic flow (1 respondent).</p> <p>5. On the whole, the scheme looks ok for motor traffic, but the right turn from Chapel Lane into B&Q looks like a collision risk with traffic coming in the opposite direction (1 respondent).</p> <p>6. What is the bus provision and what provisions will be there for commuters whilst the work is going on (1</p>	<p>Neutral</p>	<p>1. Proposed traffic lights at Gibbins Road junction would reduce the queue length at the roundabout. SONR 1B would increase the capacity at the triangle once implemented, therefore dis-encourage the rat-run traffic on Gibbins Road.</p> <p>2. Subject to securing further funding, it is proposed to downgrade Bristol Road through the local centre from the existing 4 lanes carriageway to 2 lanes carriageway with introduction of parking bays and 20mph speed limit, once the SONR 1B is completed. However, it is not possible to make this section of road buses and taxis only as the access to the residents / businesses along the road need to be provided.</p> <p>3. The traffic modelling includes for new development traffic. The modelling result</p>

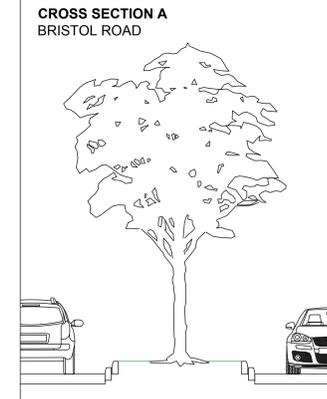
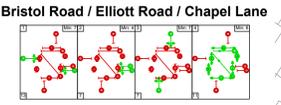
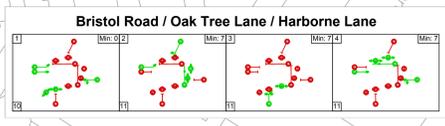
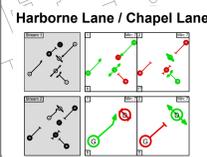
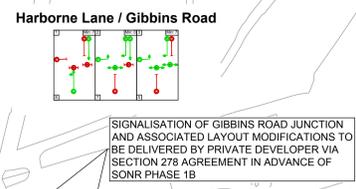
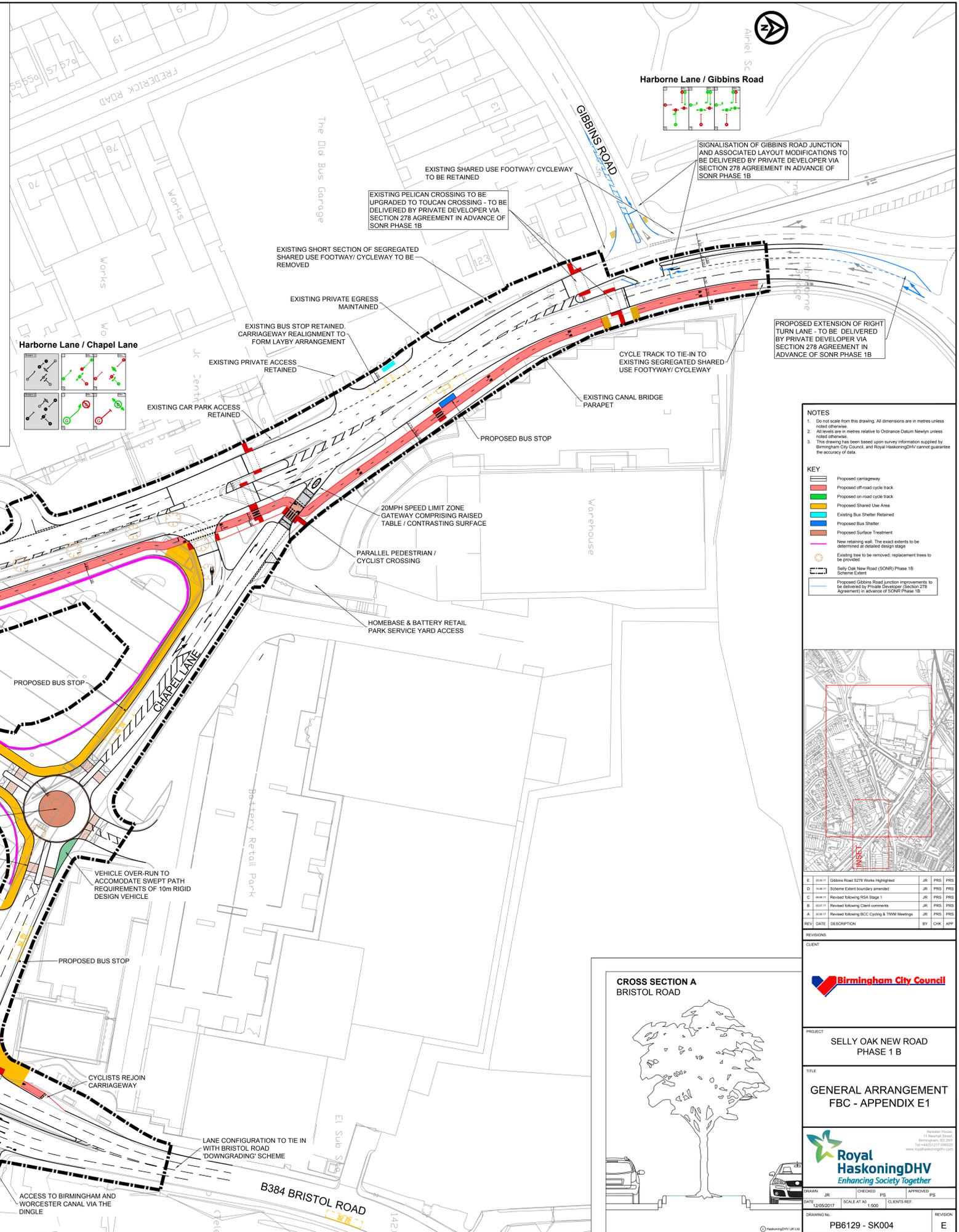
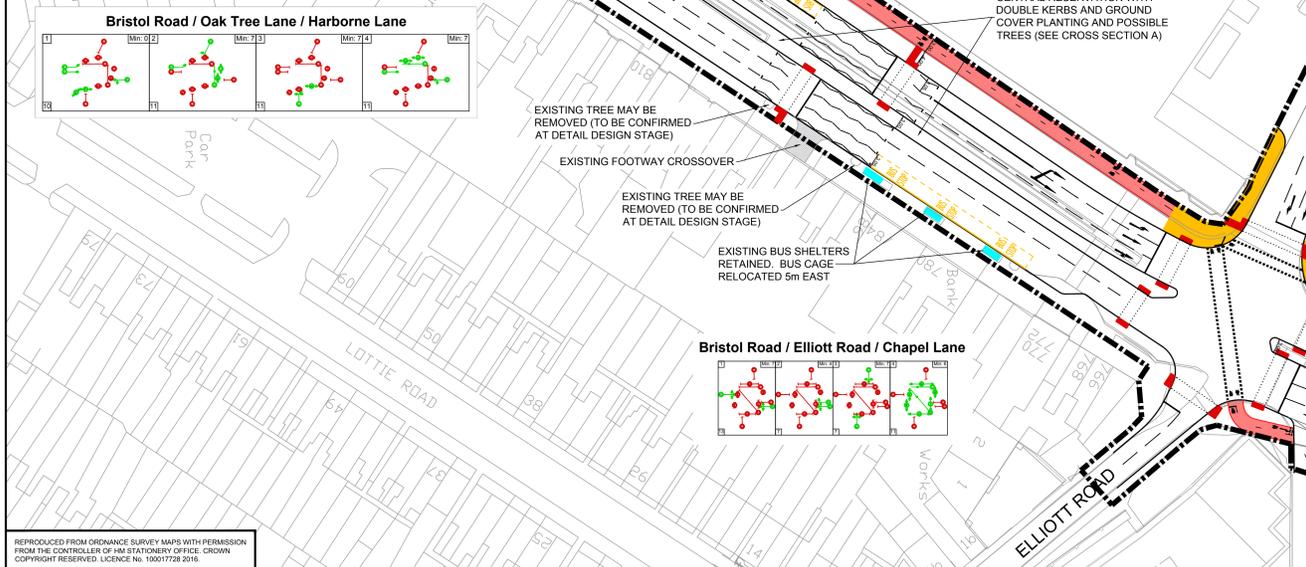
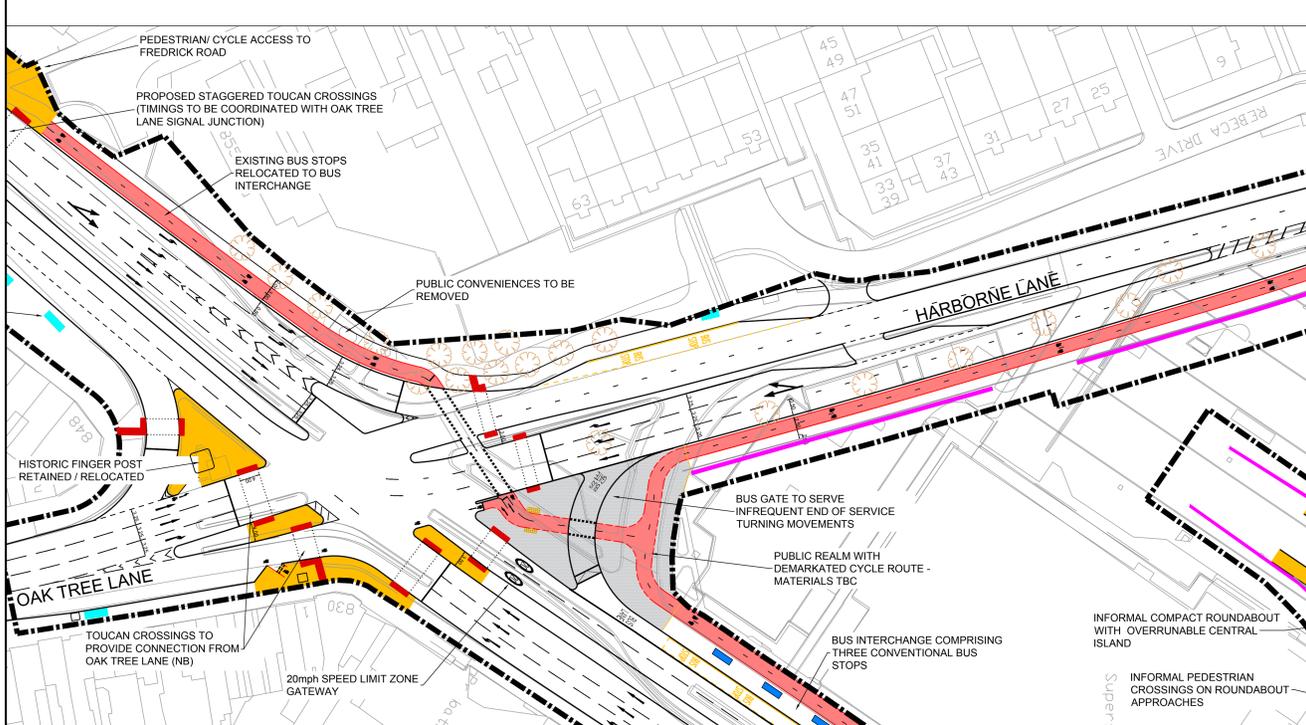
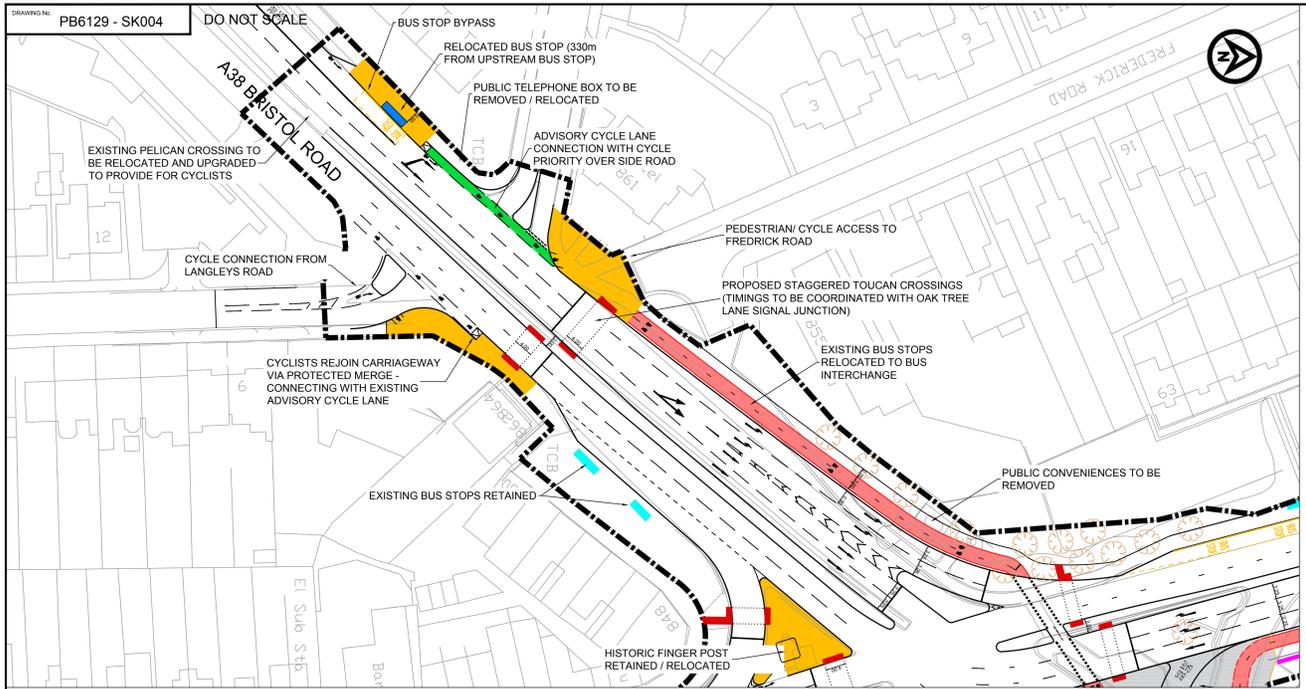
	<p>respondent)?</p> <ol style="list-style-type: none"> 7. There are many inconsiderate drivers parking in restricted areas and I rarely see a traffic officer patrolling the parking. Surely there is a case for a red route along part of this area, ensuring the traffic can flow freely with less delays and bottle-necks (1 respondent). 8. Is the intention to reduce the traffic flow through the centre of the Selly Oak down the old A38? If so, is the capacity of the new A38 sufficient to handle the increase (1 respondent)? 9. What is the future use of the existing Sainsbury's store and site (2 respondents)? 10. 20mph limits need to be used sparingly as they slow ambulances down (1 respondent). 11. It would be better to change lane 1 of Bristol Road as a left turn lane with straight ahead for buses only with the short stretch of Bristol Road South of the junction converted to Bus Lane, therefore minimising merging traffic to buses/ taxis only (1 respondent). 		<p>shows a queue length reduction at the key junctions.</p> <ol style="list-style-type: none"> 4. The proposal would increase traffic capacity at key junctions therefore reduce queueing and delay. 5. The right turn from Chapel Lane into former B&Q site is required for their visitors. Right turning traffic will be required to give way to oncoming traffic. 6. The project team has reviewed the bus provision with Transport for West Midlands and National Express. The agreed bus measures are shown on plan PB6129 - SK004 attached as Appendix E1. Bus services will be maintained and temporary bus stops will be provided during the construction work. 7. The project team will report the enforcement issue to the relevant team in the City Council. Proper Traffic Regulation Order will be introduced to ensure the free flow traffic. 8. Subject to securing further funding, it is proposed to downgrade Bristol Road through the local centre from the existing 4 lanes carriageway to 2 lanes carriageway with introduction of parking bays and 20mph speed limit, once the SONR 1B is completed. Recent traffic modelling shows the downgraded Bristol Road, following the completion of SONR Phase 1B, is expected to carry around 1200 - 1800 vehicles per hour at peak times with around 1800 – 2000 vehicles using the SONR. This is consistent with the traffic flow data presented at Public Inquiry in 2005 which showed a 60/40 split of traffic between the SONR and Bristol Road. 9. Future use of the Sainsbury's existing store and the site is yet to be determined by the private land owner. 10. Police, fire and ambulance services are allowed to exceed speed limits in the course of their emergency response duties. 20mph would provide safety benefits to pedestrians / cyclists. 11. This layout has been considered. Taking into account the additional green time that would be required for Oak Tree Lane to Harborne Lane traffic and the fact that buses would not gain much benefit due to the high volume of traffic turning left into Oak Tree Lane in both AM and PM peak times, it is not proposed to take the suggested layout forward.
<p>Respondent x 23</p>	<p>Object to or raised concerns over the proposed cycle measures presented at the consultation stage. Suggest the proposed cycle measures to be reviewed to include modern cycling measures such as segregated cycle tracks.</p>	<p>Negative response to the proposals shown on the consultation plan. Proposals for cycling have been changed significantly following the consultation feedback. See officer's response.</p>	<p>The project team has reviewed the cycle facilities following the public consultation feedback and revised the proposal. The revised cycle facilities are shown on plan PB6129 - SK004 attached as Appendix E1 and include:</p> <ol style="list-style-type: none"> a. Segregated two way cycle track along Bristol Road with single phase cycle crossing at Harborne Lane junction and single / diagonal cycle crossing at Chapel Lane junction. b. Segregated two way cycle track along Harborne Lane. <p>The revised cycle proposals have been designed to connect with existing and possible future cycle measures in the Selly Oak area.</p> <p>The negative comments on the proposed cycle measures have now been addressed.</p>
<p>Respondent x 12</p>	<p>Object to the proposal with further comments as below:</p> <ol style="list-style-type: none"> 1. Bristol Road between Harborne Lane and Chapel Lane should be downgraded further for pedestrian and cyclists. Cannot see the need for 3 lanes along Bristol Road in each direction (2 respondents). 2. A particular concern is the alignment of Bristol Road in this location seems to be shifting eastwards putting at risk the very fine mature trees along the edge of the current pavement. A better solution would be 2 lanes in each direction, no central reserve and the addition of proper parking bays alongside (1 respondent). 3. Removal of trees or putting them at risk is unacceptable and is poor design not to recognise their importance at this stage (1 respondent). 4. No plan to reduce the heavy flow of motor traffic through the centre of Selly Oak. The scheme continues to condense three lanes of motor traffic down to two lanes and then feed it this traffic through the centre of Selly Oak (4 respondents). 	<p>Negative</p>	<ol style="list-style-type: none"> 1. It is proposed to downgrade this section of Bristol Road to 2 traffic lanes in each direction plus 1 lane for bus stops and left turn flare lanes only. The footway on the west side will be widened to provide more space for pedestrians. 2. There is no intention to shift the road eastwards therefore the mature trees on the east side of the road will not be affected. The central reservation is required at both ends to accommodate the signal equipment. 3. It is necessary to remove some trees to accommodate the new road layout. The trees will be replaced in the locality on a 2 for 1 basis. 4. The construction of SONR Phase 1B, through the widening of Harborne Lane, introduction of additional lanes and changes to the configuration of the Bristol Road / Harborne Lane junction, will encourage through traffic in particular using

	<ol style="list-style-type: none"> 5. Busses travelling east on Bristol Road will have to pull out from the stop between Lodge Hill Road and Harborne Lane and cross two lanes of traffic in order to continue eastwards (1 respondent). 6. The proposed design worsens the situations for pedestrians. The redesign of the junction of Bristol Road and Harborne Lane is poorly thought out and prioritises private motor vehicles over public transport and pedestrians. The proposal at this junction replaces the existing three pedestrian crossings to get from the western side of the junction to the eastern side with no fewer than seven separate crossings. The existing crossing on Harborne Lane, besides the exit from the Sainsburys is removed. Pedestrians on Chapel Lane will have to cross entrances and exits just as they do now. The plans show no sign that either zebra crossings or raised paving surfaces to indicate pedestrian priority. The proposed roundabout would take pedestrians further away from their desire line of travel and require them to cross two lanes of traffic, one in each direction, instead of a single one-way lane (1 respondent). 7. The suggestion that a 20mph limit will be considered for a stretch of Bristol Road is particularly poor. WM Police show no indication to undertake traffic policing of any description (1 respondent). 8. The original scheme was designed a long time ago and therefore doesn't account for the change in vehicle journeys and the additional housing, particularly student accommodation. Hard to see how the scheme will relieve pressure much on the traffic as you still gave the same number of lanes coming up from the hospital (1 respondent). 9. The bypass by the hospital only makes things worse than previous. This scheme will cause issues in the area and only push delays down the A38. With all the other works going on in the city this will make it more and more difficult for anyone in Selly Oak/Northfield (1 respondent). 10. This design is a mess, full of contradictory traffic paths that will force drivers to stop and start several times more than necessary to get through the cacophony of traffic lights (1 respondent). 11. The council should be installing new subways and pedestrian bridges rather than at-grade crossings. The former are much safer and more convenient for everyone. This is especially the case in areas like this where the whole landscape can be redesigned to minimise staircases and dark approaches (1 respondent). 12. Bus stop for the city centre buses located between the top of Frederick Road and Harborne Lane is absent from the overview of the scheme. This bus stop is very important to people living in the roads around this area. Please consider retaining the bus stop at the top of Frederick Road (2 respondents). 13. At the moment buses towards Northfield from QE Hospital / Harborne coming up Chapel Lane turning right onto Bristol Road, which makes an excellent interchange with from city centre buses and No. 76 bus from Pershore Road. The proposal does not provide any replacement for this interchange (2 respondents). 14. There has never been a good bus interchange for cross-city and towards city buses, and you are not putting anything in place to improve this. It is difficult to say which roads the No. 11 bus will be going along. The proposed new bus stop on the from Harborne side of Harborne Lane is too far down to make it good for interchange with to- and from-city buses and there is no convenient crossing point to get over to houses etc on the other side of Harborne Lane (The existing pedestrian crossing point near Sainsbury's egress is not shown on the proposed plan) (1 respondent).. 15. The new proposed bus stop on Chapel Lane is too far down the road to make a good getting off point for people wanting to go to that part of Bristol Road. Also there is no crossing point there for people getting off at that bus stop to get across to Battery Retail Park (1 respondent). 16. The roundabout will increase danger for cyclists and pedestrians (1 respondent). 17. A bus only gate onto the Old Bristol Road should be included for buses heading into the city along the old Bristol Road (1 respondent). 18. Poor pedestrian crossing facilities (3 respondents). 		<p>the new road. The 2023 traffic flow forecast, as presented at the Public Inquiry in 2005, showed a 60/40 split between the SONR and Bristol Road (with the higher flow on the SONR). Recent traffic modelling data is showing a 55/45 split in traffic between the SONR and Bristol Road. The signing will divert through traffic along the new road which has already been given A38 classification by the DfT. Following the completion of SONR Phase 1B, subject to securing further funding, it is proposed to downgrade Bristol Road through the local centre from the existing 4 lanes carriageway to 2 lanes carriageway with introduction of parking bays and 20mph speed limit.</p> <ol style="list-style-type: none"> 5. The project team has reviewed the design after the public consultation. The bus stop between Lodge Hill Road and Harborne Lane will now be relocated to slightly further west to allow buses to join the eastbound flow earlier and easier. 6. The project team has reviewed the design following the public consultation feedback. The revised layout shows less crossing stages for pedestrians at this junction. Also, the existing pedestrian crossing on the west side of Langleys Road will be relocated closer to Bristol Road / Harborne Lane junction for better crossing facilities (i.e. closer to the desired line). The existing crossing on Harborne Lane at the exit from Sainsbury's will be removed as part of the removal of the traffic signal controlled exit from the existing store. The size of the proposed roundabout on Chapel Lane has been reduced by making the centre island 'overrunnable'. Pedestrian crossing facilities with refuge islands have been introduced on each arm. This would be better arrangement for pedestrian as they have to cross two lanes one-way heavy traffic at the moment. 7. 20mph will be introduced with other traffic calming measures along Bristol Road through the local centre to ensure the compliance. 8. The scheme has been reviewed and tested in traffic modelling based on the recent traffic survey. The modelling has taken into account the future additional traffic attracted by the new Sainsbury's and Life Science development. The modelling result shows a queue length reduction at the key junctions. 9. As 8 above. 10. Traffic lights are required due to the complex layout and the number has been kept to minimum. 11. Subways and overbridges would cause extra inconvenience for pedestrian and cyclists. The cost of constructing such structure is too high to be accommodated in this scheme. 12. This bus stop cannot be retained at the same location due to the proposed left turn lanes. However, it will be relocated to west side of Lodge Hill Road for the convenience of people living around the area. 13. The revised road layout provides for buses travelling to Northfield from QE Hospital / Harborne to use Chapel Lane then turn right onto Bristol Road and interchange with No. 76 bus on Chapel Lane or from city centre buses on Bristol Road. 14. National Express has confirmed that 11C (clockwise) will be turning right onto Bristol Road from Oak Tree Lane then left onto Chapel Lane then right onto Harborne Lane (vice versa for 11A), which will allow a better interchange between cross-city and into city buses on Bristol Road (between Harborne Lane and Chapel Lane). 15. The project team has reviewed the design following the public consultation feedback and this bus stop has now been relocated further west to the proposed roundabout. This bus stop cannot be installed closer to Bristol Road due to the existing site constraints imposed by the entrance to Sainsbury's service yard. Also, the previous bus stop is located on Bristol on the north side of Chapel Lane. The revised location has been agreed with Transport for West Midlands and National Express. The size of the proposed roundabout on Chapel Lane has been reduced by making the centre island 'overrunnable'. Pedestrian crossing facilities with refuge islands have been introduced on each arm. This would be better arrangement for pedestrian as they have to cross two lanes one-way heavy traffic at the moment. 16. The project team has reviewed the design following the public consultation feedback. The size of the proposed roundabout on Chapel Lane has been reduced by making the centre island 'overrunnable', which is more cycle friendly. Pedestrian crossing facilities with refuge islands have been introduced on each arm. This would be better arrangement for pedestrian as they have to cross
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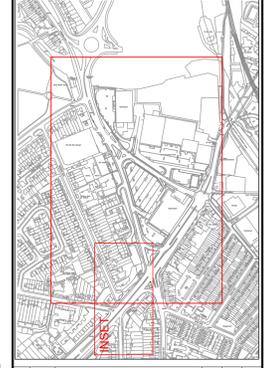
			<p>two lanes one-way heavy traffic at the moment. Also, Chapel Lane will be made 20mph, which would be safer for both pedestrians and cyclists.</p> <p>17. It would not be practical to install a bus only gate due to the site layout and junction capacity constraint.</p> <p>18. The project team has reviewed the design after the public consultation in order to improve the pedestrian crossing facilities. The pedestrian crossing stages have been reduced at junctions. The existing pedestrian crossing on the west side of Langleys Road will be relocated closer to Bristol Road / Harborne Lane junction for better crossing facilities (i.e. closer to the desired line). The size of the proposed roundabout on Chapel Lane has been reduced by making the centre island 'overrunable' with pedestrian crossing and refuge islands incorporated.</p>
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- The project team has reviewed and revised the scheme layout following the public consultation feedback received in late 2016. On 10th August 2017, City Council Officers presented the revised draft scheme plans to the Selly Oak and Edgbaston Consultative Group attended by three Ward Councillors, the Local MP, local resident groups / associations and other stakeholders. The group supported the proposals and progression of the project to construction.

SELLY OAK & EDGBASTON CONSULTATIVE GROUP 10th August 2017 Attendance	Opinion	Response
Cllr Karen McCarthy – Selly Oak, Cllr Brigid Jones – Selly Oak, Cllr Fergus Robinson – Edgbaston, Steve McCabe – MP Selly Oak, Stephen Bond – Technical Officer Selly Oak District (Highways), Selly Oak Area Caretaker Society, Community Partnership for Selly Oak, Bournbrook Neighbourhood Forum, Calthorpe Residents Society, Edgbaston Residents Association, Langleys Road Neighbourhood Watch, University of Birmingham, Battery Site Developer, Sainsbury's, Inland Waterways, Lapal Canal Trust and local residents	Supportive	Noted



- NOTES**
- Do not scale from this drawing. All dimensions are in metres unless noted otherwise.
 - All levels are in metres relative to Ordnance Datum Newlyn unless noted otherwise.
 - This drawing has been based upon survey information supplied by Birmingham City Council, and Royal HaskoningDHV cannot guarantee the accuracy of data.
- KEY**
- Proposed carriageway
 - Proposed off-road cycle track
 - Proposed on-road cycle track
 - Proposed Shared Use Area
 - Existing Bus Shelter Retained
 - Proposed Bus Shelter
 - Proposed Surface Treatment
 - New retaining wall. The exact extent to be determined at detailed design stage.
 - Existing tree to be removed, replacement trees to be provided.
 - Selly Oak New Road (SONR) Phase 1B Scheme Extent
 - Proposed Gibbins Road junction improvements to be delivered by Private Developer (Section 278 Agreement) in advance of SONR Phase 1B.



REV	DATE	DESCRIPTION	BY	CHK	APP
E	20/01/17	Gibbins Road S278 Works Highways	JR	FRS	FRS
D	14/01/17	Scheme Extent boundary amended	JR	FRS	FRS
C	08/01/17	Revised following RSA Stage 1	JR	FRS	FRS
B	05/01/17	Revised following Client comments	JR	FRS	FRS
A	20/01/17	Revised following BCC Cycling & TRM Meetings	JR	FRS	FRS

Birmingham City Council

PROJECT
SELLY OAK NEW ROAD
PHASE 1 B

TITLE
GENERAL ARRANGEMENT
FBC - APPENDIX E1

Royal HaskoningDHV
Enhancing Society Together

DATE	DRWN	CHKD	PS	APPROVED	PS
12/05/2017	JR	FRS	FRS		

Scale: 1:500

Client Ref: [blank]

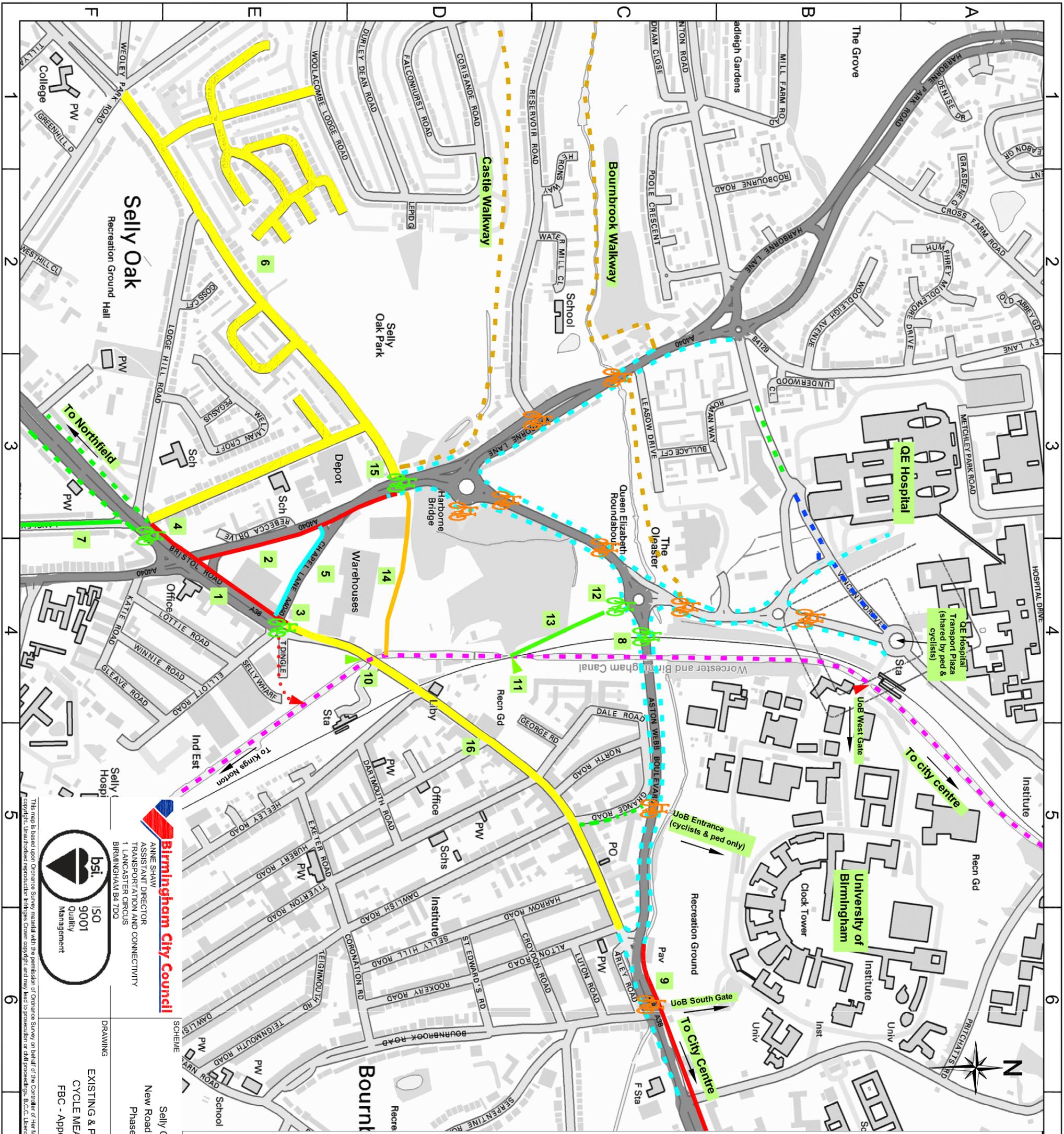
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Project: [blank]

Revision: [blank]

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Birmingham City Council
 ANNE SHAW
 ASSISTANT DIRECTOR
 TRANSPORTATION AND CONNECTIVITY
 1 LANCASTER CIRCUS
 BIRMINGHAM B4 7DO

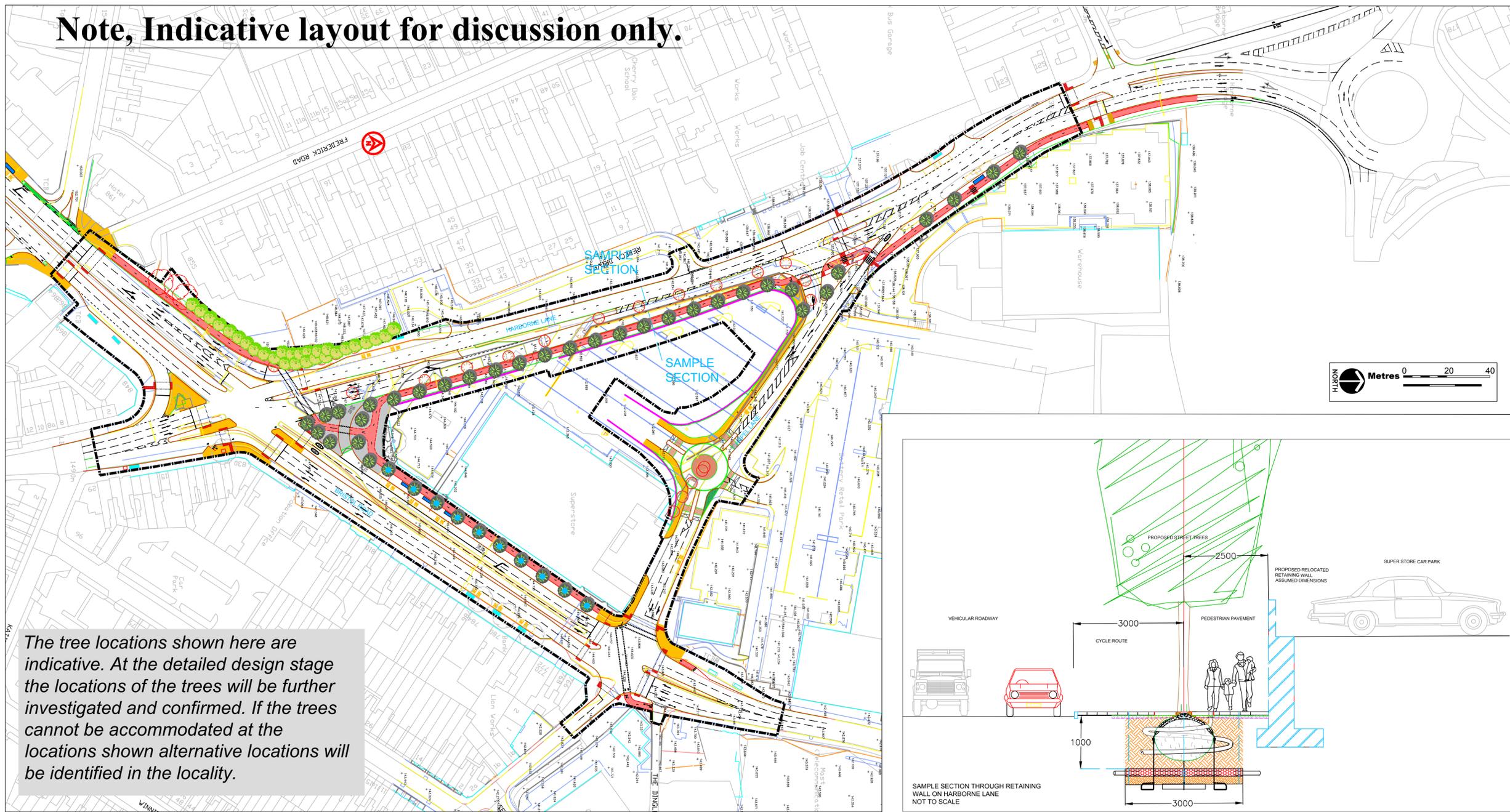
bsi. ISO 9001 Quality Management

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DRAWING		SCHEME	
EXISTING & PROPOSED CYCLE MEASURES		New Road (SONR) Phase 1B	
FBC - Appendix E2			
DATE	REV.	Key and Notes Changed	Y/N
10/09/17	A		Y/N
DRAWN	DESIGNER	REVISIONS	DRN PM
YL 27/08/17	YL 27/08/17	PM	REVISION
DRAWING STATUS		SCALE	
GENERAL		NTS	
DWG. NO		CA-02722_S1_005	

- KEY:**
- Existing Cycle Lane on Carriageway
 - Existing Footway Shared by Cyclists and Pedestrian
 - Existing Canal Towpath
 - Existing Cycleable Walkway
 - Existing Cyclists and Pedestrian Only Road
 - Existing Canal Towpath Access
 - Existing Toucan Crossings
 - Existing Connection to Canal Towpath
 - Proposed Cycle Lane on Carriageway
 - Proposed 20mph Roads
 - Proposed Segregated Cycle Track
 - Proposed Cycleable Route along Canal Corridor
 - Proposed Footway Shared by Cyclists and Pedestrian
 - Proposed Cycleable Crossings
 - Proposed Canal Towpath Access
- Proposed Cycle Measures - as part of SONR 1B works**
- Proposed segregated two way cycle track along Bristol Road including a single phase crossing through the complex junction with Harborne Lane.
 - Proposed segregated two way cycle track along Harborne Lane.
 - Proposed single phase crossing to allow cyclists back on to the carriageway to the local centre; proposed diagonal crossing to allow on carriageway cyclists from the local centre to join the proposed cycle track.
 - Proposed Toucan crossing to allow cyclists to join the existing on carriageway cycle lanes towards Northfield.
 - Proposed footway shared by cyclists and pedestrian.
- Proposed Cycle Measures - as part of District Highway Improvement Works**
- Proposed 20mph roads (scheme approval already obtained).
- Proposed Cycle Measures - as part of Green Travel District Works**
- Proposed signed on carriageway cycle Lane.
 - Proposed Toucan Crossing.
- Proposed Cycle Measures - as part of BCR Works**
- Proposed segregated two way cycle along A38 towards City Centre.
 - Proposed canal tow path access point from Bristol Road.
- Proposed Cycle Measures - as part of Battery Site Development Works by Sainsbury's**
- Proposed canal tow path access point from the development site.
 - Proposed Toucan or Tiger Crossing.
 - Proposed cycle lane through the new development site.
 - Proposed cycleable route along canal corridor.
 - Proposed Toucan Crossing as part of Gibbins Road Junction Signalisation works before SONR 1B under a S278 Agreement.
- Proposed Cycle Measures - as part of Future Bristol Road Local Centre Downgrading Works.**
- Proposed 20mph and narrower one lane single carriageway through the Selly Oak Local Centre.

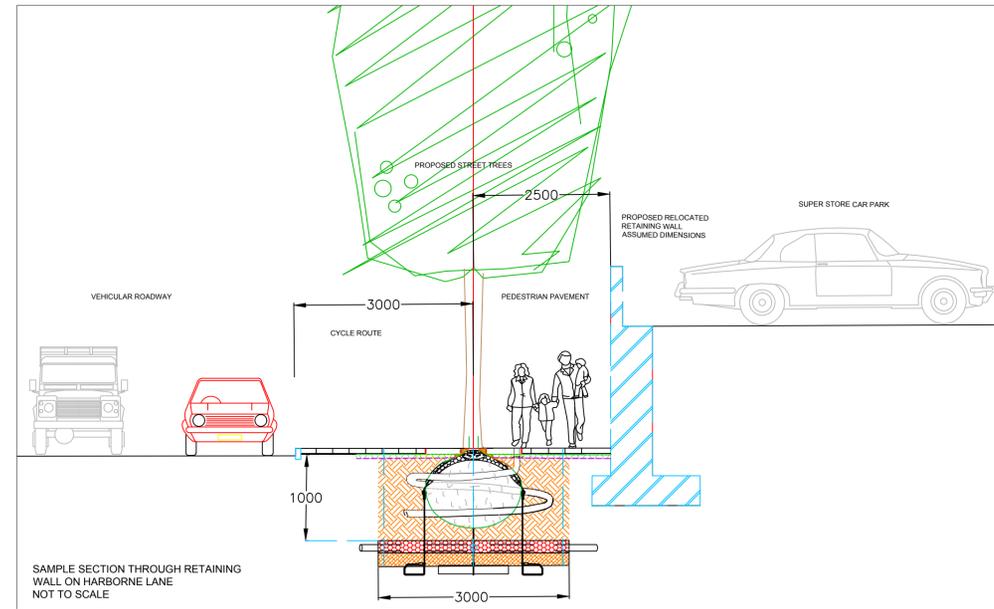
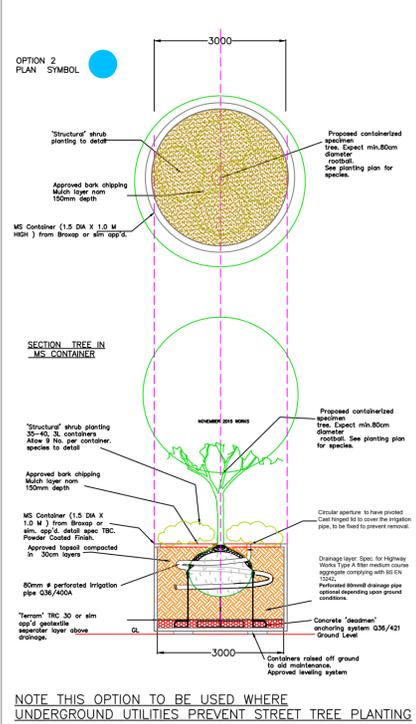
Note, Indicative layout for discussion only.



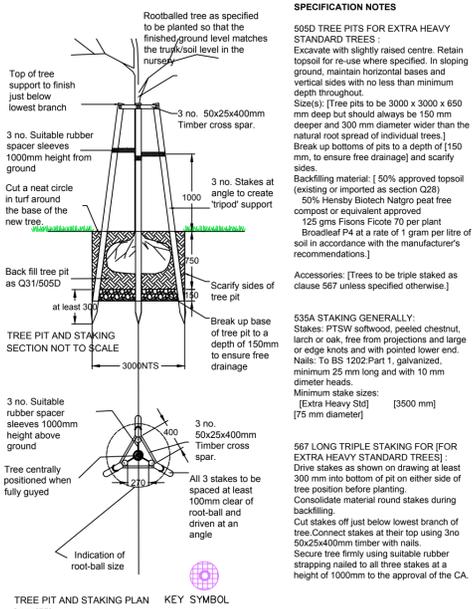
The tree locations shown here are indicative. At the detailed design stage the locations of the trees will be further investigated and confirmed. If the trees cannot be accommodated at the locations shown alternative locations will be identified in the locality.

- Key
- Trees to be removed.
- New trees, Highway.
- New trees, Parks.
- New Trees in Hard Landscape.
- New Trees in soft Landscape.
- Subject to underground survey
- New Trees may need to be in containers above ground.
- Subject to detail level survey, Existing Trees which may be affected by the works.

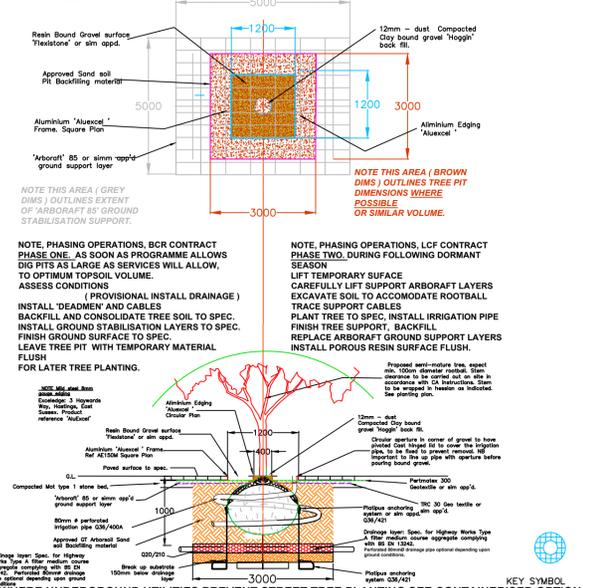
DETAIL TREE IN APPROVED CIRCULAR MS CONTAINER



Tree in Soft Surface.



Q36/311B TREE PIT IN HARD PAVED AREA WITH POROUS RESIN BOUND GRAVEL FINISH



Selly Oak Road Project Tree Planting schedule

Civic Avenue Trees. Total Required, 28 No. Parks. 43 No. Highway TOTAL TREES REQUIRED = 71No.

Code	Total	Species	Specification	Girth	Height	Notes
Pa	7 No	Prunus avium 'Plena'	Extra Heavy Std	18-20cm	450-500cm	Root balled
Qf	7 No	Quercus frainetto	Extra Heavy Std	18-20cm	450-500cm	Root balled
Ph	7 No	Platanus x hispanica	Extra Heavy Std	18-20cm	450-500cm	Root balled
Te	7 No	Tilia X euchlora	Extra Heavy Std	18-20cm	450-500cm	Root balled
Si	7 No	Sorbus intermedia	Extra Heavy Std	18-20cm	450-500cm	Root balled
Cb	7 No	Carpinus betulus 'Frans Fontaine'	Extra Heavy Std	18-20cm	450-500cm	Root balled
Ac	7 No	Alnus cordata	Extra Heavy Std	18-20cm	450-500cm	Root balled
Ae	7 No	Acer campestre 'Elegant'	Extra Heavy Std	18-20cm	450-500cm	Root balled
Na	7 No	Nothofagus antarctica	Extra Heavy Std	18-20cm	450-500cm	Root balled
Ls	8 No	Liquidambar styraciflua	Extra Heavy Std	18-20cm	450-500cm	Root balled

Note, Indicative species only. Detail to be confirmed.



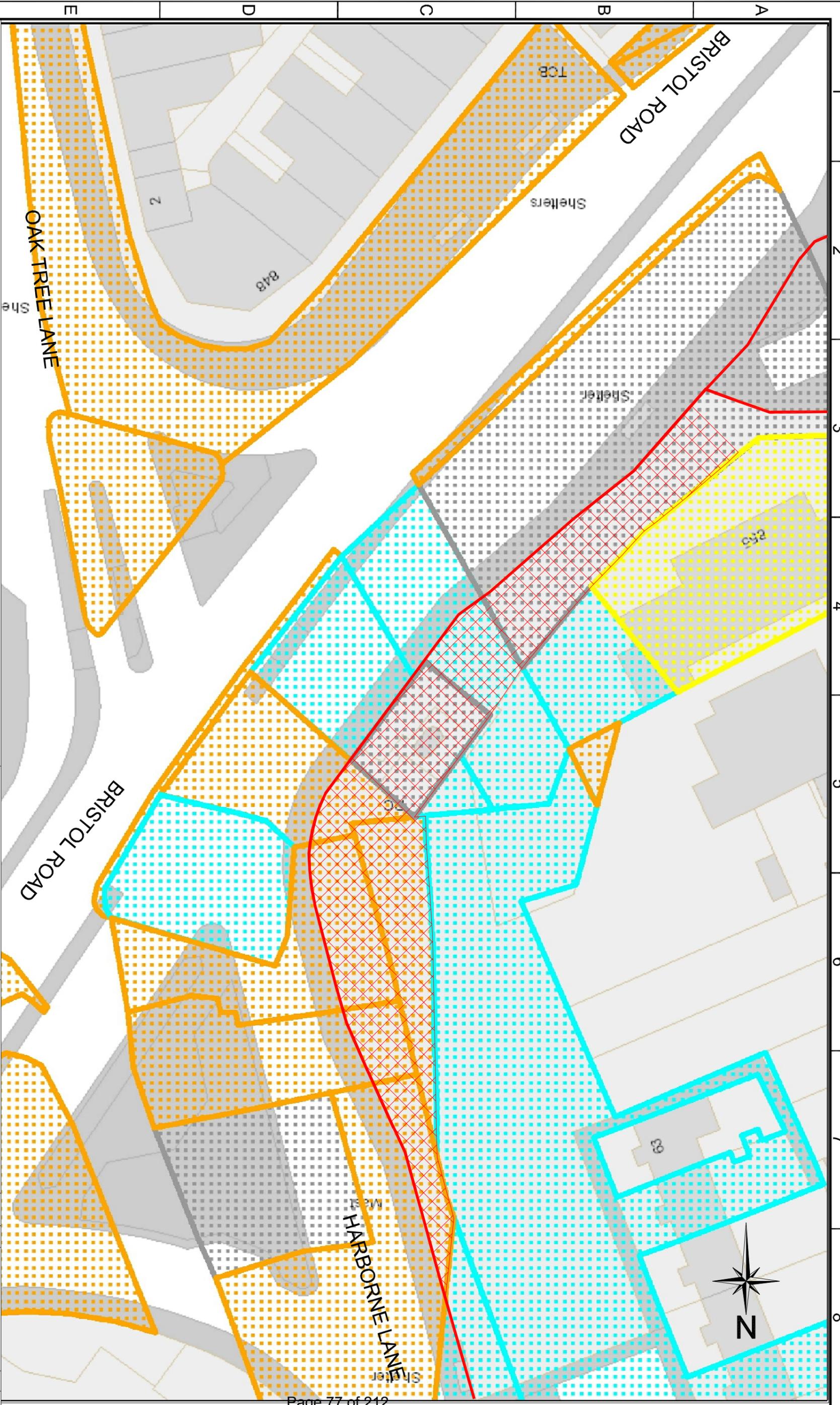
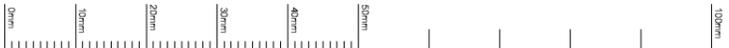
Birmingham City Council
Client: BCC - Infrastructure Delivery

Project: Selly Oak New Phase 1B

Title: Landscape Proposal 'FBC-Appendix E3'

Drawing Number: 80409-L001

Page 75 of 212



Key:



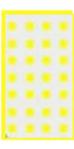
Land owned by Housing



Land owned by Transportation



Land owned by Economic Development



Land owned by Education



Area to be dedicated as HMPE



Existing Highways boundary



Birmingham City Council
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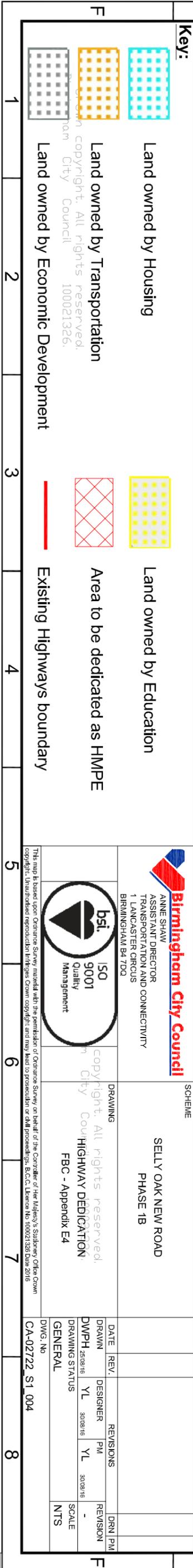
SCHEME

SELLY OAK NEW ROAD
 PHASE 1B



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 City Council
HIGHWAY DEDICATION
 FBC - Appendix E4

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Tender Evaluation Summary

- 1 The main construction works were procured through the Highways and Infrastructure Works Framework Agreement following the protocol using Lot 4 for work above £500,000+, approved by the former Cabinet Member for Commissioning, Contracting and Improvement jointly with the Deputy Chief Executive on the 21st August 2014. The process to identify a preferred Contractor was as follows:
 - An Expression of Interest to Tender for SONR 1B letter was produced and issued, to the 6 Framework Contractors on 13th July 2016 and 5 Contractors were expressed the interest to tender for this scheme.
 - Tenders were invited from these 5 Contractors on 10th August 2016 and 2 Contractors withdrew during the tender period.
 - During the tender period mid tender interviews were held with the 3 Contractors to clarify the Councils requirements but also to answer any queries from tenderers. Responses to questions of a non-specific nature were shared with all other Contractors. Tenders were returned on 26th October 2016.
 - The tendered prices were higher than the pre tender estimate. Meetings were held with the 3 contractors to discuss the submitted tender and to explore possible value engineering options.
 - No practical value engineering options were identified and it was accepted additional funding would have to be found to address the increase in the works cost.
 - Additional funds have been identified as set out in the Executive Report.
 - A revised tender was issued on 21st February 2017. The revised tender reflected the latest programme and included certain clarifications raised in the meetings with the contractors.
 - Revised tenders were returned on 13th March 2017

- 2 The evaluation was completed against the price (60%) / quality (30%) / social value (10%) model.

- 3 **Quality** – in order to evaluate the capability of contractors for this work, tenderers were required to demonstrate their capability by providing information on the following:
 - Traffic Management (25% sub weighting);
 - Risk Management and Allocation (20% sub weighting);
 - Design (30% sub weighting);
 - Organisation and Resources (5% sub weighting);
 - Stakeholder Engagement (20% sub weighting)

The quality evaluation scores are shown in the table below:

TENDERER	A	B	C
Quality Score (Max 500)	185.00	310.00	337.50
Weighted Quality Score (Max 30)	16.44	27.56	30.00
QUALITY RANKING	3	2	1

1 **Social Value** - Tenderers were asked to provide action they propose for this project if they were awarded this contract in relation to the following areas as part of the Social Value assessment:

- Local Employment (60% sub weighting);
- Partners in Communities (15% sub weighting);
- Good Employer (15% sub weighting);
- Green and Sustainable (10% sub weighting)

The social value evaluation scores are shown in the table below:

TENDERER	A	B	C
SV Score (Max 500)	400.00	315.00	400.00
Weighted SV Score (Max 10)	10.00	7.88	10.00
SV RANKING	1	3	1

2 **Price** – the price was evaluated as below:

- Advanced Works & Design Elements (45% sub weighting);
- Construction Elements & Risk Allowance (45% sub weighting);
- Compensation Event (10% sub weighting)

The price evaluation scores are shown in the table below

TENDERER	A	B	C
Advanced Works & Design Elements	£610,022.02	£474,320.12	£268,474.50
Weighted Score (Max 45)	19.80	25.47	45.00
Construction Elements & Risk Allowance	£7,622,809.31	£5,891,847.44	£4,421,208.15
Weighted Score (Max 45)	26.10	33.77	45.00
Compensation Event	£20,915.00	£11,672.57	£20,104.45
Weighted Score (Max 10)	5.58	10.00	5.81
Total Weighted Score	51.49	69.21	95.81
Total Adjusted Score (Max 60)	30.89	41.54	57.48
PRICE RANKING	3	2	1

3 **Overall Evaluation**

The overall evaluation scores are shown in the table below:

TENDERER	A	B	C
Weighted Quality Score (Max 30)	16.44	27.56	30.00
Weighted Social Value Score (Max 10)	10.00	7.88	10.00
Weighted Price Score (Max 60)	30.89	41.54	57.48

Total Weighted Score (Max 100)	57.33	76.98	97.48
OVERALL RANKING	3	2	1

4 Recommendations

It is recommended that the contract be awarded to Tenderer C on the basis of being the first ranked supplier after the price, quality and social value evaluation.

5 The contract will be managed by a representative nominated by the Head of Infrastructure Projects, Birmingham City Council.

BIRMINGHAM CITY COUNCIL

PUBLIC REPORT

Report to: **JOINT CABINET MEMBERS FOR TRANSPORT & ROADS AND VALUE FOR MONEY & EFFICIENCY JOINTLY WITH THE CORPORATE DIRECTOR, ECONOMY**

Report of: **INTERIM ASSISTANT DIRECTOR – TRANSPORTATION AND CONNECTIVITY**

Date of Decision: **1 November 2017**

SUBJECT: **BIRMINGHAM CYCLE REVOLUTION: A34 BIRCHFIELD ROAD (CITY CENTRE TO HEATHFIELD ROAD) – FULL BUSINESS CASE**

Key Decision: Yes (delegated) **Relevant Forward Plan Ref:**

If not in the Forward Plan: Chief Executive approved

(please "X" box) O&S Chair approved

Relevant Cabinet Member(s) or Relevant Executive Member: **Councillor Stewart Stacey – Transport and Roads**
Councillor Majid Mahmood – Value for Money and Efficiency

Relevant O&S Chair: **Councillor Zafar Iqbal – Economy, Skills and Transport**
Councillor Mohammed Aikhlaq – Corporate Resources and Governance

Wards affected: **Ladywood, Nechells, Aston, Lozells & East Handsworth**

1. Purpose of report:

- 1.1 To seek approval to the Full Business Case (FBC) for the A34 Birchfield Road (City Centre to Heathfield Road) scheme as part of the Birmingham Cycle Revolution programme at an estimated cost of £9,845,000 and to proceed with implementation having taken account of the consultation feedback.
- 1.2 To note the proposals for the future development of those elements of the Green Travel Districts aligned with the Birchfield Road scheme.
- 1.3 To seek approval for the Interim Assistant Director – Transport and Connectivity to appoint contractors and place orders for the construction of the works.
- 1.4 The accompanying private report contains confidential market information which could impact on the tender process.

2. Decision(s) recommended:

That the Cabinet Members for Transport and Roads and Value for Money and Efficiency jointly with the Corporate Director, Economy:-

- 2.1. Approve the Full Business Case (Appendix A) for the Birmingham Cycle Revolution A34 Birchfield Road (City Centre to Heathfield Road) scheme and proceed with its implementation, to be delivered at a total cost of £9,845,000 including works, land, contingencies and fees.
- 2.2 Approve the appropriation and change of function from Housing under the Housing Act 1985 to highways under the Highways Act 1980 of 315.0 m² of land held within the HRA to the General Fund as shown on the drawing numbered 15983 in Appendix G and as

identified within the Full Business Case Appendix A, the Council being satisfied that the land is no longer required for its current functions, with the overall market value of £300.00, subject to the procedure at 2.3 having been followed.

- 2.3 Authorise the Assistant Director of Property Services to complete the transfer of land and dedicate as Highway Maintainable at Public Expense (HMPE) to facilitate the building of the new footway including easements and drainage in the adjoining land connected to the scheme, and authorise the City Solicitor to complete such acquisition and disposal or easement and seal any documents in connection therewith
- 2.4 Note that a programme of complementary schemes will be developed as part of the Green Travel District (GTD) elements of the overall BCR programme proposals in accordance with the revised programme agreed as part of the Birmingham Cycle Revolution (BCR): Progress Update and Programme Revision Report approved at Cabinet 13th December 2016, as detailed in Appendix A.

Lead Contact Officer(s): Varinder Raulia – Head of Infrastructure Delivery

Telephone No: 0121 303 7363

E-mail address: Varinder.raulia@birmingham.gov.uk

3.Consultation

3.1 Internal

- 3.1.1 The Interim Leader has been informed of the implications for Council-owned land and the impact on trees. The Cabinet Member for Clean Streets, Recycling and the Environment and the Cabinet Member for Transparency, Openness and Equality have also been consulted.
- 3.1.2 The relevant Ward Councillors and District Chairs have been consulted by e-mail and through BCC officer attendance at District and Ward Committee meetings wherever possible. Any comments received have been included within the design process.
- 3.1.3 The Assistant Director for Highways and Infrastructure and the Corporate Director of Place have been consulted and are in agreement with the proposals and their comments have been included within the design process.
- 3.1.4 Officers from City Finance, Procurement, and Legal and Governance have been involved in the preparation of this report.
- 3.1.5 Agreement has been reached with the Assistant Director of Property Services in respect of the transfer of 2,747.00 m² of land to Highways Maintainable at Public Expense (HMPE). See section 5.3.1 for further details.

3.2 External

- 3.2.1 Relevant MPs, Emergency Services, Bus Operators, Disabled Groups and Cycling and Walking Groups have been consulted. Comments have been received and are provided in Appendix F.
- 3.2.2 All properties and businesses within a buffer of approximately 250m either side of the main corridor route received a leaflet informing them of the consultation

and signposting them to further information. This buffer was extended as appropriate to capture additional residences, businesses and adjacent places of interest. This general geographic area of distribution is shown on the plan in Appendix F.

- 3.2.3 To promote the consultation exhibitions posters were distributed to a selection of local shops and public buildings. The consultation was promoted more widely via local press releases and Birmingham City Council and Birmingham Cycle Revolution social media channels. Commuters and other road users were specifically made aware of the consultation process by placement of 16 road signs along the corridor and on all arms of approaches to junctions along Birchfield Road.
- 3.2.4 For those without web access, information packs were provided in accessible local buildings across the area for the duration of the six week consultation period. Paper questionnaire forms were also provided in these venues for people to complete and place in a feedback box. The drawings were uploaded on the Birmingham Be-Heard website enabling residents to make comments online.
- 3.2.5 All comments received have been considered during the FBC preparation. Full details are given in Appendix F, including design team responses to the key comments received. Design changes as a result of the consultation process are identified in the FBC at Appendix A.

4. Compliance Issues:

4.1 Are the recommended decisions consistent with the Council's policies, plans and strategies?

- 4.1.1 The BCR programme supports the City Council's Vision and Forward Plan priorities approved in May 2017, under the banner of 'connected', 'inclusive' and 'sustainable'. The measures also support the policies within the Birmingham Development Plan (BDP), the aspirations of Birmingham Connected, the Health and Wellbeing Strategy, and the West Midlands Strategic Transport Plan. Further details are included in Appendix A.
- 4.1.2 The scheme will help increase the uptake of cycling and will therefore have long term improvement in air quality.
- 4.1.3 All contractors on the Highways and Infrastructure Works Framework are accredited signatories to the Birmingham Business Charter for Social Responsibility. Prior to the award of works within this FBC additional actions proportional to the value of this contract will be agreed with the recommended contractor and included in their action plan and will be monitored during the delivery of the overall programme

4.2 Financial Implications (How will decisions be carried out within existing finances and Resources?)

- 4.2.1 The pre-estimated capital cost of the highway infrastructure schemes covered by this report in Appendix A is £9,845,000. This is funded from the DfT's Cycle City Ambition Grant (CCAG) (£5,111,600), Local Growth Fund (LGF) (£62,900) and the City Council's Integrated Transport Block (ITB) (£4,670,500). Further details are included in the FBC at Appendix A.
- 4.2.2 This project will create assets that will form part of the highway upon completion of the

project; as such they will be maintained within the overall highway maintenance regime. The estimated net cost of including these newly created assets within the highway maintenance regime is £11,400 per year. This cost will be funded from the provision for Highways Maintenance held within Corporate Policy Contingency. A Maintenance Finance Statement is included at the end of Appendix A.

4.2.3 The scheme requires the transfer of various areas of land (see Appendix G) to the Economy Directorate with the following financial implications.

- The appropriation of 315.00 m² of Housing land (HRA) from the Place Directorate at current market value of £300.00. By law, any appropriation of land between the HRA and the General Fund results in a transfer of borrowing between the HRA and the General Fund equivalent to the open market value of the land appropriated. Assuming an average long term interest of 4% per annum this will also result in revenue saving to the HRA of £12.00 per annum in perpetuity, with revenue costs to the General Fund of a similar value.
- The appropriation of 20 m² of land from the Place Directorate at current market value of £100.00 which will be treated as de minimis and there are therefore no financial implications.
- The remainder of the land is already held by the Economy Directorate and will transfer within the directorate to Highways.

4.2.4 Cycling Infrastructure measures are supported by marketing and promotion activities funded from within approved revenue budgets.

4.2.5 A Risk Management Assessment has been undertaken for this scheme (see Appendix C).

4.3 Legal Implications

4.3.1 The City Council carries out transportation and infrastructure related works under the relevant primary legislation including the Highways Act 1980, Town and Country Planning Act 1990, Traffic Management Act 2004, Transport Act 2000, and other related regulations, instructions, directives and general guidance. The appropriation of land required to deliver the scheme will be carried out under powers within s122 of the Local Government Act 1972.

4.3.2 The locations covered by this report are principally within areas of highway maintainable at public expense (HMPE) and planning or other consents are generally not required. However to accommodate those elements of the two-way segregated cycle track between the junction of New John Street West/Newtown Middleway and Chain Walk it will require the transfer of 2,747.00 m² of additional land to HMPE as detailed in paragraph 5.3.1 and Appendix G.

4.3.3 The scheme proposals will require Traffic Regulation Orders and Notices to enable delivery to proceed. These have been advertised where required, for the removal of bus lanes, cycle movements at signal controlled junctions, new hump crossings, conversion of footways to either segregated or shared use for pedestrians and cyclists and new or improved crossing facilities. The scheme will also require the removal and replacement of trees along the corridor. Subject to any comments/objections received during the statutory consultation period a further report will be required to determine any changes required to the scheme.

4.3.4 An initial assessment of section 122 of the Road Traffic Regulation Act 1984 has indicated that there will be no detrimental impact in respect of amenity or air quality resulting from the introduction of the above Traffic Regulation Orders.

4.4 Public Sector Equality Duty

4.4.1 An initial Equality Analysis was carried out prior to approval of the Project Definition Document and submission of the bid in March 2015. A revised analysis for the highway infrastructure scheme is included in Appendix B (Ref EA001493).

4.4.2 The Equality Analysis identified a risk of detriment to people with disabilities in sharing footways with cyclists, with a need to consult with groups representing physically disabled and visually impaired people, and to ensure that the schemes meet appropriate design standards and best practice. Groups representing disabled people were included in the scheme consultations and meetings have taken place with Access Committee for Birmingham and Guide Dogs as part of the development of the new Birmingham Cycle Design Guide. The installation of shared footways for cyclists is a standard solution used in many parts of the UK and is covered by existing design guidance. Their use in Birmingham will be in accordance with best practice, including provision of tactile paving, and in compliance with the Birmingham Cycle Design Guide. The effect of the scheme on disabled people will be monitored as part of the overall BCR programme.

4.4.3 The Equality Analysis also identified the need to ensure that, wherever practical, cycle facilities are designed to be useable by non-standard bikes which may be used by cyclists with disabilities. All of the facilities proposed within this FBC are suitable for use by a wide range of cyclists, including people with disabilities. There will also be improvements for other disabled road users, for example through improvements to bus stops and side-road crossing points. The use of more segregation also avoids the need for long lengths of shared-use footways which could be detrimental to disabled, elderly or infirm pedestrians.

5. Relevant background/chronology of key events:

5.1 BCR Programme Summary

5.1.1 The BCR programme is currently being delivered in three phases. All three phases include a combination of highway infrastructure, off road routes, and supporting measures. Further details of the BCR programme are provided in Appendix A. On 13th December 2016 Cabinet approved the Birmingham Cycle Revolution (BCR) Progress Update and Programme Revision Report which approved changes to the BCR Programme and budget allocations as well as delegating future approval of schemes within the programme to the Cabinet Member for Transport and Roads and the Cabinet Member for Value for Money and Efficiency, jointly with the Corporate Director, Economy.

5.2 BCR Phase A34 Birchfield Road Corridor Proposals

5.2.1 In line with the approved strategy it is proposed to deliver a high quality cycling scheme along the A34 Birchfield Road (City Centre to Heathfield Road). The scheme incorporates a high quality segregated two-way cycle track for the majority of its length, along the out of city side of the carriageway, together with a number of changes to key junctions along the route to improve priority for cyclists. The proposals will also require a number of changes to existing Traffic Regulation Orders necessary to enable delivery of the scheme. Full details of the current proposals and the result of the consultation process are provided in the FBC at Appendix A and on the drawings in Appendix D.

5.2.2 These proposals are part of a wider capital investment in support of a 20-year strategy to embed cycling into the mainstream transport offer and increase the proportion of cycle trips from less than 2% to 5% by 2023 and 10% by 2033. The scheme will help unlock and support growth across the investment area by supporting cycle access to major employment sites and Enterprise Zones, better integrating cycling as part of a longer journey by public transport, improve and equalise access to opportunity, reduce congestion at key pinch-points and support improved health and wellbeing.

5.3 Land Transfer to Highway Maintainable at Public Expense (HMPE)

5.3.1 In order for the above proposals to be delivered it will be necessary to transfer 2,747 m² of land held within the Economy Directorate, along the A34 New Town Row between the junctions of New John Street West / Newtown Middleway and Chain Walk to be transferred to HMPE (2412.00m² of existing Economy Directorate land together with 20.00m² of Leisure Services land and 315m² of HRA land subject to transfer from the Place Directorate) as shown on the drawings in Appendix G (15983 and 16309). Place Directorate has confirmed the transfer of the housing land will have no detrimental impact on the future development potential of the remaining land.

5.4 Future Development and Commonwealth Games (2022)

5.4.1 To compliment the A34 Birchfield Road proposals and subject to available funding, appraisal work will be undertaken on options to develop the link to Perry Barr local centre within the Perry Barr Green Travel District in line with the revised highway scheme implementation strategy. The funding for this development work was approved as part of the overall programme development contained in the Project Definition Document (PDDs) for Birmingham Cycle Revolution: Phases 2 and 3: approved at Cabinet on 16th March 2015.

5.4.3 On the back of recent announcements it is becoming increasingly likely that Birmingham will be announced as the preferred bidder for hosting the Commonwealth Games in 2022. The A34 Birchfield Road will be a key corridor for people wishing to access events at Alexander Stadium and the proposed cycle measures will provide an opportunity for sustainable travel to events. Furthermore dialogue is on-going with Transport for West Midlands (TfWM) regarding the integration of cycle infrastructure along the A34 corridor in respect of any future Sprint bus proposals.

5.5 Procurement

5.5.1 The works for the A34 Birchfield Road will be delivered through the City Council's Highways and Infrastructure Works Framework Agreement 2014-18 (Lot 4) in accordance with the strategy in Appendix A.

5.6 Programme

5.6.1 The proposed programme for the delivery of the works is as follows;

- Notify Contractor to commence works: 20th October 2017
- Construction Period: 13th November 2017 to 17th August 2018
- Scheme Commissioning/Opening: 17th August 2018
- Defects Correction Period: 17th August 2018 to 16th August 2019

6. Evaluation of alternative option(s):

- 6.1 Alternative options could include ‘Do Nothing’, but this would lead to the loss of the Department for Transport funding which has been secured, and a failure to provide infrastructure schemes to improve conditions for cyclists. As a result the City would be unlikely to meet its target of cycling forming 5% of all journeys by 2023.
- 6.2 An options appraisal exercise was undertaken for the A34 Birchfield Road corridor leading to the development of the scheme which best fits the local conditions and the overall programme objectives. The proposals have been modified where appropriate to take into account comments received during the consultation process.
- 6.3 Existing mature trees could be retained, but this would lead to a reduced level of provision for cyclists including more mixing with pedestrian and road traffic.

7. Reasons for Decision(s):

- 7.1 The approval of this FBC for the Birmingham Cycle Revolution A34 Birchfield Road (City Centre to Heathfield Road) will allow the proposals to be finalised, the Traffic Regulation Orders to be advertised and contracts entered into for delivery.

Signatures

Date

Councillor Stewart Stacey
Cabinet Member for Transport and Roads

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Councillor Majid Mahmood
Cabinet Member for Value for Money and Efficiency

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Waheed Nazir
Corporate Director, Economy

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List of Background Documents used to compile this Report:

- Local Growth Fund Transport and Connectivity Projects: Programme Definition Document’, Report of the Deputy Chief Executive to Cabinet, 16th March 2015.
- Birmingham Cycle Revolution: Phase 3: Programme Definition Document’ Report of the Deputy Chief Executive to Cabinet 16th March 2015.
- Birmingham Cycle Revolution: Delivery Strategy and Highway Works for Phase 1a, 1b, 2 and 3, Report of the Interim Assistant Director for Transport and Connectivity to Cabinet member for Commissioning, Contracting and Improvement, jointly with the deputy Chief Executive 25th September 2015.
- Birmingham Cycle Revolution (BCR): Progress Update and Programme Revision Report of the Strategic Director for economy to Cabinet 13th December 2016.

List of Appendices accompanying this Report (if any):

1. Appendix A – Full Business Case
2. Appendix B – Equality Analysis Ref EA001493
3. Appendix C – Risk Management Assessment
4. Appendix D – Scheme Plans
5. Appendix E – Implementation Programme
6. Appendix F – Consultation Summary
7. Appendix G – Land Transfer

PROTOCOL PUBLIC SECTOR EQUALITY DUTY

- 1 The public sector equality duty drives the need for equality assessments (Initial and Full). An initial assessment should, be prepared from the outset based upon available knowledge and information.
- 2 If there is no adverse impact then that fact should be stated within the Report section 4.4 and the initial assessment document appended to the Report duly signed and dated. A summary of the statutory duty is annexed to this Protocol and should be referred to in section 4.4 of executive reports for decision and then attached in an appendix; the term 'adverse impact' refers to any decision-making by the Council which can be judged as likely to be contrary in whole or in part to the equality duty.
- 3 A full assessment should be prepared where necessary and consultation should then take place.
- 4 Consultation should address any possible adverse impact upon service users, providers and those within the scope of the report; questions need to assist to identify adverse impact which might be contrary to the equality duty and engage all such persons in a dialogue which might identify ways in which any adverse impact might be avoided or, if avoidance is not possible, reduced.
- 5 Responses to the consultation should be analysed in order to identify:
 - (a) whether there is adverse impact upon persons within the protected categories
 - (b) what is the nature of this adverse impact
 - (c) whether the adverse impact can be avoided and at what cost – and if not –
 - (d) what mitigating actions can be taken and at what cost
- 6 The impact assessment carried out at the outset will need to be amended to have due regard to the matters in (4) above.
- 7 Where there is adverse impact the final Report should contain:
 - a summary of the adverse impact and any possible mitigating actions (in section 4.4 or an appendix if necessary)
 - the full equality impact assessment (as an appendix)
 - the equality duty (as an appendix).

Equality Act 2010

The Executive must have due regard to the public sector equality duty when considering Council reports for decision.

The public sector equality duty is as follows:

- 1 The Council must, in the exercise of its functions, have due regard to the need to:
 - (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Equality Act;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 2 Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:
 - (a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
 - (b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;
 - (c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.
- 3 The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.
- 4 Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:
 - (a) tackle prejudice, and
 - (b) promote understanding.
- 5 The relevant protected characteristics are:
 - (a) marriage & civil partnership
 - (b) age
 - (c) disability
 - (d) gender reassignment
 - (e) pregnancy and maternity
 - (f) race
 - (g) religion or belief
 - (h) sex
 - (i) sexual orientation

Full Business Case (FBC)			
1. General Information			
Directorate	Economy	Portfolio/ Committee	Transport and Roads Value for Money and Efficiency
Project Title	Birmingham Cycle Revolution: A34 Birchfield Road (City Centre to Heathfield Road)	Project Code	CA-02752-04-1
Project Description	<p><u>Introduction</u></p> <p>This document represents the Full Business Case (FBC) for the on-street scheme under the Birmingham Cycle Revolution (BCR) programme for the A34 Birchfield Road (City Centre to Heathfield Road) at a total cost of £9,845,000. It takes account of consultation feedback and addresses the objections received and sets out the future development strategy as part of the Green Travel District works.</p> <p>These proposals are funded through a combination of the Central Government's Cycle City Ambition Grant (CCAG), Local Growth Funding and the City Council's Integrated Transport Block (ITB) Capital Allocation (Walking, Cycling & Accessibility programme) as part of the local contribution. The proposals are in line with the Cabinet Report 'Birmingham Cycle Revolution (BCR): Progress Update and Programme Revision Report' approved by Cabinet on 13th December 2016 which approved changes to the BCR programme and budget allocations.</p> <p>The A34 Birchfield Road (City Centre to Heathfield Road) scheme comprises the section of the route commencing at the 'toucan' crossing on James Watt Queensway in the City Centre through to the junction of Birchfield Road, Heathfield Road, Trinity Road in Aston.</p> <p>This document also sets out the proposed future development strategy for those elements compatible with the Birchfield Road corridor, within the wider BCR programme which will be developed in line with the approved PDD.</p> <p>Separate FBCs will be produced for the remaining elements of the highways infrastructure schemes within the remainder of the revised BCR programme.</p> <p><u>Background</u></p> <p>In 2013 the Department for Transport announced the availability of funding through its Cycle City Ambition Grant (CCAG) enabling Councils to bid for funding to deliver improved cycling infrastructure. Birmingham City Council was successful in securing £17.0m of funding to deliver the first phase of its Birmingham Cycle Revolution programme (BCR).</p> <p>Further funding was then announced in 2014 through both the Local Growth Fund (LGF) and a second round of CCAG, which the City was again successful in securing a further £6.0m and £22.1m respectively to continue delivery of its BCR programme.</p> <p>Following initial delivery of schemes within the BCR programme and feedback from members, senior officers, stakeholders and members of the public, a review of the overall BCR programme was undertaken in 2016 and a revised programme approved under a 'Progress Update and Programme Revision' report approved by Cabinet on 13th December 2016. The A34 Birchfield Road Corridor was one of the schemes approved for delivery within that report.</p>		

Project Proposals (this approval)

A34 Birchfield Road (City Centre to Heathfield Road) (SSD 4576 to 4579).

The scheme is made up of the following key elements as shown on the drawings in Appendix D;

- Segregated two-way cycle tracks along the western side of the Birchfield Road corridor in the following locations.
 - (i) James Watt Queensway from the existing toucan crossing connecting to the existing cycle facilities through Lancaster Circus;
 - (ii) Lancaster Circus to Heathfield Road (proposals includes the removal of 18 trees).
- Changes to the following traffic signal controlled junctions and crossing facilities to incorporate cycle priorities.
 - (iii) New Town Row 'toucan' crossing northbound, just off Lancaster Circus, reduced to single lane for all traffic. Final proposals subject to on-going discussions with transport for west Midlands and National Express.
 - (iv) New Town Row/New John Street West/Newtown Middleway including changes to the signal staging for left and right turns into New John Street West, and widening of the central reserves to improve the existing pedestrian crossing facilities;
 - (v) A34 High Street/Newbury Road including the incorporation of a new controlled pedestrian crossing facility across Newbury Road and a reduction in the number of left turn lanes;
- New parallel pedestrian and cyclist crossings at Cecil Street and Milton Street (including narrowing of the carriageway), providing priority to cyclist across the junction.
- Improved priority for cyclists at the following junctions;
 - (i) Vesey Street with New Town Row;
 - (ii) Price Street with New Town Row;
 - (iii) Princip Street with New Town Row;
 - (iv) Lower Tower Street with New Town Row;
 - (v) Brearley Street with New Town Row;
 - (vi) Rodway Close with High Street;
 - (vii) Johnstone Street with Birchfield Road;
 - (viii) Wilson Road with Birchfield Road.

The proposals at the above junctions provide priority for cyclists by making traffic give way as they enter the side road. This type of layout is relatively new but has been installed in other Cycle Cities on 'Cycle Superhighways'. The design has been developed in line with emerging best practice and in line with the Birmingham Cycling and Sustrans Design Guidance as current design standards do not exist for such layouts. It is the intention that the performance of these junctions is closely monitored following scheme opening to ensure that there are no safety implications with the layouts

- Conversion of the existing 'pelican' crossing to a 'toucan' crossing on Lozells Road just off the Six Ways roundabout.
- Improvements to the surfacing of the existing cycle facilities beneath

Lancaster Circus.

- Removal of the bus lanes between Vesey Street and Price Street to accommodate new cycle lane.
- Improved signing, lining and lighting along the route.
- Landscaping proposals including the planting of 36 trees along the corridor at the following locations:
 - (i) Central reserve between Newtown Middleway / New John Street West Signal Junction and St Stephens Street;
 - (ii) Between Newton Middleway / New John Street West Signal Junction and St Stephens Street;
 - (iii) On grass verge between Six Ways roundabout and Johnstone Street.

Full details of the above proposals can be seen on the Plans in Appendix D.

Traffic Regulation Orders

In order to deliver the scheme proposals, Traffic Regulation Orders and Notices will be required to enable the scheme to proceed. These will be advertised where required, including for the changes to waiting and stopping restrictions throughout the scheme, conversion of footways to either segregated or shared use for pedestrians and cyclists and new or improved crossing facilities. Subject to any comments or objections being received to this statutory consultation, these will be addressed in a further report to the Cabinet member for Transport and Roads.

Future Development

To complement the above proposals and subject to funding availability it is proposed to concentrate future development on the link to Perry Barr local centre within the Green Travel District (GTD) elements of the overall BCR programme. The development costs of these works were contained within the 'Birmingham Cycle Revolution Phase 2 and 3: Project Definition Document's' approved by Cabinet on 16th March 2015.

On the back of recent announcements it is becoming increasingly likely that Birmingham will be announced as the preferred bidder for hosting the Commonwealth Games in 2022. The A34 Birchfield Road will be a key corridor for people wishing to access events at Alexander stadium, the proposed cycle measures will provide an opportunity for sustainable travel to events. Furthermore dialogue is on-going with Transport for West Midlands (TfWM) regarding the integration of cycle infrastructure along the A34 in respect of any future Sprint proposals.

Procurement Strategy

These works have been tendered using the City Council's Highways and Infrastructure Works Framework Agreement 2014-18 in accordance with the evaluation methodology in the 'Delivery Strategy and Highway Works for Phase 1a, 1b, 2 and 3' Report of 25th September 2015 approved by the then Cabinet Member for Commissioning, Contracting and Improvement, jointly with the Deputy Chief Executive.

The opportunity for this scheme has been sent to the two contractors who have been invited to submit a tender, which will be assessed based on Price, Quality and Social Value, evaluated in accordance with the above report including minor adjustments to the Quality model to take account of the inclusion of an additional Early Contractor Involvement (ECI) stage to the process to ensure the project is within the pre-tender estimate and to demonstrate value for money. Also the minor adjustments are required for the change in the nature of Phase 2 and 3 works which is different in scale from that which was originally envisaged.

Capital Implications

The total cost of the proposed scheme is pre-estimated to be £9,845,000. This will be funded by £5,111,600 of Department for Transport Cycle City Ambition Grant (CCAG) Tranche 1 and 2, £62,900 of Local Growth Fund together with £4,670,500 of Integrated Transport Block (ITB) Capital Allocation. Further details are given in the Financial Table I Section 2 of this FBC.

Revenue Implications

This project will create assets that will form part of the highway upon completion of the project; as such they will need to be maintained within the overall highway maintenance regime. The estimated net cost of including these newly created assets within the highway maintenance regime is £11,718.90 per year (including -£317.64 energy costs). This includes a saving in respect of Highway Horticulture (Parks) of -£509.28. This cost will be funded from the provision for Highways Maintenance held within Corporate Policy contingency. A Maintenance Finance Statement is included at the end of this Appendix.

The scheme requires the transfer of various areas of land (see Appendix G) to the Economy Directorate with the following financial implications.

- The appropriation of 315.00 m² of Housing land (HRA) from the Place Directorate at current market value of £300.00. By law, any appropriation of land between the HRA and the General Fund results in a transfer of borrowing between the HRA and the General Fund equivalent to the open market value of the land appropriated. Assuming an average long term interest of 4% per annum this will also result in revenue saving to the HRA of £12.00 per annum in perpetuity, with revenue costs to the General Fund of a similar value.
- The appropriation of 2002.0 m² of Leisure Services land from the Place Directorate at current market value of £2000.00 which will be treated as de minimis and there are therefore no financial implications.

Equalities Analysis

An initial Equality Analysis was carried out prior to approval of the PDD and submission of the bid in March 2015. A revised Analysis for the highway infrastructure schemes is included in Appendix B (Ref EA001494).

The Analysis identified a risk of detriment to disabled people in sharing footways with cyclists, with a need to consult with groups representing physically disabled and visually impaired people, and to ensure that the schemes meet appropriate design standards and best practice. Groups representing disabled people were included in the scheme consultations and meetings have taken place with Access Committee for Birmingham and Guide Dogs as part of the development of the Birmingham Cycle Design Guide. The installation of shared footways for cyclists is a standard solution used in many parts of the UK and is covered by existing design guidance. Their use in Birmingham will be in accordance with best practice, including provision of tactile paving, in accordance with the new Birmingham Cycle Design Guide. The effects of the scheme on disabled people will be monitored as part of the overall BCR programme.

Consultation Summary

The Interim Leader has been informed of the implications for Council owned land and the impact on trees as a result of the scheme proposals. The Cabinet Member for Clean Streets, Recycling and the Environment and the Cabinet Member for Transparency Openness and Equality have also been

consulted.

Ward Councillors and District Chairs within Ladywood, Nechells, Aston and Lozells & East Handsworth have been consulted on these works. A mixture of comments have been received which are included in Appendix F. In general there is good support for the proposals subject to the minor changes identified below.

Relevant MPs, Emergency Services, Bus Operators, Disabled Groups, and Cycling and Walking Groups have been consulted. Comments have been received and details are provided in Appendix F.

The Assistant Director for Highways and Infrastructure and the Corporate Director for Place has been consulted throughout the design process and comments received have been incorporated into the final design where practicable.

All properties and businesses within a buffer of approximately 250m either side of the main corridor route received a leaflet informing them of the consultation and signposting them to further information. This buffer was also extended as appropriate to capture additional residences, businesses and adjacent places of interest. This general geographic area of scope of distribution is included in Appendix F.

To promote the consultation exhibitions, posters were distributed to a selection of local shops and public buildings. The consultation was promoted more widely via local press releases, and BCC and BCR social media channels.

Commuters and other road users were specifically made aware of the consultation process by placement of 16 roadside signs along the corridor and all arms of approaches to junctions.

For those without web access, information packs were provided in accessible local buildings across the area for the duration of the six week consultation period. Paper questionnaire forms were also provided in these venues for people to complete and place in a feedback box. The drawings were uploaded on the Birmingham Be-Heard website enabling residents to make comments online. A number of comments have been received. Further details, including design team responses, are given in Appendix F.

In addition to the scheme consultation exercise above a statutory consultation exercise is currently being carried in respect of the Traffic Regulation Orders (TRO) required to deliver the proposed scheme. Any formal objections received from local residents, business and elected members to these proposed TRO's will need to be addressed in a further report to the Cabinet Member for Transport and Roads to determine.

An initial assessment of Section 122 of the Road Traffic Regulation Act 1984 has indicated that there will be no detrimental impact in respect of amenity or air quality resulting from the introduction of the above Traffic Regulation Orders. This will be covered in more detail in the report resolving any objections.

Design Changes Following Consultation

As part of the scheme consultation, over 200 respondents registered views on the project (65% of which were through the City Council's online consultation platform Be-Heard), more than 1000 comments relating to various aspects of the scheme were made, which have been considered in completing the design process. In headline, 68% of respondents were in favour of the proposals. Full details of all comments received together with analysis of the scheme consultation questionnaires can be found in Appendix F.

Whilst overall support for the scheme is good some specific concerns have been received on elements of the proposals from residents, businesses and councillors and are listed below. These have been assessed in more detail

and a response provided in Appendices F

- Shared-use areas, bus stop shelters, pedestrian crossings leading directly into cycle track, track switching from front to back of footway... etc... all are conflict locations that need designing out.
- Does not connect to the key trip generator of Perry Barr centre/ One Stop Shopping Centre or directly penetrate the City Centre.
- Lack of continuity on side roads & junctions – some junctions have cycle priority whilst others do not, resulting in confusion for all road users and creating points of conflict
- Links/ cycle connections for access & egress needs to be made into all adjacent side roads
- The demand for cycling along this corridor does not exist/ funding should be directed to more needy causes
- Adequate enforcement to prevent vehicles; parking on track, waiting at junctions across/ blocking the cycle track
- A34 corridor has poor air quality so cyclists should not be encouraged to use it
- Corridor should be used/ protected for future use by Trams for a sustainable transport network for the City, not cycles.
- The scheme includes some innovative concepts to providing cycling facilities including priority at side roads. A number of concerns have been raised related to the following on the scheme:
 - proposed priority measures for cycles
 - Visibility at junctions
 - Pedestrian management issues
 - Impact on capacity
- TfWM - consideration needs to be given to pedestrians accessing bus stops and how they cross the cycle lane. Signal Phasing for cyclists should not impact on Journey times. Road space allocation for future schemes i.e. SPRINT needs to be considered.
- TfWM – (following Consultation) – asked whether consideration had been given to the impact of removing the bus lane between Vesey Street and Price Street.

Following a review of the consultation responses certain changes have been deemed necessary to the scheme and incorporated into the design.

- Designs are as per guidance in the BCC Birmingham Cycling Design Guidance, adopted practice across other major cities and accordingly pedestrians & cyclist co-exist well.
- Layout re-designed at junctions of Johnson Street, Cecil Street and Price Street to afford cycle priority and ongoing continuity.
- Where cycle track passes adjacent roads, users will be able to connect to and from these roads i.e. Salisbury Road and New Inn Road.
- Route will have physical kerbed buffer (approximately 0.5m wide) between the carriageway and track.
- TRO's will ensure Vehicle parking within track and use by motorbikes will be an offence.
- Cycle track will be a coloured surface (with a level difference to footway) so clear to all users, including those with visual impairment.
- Longer term aspirations for Rapid Bus Transit along the A34 may exist, during the interim development of a high quality segregated cycle route is a viable part of delivering a sustainable transport network across the city and will deliver modal shift.
- In terms of capacity on the Network on this scheme, policies set out in Birmingham Connected in respect of road space re-allocation have been implemented.
- With respect to the proposals on the section of the route on Lancaster Street between Lancaster Circus and Price Street

	<p>meetings have been held with Transport for West Midlands and National Express and options have been identified to ensure adequate capacity is maintained through this pinch point. The agreed solution will be implemented as part of scheme delivery.</p> <p>A summary of all the responses to the above and other comments raised at consultation is included in Appendix F.</p>
<p>Links to Corporate and Service Outcomes</p>	<p><u>DfT Objectives</u></p> <p>The Birmingham Cycle Revolution programme seeks to promote sustainable travel options by increasing the attractiveness of cycling, which will contribute towards improving health and the environment, reducing car usage, and improving connectivity for households without a car. Many of the measures will also benefit pedestrians, public transport users and road safety.</p> <p>The original BCR Phase1 bid to DfT included targets to increase cycling by 27% in the initial bid area (within a 20-minute cycling time of the city centre) by 2016. This represents an increase of approximately 2,000 cyclists per day as a contribution towards Birmingham achieving targets of 5% of all journeys being made by cycle by 2023 and 10% of all journeys by 2033, compared with less than 2% in 2013.</p> <p><u>City Council Objectives</u></p> <p>The BCR programme supports the City Council’s policy objectives as outlined in the Vision and Forward Plan approved in May 2017, under the key drivers of ‘connected’, ‘inclusive’ and ‘sustainable’, in particular:</p> <ul style="list-style-type: none"> • ‘<i>Investment</i> in infrastructure and improved connectivity’. • ‘<i>Development</i> of a...transport system that promotes and prioritises sustainable journeys’. • ‘<i>Creating</i> a healthier environment’. • ‘<i>More</i> people walking and cycling’. <p>The proposals also support the objectives of the Birmingham Development Plan (BDP) 2013 including:</p> <ul style="list-style-type: none"> • ‘<i>To provide high quality connections throughout the city and with other places, including encouraging the increased use of public transport, walking and cycling</i>’. • ‘<i>To create a more sustainable city that minimises its carbon footprint</i>’. • ‘<i>To encourage better health and wellbeing</i>’. <p>The measures will also support the aspirations of Birmingham Connected and the Health and Wellbeing Strategy.</p> <p><u>Combined Authority Objectives</u></p> <p>The measures will support policies within the West Midlands Strategic Transport Plan, in particular:</p> <ul style="list-style-type: none"> • Economic Growth and Economic Inclusion: ‘<i>To accommodate increased travel demand by ... new sustainable transport capacity</i>’ and ‘<i>to improve connections to areas of deprivation</i>’. • Population Growth and Housing Development: ‘<i>To improve connections to new housing ... primarily through sustainable transport connections</i>’. • Environment: ‘<i>To help tackle climate change by ensuring a large decrease in greenhouse gases from the ... area’s transport system</i>’. • Public Health: ‘<i>To significantly increase the amount of active travel</i>’ and ‘<i>to assist with the reduction of health inequalities</i>’.

	<ul style="list-style-type: none"> Social Well-Being: <i>‘to improve the accessibility of shops, services and other desired destinations for socially-excluded people’.</i> 		
Project Definition Document approved by	Cabinet	Date of Approval	16 th March 2015
Benefits Quantification-Impact on Outcomes	Measure	Impact	
	Segregated two-way cycle tracks between footway and carriageway	Off-road cycle paths to provide safe, segregated provision for cyclists (not shared with pedestrians) away from traffic.	
	Improved traffic signal junctions	Provides greater control and safety of cycle movements in key crossing points	
	Dedicated cycle facilities at traffic signal junctions	Dedicated facilities will improve safety for cyclist crossing busy junctions by removing conflicts.	
	Enhanced on footway cycle facilities	Wide footways that are designed for both cyclists and pedestrians in areas where interaction is limited	
	Improved signing and lining	Provides clear route direction and place information along the corridor	
	Improved lighting	Ensure cyclists remain visible to all road users at all time	
	Controlled Cycle Crossings	Provides safe crossing of the highway for cyclists and pedestrians	
	Removal of mature trees and the planting of replacement trees on a 2 for 1 basis	Removal of the trees allows the two-way cycle track to be continuous removing pinch points along the route. New trees will be planted to maintain the character of the corridor	
	Removal of Bus Lanes	<p>Provides increased road space to install Off-road cycle paths to provide safe, segregated provision for cyclists separated from traffic.</p> <p>Removal of the bus lanes will require buses to share a single lane with other traffic which may cause slight delays to services at peak times. Although observed queue lengths on site do not extend to the section where bus lanes are to be removed.</p>	
Project Deliverables	<p>This project will deliver a corridor-based highway scheme along a main corridor. This will include:</p> <p>A34 Birchfield Road Main Corridor Route from City Centre to Trinity Road/Heathfield Road, Aston.</p>		

	<p>2.4 km of segregated two way cycle track 2 number improved traffic signal junctions 0.2 km of enhanced shared use footways 46 number Improved direction signing. 1 number new toucan crossings 1 number pedestrian crossing to cycle crossing conversion 2 New Zebra Crossings 98 number Cycle logo's, white line road markings</p>
Scope	<p>This FBC covers the BCR works along the A34 Birchfield Road (City Centre to Heathfield Road) and adjacent roads.</p>
Scope exclusions	<p>Links within the city centre and the section of route between the Trinity Road/Heathfield Road junction and the Perry Barr local centre will be subject to separate FBCs.</p>
Dependencies on other projects or activities	<ul style="list-style-type: none"> • Roadspace – Designers are in liaison with Amey and the Traffic Manager with regard to allocation of roadspace to allow the works to proceed. • Amey PFI Programme – The programme is being reviewed with Amey PFI to ensure that opportunities are identified to co-ordinate with Amey's maintenance programme. • Placing orders with successful contractors • Traffic Regulation Orders, highway dedication and other notices will be required to implement many of the measures within this FBC.
Achievability	<p>The measures have been designed in house and the Traffic Regulation Orders required to deliver elements of the project are considered deliverable. The works do not involve any special engineering difficulties, and similar schemes have been successfully delivered at a number of sites in Birmingham.</p> <p>Risks to achievability are highlighted in Appendix C – Risk Management Schedule.</p>
Programme Manager (B'ham Cycle Revolution)	<p>Andrew Middleton Tel: 0121 675 6681 E-mail: andy.middleton@birmingham.gov.uk</p>
Project Manager	<p>Paul Simkins Tel: 0121 464 6549 E-mail: paul.simkins@birmingham.gov.uk</p>
Budget Holder	<p>Varinder Raulia – Head of Infrastructure Delivery Tel: 0121 303 7363 E-mail: varinder.raulia@birmingham.gov.uk</p>
Sponsor	<p>Phillip Edwards – Interim Assistant Director – Transportation and Connectivity Tel: 0121 303 6467 E-mail: Phillip.edwards@birmingham.gov.uk</p>
Project Accountant	<p>Andy Price – Finance Manager (Economy) Tel: 0121 303 7107 E-mail: Andy.r.price@birmingham.gov.uk</p>
Project Board Members	<p>The Project Management Team for the works in this FBC is as follows: Senior Responsible Officer – Varinder Raulia Project Sponsor – Phillip Edwards BCR Programme Manager – Andy Middleton</p>

	Infrastructure Delivery Manager– Paul Simkins Project Accountant – Andy Price		
Head of City Finance (HoCF)	Simon Ansell (Head of City Finance)	Date of HoCF Approval:	TBC
Planned start date for delivery of the project	November 2017	Planned date of technical completion	August 2018

2. Budget Summary

A34 Birchfield Road Corridor Phase 3 Highway Scheme

Capital Costs	Up to 2015/16 £000s	2016/17 £000s	2017/18 £000s	2018/19 £000s	Totals £000s
Design and Implementation	74.7	321.5	5,624.8	3,824.0	9,845.0

Funding					
Previous Approval					
LEP Local Growth Fund (Phase 2)	11.3	30.5	21.1		62.9
ITB (Phase 2)	3.9	0.0	50.0		53.9
DfT CCAG Tranche 2 (Phase 3)	0.8	300.7	188.7		490.2
ITB (Phase 3)	58.7	-9.7	0.0		49.0
Previous Approval Total	74.7	321.5	259.8		656.0
This Approval					
ITB (Phase 2)			47.1	1,696.3	1,743.4
DfT CCAG Tranche 2 (Phase 3)			4,621.4	0.0	4,621.4
ITB (Phase 3)			696.5	2,127.7	2,824.2
This Approval Total			5,365.0	3,824.0	9,189.0
Total Funding	74.7	321.5	5,624.8	3,824.0	9,845.0

Revenue Consequences	Prior to 2015/16 £000s	2016/17 £000s	2017/18 £000s	2018/19 £000s	Full Year £000s
Maintenance Costs*	0.0	0.0	0.0	6.83	11.7
Electricity Costs *	0.0	0.0	0.0	(0.17)	-0.3
* Costs Per Annum					
Total Funding Required	0.0	0.0	0.0	6.66	11.4

Funded By:						
Provision for Highway Maintenance held within Corporate Policy Contingency		0.0	0.0	0.0	6.66	11.4
Totals		0.0	0.0	0.0	6.66	11.4

Note

- 1- It is anticipated that the whole scheme will be complete by August 2018; therefore full revenue consequence will be incurred from March 2019 onwards. However subject to the Contractors delivery programme we may look to complete and hand over some of the junctions and sections of the work early, an allowance has been included in 2018/19 to cover this eventuality.
- 2- The revenue cost to the Economy Directorate of the appropriation of land from the HRA within Place Directorate within Section 4.2 is not included in the table above as it is of minimal value and will be funded from within the Economy directorate budget provisions.

Asset Management / Maintenance Implications

As part of the City Council's obligations under the Highway Maintenance and Management Private Finance Initiative (HMMPFI) contract, Highways have been formally notified of the proposed changes to the highway inventory arising from this scheme. The works relate to SSD number 4576 to 4579.

Consultation with Amey as PFI service provider is also being carried out to coordinate the proposed works with other programmed activities on the highway network.

Maintenance Costs

The additional highway maintenance costs estimated by the Project Design Team are £11,401.26 per annum. These costs will be funded from Highways Maintenance Revenue Budget. It is expected that most of these costs will be incurred from August 2018 onwards.

BCR PHASE 3 - A34 CORRIDOR TOTAL	Maintenance and Liability Cost (per annum)	Energy Cost (per annum)	Resourced by
Basic standard Highway Assets	£3,266.57	£1,985.88	Funded from revenue resource
Enhanced standard Highway Assets	£8,961.61	(£2,303.52)	Funded from revenue resource
Highway Horticulture (Parks)	-£509.28	£0.00	
Non-Highway Assets	£0.00	£0.00	
Total	£11,718.90	-£317.64	

Approvals to Date

Approvals to date for BCR programme were consolidated in a Report to Cabinet on 13th December 2016. Following approval of that report, a total of £28,160,800 remained unallocated across the 3 Phases of the programme as set out below

BCR Current Funding Position				
	DfT CCAG Grant	GBSLEP Local Growth Fund	Local Contributions	TOTAL
BCR Phase 1	NIL	NIL	£1,043,300	£1,043,300
BCR Phase 2	NIL	£2,972,500	£1,850,000	£4,822,500
BCR Phase 3	£15,785,000	NIL	£6,510,000	£22,295,000
TOTAL	£15,785,000	£2,972,500	£9,403,300	<u>£28,160,800</u>

This FBC represents the second call on the Phase 3 element of the remaining funding. The current position is shown in the table below.

BCR CURRENT FUNDING POSITION				
	DfT CCAG Grant	GBSLEP Local Growth Fund	Local Contributions	Total
Un-allocation (Cabinet Report Dec16)	£15,785,000	£2,972,500	£9,403,300	£28,160,800
Approvals since Dec16	£11,130,300	£698,000	£812,700	£12,641,000
Sub-Total	£4,654,700	£2,274,500	£8,590,600	£15,519,800
Less Pending Approvals				
University Station Cycle Hub	£33,300	£0	£0	£33,300
Sub Total	£4,621,400	£2,274,500	£8,590,600	£15,486,500
This Approval ⁽¹⁾	£4,621,400	£0	£4,567,600	£9,189,000
Balance Remaining	<u>£0</u>	<u>£2,274,500</u>	<u>£4,023,000</u>	<u>£6,297,500</u>

Note

- 1) The Total scheme cost is £9,845,000 and includes £656,000 of previous approvals received as part of the PDDs covering Phases 2 and 3 approved by Cabinet on 16th March 2015.

3. Checklist of Documents Supporting the FBC		
Item	Mandatory attachment	Number attached
Financial Case and Plan		
<ul style="list-style-type: none"> Detailed workings in support of the above Budget Summary (as necessary) 	N / A **	Section 2
<ul style="list-style-type: none"> Statement of required resource (people, equipment, accommodation) – append a spreadsheet or other document 	N / A **	Section 1
<ul style="list-style-type: none"> Whole Lifecycle Costing analysis (as necessary) 	N / A **	N / A
<ul style="list-style-type: none"> Milestone Dates/ Project Critical Path (set up in Voyager or attached in a spreadsheet) 	N / A **	Appendix E
Project Development products		
<ul style="list-style-type: none"> Risk Management Assessment 	Mandatory	Appendix C
<ul style="list-style-type: none"> Stakeholder Analysis 	Mandatory	Appendix F
<ul style="list-style-type: none"> Outline Programme 		Appendix E
Other Attachments (list as appropriate)		
BCR Highway Infrastructure Schemes: Equality Analysis Ref EA001494		Appendix B
A34 Birchfield Road Corridor Phase 3 Highway Scheme: Risk Management Assessment		Appendix C
A34 Birchfield Road Corridor Phase 3 Highway Scheme : Scheme Plans		Appendix D
A34 Birchfield Road Corridor Phase 3 Highway Scheme: Implementation Programme		Appendix E
A34 Birchfield Road Corridor Phase 3 Highway Scheme: Consultation Summary		Appendix F
A34 Birchfield Road Corridor Phase 3 Highway Scheme: Land Transfer Drawings		Appendix G

Equality Analysis

Birmingham City Council Analysis Report

EA Name	Birmingham Cycle Revolution (A34 - Birchfield Road Corridor)
Directorate	Economy
Service Area	Economy - Transportation Services Infrastructure Projects
Type	New/Proposed Function
EA Summary	To determine if implementation of cycling infrastructure along the A34 connecting Perry Barr to the City Centre has an effect on those with protected characteristics.
Reference Number	EA001493
Task Group Manager	perminder.balu@birmingham.gov.uk
Task Group Member	
Date Approved	2017-09-13 00:00:00 +0100
Senior Officer	paul.simkins@birmingham.gov.uk
Quality Control Officer	janet.l.hinks@birmingham.gov.uk

Introduction

The report records the information that has been submitted for this equality analysis in the following format.

Initial Assessment

This section identifies the purpose of the Policy and which types of individual it affects. It also identifies which equality strands are affected by either a positive or negative differential impact.

Relevant Protected Characteristics

For each of the identified relevant protected characteristics there are three sections which will have been completed.

- Impact
- Consultation
- Additional Work

If the assessment has raised any issues to be addressed there will also be an action planning section.

The following pages record the answers to the assessment questions with optional comments included by the assessor to clarify or explain any of the answers given or relevant issues.

1 Activity Type

The activity has been identified as a New/Proposed Function.

2 Initial Assessment

2.1 Purpose and Link to Strategic Themes

What is the purpose of this Function and expected outcomes?

The Birmingham Cycle Revolution (BCR) seeks to increase cycling levels across Birmingham over the next 20 years. The focus currently is delivery of segregated cycle tracks along 2 arterial roads connecting to the city centre.

This Equality Assessment (EA) covers the implementation of cycling infrastructure along the A34 connecting the Perry Barr area to the City Centre. It is proposed to provide a 3 meter wide segregated cycle track (subject to a few localised width reductions for shared-use footway/cycleway). The new route will involve creation of a level difference between the adjoining footway and carriageway.

This cycle track will be a 2 way track (bi-directional), approximately 3m wide and approximately 3km in length. The overall scheme will also include new or upgraded signal crossings for cyclists & pedestrians (i.e. introduction of new toucan crossings at major junctions). This will make road crossings easier through use of dedicated pedestrian and cycle signals where they don't currently exist.

This cycle track seeks to deliver an alternative to the private car (and public transport) for residents & visitors to the area whether for commuting or leisure trips.

The expected outcomes will be more people cycling more often. This modal shift will contribute to improving accessibility to employment and recreational pursuits and improving health. The proposals will support the City Council's policy objectives outlined in the Council Business Plan and Budget 2016+, the Leader's Policy Statement 2016, and Birmingham 2026 Our Vision for the Future, in particular for a prosperous city and a fair city. The measures support the recommendations of the Transport, Connectivity & Sustainability Overview and Scrutiny Committee (TCS O&S) report, Changing Gear, Transforming Urban Movement Through Walking & Cycling in Birmingham. They will also support the aspirations of the Birmingham Development Plan (BDP) and Birmingham Connected.

The project also supports the key outcomes to succeed economically, stay safe in a clean, green city, be healthy and enjoy a high quality of life.

For each strategy, please decide whether it is going to be significantly aided by the Function.

Children: A Safe And Secure City In Which To Learn And Grow	Yes
Health: Helping People Become More Physically Active And Well	Yes
Housing : To Meet The Needs Of All Current And Future Citizens	Yes
Jobs And Skills: For An Enterprising, Innovative And Green City	Yes

2.2 Individuals affected by the policy

Will the policy have an impact on service users/stakeholders?	Yes
Will the policy have an impact on employees?	No

Comment:

The provision of improved cycle routes across the wider city will provide the opportunity for employees to use cycling as a means of travelling to and from work. This also means that for those who either find it difficult to access employment owing to; income, location or other matters whether of choice or not, a viable freely accessible cycle track leading directly into the city centre will now be provided.

This also creates opportunities for employees to become more physically active therefore improving health benefits as well as removing potential barriers to accessing employment. For those currently using the private car to travel to work, this will also make modal change, a viable alternative so some car journeys being made at present will also be removed.

The analysis of the BCC public consultation for this cycle track, undertaken in February to April 2017 (with almost 200 respondents) showed:

- 70% of respondents that expressed a view said they would be likely to use the new cycle route.

The consultation feedback further showed, of those who at present mainly drive in the area:

- 58% said they are likely to use the new cycle route
- 13% think they might use it.

This level of positive feedback indicates good potential for modal shift from car to bike.

Will the policy have an impact on wider community?	No
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2.3 Relevance Test

Protected Characteristics	Relevant	Full Assessment Required
Age	Relevant	No
Disability	Relevant	No
Gender	Relevant	No
Gender Reassignment	Not Relevant	No
Marriage Civil Partnership	Not Relevant	No
Pregnancy And Maternity	Not Relevant	No
Race	Relevant	No
Religion or Belief	Not Relevant	No
Sexual Orientation	Not Relevant	No

2.4 Analysis on Initial Assessment

As part of the design process for the BCR A34 Birchfield Road (City Centre to Perry Barr) proposals, the City Council undertook extensive public and stakeholder engagement. Consultation commenced on 24th February for a 6 week period (until 7th April 2017.) Headline details are:

- . Approximately 200 respondents registered views (the vast majority, almost 70% via the City Council's online consultation platform, Be Heard.)

- . The remainder being via a mixture of; hard copy survey form, attendance at drop-in sessions, email and postal.

- . Overall, in excess of 1000 comments relating to aspects across the whole project were received. The aim of the consultation was to gauge overall opinion about proposed developments; give individuals and organisations the opportunity to comment about specific aspects of the proposed development.

Engagement Method/ Summary Information:

- Leaflet distribution to Households & Businesses: approximately 12,000 leaflets

- 3 Drop-In events: attended by almost 200 people

- 3 public buildings hosting hard copy drawings and feedback deposit forms: Newtown Wellbeing Centre, Council House Reception and Council Offices at Lancaster House

- 16 Temporary roadside signs: along corridor and at approach arms of key junctions

- Birmingham Connected: advertising of consultation in monthly mail out
- Council District Committees: Officer attendance at Ladywood District and Perry Barr District
- BeHeard: Hosted all consultation drawings and associated online feedback form
- Social Media, Online, Email: announcements on Council web site, BCR web site and social media pages including Facebook & Twitter of consultation going live and of ongoing events
- Freepost Option: completed survey forms and/or responses could be returned at no cost.

Following feedback expressed during the consultation from the public and stakeholders, a number of design modifications have been made. The original designs together with enhancements made following the extensive consultation do not adversely affect any of the groups with Protected Characteristics. There are indeed attributes of the project that will now deliver improvement and/or enhancement for many sectors of the community including; new signalised crossing facilities, introduction of coloured surfacing, segregation for users and significantly reduced amounts of shared use areas.

3 Full Assessment

The assessment questions below are completed for all characteristics identified for full assessment in the initial assessment phase.

3.1 Age - Assessment Questions

3.1.1 Age - Relevance

Age	Relevant
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Comment:

Within the composition of ages of people riding bikes in Birmingham, older people are under-represented:

- 16-24 year olds: 23%
- 25-34 year olds: 21%
- 35-44 year olds: 26%
- 45-54 year olds: 14%
- 55-64 year olds: 9%
- 65-74 year olds: 6%
- 75+ year olds: 1%

A large majority (77%) of residents would like to see more investment in cycling.

Support is high across all sections of the population, including people aged over 75 (66%), those least likely to ride a bike.

Source: Bike Like Birmingham 2015

The development of the cycle route infrastructure will benefit people of all ages, in particular younger and older cyclists who may be less confident at cycling on roads where there are no facilities on set routes. Their confidence in making the journey will be enhanced knowing that safe and secure cycle parking is available at their destinations and other locations across the City so are able to take frequent rest stops and visit places of interest.

Statistical evidence from the census 2011, and previous Travelwise surveys, on who is more likely to cycle, which tends to be fewer younger and older people. Comments have also been received from previous consultations on schemes for cyclists and pedestrians where the lack of facilities including cycle parking has prevented younger and older people from cycling.

3.1 Disability - Assessment Questions

3.1.1 Disability - Relevance

Disability	Relevant
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Comment:

Analysis of the 2011 Census by Dr Aldred (Senior Lecturer at Westminster University) reveals that 1 in 20 cycling commuters is disabled and that disabled people are about 25% less likely to cycle to work than non-disabled people. The proportion of disabled people who cycle to work ranges from 0.2% to 25.9% across all English and Welsh local authorities. The research also suggested that these figures could be underestimating the number of disabled cyclists because the relevant census question refers to bicycles rather than trikes or handbikes. (Articles [h:www.disabilitynewsservice.com/commuting-help-needed-disabled-cyclists](http://www.disabilitynewsservice.com/commuting-help-needed-disabled-cyclists))

1. The project will provide physical infrastructure connecting communities to places of work & places of interest. The creation of this route will better define where user groups should be on the highway i.e. pedestrians & wheelchairs users on the footway and cyclists on the cycle track, therefore improving safety for all.

2. Although there will be a few locations that will be shared-use, as the majority of the corridor is

currently shared-use footways, this project actual reduces the amount of shared use. In the few locations where shared-use will remain/ be introduced, all users (including those with visual impairment) will be more conscious of it and likewise it is viewed that all users will be respectful of others accordingly. The cycle track will be a coloured surface also, thus further enhancing its appearance and differentiation from adjoining footway and carriageway for users and those with visual impairment. Within shared-use locations, this colouring will not be continued - any break in the coloured track will signify shared footway/cycleway (other than across carriageways.)

3. Confidence for people with a disability, who want to cycle, is likely to increase particularly in the knowledge that they can use the route predominately separated from vehicles and pedestrians.

3.1 Gender - Assessment Questions

3.1.1 Gender - Relevance

Gender	Relevant
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Comment:

In Birmingham, men are more than twice as likely to ride a bike as women - 70% compared to 30%.

SOURCE: ICM Bike Life Household Research 2015 on behalf of Sustrans in partnership with Birmingham City Council (representative sample of 1,100 Birmingham residents 16+, conducted by telephone 8 May - 14 June 2015.)

The development of a segregated cycle route along a busy road with a buffer between users and traffic giving users a defined corridor will help females (and children & the elderly) build their confidence. This may over time lead to them being more physically active and also exploring the wider road and cycle network the city offers.

3.1 Race - Assessment Questions

3.1.1 Race - Relevance

Race	Relevant
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Comment:

31% of people riding bikes in Birmingham identify as black or minority ethnic compared to accounting for nearly 42% of the whole population of Birmingham.

SOURCE: ICM Bike Life Household Research 2015 on behalf of Sustrans in partnership with Birmingham City Council (representative sample of 1,100 Birmingham residents 16+, conducted by telephone 8 May - 14 June 2015.)

The route will run through the Districts of Ladywood and Perry Barr then connect into surrounding areas therefore be within areas of ethnically diverse communities. These areas of the city also tend to be areas of higher concentration of deprivation including higher levels of unemployment, when compared to city and national levels. The creation of cycling infrastructure such as segregated routes will help link up and provide access to employment, education and social opportunities.

- Census 2011 Ward Output and Travel to Work Patters

Within some cultures, cycling and/or females cycling (in traditional attire or not) may perhaps not be welcomed. As the popularity and use of the segregated cycle route increases over time by all parts of the community, it is possible that current cultural barriers could be overcome/ reduced and there used by even more people for physical activity, access employment and socialising.

3.1 Concluding Statement on Full Assessment

As part of the design process for the BCR A34 Birchfield Road (City Centre to Perry Barr) proposals, the City Council undertook extensive public and stakeholder engagement. Consultation commenced on 24th February for a 6 week period (until 7th April 2017.) Headline details are:

. Approximately 200 respondents registered views (the vast majority, almost 70% via the City Council's online consultation platform, Be Heard.)

. The remainder being via a mixture of; hard copy survey form, attendance at drop-in sessions, email and postal.

. Overall, in excess of 1000 comments relating to aspects across the whole project were received. The aim of the consultation was to gauge overall opinion about proposed developments; give individuals and organisations the opportunity to comment about specific aspects of the proposed development.

Engagement Method/ Summary Information:

- Leaflet distribution to Households & Businesses: approximately 12,000 leaflets

- 3 Drop-In events: attended by almost 200 people

- 3 public buildings hosting hard copy drawings and feedback deposit forms: Newtown Wellbeing Centre, Council House Reception and Council Offices at Lancaster House

- 16 Temporary roadside signs: along corridor and at approach arms of key junctions

- Birmingham Connected: advertising of consultation in monthly mail out

- Council District Committees: Officer attendance at Ladywood District and Perry Barr District

- BeHeard: Hosted all consultation drawings and associated online feedback form

- Social Media, Online, Email: announcements on Council web site, BCR web site and social media pages including Facebook & Twitter of consultation going live and of ongoing events

- Freepost Option: completed survey forms and/or responses could be returned at no cost.

Following feedback expressed during the consultation from the public and stakeholders, a number of design modifications have been made. The original designs together with enhancements made following the extensive consultation do not adversely affect any of the groups with Protected Characteristics. There are indeed attributes of the project that will now deliver improvement and/or enhancement for many sectors of the community including; new signalised crossing facilities, introduction of coloured surfacing, segregation for users and significantly reduced amounts of shared use areas.

4 Review Date

31/05/17

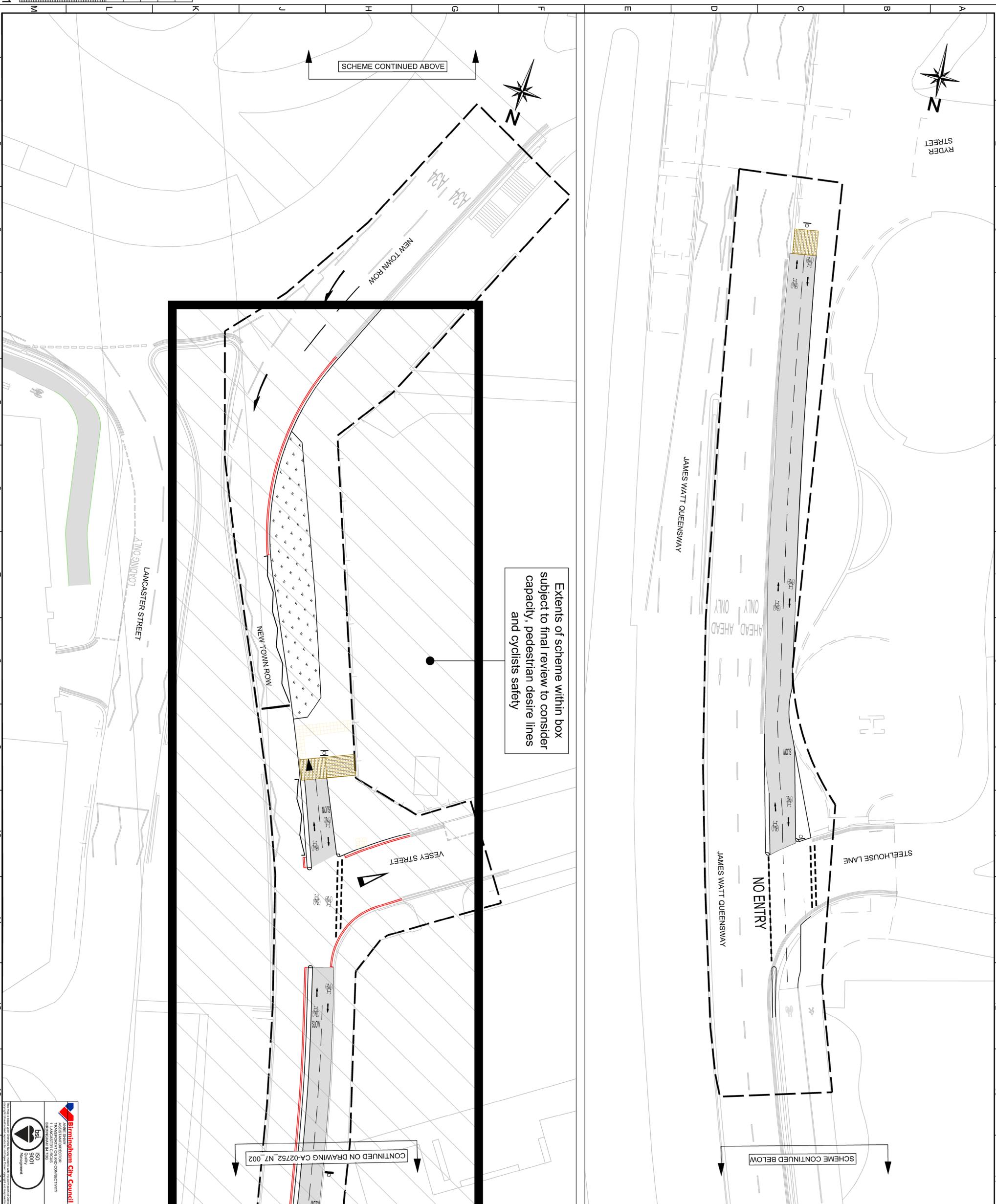
5 Action Plan

There are no relevant issues, so no action plans are currently required.

Appendix C – A34 Main Corridor: Risk Management Assessment

BCR A34 Main Corridor

No	Item of Risk	Potential Impact	Inherent Risk		Control Measures	Control Measure Managed by	Residual Risk	
			Impact	Likelihood			Impact	Likelihood
1	Resourcing capacity and ability to programme in necessary stats diversions by the statutory undertakers in line with the works programme.	Delay to works commencing, extended works programme and cost overruns.	High	High	On-going stakeholder consultation and dialogue. Co-ordination meetings being held to agree designs and programming of works. The appointed ECI Contractor will be contracted to plan, manage and coordinate Statutory Undertaker diversions in accordance with the specific requirements detailed in the contract.	Project Manager, Contractor	Medium	Medium
2	Unidentified Statutory Undertakers equipment.	Cost and time overruns.	High	High	Undertake Ground Penetration Radar (GPR) surveys of the site and trial holes during ECI Stage. Close liaison with the Statutory Undertakers to ensure accurate information is available to the Contractor. Design to be altered to avoid clashing with Statutory Undertakers Equipment. Flag up through Early Warning Notice procedure and work collectively to mitigate impact on the project cost / programme. ECI Contractor managing the process to identify and divert Statutory Undertakers equipment.	Project Manager	High	Medium
3	Construction cost increases after works have commenced on site.	Funding above the allocated contingency sum not identified.	Medium	Medium	ECI process has been used to confirm design details and accurate budgets. Continued discussions with the site team, Quantity Surveyor and Contractor to mitigate risks and raise early warnings. Contract will be managed with tight change controls monitored through an electronic change database tool (Contract Change Management). Apply value engineering and consider descoping.	Project Manager, Quantity Surveyor, Contractor	Medium	Medium
4	Disruption to road users during the construction stage.	Delays to highway users.	High	High	Careful planning, phasing and consideration to be made of the construction programme for A34 route to ensure disruption is kept to a minimum. The Contractor is working with the Project Manager and Traffic Management Services throughout the ECI stage to further investigate traffic management controls to implement the works with least overall impact to users. Introduce pro-active traffic monitoring during the works. Members of the public to be informed prior to start of works of the likely disruption, the diversion routes and advised to use other modes of transport.	Project Manager, Traffic Management Services, Contractor	Medium	Low
5	Objections to the scheme being received as a result of further advertisement of Traffic Regulation Orders.	Potential delay, omission or amendment of scheme proposals.	High	High	6 week consultation held briefing on the scheme proposals with Ward Councillors, key stakeholders and members of the public. The public consultation has not raised major concerns over the TRO proposals. Continuing to liaise with TFWM during design process over bus lane proposals and capacity reduction between Lancaster Circus and Princip Street.	Project Manager	High	Medium
6	Impact of other highway proposals on securing road space	Delay to works commencing & extended programme due to working hour restrictions that may be imposed.	High	High	Road space has been booked as part of ECI Process. Close liaison has been held with Traffic Manager to coordinate works with other highway schemes on strategic routes. Contractor has engaged closely with the other delivery partners to manage impact to highway users.	Project Manager	Medium	Low
7	Disruption to businesses during the construction stage.	Loss of trade. Potential for traders to seek compensation from Council for any disruption to businesses.	High	High	There will be ongoing dialogue with the businesses throughout the works and access will be maintained. Careful planning, phasing and consideration to be made of the construction programme to ensure disruption is kept to a minimum. The appointed Contractor is to work with the Project Manager and Traffic Management Services throughout the design development stage to further investigate traffic management controls to implement the works with least overall impact to users.	Project Manager, Traffic Management Services, Contractor	Medium	Low
8	Cost /time overruns	Cost exceed budget	Medium	Medium	During the ECI Process detailed estimates have been used to build up scheme costs including contingency provision. The contract comprised an ECI stage followed by a construction stage. During the ECI stage the tendered construction cost have been reviewed and adjusted where necessary and a target cost set to deliver the works within the construction period of 9 months. It is anticipated that any cost increase or time overruns resulting in a cost increase will be contained within the allocated contingency provision. The contract will be subject to tight change controls monitored through a electronic change database tool (Contract Change Management). In the event the project cost is expected to exceed the allocated budget the City Council will work with the Contractor to descoped the works if at all possible and apply value engineering savings, if the cost cannot be contained within the approved budget a report will be brought forward to seek additional funds.	Project Manager / Site supervisors/Contractor	Medium	Low
9	Impact on Air Quality	Delays to schemes approvals. Potential to objections to TRO's if Air Quality is impacted.	Medium	Medium	Air Quality Assessments have been undertaken on the route and confirm that the scheme has no impact on Air Quality. TRO's can be advertised without need to supply Air Quality Information.	Project Manager	Low	Low



Extents of scheme within box
subject to final review to consider
capacity, pedestrian desire lines
and cyclists safety



SCHEME CONTINUED ABOVE

SCHEME CONTINUED BELOW

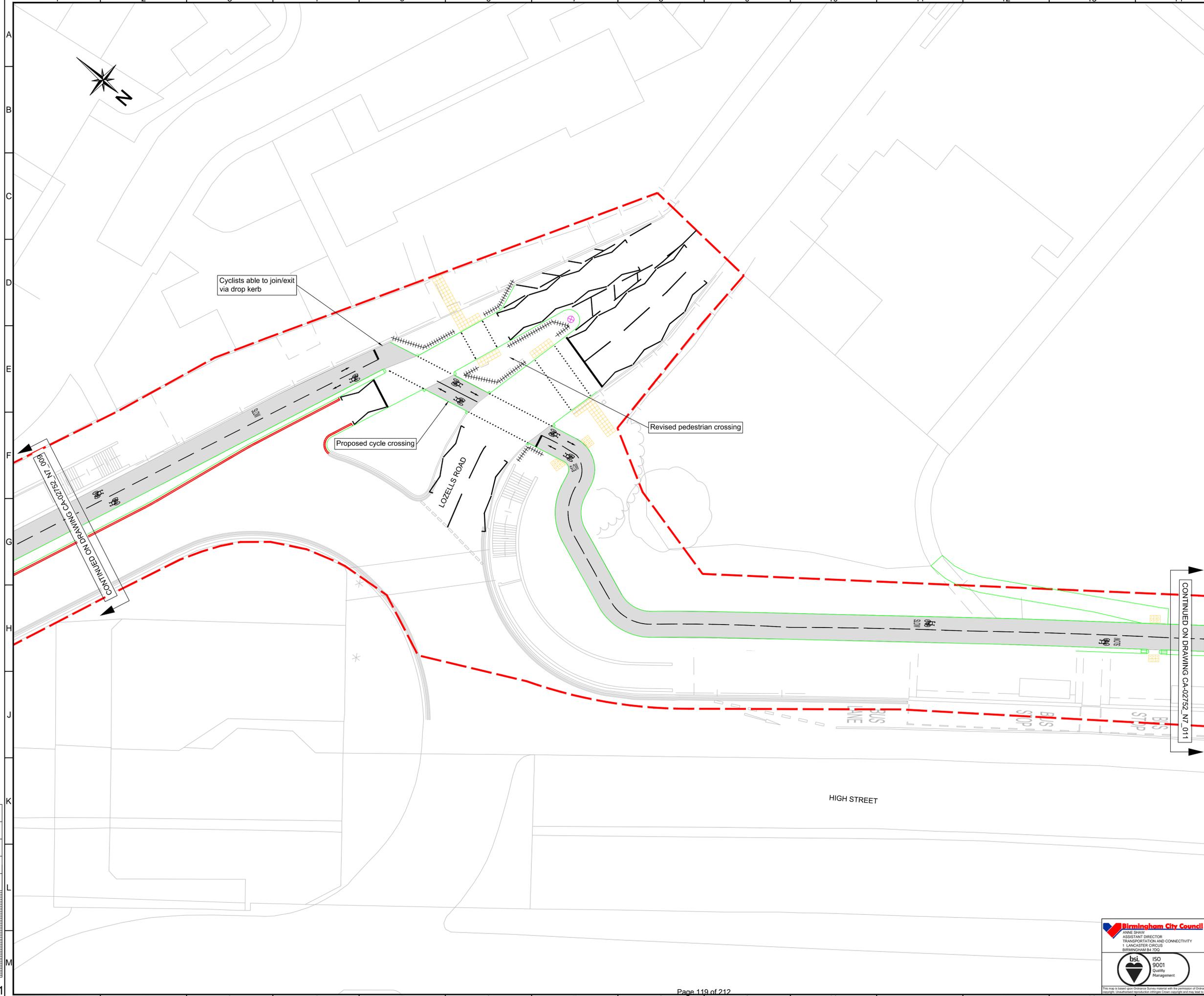
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Notes :-
1. Do not scale from the drawing.

Key:

- Scheme boundary
- Proposed kerb
- +++++ Proposed guardrail
- ▨ Proposed cycleway
- ▨ Proposed tactile paving
- ▨ Proposed corduroy tactile paving
- ▨ Proposed road marking
- STOP Proposed bus stop location
- ⊕ Proposed sign
- ⊕ Proposed bollard
- ⊕ Proposed traffic signals.
- ⊕ Tree to be removed

<p>Birmingham City Council ASSISTANT DIRECTOR 1. LANDS/TRAFFIC SERVICES CONNECTIONS</p>		<p>SCHEME NORTH WEST BIRMINGHAM DCN 3 A34 CORRIDOR</p>	
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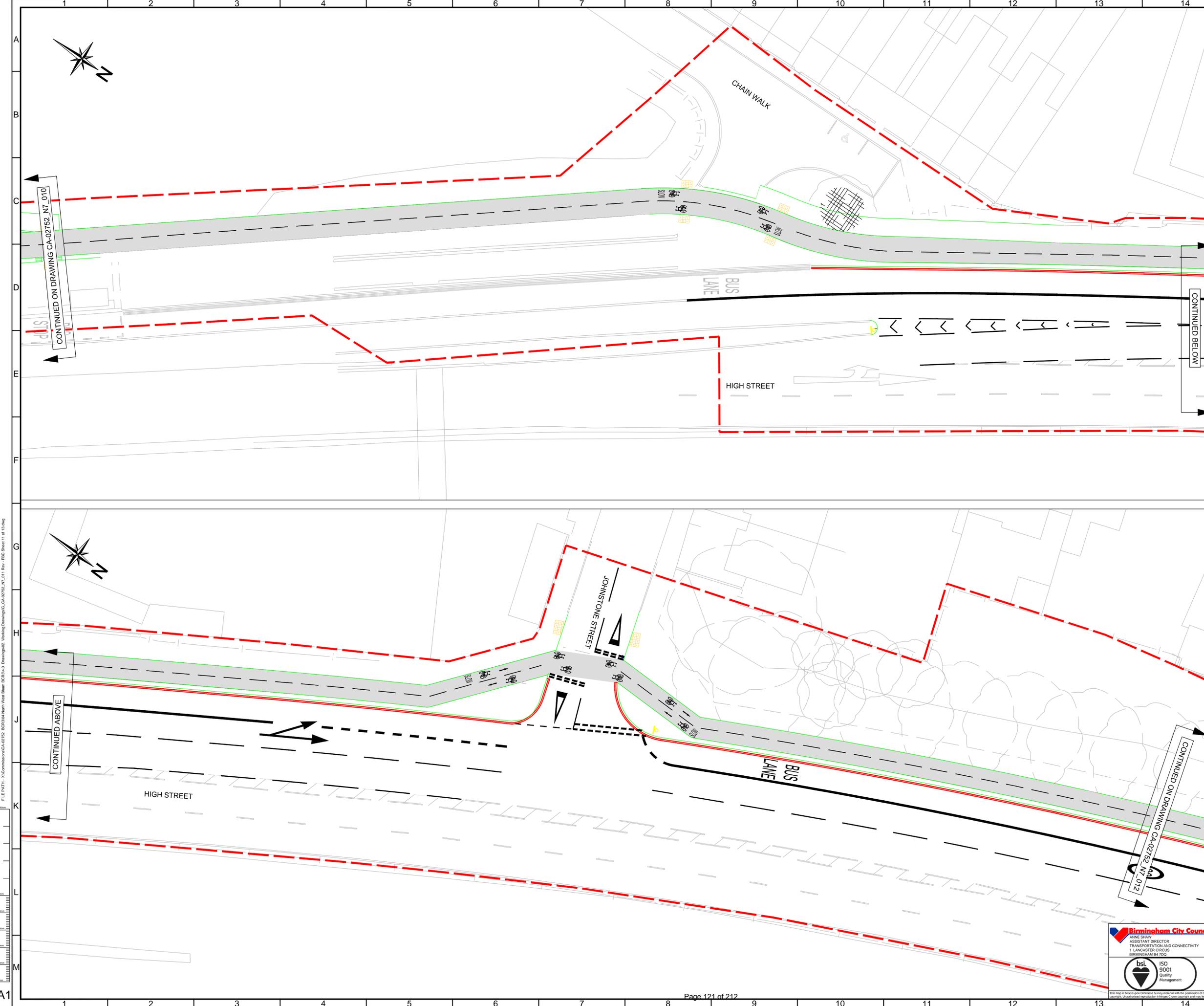


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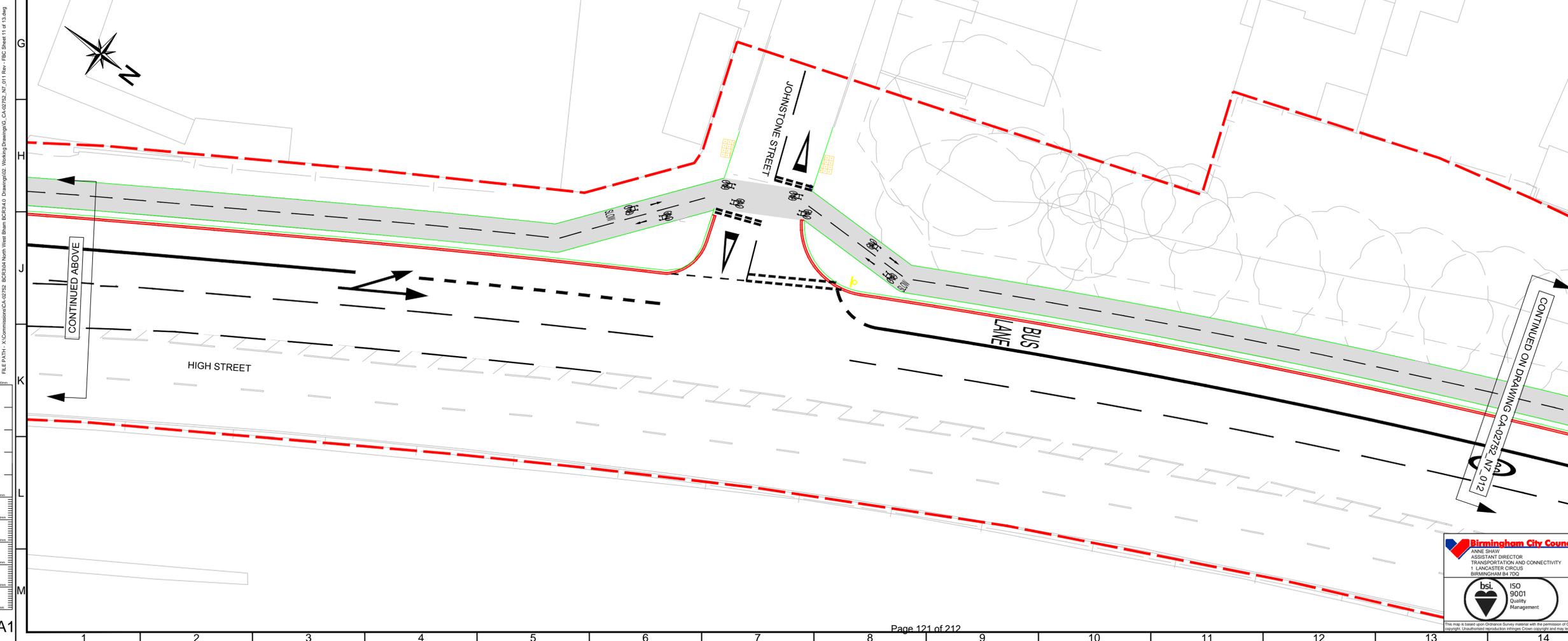
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 - ▒▒▒ Tree to be removed



ANNE SHAW
ASSISTANT DIRECTOR
TRANSPORTATION AND CONNECTIVITY
1 LANCASTER CIRCUS
BIRMINGHAM B4 7DG

SCHEME NORTH WEST BIRMINGHAM
BCR 3
A34 CORRIDOR

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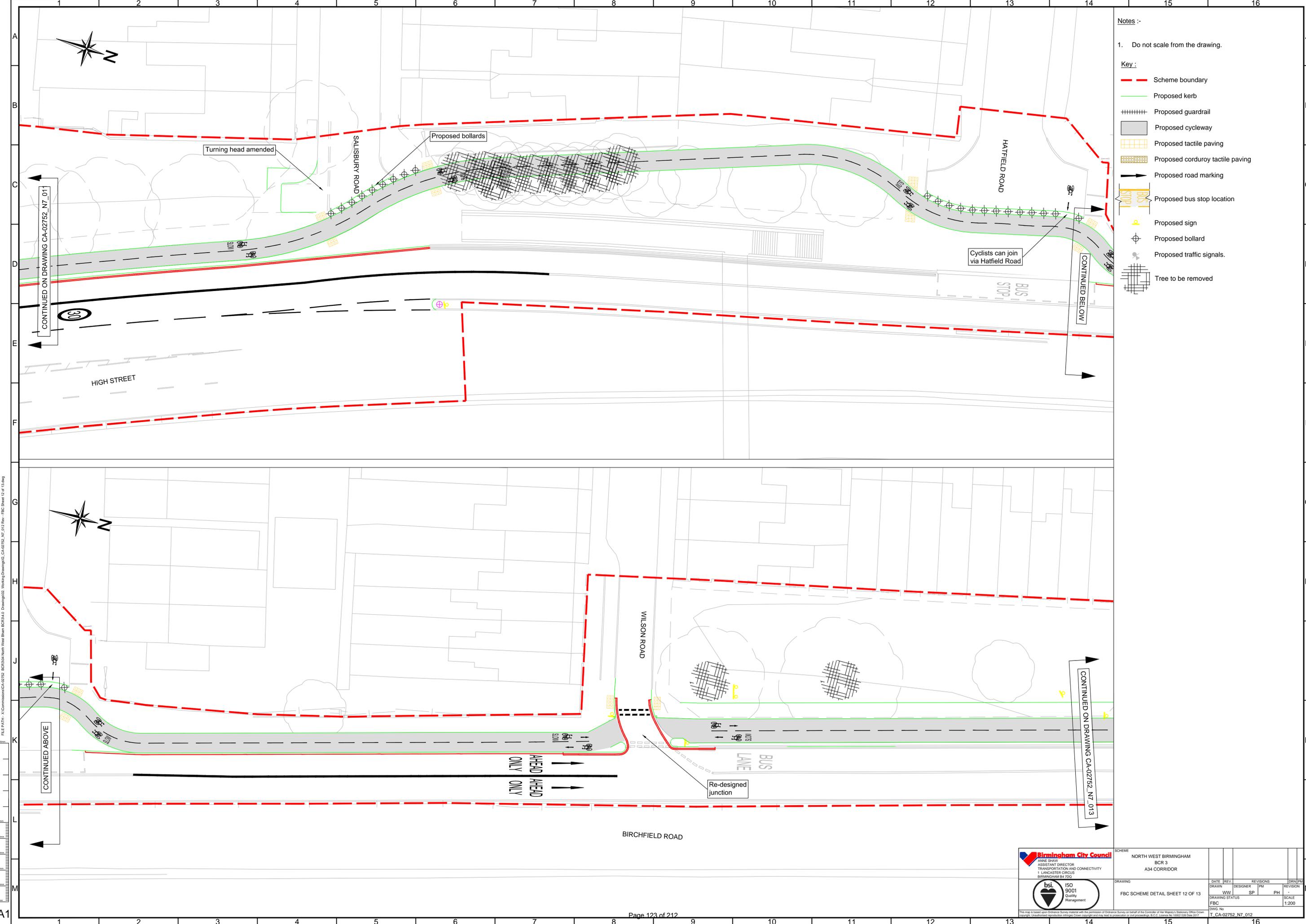
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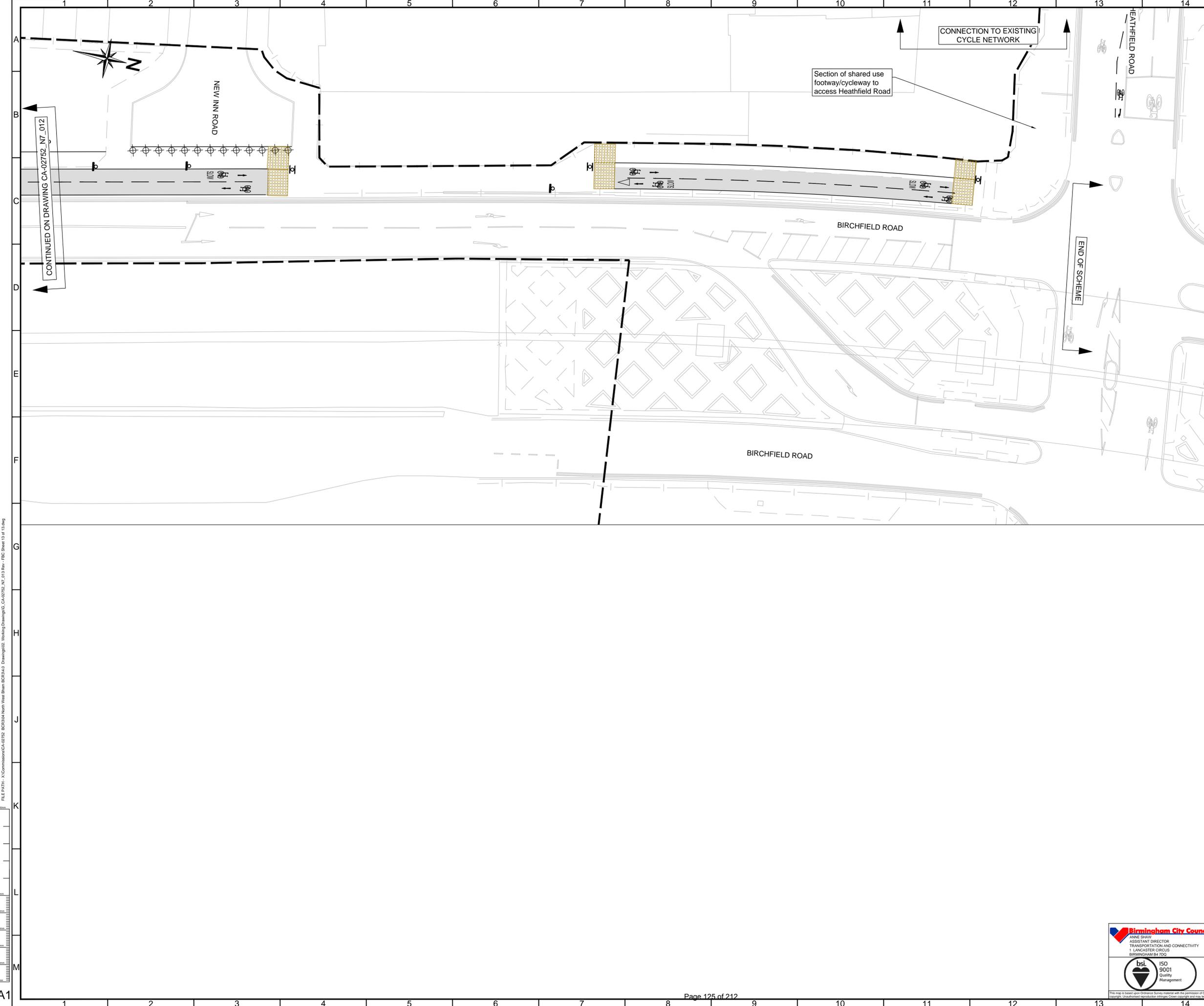
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- Notes :-
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 - ▭ Proposed cycleway
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 - Proposed road marking
 - ⊞ Proposed bus stop location
 - ⊞ Proposed sign
 - ⊞ Proposed bollard
 - ⊞ Proposed traffic signals.
 - ▭ Tree to be removed

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<p>Birmingham City Council ANNE SHAW ASSISTANT DIRECTOR TRANSPORTATION AND CONNECTIVITY 1 LANCASTER CIRCUS BIRMINGHAM B4 7DG</p>	SCHEME NORTH WEST BIRMINGHAM BCR 3 A34 CORRIDOR		DATE	REV.	DESIGNER	REVISIONS	DRN	PM
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Key :

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- Proposed corduroy tactile paving
- Proposed road marking
- Proposed bus stop location
- Proposed sign
- Proposed bollard
- Proposed traffic signals.
- Tree to be removed

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END OF SCHEME

CONNECTION TO EXISTING CYCLE NETWORK

Section of shared use footway/cycleway to access Heathfield Road

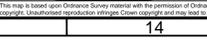
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BIRCHFIELD ROAD

BIRCHFIELD ROAD

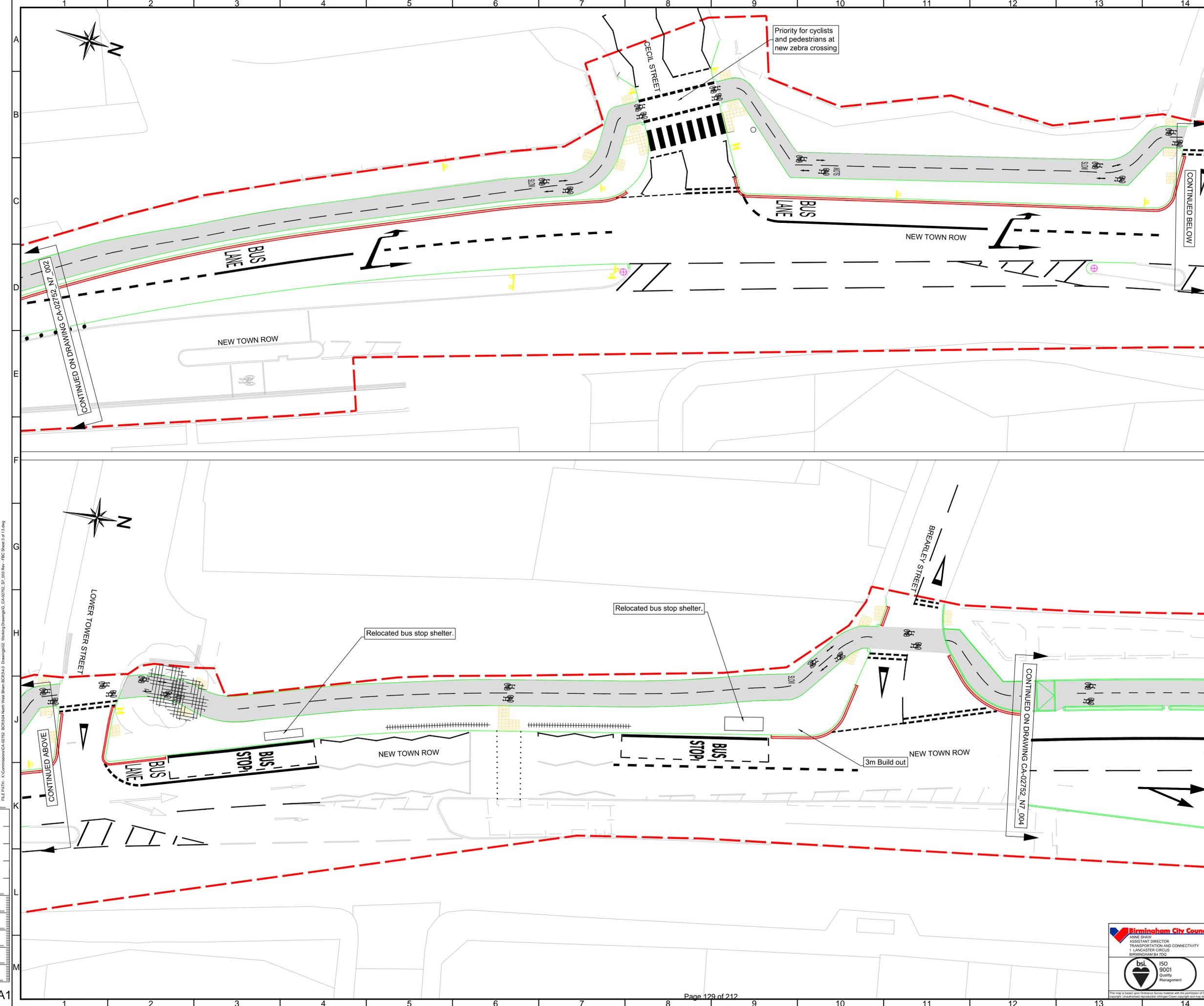


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- Notes :-
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 - Proposed road marking
 - BS1 STOP Proposed bus stop location
 - ⦿ Proposed sign
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 - ⦿ Proposed traffic signals.
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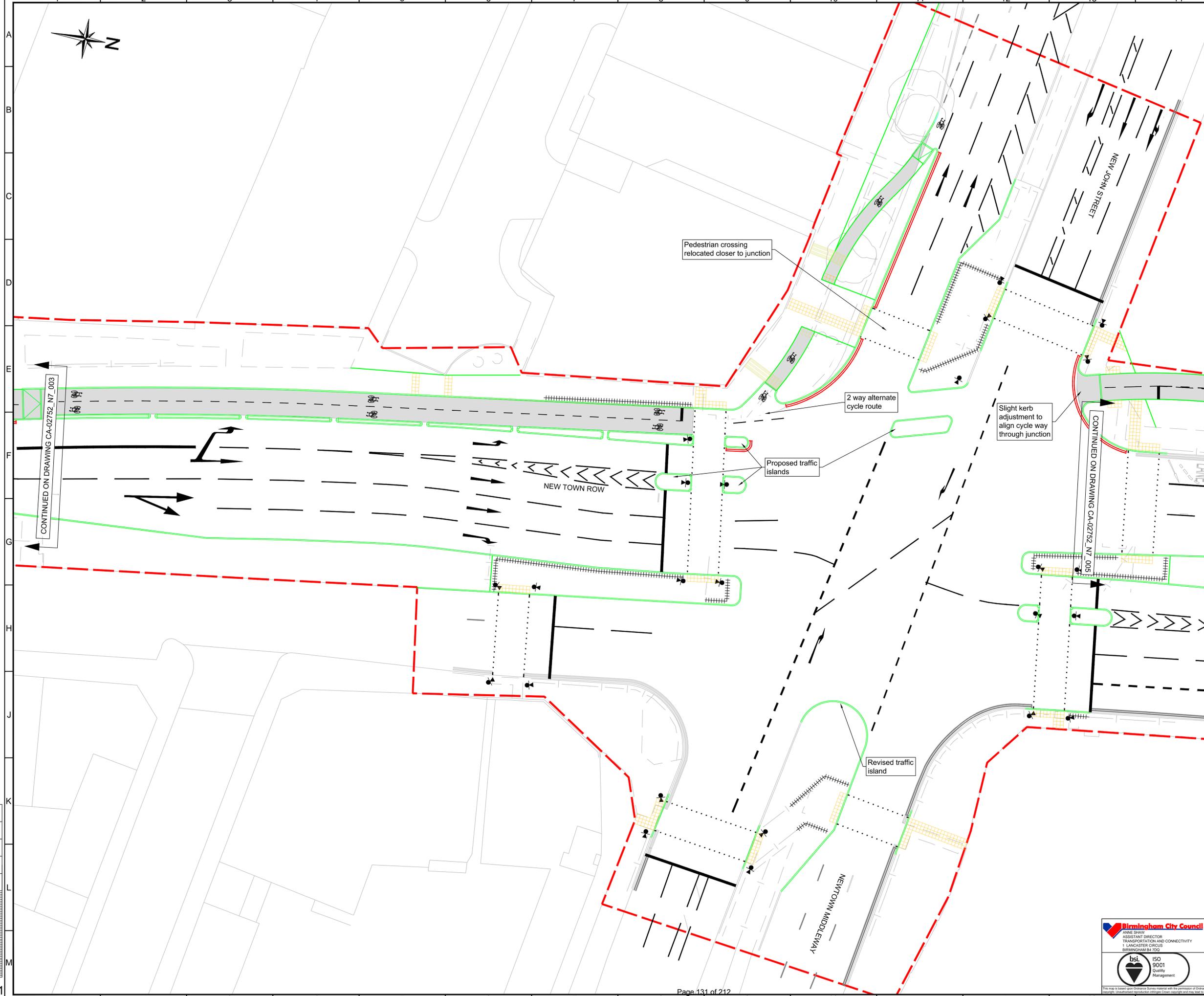


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NEW TOWN ROW

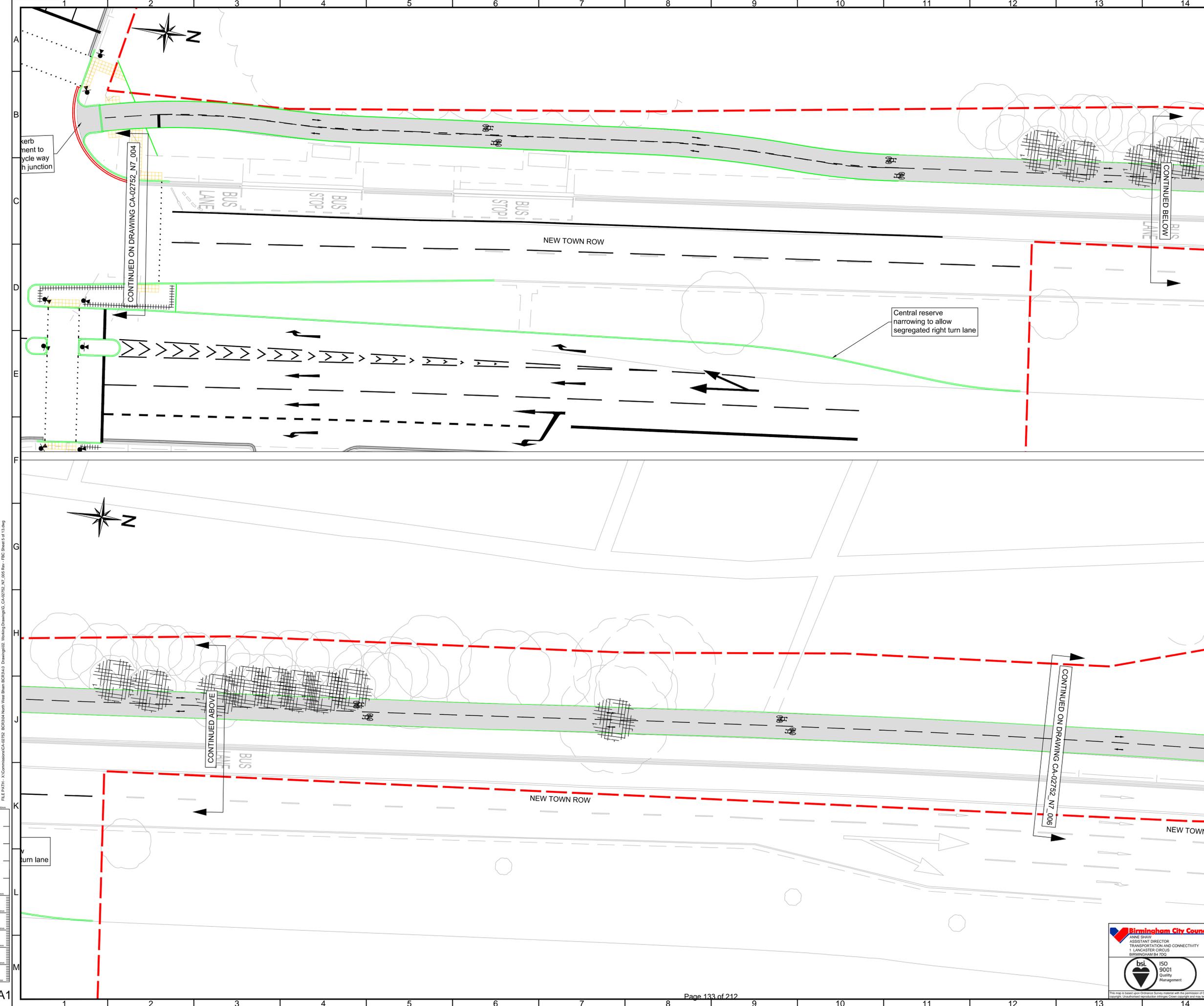
NEW JOHN STREET

NEWTOWN MIDDLEWAY

Birmingham City Council
 ANNE SHAW
 ASSISTANT DIRECTOR
 TRANSPORTATION AND CONNECTIVITY
 1 LANCASTER CIRCUS
 BIRMINGHAM B4 7DG

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SCHEME		NORTH WEST BIRMINGHAM	
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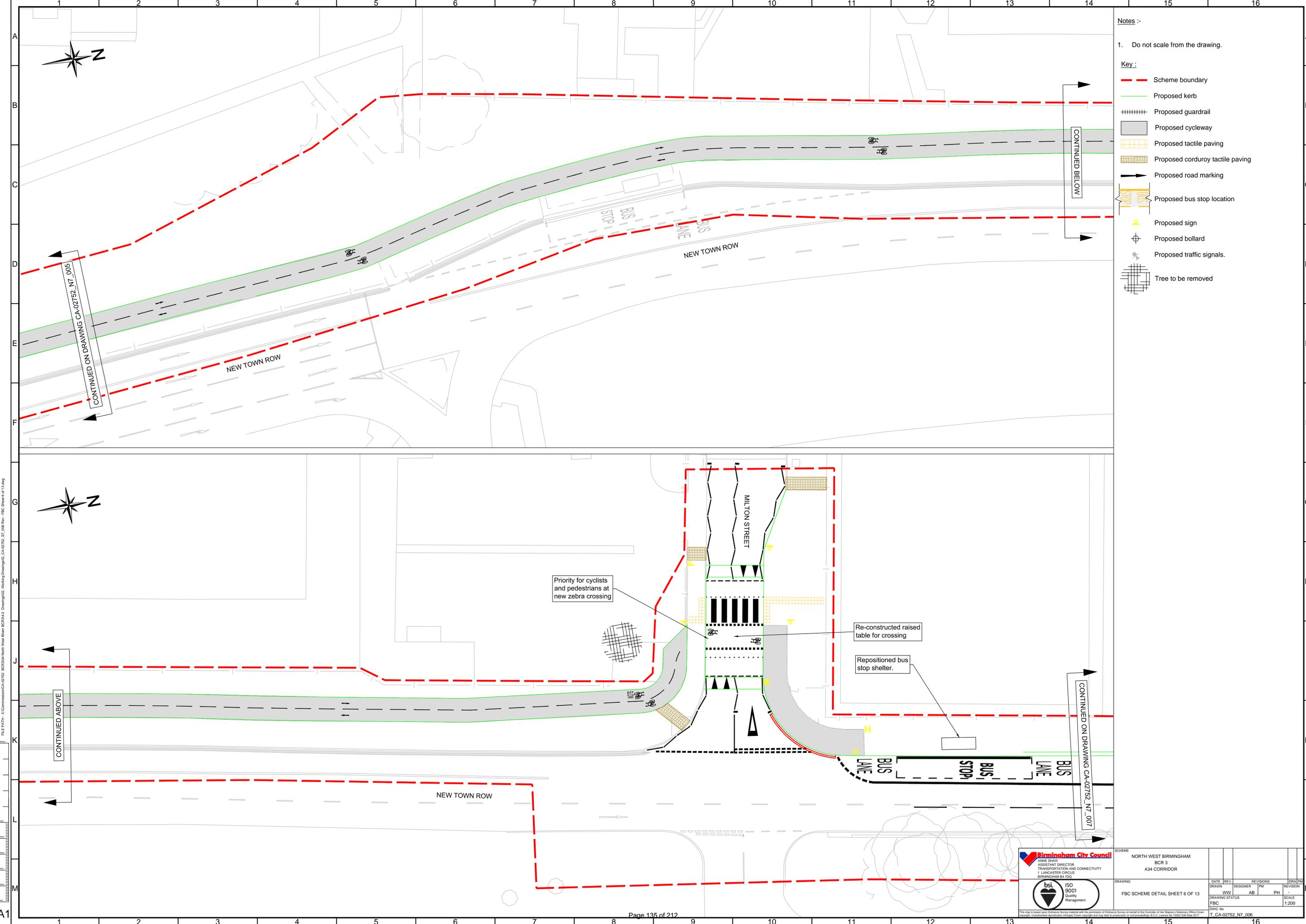
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- Proposed road marking
- ⊞ Proposed bus stop location
- ⊙ Proposed sign
- ⊕ Proposed bollard
- ⊗ Proposed traffic signals.
- ▒▒▒▒▒ Tree to be removed

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<p>Birmingham City Council ANNE SHAW ASSISTANT DIRECTOR TRANSPORTATION AND CONNECTIVITY 1 LANCASTER CIRCUS BIRMINGHAM B4 7DQ</p>		<p>SCHEME NORTH WEST BIRMINGHAM BCR 3 A34 CORRIDOR</p>															
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- Notes :-
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 - ▒ Proposed cycleway
 - ▨ Proposed tactile paving
 - ▩ Proposed corduroy tactile paving
 - Proposed road marking
 - STOP BUS STOP Proposed bus stop location
 - ⦿ Proposed sign
 - ⊕ Proposed bollard
 - ⦿ Proposed traffic signals.
 - ▩ Tree to be removed

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Priority for cyclists and pedestrians at new zebra crossing

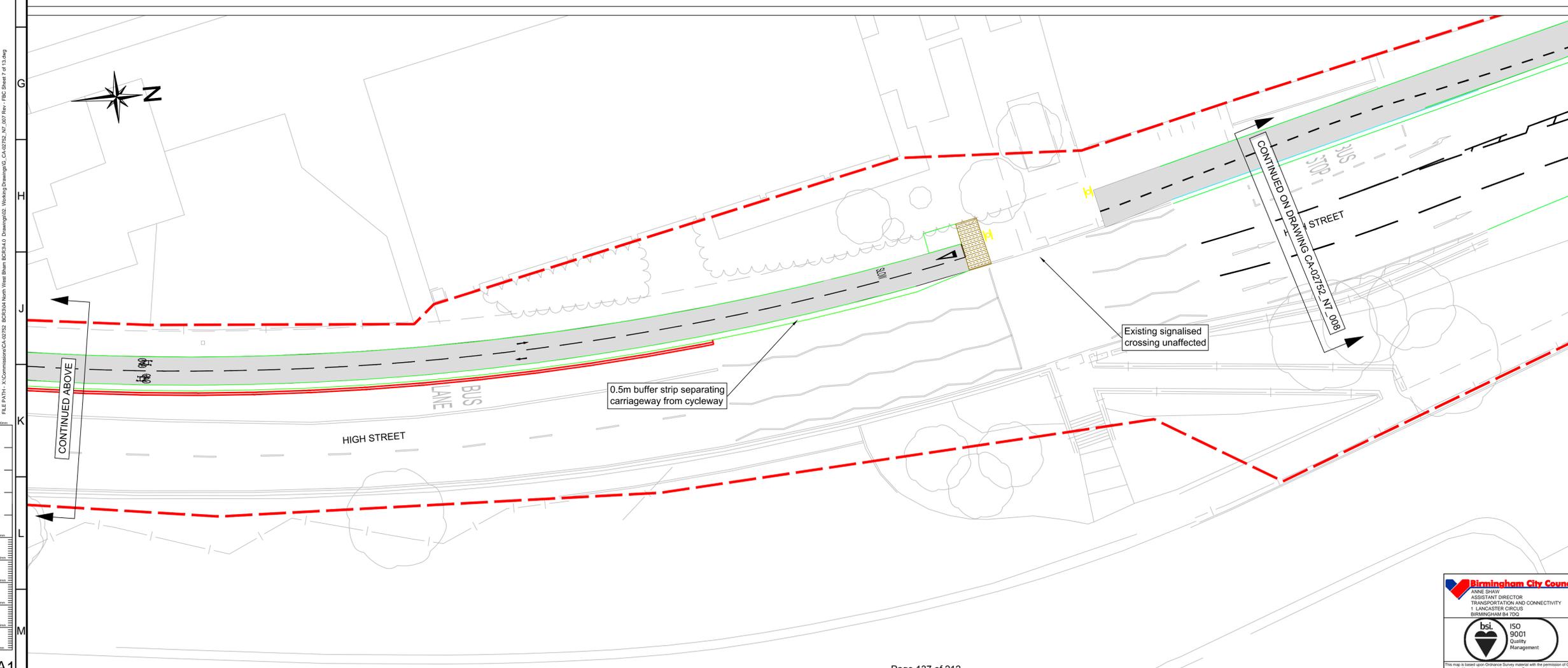
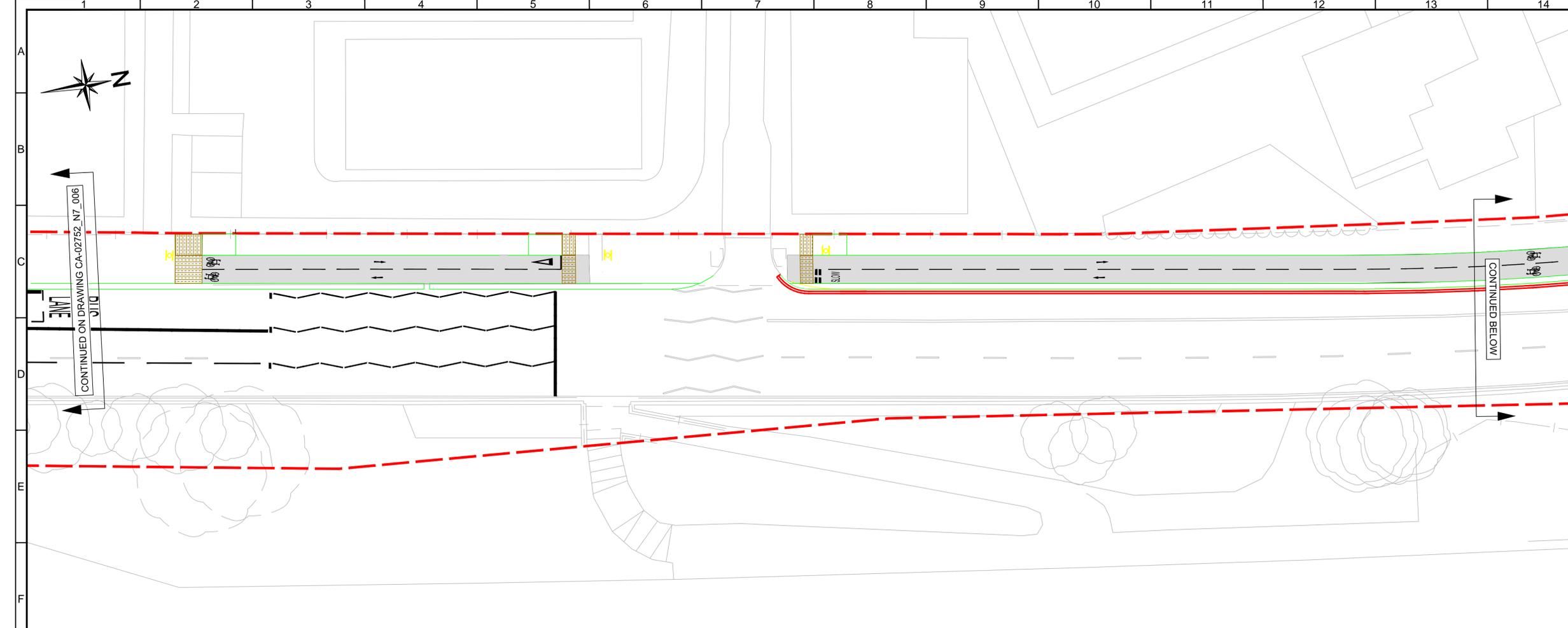
Re-constructed raised table for crossing

Repositioned bus stop shelter.

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 BIRMINGHAM B4 7DQ

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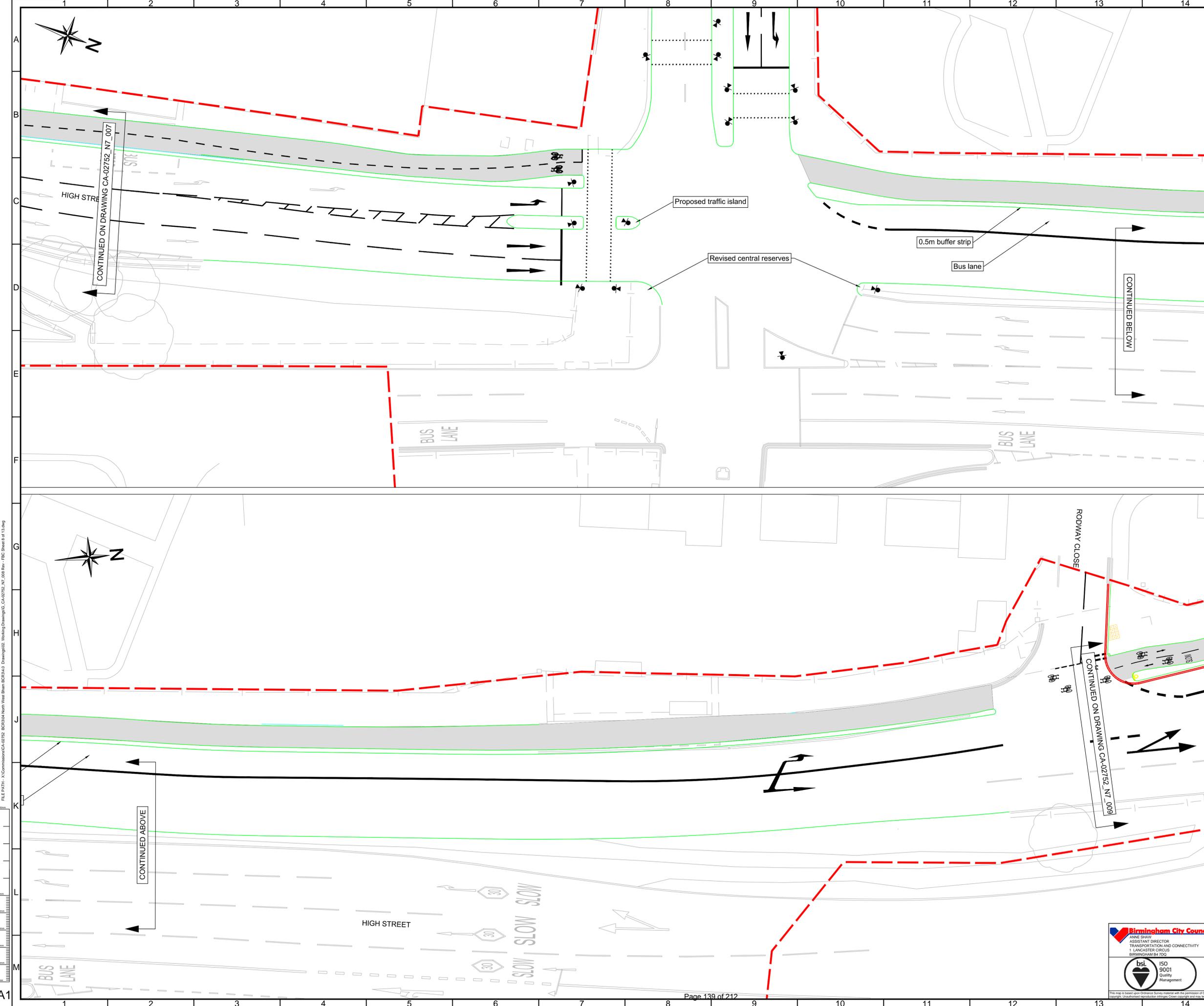
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- Notes :-
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 - Proposed road marking
 - BS STOP Proposed bus stop location
 - ⊙ Proposed sign
 - ⊕ Proposed bollard
 - ⊙ Proposed traffic signals.
 - ⊗ Tree to be removed

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<p>Birmingham City Council ANNE SHAW ASSISTANT DIRECTOR TRANSPORTATION AND CONNECTIVITY 1 LANCASTER CIRCUS BIRMINGHAM B4 7DG</p>		<p>SCHEME NORTH WEST BIRMINGHAM BCR 3 A34 CORRIDOR</p>															
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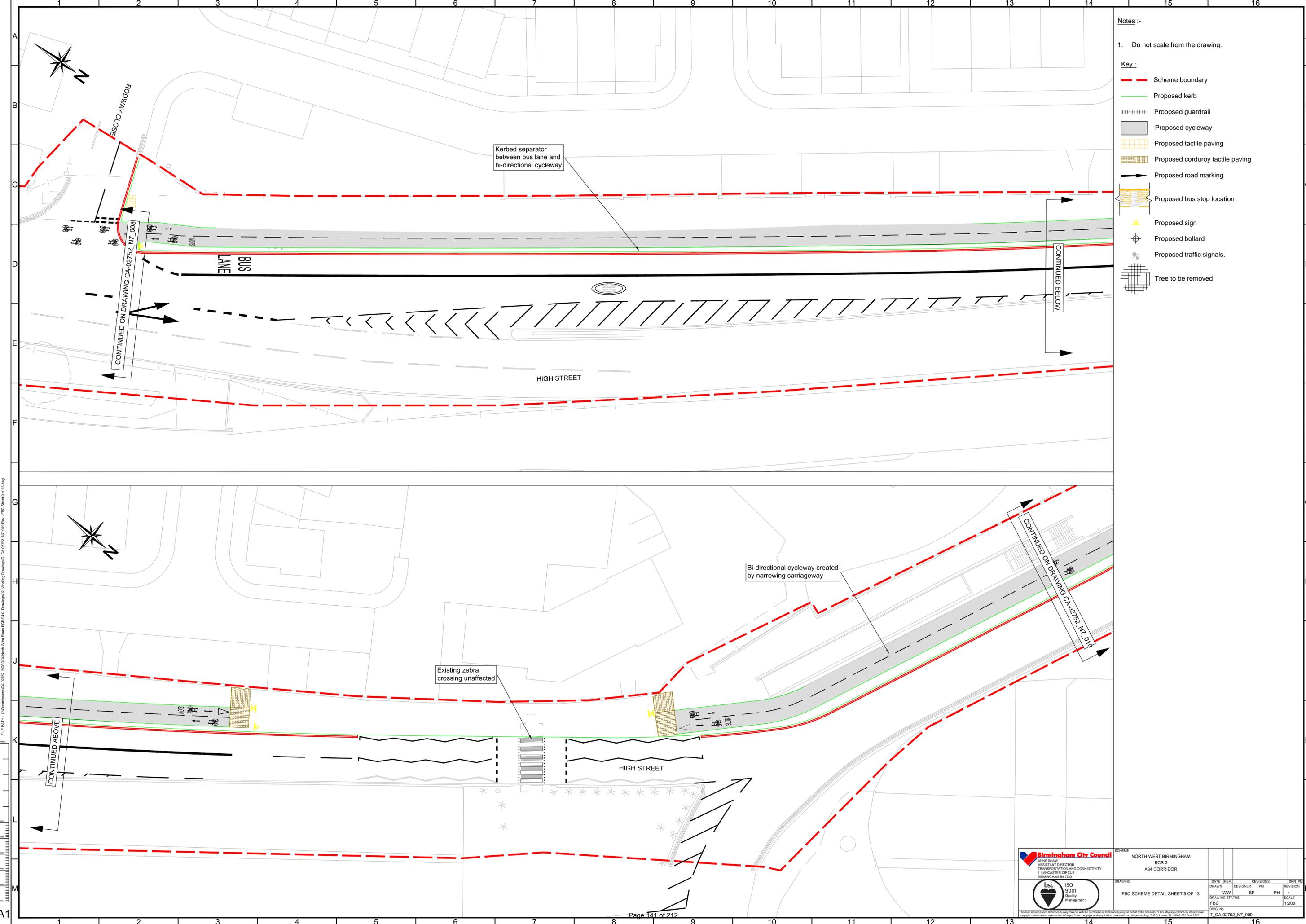


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 - ▒▒▒▒▒ Proposed corduroy tactile paving
 - Proposed road marking
 - Bus Stop Proposed bus stop location
 - ⚠ Proposed sign
 - ⊕ Proposed bollard
 - ⚡ Proposed traffic signals.
 - ⊗ Tree to be removed

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<p>Birmingham City Council ANNE SHAW ASSISTANT DIRECTOR TRANSPORTATION AND CONNECTIVITY 1 LANCASTER CIRCUS BIRMINGHAM B4 7DG</p>		<p>SCHEME NORTH WEST BIRMINGHAM BCR 3 A34 CORRIDOR</p>													
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 - ⊕ Proposed bollard
 - ⊙ Proposed traffic signals.
 - ⊗ Tree to be removed

FILE PATH: X:\Commissioning\CA-02752_N7_008 Rev. FBC Sheet 9 of 13.dwg

<p>Birmingham City Council ANNE SHAW ASSISTANT DIRECTOR TRANSPORTATION AND CONNECTIVITY 1 LANCASTER CIRCUS BIRMINGHAM B4 7DG</p>		<p>SCHEME NORTH WEST BIRMINGHAM BCR 3 A34 CORRIDOR</p>	
<p>bsi. ISO 9001 Quality Management</p>		<p>DRAWING FBC SCHEME DETAIL SHEET 9 OF 13</p>	
DATE	REV.	DESIGNER	PH
	WW	SP	
DRAWING STATUS		SCALE	
FBC		1:200	
DWG. No.		T CA-02752_N7_009	

EXECUTIVE SUMMARY

REPORT ON PUBLIC CONSULTATION - A34 CITY CENTRE TO PERRY BARR

INTRODUCTION

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

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

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

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

The general quantitative breakdown of engagement can be summarised as:

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

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

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

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

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

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

ENGAGEMENT PROCESS & APPROACH

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

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

Table 1.1 – A34 Public & Stakeholder Engagement Process



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

1. About you

What is your name? _____

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

What is your email address? _____

What is your house number/name? _____

What is your postcode? _____

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

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

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

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

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

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

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

- Yes No Maybe Don't know

Why did you choose this answer?

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

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

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

BCRA34

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

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

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

<p>e.g. NR-5</p>	<p>e.g. I think this part of the route is...</p>
----------------------	--

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

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

Yes No

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

10. About you

Age: which age group applies to you?

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

Sex/gender: what is your sex?

Male Female

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

Yes No Prefer not to say

Ethnicity: what is your ethnic group?

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

Other white background (please specify) _____

Mixed/multiple ethnic groups

Asian/Asian British

Black African/Caribbean/Black British

Other ethnic group (please specify) _____

Sexual orientation: what is your sexual orientation?

Bisexual Gay or lesbian Heterosexual or straight

Other Prefer not to say

Religion: What is your religion or belief?

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

Buddhist Hindu

Jewish Muslim

Sikh Any other religion (please specify) _____

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

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

BCRA34

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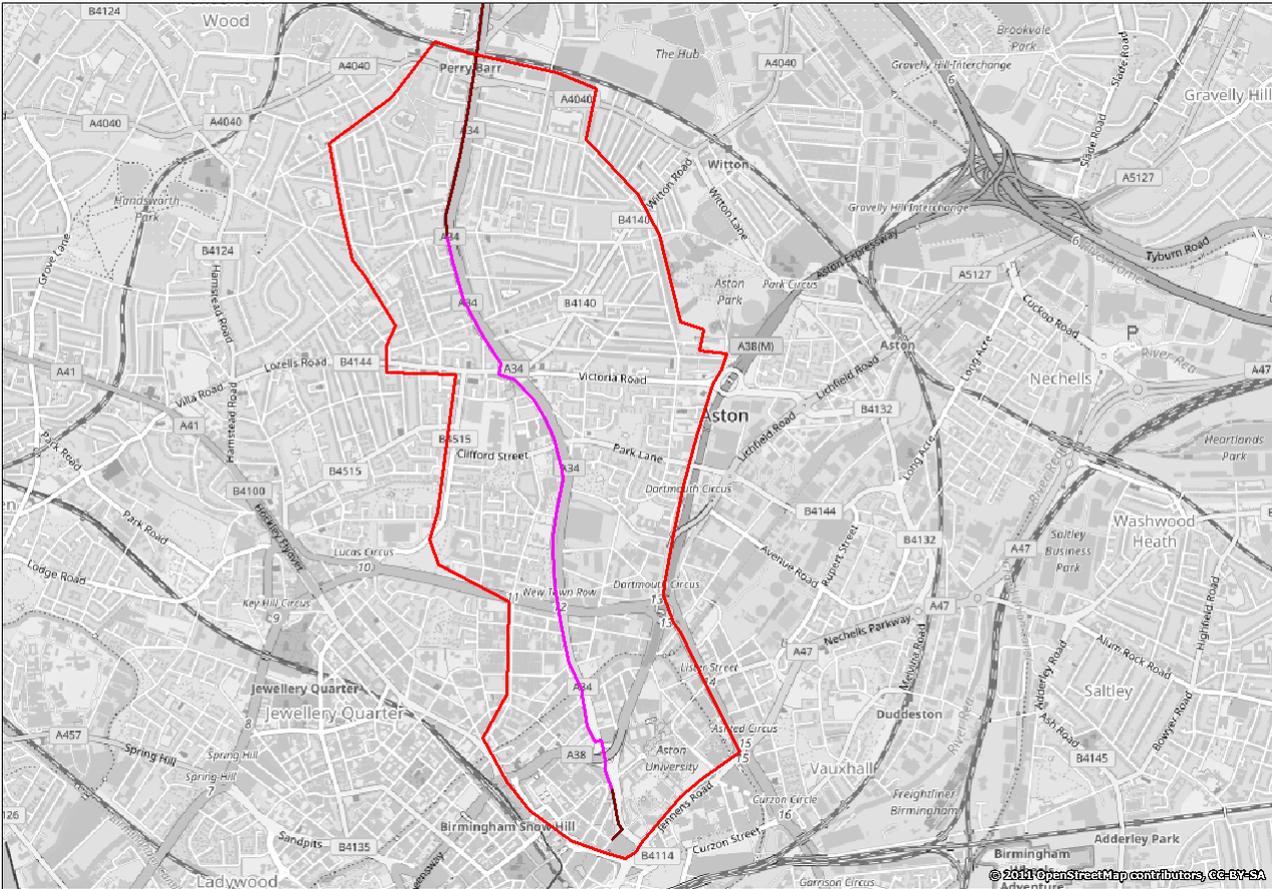
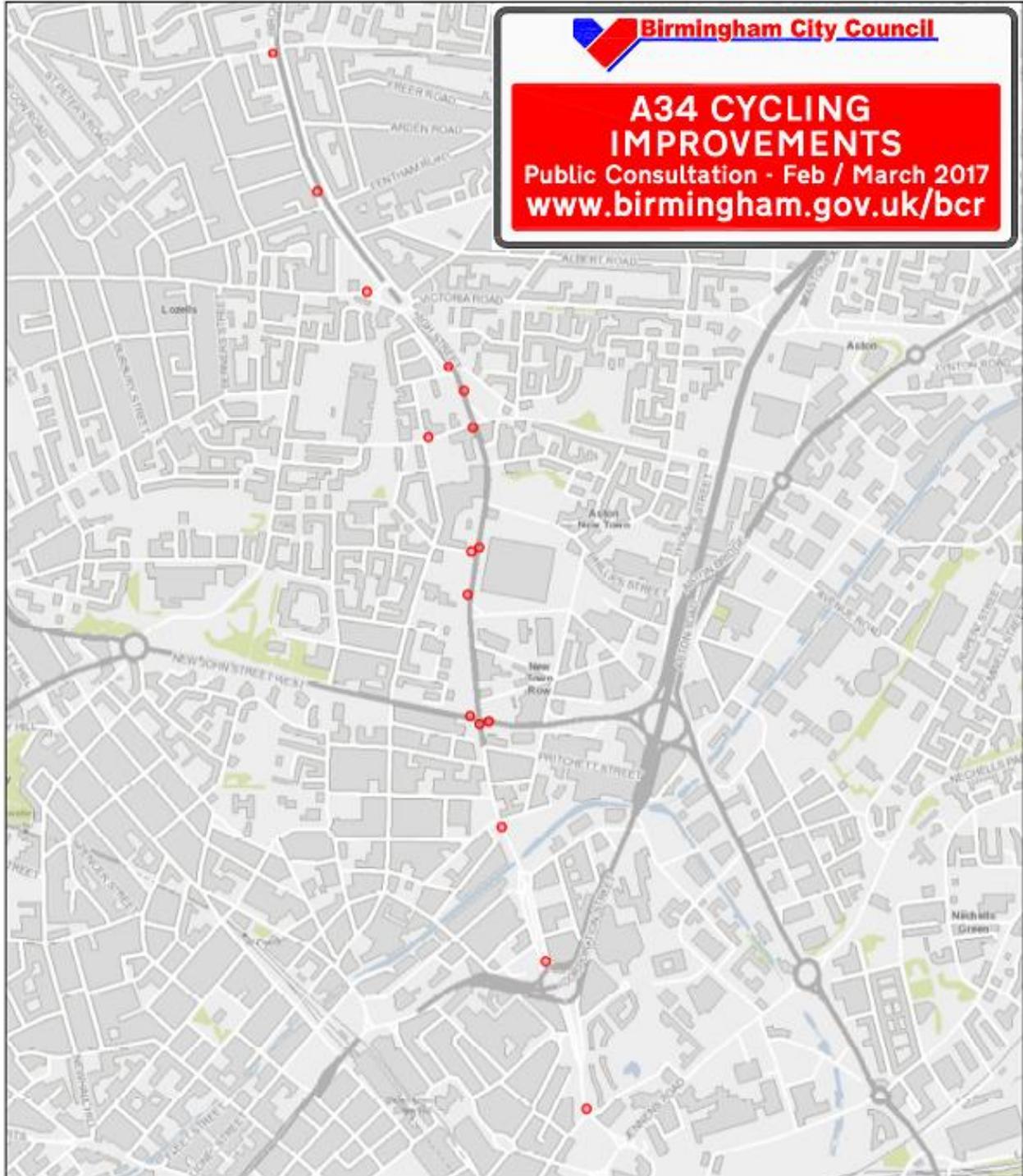


Figure A – Consultation Leaflet Distribution Area

BCR - A34 Temporary Roadsign Sign



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Figure B – Temporary Roadside Signage Locations

HEADLINE CONSULTATION RESULTS

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

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

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

Survey Question:

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

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

* rounded to nearest percentage point

Table 1.2

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

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

Survey Question:

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

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

* rounded to nearest percentage point

Table 1.3

Survey Question:

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

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

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

* rounded to nearest percentage point

Table 1.4

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

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

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

* rounded to nearest percentage point

Table 1.5

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

Scheme wide positive feedback:

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

Scheme wide concerns:

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

Location specific positive comments:

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

Location specific concerns:

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

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

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

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

DETAILED DESIGNS FOLLOWING CONSULTATION PROCESS

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

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

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

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

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

Table A – Consolidated Feedback/ Comments received during consultation process

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

Engagement with Birmingham City Council Councillors

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

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

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

General Comments on project

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

** your ** and start as soon as possible

1. Is it a good idea to spend so much money on creating a separate bike lane, when there is bus lane already there for most of the way? The bus lane is good, because it is a full lane's width and not just a bike strip. It would be better to spend the money on (a) making the junctions more amenable to cyclists – for example, the canal bridge near Princip Street (widen it!), Lozells Road roundabout, Perry Barr island, and (b) making improvements to more roads than just this relatively short stretch – I expect a lot of journeys will use more roads than just this.

2. Having only 2 lanes on the road going out of town between St John St Middleway and Newbury Road, is going to make the traffic on the road worse in the evening peak, particularly for buses.

3. Looks like there will be a fair bit of stopping and starting – loss of momentum is not good for cyclists. I cycle to & from city every day for work and have been doing so for 15 years. At the moment, there are only potentially 4 stops heading north from the city centre – assuming that you start at James Watt Queensway and use the tunnel (which is not very busy nowadays), the 4 stops are St John St Middleway, Newbury Rd, Lozells Rd and Heathfield Rd. The maps show a large number of side roads, each of which could require a cyclist to slow down or stop if the cars think they have priority, and presumably they will. On the maps, I have counted 10 extra potential stops (Vesey, Price, Cecil, Lower Tower, Brearley, Milton, Rodway, Johnstone, Wilson and New Inn), and for only one (Brearley) is it stated that traffic must give way. At least when you're in the traffic, you have the same priority as them and that is a much better end result for keeping going. The stopping and starting will not give people the encouragement that you are endeavouring to achieve. A better design would be one which makes it clear at each side road, that the traffic must give way to the bike lane.

4. Waiting at traffic lights for a green light for a bike lane – a nice idea to have a green light for bikes. However, the waiting time is likely to be as long as waiting for the pedestrian green light, when compared with cycling on the road when you are more likely to be able to get straight through. Therefore, not so much of an encouragement to use the bike lane.

5. Bike lanes often seem to have the following problems, I hope you will be able to resolve them. (1) people walk and park on them, and stand on them where there are bus stops, so it is in the end less hassle to ride on the road; (2) they are not swept and passing traffic does not keep them clear of rubbish, grit and so on, therefore less safe to use and more prone to punctures; (3) not sufficiently lit to be used in the dark with confidence, especially when riding at some speed (I ride at about 15 mph or so on the flat), because of danger of (1) and (2) above, also potholes, bumps, tree roots etc. that you can't see. Picture NR-15 does not show any lighting, neither does – on the Selly Oak route, the artist's impression of section B in the central reservation. For example, the present cycle route along Bristol Road between Belgrave Middleway and the University uses the footpath, suffers from all these problems and is therefore quite hard to use.

6. It is good that you are finding a way around bus stops. Bus stops, as they are at the moment, are a problem for cyclists all over Birmingham, as they are often rutted and therefore potentially dangerous if you can't see the problem in advance - eg in the dark and the wet. It seems to me that the contractors who maintain the roads are not building the bus stop areas strong enough, and that is why they keep failing like this. Can you do anything about this problem - perhaps they need to be concrete?

7. Why does your publicity report on the length of the route in km, when the general public works in miles?

1. That the council is promoting cycle routes is to be commended!

2. The proposals are generally good for encouraging increased use of bicycles, and are geared to new riders who wouldn't want to cycle on the roads using current provision.

3. Having a 2-way route on one side of a busy road (a) makes access from the other side of the road difficult, and (b) increases collision chances both (i) cycle-cycle on the route and (ii) with road traffic at junctions. Road traffic would have to be aware of cycles approaching a junction contrary to main traffic flow.

4. Considering myself and experienced rider, I would probably continue to use the roads with the current proposals. Mostly to avoid having to stop at every junction with a minor road, and to keep a higher average speed than would be safe on a narrow, twisting cycle path.

Will existing provisions (cycle lanes, use of bus lanes) still remain in force? It would be good if these proposals were adding to the cycle-riding capacity of the roads, rather than (inadvertently) trying to force all cyclists to use the same space.

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

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

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

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

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

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

<p>No capacity at the big traffic signal controlled junctions to accommodate priority for cycle movements. Will not be used enough to justify expense. Can we have a tram instead please.</p>
<p>Nowhere is it mentioned how wide the lanes will be. To make the route safe and attractive to people of all ages on bikes, it should be wide enough to permit overtaking and avoid conflict between opposing flows of bike traffic. From my experience each lane needs to be at least 2m wide, in each direction. The cycle route should also give users priority at side roads and junctions. This is crucial to avoid conflict with motor vehicles and attract users of all abilities and ages. I note that at certain locations people on bikes are to share pavement space with pedestrians. Shared use space is an unsatisfactory botched compromise that creates conflict, will appeal to neither group of users and will be underused by both as a result. While I fully support the cycle route, you need to rethink several aspects of it if it is to attract more people on bikes.</p>
<p>On the section between Ruddington Way and New Town Row, is there a reason why you didn't take the cycle track alongside Ruddington Way rather than alongside New Town Row? It seems to me it would provide some distance from the traffic fumes, and would reduce the need to replace trees. Ruddington Way appears to be lit (looking from New John Street), though changing the luminaires might be a good idea. The only disadvantage I can see is it makes the route a tad longer. Also, can we check why the plans show Lower Tower Street with a two-way entrance, when currently it is only one-way at its mouth? I need to know if that is a mistake or intentional before publishing our response.</p>
<p>Only wish similar routes would be created elsewhere in the city too. Not only from city centre to neighbourhoods but between neighbourhoods too. It looks as if this would make cycling safe and enjoyable, I currently only cycle in limited areas of Birmingham, because of the danger that traffic poses (and because it is rather unpleasant too)</p>
<p>over £12M for a tiny minority of road user in an age when government and local government are saying they have no money seems a luxury and possibly a red herring pandering to minorities again. What is the point of a 2.5 mile "safe" cycling route when the suburbs are not also made safe? There is a cycle route on Chester Road and has been for years and years - hardly ever used whenever I have travelled that route. Could be an utter waste of money and it is interesting to see the consultation is to only finalise the plans so the decision is already made - very democratic.</p>
<p>Overall BFOE is really pleased with this design. It will provide high quality, segregated infrastructure that will make cycling more appealing. The A34 is heavily congested and has awfully high levels of air pollution. This new cycleway could help address these problems.</p>
<p>Please do more green cycle routes</p>
<p>Please find attached TfWM's response to the Birmingham Cycle Revolution City Centre to Perry Barr Route consultation. Many of our points echo those raised with the A38 however there are some specific issues relating to the A34, we have highlighted in this response. Particularly the location of bus stops/shelter along the route and potential conflicts this may result in, between the different users. However, overall we are extremely supportive of this cycle route and it supports our Movement for Growth ambitions to increase cycling. After digesting our comments, if you feel you would like to set up a meeting with TfWM officers concerning any of our issues raised, please drop me an email and I can arrange this. Overall, Transport for West Midlands (TfWM) welcomes and supports Birmingham City Council's Cycle Revolution City Centre to Perry Barr route along the A34. This is because the route is very much in line with the West Midlands Combined Authority's approved Strategic Transport Plan "Movement for Growth" (MfG), as detailed in paragraphs 4:49, 4:50, 4.54 and 4.55 and supports the West Midlands Strategic Cycle Network. There are however, some detailed issues which require further clarification, or amendment to correctly reflect all existing and future modes using the A34 including the proposed SPRINT route from Birmingham to Walsall and its core bus routes serving this corridor. Connections to Movement for Growth The paragraphs below promote the wider regional vision and priorities of the West Midlands Combined Authority:-Paragraph 3.2: "Ensure that walking and cycling are a safe and attractive option for many journeys especially short journeys, by delivering a strategic cycle network and enhancing local conditions for active travel". Paragraph 4.34: "...MfG will address strategic movements across the conurbation.... This is by the creation of three new networks for this tier: a metropolitan rail and rapid transit network, a metropolitan main road network and a metropolitan cycle network". Paragraph 4.49: "In conjunction with the Metropolitan Rail and Rapid Transit Network, the Metropolitan Main Road Network ("Key Route Network") will serve the main strategic demand flows of people and freight across the metropolitan area This network will use highway capacity</p>

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

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

Next Steps: We understand that many of these points have been raised by TfWM Officers through various meetings and groups. However, we would be happy to arrange a meeting with yourselves, if further discussions or clarification is required on any of our points.

Push Bikes is Birmingham's cycle campaign, with members spread across Birmingham and the wider West Midlands. We have members who regularly cycle along the A34 and members who use alternative routes rather than the A34. We are responding to this consultation as key stake-holders in Birmingham.

General comments: We are very supportive of these plans. They represent a remarkable step-up in ambition by Birmingham City Council, delivering cycling infrastructure that will compare well with the best in the UK. We believe that the decision to re-think the main road corridors was the right decision to take and this route will show what can be achieved. We are very happy to see that Birmingham City Council will be prioritising the safety of vulnerable road users at key points on this route, and we support the use of separate traffic lights at key junctions to control motor traffic turning across the cycle track. We think that the provision of safe space for cycle users at all junctions will provide a cycling environment that is welcoming to all. We note that the route currently only goes as far as Heathfield Road. Although this is not ideal, the route will still serve a large residential area, providing them with a safe and attractive route to cycle to the centre of Birmingham. We look forward to the future plans for part 2 of this route, reaching up at least as far as the One Stop shopping centre.

General design comments:

Cycle track width: We believe that the cycle track should have a width of at least 3 metres as far as possible. We understand that there are minimum pavement widths relating to providing sufficient space for wheelchair users to be able to pass each other without being forced onto the carriageway. However we suggest that wheelchair users should be able to use the cycle track safely and comfortably to pass each other, as long as the kerbs between the cycle track and pavement have a shallow angle. In addition, we suggest that people walking next to a cycle track are able to make full use of the pavement, whereas people walking next to a road with HGVs and buses have to keep a distance from the edge of the pavement. With the cycle track adjacent, the comfortable width of the pavement is increased. We believe that the cycle track should have at the minimum a 3 metre width, as the recommended minimum width required for a bi-directional cycle track in DfT design guidelines. This minimum width is necessary to enable cycle users to pass each other and overtake safely. Given the potential for high volumes of cycle users along this route, we believe that adhering to a minimum 3 metre width (wider where possible) is the best option for this route.

Cycle track continuity & shared space: We think that the cycle track should be as continuous as possible past bus stops and pedestrian crossings. By retaining a continuous cycle track, the movements of cycle users will be predictable to people using the bus stops and crossings. When there is shared space used, there is an uncertainty about where to go to avoid collisions. In locations with a high place function, shared use areas are appropriate, but along the A34 there is a high movement function, with cycle users focused on reaching their destination. Keeping the continuity of the cycle tracks would recognise the high movement function of the environment.

Wheelchair access at

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Comments on Drawing No: NR-16
• Connection into Chain Walk needs to be highlighted on plans • Could a connection across Witton Road / Mansfield Road be included with further signed links into Witton train station & Villa Park on plans • Buffer to traffic on High Street needs to be consistent width, 1.0m+ to reduce impact of issues like “vehicle drag”, spray, noise, exhaust fumes. Bicycle traffic heading towards city centre will be closest to traffic flows exiting so all of the above has greater impact + more risk with decent level of segregation.
Agree with Pushbikes comments.
All good.
Another high speed section, will need to be segregated well.
Don't like the switch to the other side of the pavement, which will create a conflict zone. It also means you can't set back the crossing of Johnstone Street, as per best practice.
Excellent
good
Good
Good Idea
Good obvious route - fairly steep incline so what about protection for pedestrians
Good plan
great
great
I don't know what the red line means here, so often these drawings aren't clear.
It is great that it is segregated from both pedestrians and traffic. Good that widening it has been taken into consideration.
Looks great.
meandering cycle track ,blind people !!!!!!!!!!!!!!!
No issues
No problems
Not needed
Ok
Ok
Only safety barrier required
Please utilise this budget or money on more important causes than a bike route!!
This looks good - make sure that there is easy access for cycles onto Chain Walk.
Very good!
Waste of money

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

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

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

Waste of money
Zero benefit for taxpayer's money!

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

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

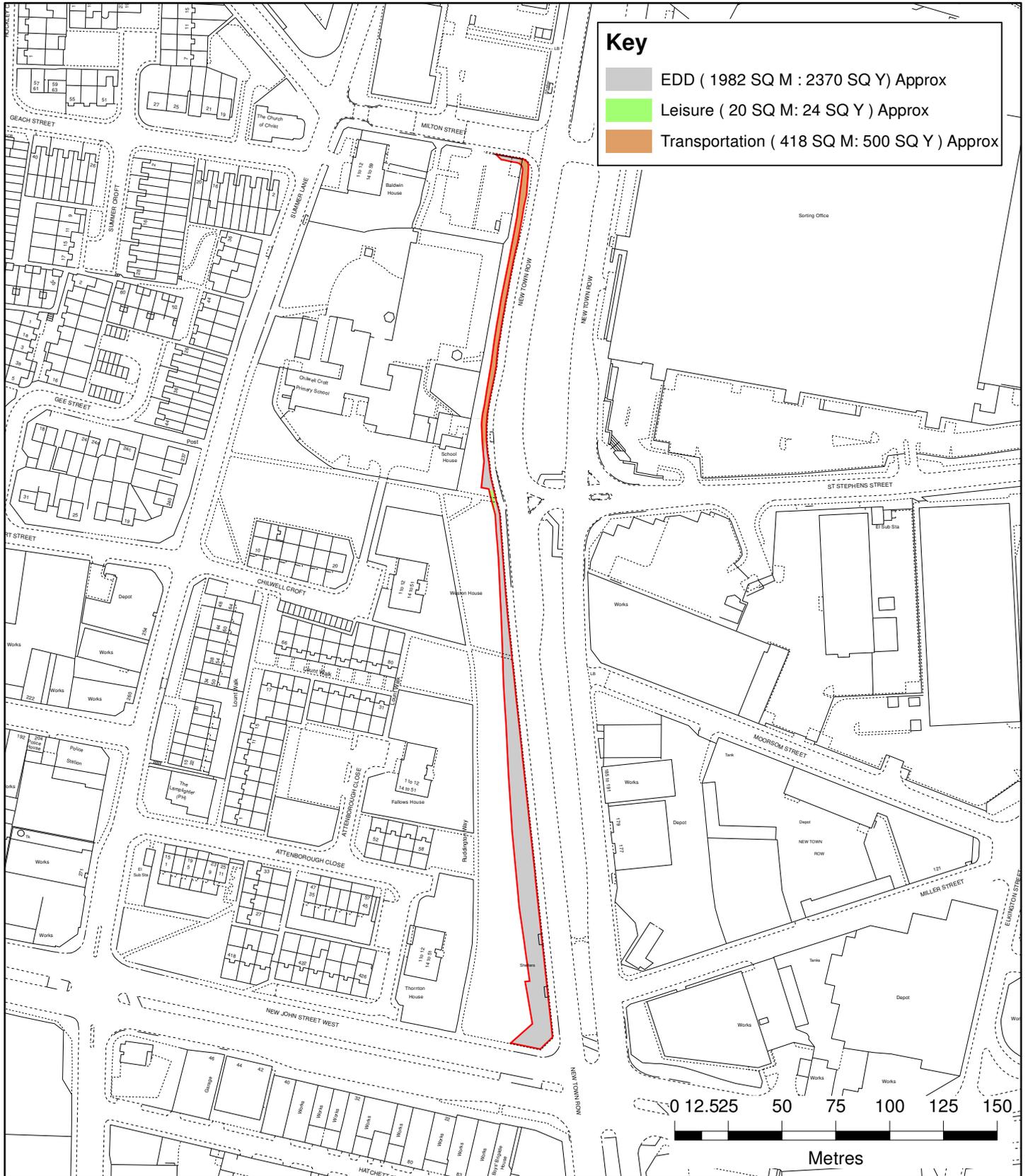
other areas of Birmingham at the moment. It puts me off applying for jobs, shopping etc in these areas.
I commute along this route in the rush hour on my motorcycle. I legally use the bus lanes but they are constantly blocked by cars trying to join the A34 traffic from the side roads. These motorists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

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

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

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

--- END ---



AREA EDGED RED **2420** SQ. METRES APPROX. **2894** SQ. YARDS APPROX.



Birmingham
City Council

Waheed Nazir
Corporate Director, Economy
1 Lancaster Circus
Birmingham, B2 2GL.

Cycle Track
A34 Corridor
Aston



SCALE

1:2,500

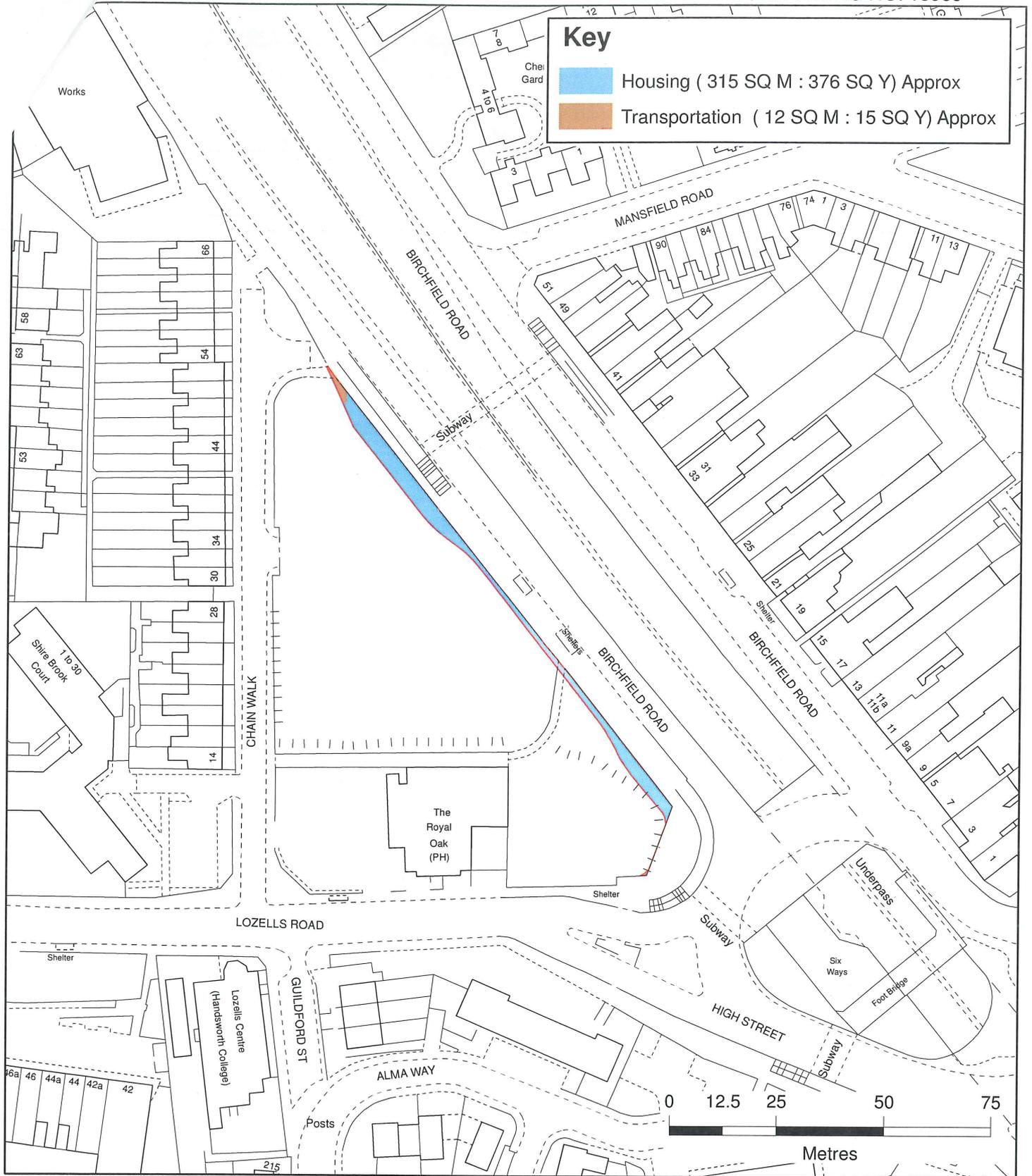
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DRAWN

Bharat Patel

DATE

05/10/2017



AREA EDGED RED **327** SQ. METRES APPROX. **391** SQ. YARDS APPROX.



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A34 Corridor
Aston



SCALE	DRAWN	DATE
1:1,250	Bharat Patel	08/06/2017

O.S.Ref SP0689SE

