

**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**

**ECONOMY, SKILLS AND TRANSPORT OVERVIEW AND SCRUTINY COMMITTEE**

**TUESDAY, 13 JUNE 2017 AT 11:00 HOURS**  
**IN ROOM M93, COUNCIL HOUSE, VICTORIA SQUARE,**  
**BIRMINGHAM, B1 1BB**

**A G E N D A**

**1 NOTICE OF RECORDING**

Chairman to advise meeting to note that members of the press/public may record and take photographs except where there are confidential or exempt items.

**2 APPOINTMENT OF COMMITTEE AND CHAIRMAN**

To note the resolution of the City Council appointing the Committee, Chairman and Members to serve on the Committee for the period ending with the Annual Meeting of the City Council in 2018, as follows:-

**Labour (8):-**

Councillors Sir Albert Bore, Liz Clements, Phil Davis, Mahmood Hussain, Zafar Iqbal (Chairman), Ziaul Islam, Josh Jones and John O'Shea.

**Conservative (3):-**

Councillors David Barrie, Timothy Huxtable and Ken Wood.

**Liberal Democrat (1):-**

Councillor Zaker Choudhry

**3 ELECTION OF A DEPUTY CHAIRMAN**

To elect a Deputy Chairman for the current Municipal Year.

**4 APOLOGIES**

**5 DECLARATIONS OF INTERESTS**

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

meeting. If a pecuniary interest is declared a Member must not speak or take part in that agenda item. Any declarations will be recorded in the minutes of the meeting.

**5 - 6**

6 **TERMS OF REFERENCE**

To note the terms of reference as set out in the attached schedule.

**7 - 10**

7 **ECONOMY, SKILLS AND TRANSPORT: ACTION NOTES - 27 APRIL 2017**

To confirm the action notes of the meeting held on the 27 April 2017.

**11 - 66**

8 **REQUEST FOR CALL IN: BIRMINGHAM CYCLE REVOLUTION: WOODGATE VALLEY GREEN ROUTE FULL BUSINESS CASE - PUBLIC**

To consider the "Request for Call-in" (the portfolio holder and the Lead Officer identified in the report have been summoned to attend the meeting).

The following documents are attached:-

(A) The Executive decision record.

(B) The relevant form for the "Request for Call-In" lodged by Councillors John Lines and Bruce Lines.

(C) The report considered jointly by the Cabinet Members/Chief Officer in reaching its decision.

9 **DATES OF MEETINGS OF THE COMMITTEE**

To approve a schedule of dates for the Committee's meetings during 2017/2018.

(A) The Chairman proposes that the Committee meets on the following Thursdays at 1400 hours in the Council House (unless otherwise stated):-

**2017**

15 June (Informal Mtg.)

20 July

14 September

19 October

16 November

14 December

**2018**

18 January

15 February

15 March

26 April

(B) The Committee is also requested to approve Thursdays at 1400 hours as a suitable day and time each week for any additional meetings required to consider 'requests for call in' which may be lodged in respect of Executive decisions.

10 **REQUEST(S) FOR CALL IN/COUNCILLOR CALL FOR ACTION/PETITIONS RECEIVED (IF ANY)**

To consider any request for call in/councillor call for action/petitions (if received).

11 **OTHER URGENT BUSINESS**

To consider any items of business by reason of special circumstances (to be specified) that in the opinion of the Chairman are matters of urgency.

12 **EXCLUSION OF THE PUBLIC**

That in view of the nature of the business to be transacted which includes exempt information of the category indicated the public be now excluded from the meeting:-

Request for Call In - Birmingham Cycle Revolution: Woodgate Valley Green Route  
Full Business Case - Private - Exempt Paragraph 3

**P R I V A T E   A G E N D A**

13 **REQUEST FOR CALL IN: BIRMINGHAM CYCLE REVOLUTION:  
WOODGATE VALLEY GREEN ROUTE FULL BUSINESS CASE -  
PRIVATE**

Item Description

14 **OTHER URGENT BUSINESS (EXEMPT INFORMATION)**

To consider any items of business by reason of special circumstances (to be specified) that in the opinion of the Chairman are matters of urgency.

15 **AUTHORITY TO CHAIRMAN AND OFFICERS**

Chairman to move:-

'In an urgent situation between meetings, the Chair jointly with the relevant Chief Officer has authority to act on behalf of the Committee'.



## **BIRMINGHAM CITY COUNCIL**

### **ECONOMY, SKILLS AND TRANSPORT O&S COMMITTEE**

#### **TERMS OF REFERENCE**

To fulfil the functions of an Overview and Scrutiny Committee as they relate to any policies, services and activities relating principally to economic growth and jobs, inward investment, promotion of the city, land use planning, transport strategy and highways, skills, libraries, arts, culture, sports and museums.

This Committee shall undertake the authority's statutory functions in relation to the Scrutiny of flood risk management (Flood and Water Management Act 2010)

All Councillors, except Cabinet Members (and the Lord Mayor) can be members of an Overview and Scrutiny Committee. Chairs of these committees are appointed by the Full Council and Deputy Chairs are elected by each committee at its first meeting, for the purpose of substitution for the Chair if absent.

Good Overview and Scrutiny adds value to councils in many ways, for example it:

- Provides "critical friend" challenge to executive policy-makers and decision-makers;
- Enables the voice and concerns of the public and its communities to be heard;
- Is carried out by 'independent minded members' who lead and own the scrutiny process;
- Drives improvement in public services.

#### **7.1 General role**

Overview and Scrutiny Committees **will**:

- (a) make reports and/or recommendations to the full Council, the Executive and / or other organisations in connection with the discharge of the functions specified in their terms of reference;
- (b) consider any matter covered in their terms of reference that may affect or be likely to have an effect on the citizens of Birmingham; and
  - I. is relevant to the Council's strategic objectives; and /or
  - II. is relevant to major issues faced by officers in managing a function of the Council; and
  - III. is likely to make a contribution to moving the Council forward and achieving key performance targets.
- (c) exercise the "request for call-in" and "call-in" any Executive decisions made but not yet implemented by the Executive.

Overview and Scrutiny Chairs should maintain regular engagement with Cabinet Members to enable flexibility to be built into the Overview and Scrutiny work programme, so as to respond to the Council's policy priorities in a timely way.

## **7.2 Specific functions**

### **(a) Policy development and review**

Overview and Scrutiny Committees **may**:

- (i) assist the Council and / or the Executive in the development of its budget and Policy Framework by appropriate analysis of policy and budget issues;
- (ii) conduct appropriate research, community and other consultation in the analysis of policy and budget issues and possible options;
- (iii) consider and implement mechanisms to encourage and enhance community participation in the development of policy options;
- (iv) question Members of the Executive and/or Chief Officers about their views on issues and proposals affecting their areas of responsibility; and
- (v) liaise with other external organisations operating in the city, whether national, regional or local to ensure that the interests of local people are enhanced by collaborative working.

### **(b) Scrutiny**

Overview and Scrutiny Committees **may**:

- (i) review and scrutinise the Executive decisions made by and performance of the Executive and/or Chief Officers in relation to decisions taken by them or in relation to their areas of responsibility/department;
- (ii) review and scrutinise the performance of the council in relation to its policy objectives, performance targets and / or particular service areas – including the areas of responsibility of the Regulatory and Non-Executive Committees, but not the actual decisions of the Regulatory and Non-Executive Committees;
- (iii) make recommendations to the Executive, Chairmen of Committees, Chief Officers and/or Council arising from the outcome of the scrutiny process;
- (iv) review and scrutinise the performance of other relevant public bodies in Birmingham (including Health Authorities) and to invite reports from them by requesting them to address the Overview and Scrutiny Committee and local people about their activities and performance;
- (v) question and gather evidence from any person (with their consent).
- (vi) establish short life working groups to carry out specific time limited enquiries as agreed with the five Overview and Scrutiny Committee Chairs and subject to available resources.

## **BIRMINGHAM CITY COUNCIL**

# **ECONOMY, SKILLS AND TRANSPORT O&S COMMITTEE**

**1400 hours on 27<sup>th</sup> April 2017, Committee Room 1 – Actions**

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### **Present:**

Councillor Zafar Iqbal (Chair)

Councillors David Barrie, Zaker Choudhry, Phil Davis, Diane Donaldson, Ziaul Islam, Eva Phillips, Timothy Huxtable and Ken Wood.

### **Also Present:**

Shilpi Akbar, Assistant Director, Employment

Ashley Innis, Major Projects Manager

Sandeep Shingadia, Head of Programme Development, Transport for West Midlands (TfWM)

Baseema Begum, Research & Policy Officer, Scrutiny Office

Rose Kiely, Overview & Scrutiny Manager, Scrutiny Office

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## **1. NOTICE OF RECORDING**

The Chairman advised that this meeting would be webcast for live or subsequent broadcast via the Council's Internet site (which could be accessed at "[www.birminghamnewsroom.com](http://www.birminghamnewsroom.com)") and members of the press/public may record and take photographs.

The whole of the meeting would be filmed except where there were confidential or exempt items.

## **2. APOLOGIES**

Apologies were received from Councillors John O'Shea.

## **3. ECONOMY, SKILLS AND TRANSPORT: ACTION NOTES 16<sup>TH</sup> MARCH 2017/ISSUES ARISING**

The Chair, Cllr Iqbal confirmed that:

1. Following Cllrs Wood and Huxtable request if it was possible for Amey representatives to attend future meetings with Members to answer queries on Highways issues. This will be added to the future work programme.
2. The Draft Corporate Apprenticeship Strategy referred to by Cllr O'Reilly at the last meeting has been added to the Committee's future work programme as an item to look at.
3. The East Birmingham & Solihull Regeneration Strategy will be undergoing further work and an update will be presented to Members in the Autumn. Officers will update the work programme accordingly.
4. Cllr Huxtable made reference to the tree pruning schedule and was informed that this would be dealt with as part of the private meeting on the Highways PFI contract following this meeting.
5. Cllrs Huxtable and Choudhry sought clarity on the funding made available for the prevention of damage to grass verges. Cllr Iqbal noted that the Cabinet Member for Transport & Roads, Cllr Stacey was currently off ill but would seek to ask the Cabinet Member to attend a future meeting to give further information.
6. Cllr Huxtable made reference to the Committee looking at the biodiversity and protecting natural wildlife along grass verges in residential areas as part of a Green Corridor Policy.

#### **4. QUARTERLY KEY PERFORMANCE INDIACTOR REPORT ON SKILLS PROGRAMMES**

Shilpi Akbar outlined the key points from her report with reference to the Birmingham Youth promise. During discussion with Members it was highlighted that:

- The way that information is presented in terms of KPI's may need to change in line with policy changes nationally and the way that the Council's collects that data (i.e. annually).
- Important that Committee has the right mix of information to undertake their scrutiny role
- Youth Promise programme is aimed at preventing young people dropping off the radar and out of the system and not becoming NEET's (not in Education, Employment or Training). The aim is to avoid people becoming economically and socially excluded.
- With regards to apprenticeships – number of live are about 200-400. This is a low number however that is a positive as it means that opportunities are being filled as they become available. There is a lag in data and changes in systems that support in data. This has been dependent on national changes re: apprenticeship levy.
- It is important to get the visibility of employment opportunities to young people much earlier. The key is at looking at levers that can help connecting businesses to young people. This will impact statistics.
- In addition the Council's Economy directorate is looking at it can better join up activities on economic development and growth that directly links opportunities to communities.



- Integrating of all modes of travel and to make better the connectivity is vital to enable residents to access job and training opportunities.

#### **RESOLVED:-**

In response to Cllr Islam's request for data on unemployment in all wards if possible. Shilpi Akbar confirmed that this data was available on the City Council's website and she would circulate the April Quarterly briefing on unemployment on wards and constituencies.

Shilpi Akbar agreed to provide further information with regard to the contract overview and objectives for Youth Promise Plus.

### **5. HS2 BENEFITS REALISATION**

Ashley Innis and Sandeep Shingadia talked through the key points as included in their presentation. During discussion the following points were made:

- With reference to the wider connectivity map included in the papers the Sutton Park Line this is not shown (reference was also made to other lines and connecting points). What is thinking on this in terms connectivity seeing that it is reference in the Birmingham Connected White Paper, 2014?
- Sandeep Shingadia stated that the map shows the HS2 Connectivity Package funded schemes only. TfWM (on behalf of the WMCA and working with partners including local authorities) are looking at how this connectivity package will interact with the wider 10 year delivery plan that will be out to consultation shortly and wider improvements across the public transport network.
- More work needs to be done to highlight the arrival of HS2 to especially highlight all the opportunities that come with the arrival of high speed rail so that local residents can benefit through the the jobs and training that will be on offer.
- There seems to be a lack of connectivity between the high speed rail college and the HS2 station/Moor Street. Are there any plans to improve connectivity here as the college?

#### **RESOLVED:-**

Ashley Innis to provide Cllr Islam with further information on how much the Birmingham can get from £104k for the WMCA area for creating new jobs.

Sandeep Shingadia to provide Cllr Barrie with further details on the Sprint and Connectivity Package to Sutton Coldfield.

Shilpi Akbar offered to arrange a visit to the new College for High Speed Rail if Members would like this.

**6. WORK PROGRAMME FOR THE ECONOMY, SKILLS AND TRANSPORT OVERVIEW AND SCRUTINY COMMITTEE 2016-17**

**RESOLVED:-**

That the work programme be noted.

**7. REQUEST(S) FOR CALL IN/COUNCILLOR CALL FOR ACTION/PETITIONS**

None.

**8. OTHER URGENT BUSINESS**

Councillor Huxtable thanked Councillor Iqbal for his Chairing of the Committee on behalf of the Conservative Group.

**9. AUTHORITY TO CHAIRMAN AND OFFICERS**

**RESOLVED:-**

That in an urgent situation between meetings the Chair, jointly with the relevant Chief Officer, has authority to act on behalf of the Committee.

Agreed.

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The meeting ended at 1535 hours.

Details

**Status:** Decision Subject To Call In

**Title:** Public - BCR Woodgate Valley Green Route FBC

**Reference:** 003740/2017

**Details:**

**Implementation Date (not before Meeting Date):** 22 May 2017

**Purpose:**

To seek approval to the Full Business Case (FBC) for the Woodgate Valley Green Route scheme as part of the Birmingham Cycle Revolution (BCR) Phase 3 programme, including a new toucan crossing on B4121 West Boulevard.

**Key Portfolio:** Transport and Roads

**Include Item on Forward Plan / Key Decision:**

**Decision Maker:** Joint Cabinet Member and Chief Officer

**Contact for Background Papers:**

**Reason for Key Decision:**

Decision

**Urgent Decision - Not in  
Forward Plan:****Is Private:** No**Decision Conclusion:**

On Monday 22 May 2017 the Cabinet Member for Transport and Roads and the Cabinet Member for Value for Money and Efficiency, jointly with the Corporate Director of Economy noted the contents of the report. NOTE: CALL IN ENDS THURSDAY 25 MAY 2017 AT 1600 HOURS. A request for 'call in' was received at 1500 hours on the 25 May 2017, from Councillors John Lines and Bruce Lines. No action can be taken to implement the above decision until the request for call in has been considered by the Economy, Skills and Transport Overview and Scrutiny Committee.

Miscellaneous**Reg 10****Reg 11**Decision Criteria

This Decision does not contain any decision criteria records.

Wards

Bartley Green; Quinton

Topics

This Decision does not contain any Topic records

Overview and Scrutiny

Economy, Skills and Transport Overview and Scrutiny Committee







## Appendix 2: Request for Call In – Pro-forma

To: David Smith

Committee Services, Room 315, Council House.

E-Mail: LESCommitteeServicesAll@birmingham.gov.uk (marked "For the attention of Dave Smith")

Date: 25<sup>th</sup> May 2017

Please arrange for a meeting of the Economy, Skills and Transport O&S Committee

to be called to discuss the following executive decision:

Title: Birmingham Cycle Revolution : Woodgate Valley Green Route Full Business Case

Taken By: Joint Cabinet Member and Chief Officer

On: 22<sup>nd</sup> May 2017

### Reason for request:

(a) Is the Executive decision within existing policy?

1. the decision appears to be contrary to the Budget or one of the 'policy framework' plans or strategies; ☐
2. the decision appears to be inconsistent with any other form of policy approved by the full Council, the Executive or the Regulatory Committees; ☐
3. the decision appears to be inconsistent with recommendations previously made by an Overview and Scrutiny body (and accepted by the full Council or the Executive); ☐

(b) Is the Executive decision well-founded?

4. the Executive appears to have failed to consult relevant stakeholders or other interested persons before arriving at its decision; ☒
5. the Executive appears to have overlooked some relevant consideration in arriving at its decision; ☒
6. the decision has already generated particular controversy amongst those likely to be affected by it or, in the opinion of the Overview and Scrutiny Committee, it is likely so to do; ☒
7. the decision appears to be particularly "novel" and therefore likely to set an important precedent; ☐
8. there is a substantial lack of clarity, material inaccuracy or insufficient information provided in the report to allow the Overview and Scrutiny Committee to hold the Executive to account and/or add value to the work of the Council. ☐



(c) Has the Executive decision been properly taken?

9. the decision appears to give rise to significant legal, financial or propriety issues; ☐

10. the notification of the decision does not appear to have been in accordance with council procedures; ☐

(d) Does the Executive decision particularly affect a District?

11. the decision appears to give rise to significant issues in relation to a particular District. ☐

Councillor

*John Lines*

Cllr John Lines

(Signed)

(Print Name)

Councillor

*Bruce Lines*

Cllr Bruce Lines

(Signed)

(Print Name)



# BIRMINGHAM CITY COUNCIL

# PUBLIC REPORT

<b>Report to:</b>	<b>CABINET MEMBER FOR TRANSPORT &amp; ROADS AND CABINET MEMBER FOR VALUE FOR MONEY &amp; EFFICIENCY, JOINTLY WITH THE CORPORATE DIRECTOR OF ECONOMY</b>
<b>Report of:</b>	<b>ASSISTANT DIRECTOR OF TRANSPORTATION AND CONNECTIVITY</b>
<b>Date of Decision:</b>	<b>22 May 2017</b>
<b>SUBJECT:</b>	<b>BIRMINGHAM CYCLE REVOLUTION: WOODGATE VALLEY GREEN ROUTE – FULL BUSINESS CASE</b>
<b>Key Decision: No</b>	<b>Relevant Forward Plan Ref: N / A</b>
<b>If not in the Forward Plan: (please "X" box)</b>	<b>Chief Executive approved</b> <input type="checkbox"/> <b>O&amp;S Chairman approved</b> <input type="checkbox"/>
<b>Relevant Cabinet Members:</b>	<b>Councillor Stewart Stacey – Transport and Roads Councillor Majid Mahmood- Value for Money and Efficiency</b>
<b>Relevant O&amp;S Chairmen:</b>	<b>Councillor Zafar Iqbal – Economy, Skills and Transport Councillor Mohammed Aikhlaq – Corporate Resources and Governance</b>
<b>Wards affected:</b>	<b>Bartley Green, Quinton</b>

<b>1. Purpose of report:</b>
<p>1.1 To seek approval to the Full Business Case (FBC) for the Woodgate Valley Green Route scheme as part of the Birmingham Cycle Revolution (BCR) Phase 3 programme, including a new toucan crossing on B4121 West Boulevard. The estimated total capital cost of the scheme is £0.728m.</p> <p>1.2 The project is funded through the Department for Transport (DfT) Cycle City Ambition Grant (CCAG). Further details are given in Section 4.2 and Appendix A.</p> <p>1.3 The accompanying private report contains confidential market information and seeks approval to the Full Business Case and to place orders for the works</p>

<b>2. Decision(s) recommended:</b>
<p>That the Cabinet Member for Transport and Roads and the Cabinet Member for Value for Money and Efficiency, jointly with the Corporate Director of Economy:</p> <p>2.1 Note this report</p>

<b>Lead Contact Officer(s):</b>	Andy Chidgey – Principal Studies Officer, Transportation
<b>Telephone No:</b>	0121 675 6519
<b>E-mail address:</b>	andy.chidgey@birmingham.gov.uk

### **3. Consultation**

#### **3.1 Internal**

- 3.1.1 The Cabinet Member for Clean Streets, Recycling and the Environment has been consulted on the contents of this report and is supportive of the proposals. The Deputy Leader has been informed of the implications for Council-owned land.
- 3.1.2 Ward Councillors and the District Chair, District Lead Officer and District Engineer for the Bartley Green area have been consulted by e-mail on the proposals, including one reminder e-mail before the consultation closing date. No written responses were received from Quinton councillors, but the scheme was discussed at the Quinton Ward Committee on 14<sup>th</sup> January 2016, where the proposals were received positively. No written responses were received from Bartley Green councillors, but the scheme was discussed at the Ward Committee on 28<sup>th</sup> January 2016, where concerns were raised including path widths, potential impact on the green area, and motorcyclists accessing the country park. These concerns will be addressed as far as possible, and a written response was sent to the Ward Committee on 7<sup>th</sup> April 2016. Further details and responses are provided in Appendix A.
- 3.1.3 At a Drop-In Session for Members on the wider BCR programme, which took place at the Council House on 6<sup>th</sup> December 2016, Councillor John Lines (Bartley Green) reiterated concerns regarding the potential impact on the green space, and proposed an alternative on-road route. However, this does not provide an equivalent alternative to the Woodgate Valley route, for reasons outlined in Appendix A. Councillor Des Flood (Bartley Green) expressed similar objections to the scheme in an e-mail of 10<sup>th</sup> March 2017, in response to a consultation on the toucan crossing on West Boulevard.
- 3.1.4 The Corporate Director of Place has also been consulted on the proposals as the Place Directorate is responsible for maintenance of the paths. The District Parks Manager has been involved in the development of the scheme and is in support of the improvements. Some additional fencing has been included in the scheme at the Parks Manager's request to address potential issues with motorcycle access.
- 3.1.5 The Country Park is designated as a Local Nature Reserve and it is the local authority's responsibility to protect and maintain. Consultation has taken place with the City Council's Ecologist and Conservation Officer, and no objections have been raised.
- 3.1.6 Officers from City Finance, Procurement, and Legal and Democratic Services have been involved in the preparation of this report.

#### **3.2 External**

- 3.2.1 Local residents were consulted through BeHeard and notices placed within the park. 25 responses were received, including two on behalf of Pushbikes, and 20 of these (80%) were supportive, subject to specific comments and concerns, with 5 people (20%) opposed. The main comments are detailed in Appendix A and individual responses are listed in Appendix G. 13 people (11 of whom expressed support to the principle of the path improvements) submitted requests for improvements to the adjacent bridle path used by horses and some walkers, and / or to improve safety for horse riders in and around the park or on adjacent roads. Unfortunately it will not be possible to spend funding allocated to cycling measures for this work.
- 3.2.2 Bartley Green Historic Society has been consulted due to the presence of a historic moat on the site. Natural England has also been informed but they have confirmed that there is no requirement to formally consult with them. West Midlands Fire Service have expressed support for the controlled crossing on West Boulevard.

- 3.2.3 The scheme was discussed at a 'Friends of the Country Park' meeting on 7<sup>th</sup> January 2016, and overall there was support for the project. Some concerns were expressed over future maintenance, but it is intended that the new path will require less maintenance than at present. There were also some concerns over the impact on the natural area and conservation area. Some people were concerned over the impact on other park users if there were more and faster cyclists in the area. See also Appendix A for more details of comments and responses.
- 3.2.4 A proposal to also include improvements to an informal cut-through path from Woodgate Valley to Minton Road was also consulted on, via a letterdrop to about twenty residents on that road. Although many residents supported the scheme, and a petition of support containing 67 signatures was submitted to City Council on 12<sup>th</sup> January 2016 by Councillor Vivienne Barton, there were also objections from two households. An alternative scheme has been investigated to replace existing stepping stones over the brook with a small bridge. Further consultation will be carried out and a separate FBC approval sought for implementation later in 2017/18. In the meantime, the improvement to the existing informal path has been deleted from the current proposal.
- 3.2.5 The Access Committee for Birmingham, Royal National Institute for the Blind (RNIB), Focus Birmingham and Guide Dogs have been informed of the proposals. The Access Committee and Guide Dogs have asked for tactile paving and for segregation between pedestrians and cyclists, see Appendix A for further details.
- 3.2.6 Other organisations, including cycling and walking groups, have been consulted on the proposal and will continue to be consulted through the design and delivery process. Pushbikes have provided a response in support of the scheme but asked for a controlled crossing where the path meets West Boulevard, wider paths (3.0m minimum), and a review of access barriers and chicanes. See also Appendix A 'Consultation Details'.
- 3.2.7 The Green Route schemes are located in areas managed by Parks and Nature Conservation within the Place Directorate. The schemes will be developed and managed by the City Council's Landscape Practice Group, and part of their remit will be to consult and liaise with users throughout the works, particularly where temporary closures or diversions are required.

#### **4. Compliance Issues:**

- 4.1 Are the recommended decisions consistent with the Council's policies, plans and strategies?
- 4.1.1 The Birmingham Cycle Revolution (BCR) programme seeks to promote sustainable travel options by increasing the attractiveness of cycling, which will contribute to reducing car usage, improving health and the environment, and improving connectivity for households without a car. Many of the proposals including this route through Woodgate Valley Country Park will also benefit pedestrians.
- 4.1.2 The proposals will support the City Council's policy objectives outlined in the Council Business Plan and Budget 2016+ and other documents, in particular for '*a strong economy*' and '*a healthy happy city*'. The measures also support the objectives of the City Council's 'Vision and Forward Plan' published in March 2017, and the policies within the West Midlands Strategic Transport Plan. Further details are given in Appendix A.
- 4.1.3 The proposed contractors selected to deliver this scheme are accredited signatories to the Birmingham Business Charter for Social Responsibility, and will be required to produce additional actions proportionate to the contract sum. These actions will be included in the supplier's Action Plan, and will be implemented and monitored during the contract period.

#### 4.2 Financial Implications

- 4.2.1 The total capital cost of the work covered by this FBC is estimated to be £0.728m. This includes £0.076m of Development and Detailed Design costs previously approved through the PDD for BCR Phase 3 in March 2015. This will be funded from the DfT's CCAG capital funding. Further details are given in the Financial Table in Appendix A.
- 4.2.2 The DfT confirmed the funding in principle for BCR Phase 3 by letter on 23<sup>rd</sup> March 2015, and the City Council's Section 151 Officer confirmed acceptance of the first instalment of £1.000m and its associated conditions on 23<sup>rd</sup> April 2015. Further instalments of grant up to an overall total of £8.317m have now been confirmed by DfT and accepted by the Section 151 Officer. CCAG funding for Phase 3 in 2017/18 remains subject to confirmation by DfT, and other 'Local Contributions' for BCR Phase 3 from 2018 onwards will be allocated as part of the Transportation and Highways Capital Programme Funding Strategy 2017/18 to 2021/22. However, sufficient funding has already been confirmed to allow the works covered by this FBC to proceed. Approvals to date for Phase 3 are shown in a table in Appendix A.
- 4.2.3 The scheme will deliver new and improved paths in parks and green open space managed by Parks and Nature Conservation. The majority of the new cycle route will be the responsibility of the Place Directorate, and will be maintained from their existing revenue maintenance budgets where existing paths have been utilised or where path reductions have been made to compensate. This has been confirmed with the relevant Parks Managers. The proposed investment in existing assets will increase their natural life thereby reducing current maintenance obligations, and new assets will be designed to be low maintenance and revenue neutral.
- 4.2.4 The western end of the route, known as Watery Lane, is classed as Highway Maintainable at Public Expense (HMPE) although it is currently an unsealed gravel track, and falls within the remit of the Highways Maintenance PFI Contract. As a consequence this project will create assets that will form part of the highway upon completion. As such they will need to be maintained within the overall Highways Maintenance Revenue Budget. It has been estimated that there will be a revenue maintenance saving of £576 per year (£459 Basic Asset and £117 Enhanced Asset) as a result of changing this to a sealed path with 'spray and chip' surfacing.
- 4.2.5 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 programme. The estimated net cost of including these newly created assets within the highway maintenance process is £3,299 per year (includes all signs, lines and power supply).
- 4.2.6 The cumulative revenue consequence of the Green Route scheme and the Toucan Crossing is £2,723.13 including £303.36 of energy costs, as shown in the table in Section 2 of Appendix A. These costs 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.
- 4.2.7 A Risk Management Assessment was carried out for the initial Green Routes FBC in December 2013. This has been reviewed and updated and is included in Appendix C.

#### 4.3 Legal Implications

4.3.1 The Council may use its powers under Section 19 Local Government (Miscellaneous Provisions) Act 1976, and Sections 10 and 12 Open Spaces Act 1906, to undertake the path improvements over public open space. Public Rights of Way in the form of Restricted Byways are covered by Section 25 and 26 Highways Act 1980, as amended by the Countryside and Rights of Way Act 2000. .

4.3.2 Planning consent is not required for any of the improvements to green route paths.

4.3.3 Other legislation is also relevant to the introduction of cycling facilities including: Health and Social Care Act 2012; Crime and Disorder Act 2006; and Equality Act 2010. Construction works will be designed and implemented in accordance with the Construction Design and Management Regulations 2015.

#### 4.4 Public Sector Equality Duty

4.4.1 An initial Equality Analysis was carried out for BCR Phase 1 prior to approval of the PDD and submission of the bid in April 2013. A more detailed analysis was produced for the Green Routes elements as part of the first FBC approval in January 2014 (ref EA000034), and this has now been updated for the Phase 2 and 3 Green Routes programmes (ref EA001093) as included in Appendix B of this FBC report. The analysis concluded that there will be no adverse impact on any of the protected groups.

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

#### 5.1 Woodgate Valley Country Park (this approval)

5.1.1 This approval covers £0.573m of off-road path improvements in Woodgate Valley Country Park, which can be delivered in 2017/18 through the existing Landscape Construction Framework 2015-19 contract, as outlined in Appendix A and on the plan in Appendix E. Improvements will be made to the existing path through the country park from West Boulevard up to and including Watery Lane, a total length of approximately 2.7km. The existing unsealed gravel paths are in a poor condition and will be replaced with an all-weather sealed bitumen-based material with a 'spray and chip' gravel dressing on top, the same as that used for the initial Canal and Green Route schemes in 2014 and 2015. The path will generally be increased from around 2.0m to 2.5m wide, unless physical constraints necessitate a narrower route or where existing path widths and usage justify localised increase in width.

5.1.2 The path works will be accompanied by improvements to signing and wayfinding where required, cutting back of existing vegetation, and a review of existing access barriers at the existing entrance points into the park.

5.1.3 The scheme also includes a 'Local Link' highway scheme comprising a new toucan crossing at B4121 West Boulevard at a cost of £0.155m. This links the eastern end of the route onto the existing Bournbrook route and towards Selly Oak, Queen Elizabeth Hospital and University of Birmingham, as shown on the plan in Appendix F. At the western end it would be possible to extend the route on-road across the M5 and into the Black Country, but this would require funding to be secured by neighbouring authorities.

5.1.4 Implementation will be funded through the BCR Phase 3 programme, from the second tranche of the DfT's CCAG funding. It is expected that the majority of work can be completed in 2017/18, but as the final 'spray and chip' dressing is weather-dependent then some of this work may be held over until Spring 2018.

## 5.2 Procurement

- 5.2.1 The proposed off-road works, as with other Green Route schemes, will be designed and delivered by the City Council's Landscape Practice Group, and the contract for the works will be awarded through a direct award on a 'taxi rank' basis in line with the protocol of the Landscape Construction Framework 2015-19, which was approved by the Cabinet Member for Commissioning, Contracting and Improvement on 13<sup>th</sup> April 2015. The cost estimate for the works is based on first-ranked contractor's schedule of rates submitted under that framework. The work will be offered to the second-ranked contractor if the opportunity has previously been offered to and declined by the first-ranked.
- 5.2.2 The highways element will be delivered through the City Council's Highways and Infrastructure Works Framework Contract 2014-18, in accordance with the 'Delivery Strategy and Highways Works for Phases 1a, 1b, 2 and 3' report to the then Cabinet Member for Commissioning, Contracting and Improvement jointly with the Deputy Chief Executive dated 25<sup>th</sup> September 2015. Further information is given in the Private Report.
- 5.2.3 Subject to approval of this FBC the off-road works would be delivered over the summer period (May to September) 2017. The highways element would also be delivered during this time.

## 6. **Evaluation of alternative option(s):**

- 6.1 Alternative options could include 'Do Nothing', but this could lead to the loss of the DfT funding which has been secured, a failure to improve the green route network for cyclists, and reputational damage to the City Council.
- 6.2 More of the funding could be allocated to improving the City Council's on-street cycle network rather than funding improvements to off-road routes. However, stakeholders have been supportive of improvements to green routes, and they provide the opportunity for a 'quick win' in terms of encouraging cycling. The Green Routes programme was also approved in principle by Cabinet at PDD stage.
- 6.3 Alternative surfacing materials were considered at the beginning of the BCR programme but bitumen-bonded gravel (spray-and-chip) on a sealed bitumen base course was selected as giving the best balance between a surface suitable for all-weather cycling, installation cost, future maintenance, and a suitable appearance for natural 'green' areas. This material was acceptable to both Canal and River Trust for the canal towpaths and to BCC's Parks Managers for the green routes, and so allows consistent use of materials across all of the BCR off-road routes.
- 6.4 Paths of 3.0m could be considered as standard, rather than 2.5m, as requested by Pushbikes. Alternatively the existing path width (around 2.0m) could be retained. However, the funding bids were based on 2.5m, which was selected as being a reasonable compromise between providing sufficient width for passing, cost and maintenance implications, and avoiding creating the appearance of a road through relatively rural locations. Widening the paths would reduce the total length which could be implemented for the same cost, and so reduce the overall benefits of the programme. Paths will generally be 2.5m wide unless physical constraints necessitate narrower routes, or where existing path widths and usage justify localised increases in width.
- 6.5 The route could be replaced by an alternative on-road cycle route using Stonehouse Lane and other roads which run parallel to the Country Park. However, these would involve cyclists mixing more closely with traffic and so would be less attractive to inexperienced and family / leisure cyclists. These roads will still be considered for their own cycling measures under separate parts of the BCR programme.

**7. Reasons for Decision(s):**

- 7.1 The approval of the public and private reports will allow the Woodgate Valley Green Route scheme to be implemented 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

.....

.....

**List of Background Documents used to compile this Report:**

'Birmingham Cycle Revolution Phase 3: Programme Definition Document', Report of the Deputy Chief Executive to Cabinet, 16<sup>th</sup> March 2015.

'Birmingham Cycle Revolution (Cycle City Ambition Grant): Green Routes – Full Business Case', Report to Cabinet, 20<sup>th</sup> January 2014.

'Birmingham Cycle Revolution Phase 1: Canal Towpath and Green Routes – Full Business Case', Report to Cabinet, 18<sup>th</sup> May 2015.

'Birmingham Cycle Revolution: Delivery Strategy and Highway Works for Phases 1a, 1b, 2 and 3', Report to Cabinet, 21st September 2015.

'Birmingham Cycle Revolution Phase 3: Sheldon Country Park Green Route – Full Business Case', Report to Cabinet Members for Development, Transport & the Economy and Commissioning, Contracting & Improvement jointly with the Strategic Director for Economy, 28<sup>th</sup> April 2016.

'Birmingham Cycle Revolution (BCR): Progress Update and Programme Revision Report', Report to Cabinet, 13<sup>th</sup> December 2016.

**List of Appendices accompanying this Report:**

Appendix A – BCR Phase 3 Woodgate Valley Green Route: Full Business Case

Appendix B – BCR Phase 2 & 3 Green Routes: Equality Analysis Ref EA001093

Appendix C – BCR Phase 3 Woodgate Valley Green Route: Risk Management

Appendix D – BCR Phase 3 Woodgate Valley Green Route: Implementation Programme

Appendix E – BCR Phase 3 Woodgate Valley Green Route: Location Plan

Appendix F – BCR Phase 3 Woodgate Valley Green Route: Toucan Crossing

Appendix G – BCR Phase 3 Woodgate Valley Green Route: Public Consultation Responses

## **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	<p>The Council must, in the exercise of its functions, have due regard to the need to:</p> <ul style="list-style-type: none"> <li>(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Equality Act;</li> <li>(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;</li> <li>(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.</li> </ul>
2	<p>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:</p> <ul style="list-style-type: none"> <li>(a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;</li> <li>(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;</li> <li>(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.</li> </ul>
3	<p>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.</p>
4	<p>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:</p> <ul style="list-style-type: none"> <li>(a) tackle prejudice, and</li> <li>(b) promote understanding.</li> </ul>
5	<p>The relevant protected characteristics are:</p> <ul style="list-style-type: none"> <li>(a) Marriage &amp; civil partnership</li> <li>(b) Age</li> <li>(c) Disability</li> <li>(d) Gender reassignment</li> <li>(e) Pregnancy and maternity</li> <li>(f) Race</li> <li>(g) Religion or belief</li> <li>(h) Sex</li> <li>(i) Sexual orientation</li> </ul>



Full Business Case (FBC)			
1. General Information			
<b>Directorate</b>	Economy	<b>Portfolio/ Committee</b>	Transport and Roads Value for Money and Efficiency
<b>Project Title</b>	Birmingham Cycle Revolution: Woodgate Valley Green Route	<b>Project Code</b>	CA-02752-10-3 (3R3)
<b>Project Description</b>	<p><u>Introduction</u></p> <p>This document represents the Full Business Case (FBC) for the Woodgate Valley Green Route scheme under the Birmingham Cycle Revolution (BCR) programme, for delivery in 2017 at an overall cost of £0.728m. Extents of the route are shown on the plans in Appendix E. The scheme also includes an accompanying 'Local Link' highway scheme comprising a new toucan crossing on B4121 West Boulevard, as shown on the plan in Appendix F. The work will be funded through the second tranche of the Department for Transport (DfT) 'Cycle City Ambition Grant' (CCAG) capital funding for BCR Phase 3 in 2016/17.</p> <p>Further FBCs for the remainder of the Green Route schemes will be brought forward during 2017 for delivery in 2017 and 2018 under BCR Phases 2 and 3. Other elements of the BCR Phase 3 programme, including main highway schemes, canal works and supporting measures, will be subject to separate FBC approvals.</p> <p><u>Background</u></p> <p><i>Birmingham Cycle Revolution Programme</i></p> <p>The overall BCR programme was updated and revised under a 'Progress Update and Programme Revision' report approved by Cabinet on 13<sup>th</sup> December 2016. The programme is being delivered in three phases. All three phases include a combination of highway infrastructure, off road routes, and supporting measures.</p> <p>An FBC for BCR Phase 1 Green Routes was approved by Cabinet in January 2014, and a second tranche of Phase 1 Green Routes was then approved by Cabinet in May 2015. These approvals were funded through the first tranche of Department for Transport (DfT) Cycle City Ambition Grant (CCAG) capital funding. The works are being successfully delivered and are now substantially complete.</p> <p>An FBC for the first Green Route under BCR Phase 3, in Sheldon Country Park, was approved by the appropriate Cabinet Members on 28<sup>th</sup> April 2016. This scheme has been delivered over Summer 2016.</p> <p><u>Proposed Measures</u></p> <p>This new approval covers off-road path improvements in the Country Park at Woodgate Valley, which can be delivered in 2017/18 through the existing Landscape Construction Framework 2015-19 contract. Improvements will be made to the existing path from West Boulevard up to and including Watery Lane, as shown on the plan in Appendix E, a total length of approximately 2.7km.</p> <p>The existing unsealed gravel path is in poor condition and will be replaced with an all-weather sealed bitumen-based material with a 'spray and chip' gravel dressing on top, the same as that used for the initial Canal and Green Route schemes in 2014 and 2015.</p>		

The path will generally be increased from around 2.0m to 2.5m wide, unless physical constraints necessitate a narrower route or where existing path widths and usage justify localised increase in width.

The path works will be accompanied by improvements to signing and wayfinding where required, the cutting back of existing vegetation, and a review of existing access barriers at the existing two main entrance points and at other side entrances into the park.

At its eastern end, the scheme also includes a new toucan crossing at B4121 West Boulevard, as shown on the plan in Appendix F, to link the eastern end of the route onto the existing Bournbrook route and towards Selly Oak, Queen Elizabeth Hospital and University of Birmingham,. At the western end it would be possible to extend the route on-road across the M5 and into the Black Country, but this would require funding to be secured by neighbouring authorities.

Implementation will be funded through the BCR Phase 3 programme, from the second tranche of the DfT's CCAG funding. It is expected that the majority of work can be completed in 2017/18, but as the final 'spray and chip' dressing is weather-dependent then some of this work may be held over until Spring 2018.

#### Capital Implications

The total capital cost of this work is estimated to be £0.728m. This includes £0.076m of Development and Detailed Design costs previously approved through the PDD for BCR Phase 3 in March 2015. This new approval covers the Implementation Costs at an estimated £0.652m including supervision fees and contingencies. This will be funded through BCR Phase 3, from the second tranche of DfT's CCAG capital funding. Further details are given in the Financial Table in Section 2 of this FBC.

#### Revenue Implications

The scheme will deliver new and improved paths in parks and green open space managed by Parks and Nature Conservation. The majority of the resultant cycle route will be the responsibility of the Place Directorate, and will be maintained from their existing revenue maintenance budgets where existing paths have been utilised or where path reductions have been made to compensate. This has been confirmed with the relevant Parks Managers.

The proposed investment in existing assets will increase their natural life thereby reducing current maintenance obligations, and new assets will be designed to be low maintenance and revenue neutral.

The western end of the route, known as Watery Lane, is classed as Highway Maintainable at Public Expense (HMPE) although it is currently an unsealed gravel track, and falls within the remit of the Highways Maintenance PFI Contract. As a consequence this project will create assets that will form part of the highway upon completion. As such they will need to be maintained within the overall Highways Maintenance Revenue Budget. It is estimated that there will be a revenue maintenance saving of £576 per year (£459 Basic Asset and £117 Enhanced Asset) as a result of changing this to a sealed path with 'spray and chip' surfacing.

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 programme. The estimated net cost of including these newly created assets within the highway maintenance process is £3,299 per year (includes all signs, lines and power supply).

The cumulative revenue consequence of the Green Route scheme and the Toucan Crossing is £2,723.13 including £303.36 of energy costs, as shown in the table in Section 2. These costs 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.

## Consultation Details

### *Internal and Other Main Stakeholders*

The Cabinet Member for Clean Streets, Recycling and the Environment has been consulted on the contents of this report and is supportive of the proposals.

The Corporate Director of Place has also been consulted on the proposals. The District Parks Manager has been involved in the development of the scheme and is in full support of the improvements.

The Traffic Manager is being consulted on the details of the toucan crossing proposal as part of the detailed design process.

The Country Park is designated as a Local Nature Reserve and it is the local authority's responsibility to protect and maintain. Consultation has taken place with the City Council's Ecologist and Conservation Officer, and no objections have been raised. Natural England has also been informed, but they have confirmed that there is no requirement to formally consult with them.

West Midlands Fire Service have expressed support for the controlled crossing on West Boulevard.

### *Ward Councillors and Others*

Ward Councillors and the District Chair, District Lead Officer, District Engineer and District Lead Officer for the Bartley Green area have been consulted by e-mail on the proposals, including a reminder e-mail before the consultation closing date.

No written responses were received from Quinton councillors but the scheme was discussed at the Quinton Ward Committee on 14<sup>th</sup> January 2016 where the proposals were received positively.

No written responses were received from Bartley Green councillors but the scheme was discussed at the Ward Committee on 28<sup>th</sup> January 2016, where a number of concerns were raised. These concerns will be addressed as far as possible, and a written response was sent to the Ward Committee on 7<sup>th</sup> April 2016. The main issues are outlined below, with responses:

- The proposed width of 2.5m is too great and the existing widths should be maintained. *The proposal improves and widens an existing footpath, which is generally in a poor condition and in some locations is being undermined by the brook. The additional width will generally be accommodated within the existing mown grass verges. Funding bids were based on paths of 2.5m, which was selected as providing an acceptable width for unsegregated shared-use paths as it gives sufficient passing space for users while at the same time reducing the visual impact the paths can have on the surrounding environment. This width has been used on other Green Route schemes. Maintaining existing widths of around 2.0m would not be adequate for pedestrians and cyclists to pass comfortably, and it would not be desirable to use BCR funding for a scheme which did not give a significant improvement in the quality of provision for cyclists. The path will have buff-coloured bonded gravel surface to reduce the visual impact.*
- It was felt that the new paths would make existing problems with motorcycle access worse. *The problem of motorcycles affects many public open spaces and it is difficult to completely prevent without also restricting access for wheelchair and pushchairs, and cyclists with child trailers or adaptive bikes. Also, there would be a need to completely secure the boundary of the park which would be a significant undertaking particular as lighter motorbikes could get through existing pedestrian access points. There have not been any complaints that previous BCR Green Route schemes have led to an increase in motorcycles.*

- Concerns were expressed over the potential for damage to the country park during construction work. *The contractors on Landscape Practice Group's framework are specialist and have significant experience of working in this type of environment. Techniques are used which actively seek to ensure that the local environment is protected during construction. BCR green routes constructed in other areas of the city have had even tighter conservation restrictions (eg The Dingles along the Cole Valley) and no complaints about construction damage have been received to date.*

At a Drop-In Session for Members on the wider BCR programme, which took place at the Council House on 6th December 2016, Councillor John Lines (Bartley Green) reiterated concerns regarding the potential impact on the green space, and proposed an alternative route utilising wide footways and verges along Clapgate Lane, Stonehouse Lane and California Way, parallel to the Woodgate Valley. These roads may be considered for cycling measures under a separate part of the BCR programme related to the Selly Oak & Life Sciences Green Travel District. However, the route does not provide an equivalent alternative to the Woodgate Valley route as cyclists would be closer to traffic, and there is a narrow pinchpoint and a difficult junction where the route would cross West Boulevard which would make it less attractive to inexperienced and family / leisure cyclists. The alternative route if constructed to an equivalent standard would also lead to significant loss of green verges and possibly some trees. Transport for West Midlands are also investigating these roads as a possible 'Sprint' bus route, which could mean that cyclists would be close to or sharing roadspace with large vehicles in the future.

Councillor Des Flood (Bartley Green) expressed similar concerns over the green route scheme in an email of 10<sup>th</sup> March 2017, in response to a consultation on the toucan crossing on West Boulevard.

#### *Disability Groups, Residents Groups, and Other Organisations*

The Access Committee for Birmingham, RNIB, Focus Birmingham and Guide Dogs have been informed of the proposals. The Access Committee asked that tactile paving is provided in accordance with current guidance, and both this Committee and Guide Dogs have asked for segregation between cyclists and pedestrians. Tactile paving will be provided, however the footway area around the proposed crossing is too small for segregation, so shared-use areas will be provided. The off-road path will be unsegregated, in common with other off-road path schemes under the BCR programme.

The scheme was discussed at a 'Friends of the Country Park' meeting on 7<sup>th</sup> January 2016, and overall there was support for the project. Some concerns were expressed over future maintenance, but it is intended that the new path will require less maintenance than at present. There were also some concerns over the impact on the natural area and conservation area. Some people were concerned over the impact on other park users if there were more and faster cyclists in the area.

Bartley Green Historic Society has been consulted due to the presence of a historic moat on the site.

#### *Cycling and Walking Groups*

Cycling and Walking groups, including Pushbikes, Sustrans, CTC and Living Streets, have been consulted on the proposals through the monthly BCR Cycle Stakeholder Meetings, and will continue to be consulted through the design and delivery process.

Pushbikes members expressed support for the proposals, but have asked that paths be made wider (3.0m minimum) and also that use of barriers or chicanes on the route is avoided to maintain access for non-standard bikes, wheelchairs and mobility scooters. One member of the group felt that 'spray and chip' was not the best type of surface.

They also asked for a signal controlled crossing at West Boulevard and other minor measures to improve links to nearby roads. The crossing has now been included as part of this proposal, and other minor links will be considered as part of future phases of works.

#### *Local Residents*

Information was placed onto the City Council's 'BeHeard' consultation website, and eight written notices were placed at entry points to the park, at the Visitor Centre and at key points along the existing path, to inform users of the Country Park of the proposals and to direct them to the website.

Individual letters were also delivered to about 20 residents in the area of Minton Road, with regard to a proposal to improve an informal cut-through path from the main part of the Country Park to Minton Road.

25 responses were received to the main path proposals via BeHeard and the City Council's website, including two responses on behalf of Pushbikes. Twenty responses (80%) were supportive, subject to specific comments and concerns, with five people (20%) opposed. Individual responses are listed in Appendix G. The main issues raised are shown below, with responses where appropriate:

- 13 people (11 of whom expressed support to the principle of the path improvements) submitted requests for improvements to the adjacent bridle path used by horses and some walkers, and / or to improve safety for horse riders in and around the park or on adjacent roads. *Unfortunately it will not be possible to spend funding allocated to cycling measures for this work.*
- Some people said that money would be better spent on other measures, such as maintenance or litter picking. One person felt that improvements on this route should not be at the expense of on-road cycle facilities, as that is where most commuter cyclists are likely to be.
- Some concern over visual impact of a wide tarmac path. *The path will be 2.5m wide with a 'spray and chip' gravel finish to minimise visual intrusion, in common with other green route schemes.*
- Some people asked that there are no barriers or chicanes which block access, and there were also requests for improved signing. *These comments will be taken into account in the scheme design.*
- Concern over greater conflict with horse riders. *The cycle path is separate to the bridle path, and surfacing the cycle path should discourage cyclists from using the unpaved bridleway.*
- Requests were made for improvements at the entrances to the park where cyclists and others have to mix with traffic. *This will be included within the scheme, in particular to provide an improved crossing on West Boulevard.*
- Requests were made to extend the route to Halesowen. *This would be beyond the scope of the current programme and funding but could be considered in the future, subject to co-ordination with Dudley MBC on connections into Halesowen.*

Although many residents of Minton Road supported the proposal to improve the informal cut-through path from the main Country Park, and a petition of support containing 67 signatures was submitted to City Council on 12<sup>th</sup> January 2016 by Councillor Vivienne Barton, there were also objections from two households. As a result of the objections, an alternative scheme has been investigated to replace existing stepping stones over the brook with a small bridge. Further consultation will be carried out and a separate FBC approval sought for implementation later in 2017/18. In the meantime, the proposal to improve the existing informal path has been deleted from the current proposal.

	<p><u>Equalities Analysis</u></p> <p>An initial Equality Analysis was carried out for BCR Phase 1 prior to approval of the PDD and submission of the bid in April 2013. A more detailed analysis was produced for the Green Routes elements as part of the first FBC approval in December 2013 (ref EA000034), and this has now been updated for the Phase 2 and 3 Green Routes programmes (ref EA001093) as included in Appendix B of the Executive Report. The analysis concluded that there will be no adverse impact on any of the protected groups.</p>		
<b>Links to Corporate and Service Outcomes</b>	<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 Phase 1 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 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 proposals will support the City Council's six key outcomes outlined in the Council Business Plan and Budget 2016+, in particular:</p> <ul style="list-style-type: none"> <li>• A Strong Economy: <i>'An enterprising, innovative green city' with 'skills and employment pathways supported by infrastructure and transport links'.</i></li> <li>• A Healthy, Happy City: <i>'Citizens have a high quality of health' with 'physical activities that contribute to people's health and wellbeing'.</i></li> </ul> <p>The measures will support the objectives of the City Council's 'Vision and Forward Plan' published in March 2017, the Birmingham Development Plan (BDP), Birmingham Connected, and the Health &amp; 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"> <li>• Economic Growth and Economic Inclusion: <i>'To accommodate increased travel demand by ... new sustainable transport capacity' and 'to improve connections to areas of deprivation'.</i></li> <li>• Population Growth and Housing Development: <i>'To improve connections to new housing ... primarily through sustainable transport connections'.</i></li> <li>• Environment: <i>'To help tackle climate change by ensuring a large decrease in greenhouse gases from the ... area's transport system'.</i></li> <li>• Public Health: <i>'To significantly increase the amount of active travel' and 'to assist with the reduction of health inequalities'.</i></li> <li>• Social Well-Being: <i>'to improve the accessibility of shops, services and other desired destinations for socially-excluded people'.</i></li> </ul>		
<b>Project Definition Document approved by</b>	Cabinet (BCR Phase 3 programme)	<b>Dates of Approval</b>	16 <sup>th</sup> March 2015



Benefits Quantification-Impact on Outcomes	Measure	Impact
	New sealed surface on existing formal and informal green route paths	Provides a low-maintenance surface more suitable for cycling in all weather conditions, so increasing the attractiveness of the network as a cycling environment, with associated reductions in car use and improvements to health and the environment.
	Wayfinding and Access Barrier improvements	<p>Wayfinding improves legibility of these green routes for all users, including links to the city's wider on-road and off-road cycle network.</p> <p>A review of access barriers at existing entry points will ensure that these are of an appropriate design and only installed where necessary' to maximise access to the green routes for cyclists (particularly those with non-standard bikes) and people with disabilities.</p>
	Toucan crossing on West Boulevard	This will allow cyclists and pedestrians to cross this 40mph dual carriageway road more safely, and improve the connection to the existing Bournbrook Route and on to Selly Oak, University of Birmingham and QE Hospital.
<b>Project Deliverables</b>	<ul style="list-style-type: none"> <li>• Approximately 2.7km of improved surfacing to green route paths.</li> <li>• Improved signing and wayfinding, and changes to access barriers.</li> <li>• A dual toucan crossing over the B4121 West Boulevard.</li> </ul>	
<b>Scope</b>	This FBC covers the Woodgate Valley Green Route scheme as part of Phase 3 of the BCR programme, including a toucan crossing over West Boulevard.	
<b>Scope exclusions</b>	<p>Green Route schemes delivered to date were covered by earlier FBCs in January 2014 and May 2015 under the BCR Phase 1 programme, and by an FBC for Sheldon Country Park under BCR Phase 3 in April 2016.</p> <p>Further FBCs for the remainder of the Green Route schemes will be brought forward delivery in 2017 and 2018, including – if achievable – a path and bridge link from the Country Park to Minton Road. Other elements of the wider BCR programme are covered by separate FBCs.</p>	
<b>Dependencies on other projects or activities</b>	<p>The Landscape Practice Group will be responsible for consultation and notices affecting users of this green route, particularly if temporary closures or diversions are required, and for co-ordination of the works around any other projects or events in these areas.</p> <p>Delivery of the schemes will be dependent on the appointment of approved contractors. The proposed procurement route is detailed in Section 5.2 of the Executive Report.</p> <p>Designers are in liaison with Amey and the Traffic Manager with regard to allocation of roadspace to allow the works to proceed and to ensure that opportunities are identified to co-ordinate with Amey's maintenance programme.</p>	

<b>Achievability</b>	<p>The proposals in this FBC extend the Phase 1 works already successfully carried out in 2014 and 2015 on the off-road green route paths, and it is not anticipated that there will be any significant obstacles to delivery.</p> <p>The 'spray and chip' surfacing material is weather-dependent and can only be laid in the period from April to October, but this is allowed for in the programming of the schemes.</p> <p>The toucan crossing will be designed and managed through the consultants appointed to deliver the BCR highways programme. 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 Assessment.</p>		
<b>Prog Manager (B'ham Cycle Revolution)</b>	<p>Andy Middleton</p> <p>Tel: 0121 675 6681 E-mail: andy.middleton@birmingham.gov.uk</p>		
<b>Project Manager</b>	<p>Andy Chidgey (Green Route scheme)</p> <p>Tel: 0121 675 6519 E-mail: andy.chidgey@birmingham.gov.uk</p> <p>Paul Simkins (Toucan Crossing scheme)</p> <p>Tel: 0121 664 6549 E-mail: paul.simkins@birmingham.gov.uk</p>		
<b>Budget Holder</b>	<p>Varinder Raulia – Head of Infrastructure Projects</p> <p>Tel: 0121 303 7363 E-mail: varinder.raulia@birmingham.gov.uk</p>		
<b>Sponsor</b>	<p>Anne Shaw – Assistant Director of Transportation &amp; Connectivity</p> <p>Tel: 0121 303 7493 E-mail: anne.shaw@birmingham.gov.uk</p>		
<b>Project Accountant</b>	<p>Andy Price – Finance Manager (Economy)</p> <p>Tel: 0121 303 3684 E-mail: andy.r.price@birmingham.gov.uk</p>		
<b>Project Board Members</b>	<p>The Project Management Team for the works in this FBC is as follows:</p> <p>Senior Responsible Officer – Varinder Raulia</p> <p>Project Sponsor – Anne Shaw</p> <p>BCR Programme Manager – Andy Middleton</p> <p>Design Development Manager– Paul Simkins</p> <p>Project Leader, Transportation Policy – Mel Jones</p> <p>Project Accountant – Andy Price</p> <p>City Cycling Officer – Graham Lennard</p> <p>Principal Studies Officer – Andrew Chidgey</p> <p>Principal Landscape Architect – Jonathan Webster</p> <p>Senior Landscape Architect – Amy Middlemist</p>		
<b>Head of City Finance (HoCF)</b>	Simon Ansell (Head of City Finance)	<b>Date of HoCF Approval:</b>	04/04/17
<b>Planned start date for delivery of the project</b>	Spring 2017	<b>Planned date of technical completion</b>	Autumn 2017

**2. Budget Summary (BCR Phase 3 Woodgate Valley Green Route)**

		2015/16 £000s	2016/17 £000s	2017/18 £000s	2018/19 £000s	Totals £000s
<b>Capital Cost (Previous Approval)</b>						
Development Costs to FBC <sup>(1)</sup>		39.4	21.7	15.0		76.1
<b>Capital Cost (This Approval)</b>						
Implementation Costs		0.0	0.0	652.2		652.2
<b>Overall Scheme Total</b>		<b>39.4</b>	<b>21.7</b>	<b>667.2</b>	<b>0.0</b>	<b>728.3</b>
<b>Funding (Previous Approval)</b>						
DfT Cycle City Ambition Grant Tranche 2 (for BCR Phase 3)	3R3	39.4	21.7	15.0		76.1
<b>Funding (This Approval)</b>						
DfT Cycle City Ambition Grant Tranche 2 (for BCR Phase 3) <sup>(2)</sup>	3R3			652.2		652.2
<b>Overall Funding Required</b>		<b>39.4</b>	<b>21.7</b>	<b>667.2</b>	<b>0.0</b>	<b>728.3</b>

**Notes:**

- (1) Development and Detailed Design costs for the scheme will be covered by the fees approved for this purpose as part of the BCR Phase 3 PDD approved by Cabinet on 16<sup>th</sup> March 2015, and do not form part of this current approval. However the latest forecast expenditure profile is shown for information.
- (2) CCAG funding for Phase 3 in 2017/18 remains subject to confirmation by DfT. However, sufficient funding has already been confirmed in 2016/17 to allow the works covered by this FBC to proceed.

Revenue Consequences		2015/16 £000s	2016/17 £000s	2017/18 £000s	2018/19 £000s	Full Year £000s
Maintenance Costs *				1.2	2.4	2.4
Electricity Costs *				0.2	0.3	0.3
* Costs Per Annum						
<b>Totals</b>		<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>2.7</b>	<b>2.7</b>
<b>Funding</b>						
Corporate Policy Contingency				1.4	2.7	2.7
<b>Totals</b>		<b>0.0</b>	<b>0.0</b>	<b>1.4</b>	<b>2.7</b>	<b>2.7</b>

### 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 4765.

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.

The additional highway maintenance costs estimated by the Project Design Team for the toucan crossing on West Boulevard are £3,298.59 per annum including energy costs.

The programme of works will also deliver new and improved paths in areas managed by Parks and Nature Conservation. The resultant cycle network will be the responsibility of the Place Directorate and will be maintained from their existing revenue maintenance budgets. The proposed investment in existing assets will increase their natural life thereby reducing current maintenance obligations, and new assets will be designed to be low maintenance and revenue neutral.

The western end of the green route, known as Watery Lane, is classed as Highway Maintainable at Public Expense (HMPE) although it is currently an unsealed gravel track, and falls within the remit of the Highways Maintenance PFI Contract. As a consequence this project will create assets that will form part of the highway upon completion. It is estimated that there will be an annual saving against the Highways Maintenance Revenue Budget of £575.46, consisting of £458.70 for Basic Highway Assets and £116.76 for Enhanced Highway Assets.

The cumulative revenue consequence of the Green Route scheme and the Toucan Crossing is £2,723.13 including £303.36 of energy costs, as shown below. The costs will be funded from Highways Maintenance Revenue Budget. It is expected that most of these costs will be incurred from October 2017 onwards.

<b>BCR Phase 3 Woodgate Valley Country Park Green Route (inc toucan crossing on West Boulevard) (SSD 4765)</b>	<b>Maintenance and Liability Cost (per annum)</b>	<b>Energy Cost (per annum)</b>	<b>Resourced by</b>
Basic standard Highway Assets	£2,536.53	£303.36	Revenue saving
Enhanced standard Highway Assets	-£116.76		Revenue saving
Non-Highway Assets			
<b>Total</b>	<b>£2,419.77</b>	<b>£303.36</b>	<b>From October 2017</b>
<b>Grand Total</b>	<b>£2723.13</b>		

## Approvals to Date

The BCR Phase 3 programme is £30.000m in total, funded by £22.100m from the DfT's second tranche of Cycle City Ambition Grant funding and £7.900m from local public-sector sources as a local contribution. The programme received PDD approval at Cabinet in March 2015.

However, only the first £8.317m of DfT CCAG funding has been formally approved by DfT for 2015/16 and 2016/17, and the remainder for 2017/18 is still subject to final confirmation. However, sufficient funding has already been confirmed to allow the works covered by this FBC to proceed. The current position (to end March 2017) in terms of approvals is shown below:

<b>BCR Phase 3 Cumulative Approvals (to March 2017 only)</b>			
	<b>DfT CCAG Grant Tranche 2 (3R3)</b>	<b>Local Contributions</b>	<b>TOTAL</b>
<b>Overall Allocation (PDD)</b>	<b>£22,100,000</b>	<b>£7,900,000</b>	<b>£30,000,000</b>
<b>Overall Allocation (to March 2017 only) <sup>(1)</sup></b>	<b>£8,317,000</b>	<b>£1,089,000</b>	<b>£9,406,000</b>
<b>Previous Approvals</b>			
Development Costs	£1,050,000	£550,000	<b>£1,600,000</b>
Detailed Design Costs	£1,050,000	£0	<b>£1,050,000</b>
Programme Management (to March 2017)	£225,000	£275,000	<b>£500,000</b>
Canal Works	£1,050,000	£0	<b>£1,050,000</b>
Warwick Road / Stockfield Road	£0	£5,000	<b>£5,000</b>
Wingfoot Way / Wood Lane TRO	£0	£10,000	<b>£10,000</b>
Sheldon Country Park Green Route	£484,400	£0	<b>£484,400</b>
University Station Canal Access <sup>(2)</sup>	£250,000	£0	<b>£250,000</b>
Local Links (Green) Tranche 3	£127,500	£0	<b>£127,500</b>
Local Links (Canals)	£48,100	£0	<b>£48,100</b>
Top Cycle Location (Cycle Parking Grants)	£250,000	£0	<b>£250,000</b>
Budget Reallocation Reports for Phase 1	£2,030,000	£0	<b>£2,030,000</b>
<b>Previous Approvals Total</b>	<b>£6,565,000</b>	<b>£840,000</b>	<b>£7,405,000</b>
<i>Remaining Funds (after previous approvals)</i>	<i>£1,752,000</i>	<i>£249,000</i>	<i>£2,001,000</i>
<b>This Approval</b>			
Woodgate Valley Green Route	£652,200	£0	<b>£652,200</b>
<b>Previous and This Approval Total</b>	<b>£7,217,200</b>	<b>£840,000</b>	<b>£8,057,200</b>
<i>Remaining Funds (after previous and this approval)</i>	<i>£1,099,800</i>	<i>£249,000</i>	<i>£1,348,800</i>
<b>Other Pending Approvals</b>			
Big Birmingham Bikes Tranche 2	£371,400	£0	<b>£371,400</b>
Hatchford Brook Green Route	£488,900	£0	<b>£488,900</b>
Programme Management (from 2017)	£125,000	£125,000	<b>£250,000</b>
Cycle Parking (City Centre and Snow Hill)	£51,700	£0	<b>£51,700</b>
<b>Pending Approvals Total</b>	<b>£1,037,000</b>	<b>£125,000</b>	<b>£1,162,000</b>
<b>Previous, This + Pending Approvals Total</b>	<b>£8,254,200</b>	<b>£965,000</b>	<b>£9,219,200</b>
<i>Remaining Funds (after previous, this and pending approvals)</i>	<i>£62,800</i>	<i>£124,000</i>	<i>£186,800</i>

For notes to this table see following page

Notes:

- (1) CCAG grant totalling £8.317m has been confirmed by DfT for 2015/16 and 2016/17. Approvals against CCAG Tranche 2 will not exceed this amount until further funding for 2017/18 is confirmed by DfT.
- (2) The total estimated capital cost of the University Station Canal Access improvement will be £0.450m. In addition to the £0.250m CCAG funding identified here, the remaining £0.200m will be funded using £0.118m from the Major Scheme SCE capital funding for Selly Oak New Road and £0.082m from the City Council's Integrated Transport Block capital allocation. These SCE and ITB contributions are in addition to the £7.9m of ITB and Other Local Contributions approved as part of the PDD for BCR Phase 3.

4. Checklist of Documents Supporting the FBC		
Item	Mandatory attachment	Number attached
<b>Financial Case and Plan</b>		
<ul style="list-style-type: none"> <li>Detailed workings in support of the above Budget Summary (as necessary)</li> </ul>	Mandatory	Appendix A
<ul style="list-style-type: none"> <li>Statement of required resource (people, equipment, accommodation) – append a spreadsheet or other document</li> </ul>	Mandatory	N / A
<ul style="list-style-type: none"> <li>Whole Lifecycle Costing analysis ( as necessary)</li> </ul>	Mandatory	N / A
<ul style="list-style-type: none"> <li>Milestone Dates/ Project Critical Path (set up in Voyager or attached in a spreadsheet)</li> </ul>	Mandatory	Appendix D
<b>Project Development products</b>		
<ul style="list-style-type: none"> <li>Stakeholder Analysis</li> </ul>	Mandatory	Appendix A
<ul style="list-style-type: none"> <li>Equality Analysis</li> </ul>	Mandatory	Appendix B
<ul style="list-style-type: none"> <li>Risk Management Assessment</li> </ul>	Mandatory	Appendix C
<ul style="list-style-type: none"> <li>Implementation Programme</li> </ul>	Mandatory	Appendix D
<b>Other Attachments (list as appropriate)</b>		
<ul style="list-style-type: none"> <li>Location Plans</li> </ul>		Appendix E
<ul style="list-style-type: none"> <li>Toucan Crossing Layout Plan</li> </ul>		Appendix F
<ul style="list-style-type: none"> <li>Public Consultation Responses</li> </ul>		Appendix G

# Equality Analysis

## Birmingham City Council Analysis Report

<b>EA Name</b>	Birmingham Cycle Revolution Green Routes
<b>Directorate</b>	Economy
<b>Service Area</b>	Transportation Services Access & Development
<b>Type</b>	New/Proposed Function
<b>EA Summary</b>	To support the Full Business Case and Cabinet Report to develop and improve the green route cycle network as part of the Birmingham Cycle Revolution project.
<b>Reference Number</b>	EA001093
<b>Task Group Manager</b>	Will.Martin@birmingham.gov.uk
<b>Task Group Members</b>	Andy.Chidgey@birmingham.gov.uk, Graham.Lennard@birmingham.gov.uk, Jennifer.Coombs@birmingham.gov.uk, cigdem.jain@birmingham.gov.uk, Hilary.Mills@birmingham.gov.uk
<b>Date Approved</b>	2016-02-02 00:00:00 +0000
<b>Senior Officer</b>	philip.edwards@birmingham.gov.uk
<b>Quality Control Officer</b>	Lesley.Edwards@birmingham.gov.uk

### Introduction

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

#### **Overall Purpose**

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 Overall Purpose**

### **2.1 What the Activity is for**

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What is the purpose of this Function and expected outcomes?	<p>The Birmingham Cycle Revolution (BCR) is a project which seeks to increase cycling levels across Birmingham over a 20 year period. The purpose of this Equality Analysis (EA) is to assess the Green Route path improvements along and through public open spaces which will form part of the BCR network.</p> <p>The Green Routes Programme consist of refurbishing/improving existing paths or building new paths in public open spaces and country parks (e.g. Sheldon Country Park and Woodgate Country). All of the path works form part of the BCR network of cycling (and walking) routes. These paths are usually built to a width of 2.5metres (although this width can vary depending on local conditions) and constructed on a bitmac base with a swept tar, spray and chip surface dressing. The outcome from this is to open up more of Birmingham's public open spaces to all residents and visitors to the city no matter if they have a disability or not. This will in turn help meet a target outcome of linking up more people to employment opportunities (as part of the wider route development to those without access to a private car) and to help improve access to the natural environment within local neighbourhoods.</p> <p>This Equality Analysis (EA) complements previous EAs which have been undertaken as part of the BCR programme of works assessing previous Green Routes and canal towpath routes (i.e. off road paths) and development of other phases of the BCR project. (See EA references: EA000033, EA000034, EA000583 &amp; EA000859).</p> <p>The BCR programme includes targets to increase cycling by 27% (an increase of approximately 2,000 cyclists per day) as a contribution towards achieving targets of 5% of all journeys being made by cycle by 2023 and 10% of all journeys by 2033. The proposals will support the City Councils policy objectives outlined in the Council Business Plan and Budget 2015+, the Leaders Policy Statement 2015, and Birmingham 2026 Our Vision for the Future, in particular for a prosperous city that is better connected, smart and sustainable and a fair city tackling inequality and deprivation by improving transport links to employment, training opportunities and local services.</p> <p>The BCR project and the Green Route improvement measures will support the aspirations of the emerging Birmingham Development Plan (BDP) and the Birmingham Connected White Paper. The works support the recommendations of the Transport, Connectivity &amp; Sustainability Overview and Scrutiny Committee (TCS O&amp;S) report, Changing Gear, Transforming Urban Movement Through Walking &amp; Cycling in Birmingham. The proposals will also support priorities from the Birmingham Climate Change Action Plan 2010+ particularly reducing the environmental impact of the city's mobility needs through Low Carbon Transport.</p>
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**For each strategy, please decide whether it is going to be significantly aided by the Function.**

Succeed Economically	Yes
Stay Safe	Yes
Be Healthy	Yes
High Quality Of Life	Yes
Make A Contribution	No
Public Service Excellence	No
A Fair City	Yes
A Prosperous City	Yes
A Democratic City	No

## 2.2 Individuals affected by the policy

Will the policy have an impact on service users/stakeholders?	Yes
<u>Comment</u> Positive benefits for cycling stakeholders and for other stakeholders using the Green Routes. No negative impacts.	
Will the policy have an impact on employees?	No
Will the policy have an impact on wider community?	Yes
<u>Comment</u> Positive benefits for the wider community who will now be able to access the green open spaces using the new and upgraded paths being provided as part of the project. No negative impacts.	

## 2.3 Analysis on Initial Assessment

The wider Birmingham Cycle Revolution (BCR) project is aimed at encouraging cycling by providing on road and off road route infrastructure particularly through disadvantaged areas. (Off road route provision includes through public open spaces and linking them to the wider BCR cycle route network). These are beneficial to less experienced cyclists, including younger, older and female cyclists who currently make up a disproportionately low number of all cyclists. This is because these groups are generally less willing and able to start cycling in 'normal' traffic and so by cycling on the green routes first helps to build cycling skills and confidence without having to consider the safety concerns of cycling in 'live traffic/highway' conditions.

This initial Equality Assessment is focussed on the improvements to the Green Routes and supports the Cabinet Report. Consultation through the BeHeard City Council consultation web portal and with key stakeholders including groups like the Birmingham Access Committee have been undertaken. Issues raised from this have included understanding the needs of disabled users and addressing potential conflict between pedestrians and cyclists. The mitigation to this includes campaigns like 'share with care' (which encourages cyclists to be courteous to other users and warn of their approach. Signs reflecting this have also been installed on some routes promoting this). In addition the paths are designed to accepted standards and are in keeping with the natural environment.

No protected characteristic group would be impacted negatively from the scheme. However, the protected characteristic groups listed below have been identified as benefiting positively from this element of the scheme.

Disability:

This element of the BCR project will provide new and improved paths through public open spaces. This will benefit disabled/people with mobility difficulties including wheelchair users and people using adapted bicycles as it opens up public open spaces which previously they might have not been able to access, use and enjoy.

Where new or improved paths are proposed, wheelchair accessible provision will be accommodated for implementation. Any review of access control barriers will improve access for wheelchair users and nonstandard bikes (including those used by disabled riders). The review of barriers includes an assessment of each site to determine whether existing barriers can be removed to make it easier for people with mobility difficulties to access the network without having to negotiate barriers.

The unsegregated Green Route paths will generally be constructed to a width of 2.5m, which is an acceptable width according to national guidance where lower flows of pedestrians are expected but wide enough to accommodate the needs of disabled users.

Age:

The project will provide improved off-road/canal towpath routes which will aid less confident and/or less experienced cyclists of all abilities and ages. In addition, the project will make the public open spaces more accessible to both younger and older visitors by improving access locations.

Gender:

The project will provide improved off-road routes which will particularly benefit female cyclists who may be less confident and/or less experienced, and currently make up a disproportionately low number of all cyclists.

Race:

The Green Routes go through relatively disadvantaged areas and so the project will encourage cycling amongst communities which are ethnically mixed and/or socially deprived and which may have a low cycle usage at the moment as it will give them access to cycle infrastructure which they currently do not have access to.

### 3.1 Age

#### 3.1.1 Age - Differential Impact

Age	Relevant
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#### 3.1.2 Age - Impact

Describe how the Function meets the needs of Individuals of different ages?	The project will provide improved off-road routes which will aid less confident and/or less experienced cyclists of all abilities and ages by giving them access to infrastructure to build their cycle riding skills in a traffic free environment. The project will make the Green Route network more accessible to both younger and older visitors by improving paths and access locations.
Do you have evidence to support the assessment?	Yes
Please record the type of evidence and where it is from?	Statistical evidence from the 2011 census (and various Company and Community TravelWise surveys over the past 5 years) highlights that those that are less likely to cycle tend to be younger and older people. Comments received from previous BCR cycle consultations have highlighted that a lack of facilities can prevent younger and older people from cycling.
Have you received any other feedback about the Function in meeting the needs of Individuals of different ages?	Yes
Please record the nature of such feedback.	Consultation with Stakeholder Forums during the development of the BCR bids in 2014 and via the BeHeard consultation during September 2015.
You may have evidence from more than one source. If so, does it present a consistent view?	Not applicable
Is there anything about the Function and the way it affects Individuals of different ages which needs highlighting?	No

#### 3.1.3 Age - Consultation

Have you obtained the views of Individuals of different ages on the impact of the Function?	No
<u>Comment</u> Although individuals of a particular age have not been targeted as part of the consultation, local residents have been consulted as part of the detailed scheme design and approval. Residents of all ages have been invited to reply/attend meetings etc. as part of this process.	
If not, why not?	There are no plans to consult relevant individuals
Have you obtained the views of relevant stakeholders on the impact of the Function on Individuals of different ages?	Yes

If so, how did you obtain these views?	The City Council has consulted local Councillors via email. Stakeholders (including cycle groups) have been consulted via email and the Be Heard consultation web portal. In addition, signs along the existing paths and locations of new paths were erected to promote the consultation to existing path users.
Is there anything about the Function and the way it affects Individuals of different ages which needs highlighting?	No
<u>Comment</u> Consultation with Friends of Parks groups, Park Managers and other groups have been undertaken for the detailed implementation of the individual routes alignments.	

### 3.1.4 Age - Additional Work

Do you need any more information to complete the assessment?	No
Please explain how.	It will make this protected characteristic group more visible and integrated with the local community.
Is there any more work you feel is necessary to complete the assessment?	No
Do you think that the Function has a role in preventing Individuals of different ages being treated differently, in an unfair or inappropriate way, just because of their age?	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?	Yes

## 3.2 Disability

### 3.2.1 Disability - Differential Impact

Disability	Relevant
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### 3.2.2 Disability - Impact

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<p>Describe how the Function meets the needs of Individuals with a disability?</p>	<p>The project will provide new and improved paths/Green Routes through public open spaces. This will benefit disabled and less mobile pedestrians, including wheelchair users and specialist bicycle users as it will give better access to public green open spaces. This will provide the opportunity for people with disabilities to experience the green corridors available across the city (forming part of the BCR route development area) which currently they may not be able to use and enjoy.</p> <p>Any existing access control (motorcycle) barriers which impede access for wheelchair users and people with nonstandard bikes will be reviewed to make sure access is possible. Retractable 'K' barriers are likely to be used in some areas which experience some problems with unauthorised vehicles accessing the routes. The barriers would be set fully open initially, and modified accordingly if a problem occurs. The width can be modified and would need to reflect the requirements of all users including wheelchair users. The set width of the barriers would be monitored closely and in liaison with Friends of Parks groups and all users.</p> <p>As cyclists and pedestrians use the shared paths together, consideration to the users Code of Conduct which is branded as 'Share with care' will be encouraged through the publicity materials produced to promote the Green Routes.</p> <p>The proposed surface material (Tar, spray and chip) and layout approach of the paths have been used successfully on other Green Routes across the City (i.e. Phases 1 and 2 of the Green Route BCR programme), and that approach will be used for these elements of the project. The proposed surface material has a slightly textured finish which will discourage higher cycling speeds and generate some tyre noise to warn pedestrians of approaching cyclists, as well as giving cyclists more grip in poor weather. Any excess chippings from the tar, spray and chip surfacing will be swept off and so will not restrict the mobility of wheelchair users.</p> <p>Therefore the surface and 'share the space, drop your pace' campaign will help to mitigate against any concerns raised by pedestrians using the path who are concerned about cycle speeds.</p>
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Do you have evidence to support the assessment?	Yes
Please record the type of evidence and where it is from?	Previous schemes implemented across the City including Sheldon Country Park and National Cycle Route 5 through Cannon Hill Park.
Have you received any other feedback about the Function in meeting the needs of Individuals with a disability?	Yes
Please record the nature of such feedback.	Disability groups have been invited to respond to the consultation. In response to previous consultations on other green route proposals, a representative for the Guide Dogs for the Blind replied highlighting a general concern over conflict of their users with cyclists. Individuals with a hearing and/or visual impairment might feel that more cyclists on the green route paths will reduce their confidence in using the off road network. It should be noted that cyclists, pedestrians, people with disabilities and many different users already share many of the traffic-free green routes across the city. However, to help mitigate against this the cyclists 'Code of Conduct' will be promoted on shared paths which has a campaign to 'share with care'. In addition, signage requesting cyclists to give way to other users will be included in locations where it is felt necessary/or where concerns have been raised.
You may have evidence from more than one source. If so, does it present a consistent view?	Yes
Is there anything about the Function and the way it affects Individuals with a disability which needs highlighting?	No

### 3.2.3 Disability - Consultation

Have you obtained the views of Individuals with a disability on the impact of the Function?	No
If not, why not?	There are no plans to consult relevant individuals
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?	Stakeholder consultation via email and the BeHeard website included groups representing people with disabilities including the Access Committee, Guide Dogs, RNIB and Focus Birmingham.
Is there anything about the Function and the way it affects Individuals with a disability which needs highlighting?	No



#### Comment

Individuals with a hearing and/or visual impairment might feel that more cyclists on the Green Routes will reduce their confidence in using these traffic free paths. The City Council has a Code of Conduct with a 'Share with care' campaign. This is to try and ensure that cyclists are considerate towards all other users on the traffic-free routes/Green Routes. Signs highlighting this are installed and sometimes painted on a tarmac surface. In addition, the cycling and walking map for the City has a whole section on guidance for using shared use paths considerately.

It should be noted that cyclists and other users all currently use shared paths across the city and conflict between users is very limited and is not seen as a problem. However, this will be kept under review and monitored.

### **3.2.4 Disability - Additional Work**

Do you need any more information to complete the assessment?	No
Please explain how.	It will raise the profile and promote the protected characteristic and make it more visible in the local community, therefore helping to foster better community relations.
Is there any more work you feel is necessary 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?	Yes
Do you think that the Function will take account of disabilities even if it means treating Individuals with a disability more favourably?	Yes
Do you think that the Function could assist Individuals with a disability to participate more?	Yes
Do you think that the Function could assist in promoting positive attitudes to Individuals with a disability?	Yes

### 3.3 Gender

#### 3.3.1 Gender - Differential Impact

Gender	Relevant
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#### 3.3.2 Gender - Impact

Describe how the Function meets the needs of Men and women?	The project will provide improved off-road routes which will benefit female cyclists who maybe less confident and/or less experienced cyclists, and currently make up a disproportionately low number of all cyclists according to the 2011 Census (Travel to Work data). This is because it will provide infrastructure for less experienced female cyclists to enhance their cycling skills without having to cycle in highway conditions with live traffic. NB: The project does not seek to provide any additional lighting other than what is in place at the moment. In most cases there will be a lit on-road alternative to the Green Route under the highways part of the BCR programme (which will be developed within a separate Full Business Case).
Do you have evidence to support the assessment?	Yes
Please record the type of evidence and where it is from?	From discussions at the quarterly Cycle Forums, monthly stakeholder meetings and public consultation on specific green route schemes via the BeHeard consultation portal (where views were recorded from males and females). Policy context data (i.e. travel to work and inequality to access) referenced in the Birmingham Cycle Revolution / Cycle City Ambition Grant bid documents from April 2013 and February 2014 bid documents. (Available to view at <a href="http://www.birmingham.gov.uk/bcr">www.birmingham.gov.uk/bcr</a> ).
Have you received any other feedback about the Function in meeting the needs of Men and women?	No
You may have evidence from more than one source. If so, does it present a consistent view?	Yes
Is there anything about the Function and the way it affects Men and women which needs highlighting?	No

#### 3.3.3 Gender - Consultation

Have you obtained the views of Men and women on the impact of the Function?	Yes
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If so, how did you obtain these views?	Via monthly stakeholder meetings and public consultation on specific green route schemes via the BeHeard consultation portal where views were invited from males and females on the route proposals.
Have you obtained the views of relevant stakeholders on the impact of the Function on Men and women?	No
If not, why not?	No relevant stakeholders identified
Is there anything about the Function and the way it affects Men and women which needs highlighting?	No
<p><u>Comment</u></p> <p>Within the public consultation responses received to the green route schemes there were no comments related direct to gender impact. However, personal security of users in general was mentioned in a couple of responses as a potential concern. However, with all green routes providing better access to the public open spaces helps to encourage more legitimate users to enjoy their local areas that the paths go through. This in turn helps the local public open space areas to become safer (and feel safer) as more natural surveillance is introduced in the form of more people walking and cycling in those areas.</p>	

### 3.3.4 Gender - Additional Work

Do you need any more information to complete the assessment?	No
Is there any more work you feel is necessary to complete the assessment?	No
Do you think that the Function has a role in preventing Men and women being treated differently, in an unfair or inappropriate way, just because of their gender?	No

### 3.4 Race

#### 3.4.1 Race - Differential Impact

Race	Relevant
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#### 3.4.2 Race - Impact

Describe how the Function meets the needs of Individuals from different ethnic backgrounds?	Many of the Green Routes built as part of the BCR programme go through disadvantaged areas as such Sheldon and Bartley Green. Levels of deprivation can be where minority ethnic groups live as highlighted within the Census 2011. By opening up cycle routes in communities which are ethnically mixed and/or socially deprived will help provide the opportunity for individuals to access employment and/or encourage individuals to become more physically active by using the new green route paths.
Do you have evidence to support the assessment?	Yes
Please record the type of evidence and where it is from?	Referenced in the Birmingham Cycle Revolution bid document (Jan 2015) covering the Levels of Multiple Deprivation 2010 and through corporate analysis of 2011 ward census information which informed the wider project development (source data: <a href="http://www.birmingham.gov.uk/census">www.birmingham.gov.uk/census</a> )
Have you received any other feedback about the Function in meeting the needs of Individuals from different ethnic backgrounds?	No
You may have evidence from more than one source. If so, does it present a consistent view?	Not applicable
Is there anything about the Function and the way it affects Individuals from different ethnic backgrounds which needs highlighting?	No

#### 3.4.3 Race - Consultation

Have you obtained the views of Individuals from different ethnic backgrounds on the impact of the Function?	Yes
---	-----

If so, how did you obtain these views?	As part of all the green route scheme(s) developed, consultation has been undertaken. The consultations have been promoted on the BeHeard website, at public meetings, via stakeholders and friends groups. In locations near to residential properties letter drops (with self-addressed/prepaid envelopes to return responses) have been supplied for comments. This consultation has been open for anyone of any race to respond to and provide views. The ethnic background of respondents has been recorded as part of the consultation exercises and includes responses from individuals of differing races.
Have you obtained the views of relevant stakeholders on the impact of the Function on Individuals from different ethnic backgrounds?	Yes
If so, how did you obtain these views?	At the Cycle Forum event which informed the development of the BCR bid in January 2015. The event was widely promoted to all members of the community.
Is there anything about the Function and the way it affects Individuals from different ethnic backgrounds which needs highlighting?	No

#### 3.4.4 Race - Additional Work

Do you need any more information to complete the assessment?	No
Please explain how.	The project will help raise the profile of the protected characteristic group by encouraging more people from ethnic minority backgrounds to use the green open spaces - whether through cycling and/or walking more. This will help foster good community relations by making the protected characteristic group more visible to persons who do not share the same protected characteristic. It could also introduce individuals from protected characteristic groups to other user groups and/or friends groups.
Is there any more work you feel is necessary to complete the assessment?	No
Do you think that the Function has a role in preventing Individuals from different ethnic backgrounds being treated differently, in an unfair or inappropriate way, just because of their ethnicity?	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?	Yes

### **3.5 Concluding Statement on Full Assessment**

The BCR programme seeks to promote sustainable travel options by increasing the attractiveness of cycling, which will contribute towards: improving health and the environment, reducing car dependency and improving connectivity for households without a car. Many of the measures will also benefit pedestrians, public transport users and road safety.

The Green Route improvement element of the programme which this EA supports highlights that overall the proposed improvements to the paths through the public open spaces do not make any negative impacts on any of the protected characteristic groups. The improvements will also benefit ambient disabled users as it provides all weather paths all year round access to public open spaces which previously were not open to disabled users. It helps the City Council in it's responsibility in relation to equality by ensuring that the needs and considerations of all users is taken into account.

The views of individuals and groups representing protected characteristic groups have been invited to comment and issues raised from this have been considered as part of the consultation analysis. This has included the requirement for any access barriers to be fully wheelchair accessible, 'share with care' campaign from the Cycle Charter to help address any shared use path concerns where vulnerable path users might feel uncomfortable sharing a path with cyclists, and ensuring the paths are designed to accepted standards where pedestrian numbers are not significantly high.

The City Council will monitor the implementation of the Green Routes and review the usage. The findings from this EA will be utilised to inform the formal approval process for the delivery of the path improvement works. If any issues affecting any protected characteristic group appears the Equality Assessment will be reviewed and new mitigation measures will be considered and acted upon if required.

### **4 Review Date**

30/03/18

### **5 Action Plan**

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

Woodgate Valley Green Route FBC - Appendix C - Risk Management Assessment

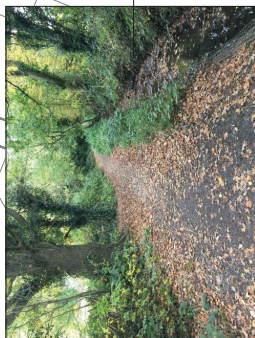
No	Item of Risk	Inherent Risk		Control Measures	Control Measure Managed by	Residual Risk	
		Impact	Likelihood			Impact	Likelihood
1	Stakeholder (including cycling groups 'Friends' groups) may not support elements of the proposals.	Low	Medium	On-going stakeholder consultation and dialogue to identify and address issues. Unresolved issues will be considered by the Project Board.	Project Management Team / Landscape Practice Group	Low	Low
2	Construction cost estimates exceed initial estimates once the work is on site.	Medium	Medium	Contractors rates are already fixed through the Framework Agreements. Final estimates to be obtained before works commence, and adjustments made to the scope of work if necessary to stay within budget.	Project Management Team / Landscape Practice Group / Designer	Low	Low
3	Increase in construction costs due to inflation, additional work or other unforeseen circumstances on site.	Medium	Medium	Work packages will be monitored to ensure that potential overspends are addressed at an early stage, and the extent of work adjusted if necessary to avoid exceeding available funding.	Project Management Team / Landscape Practice Group / Designer	Medium	Low
4	Disruption to path users during the construction stage.	Low	Medium	Advance notice to be given of closures, with short-term temporary signed diversions.	Project Management Team / Landscape Practice Group	Low	Low
5	Delay to construction programme leading to CCAG grants not being spent by the funding deadline.	High	Low	On-going monitoring of programme by LPG and Programme Managers. Weather dependent works will be programmed into the summer periods wherever possible.	Project Management Team / Landscape Practice Group	Medium	Low
6	Working around existing services may delay programme	Medium	Medium	Identify potential conflict during detailed design and liaise with Statutory Undertakers for any minor works required	Designer / Project Manager	Medium	Low
7	Increase in cost due to re-locating existing street lighting	Medium	Medium	Identify any additional costs during detailed design to ensure the allowed contingency figure is sufficient to cover the works	Designer / Project Manager	Medium	Low



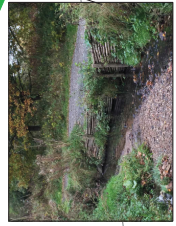
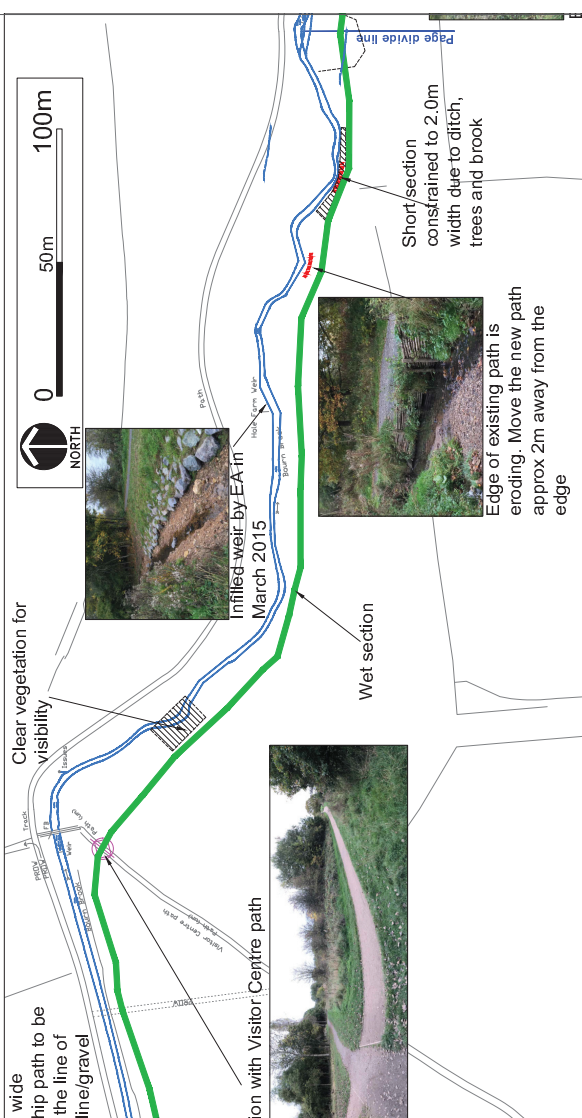






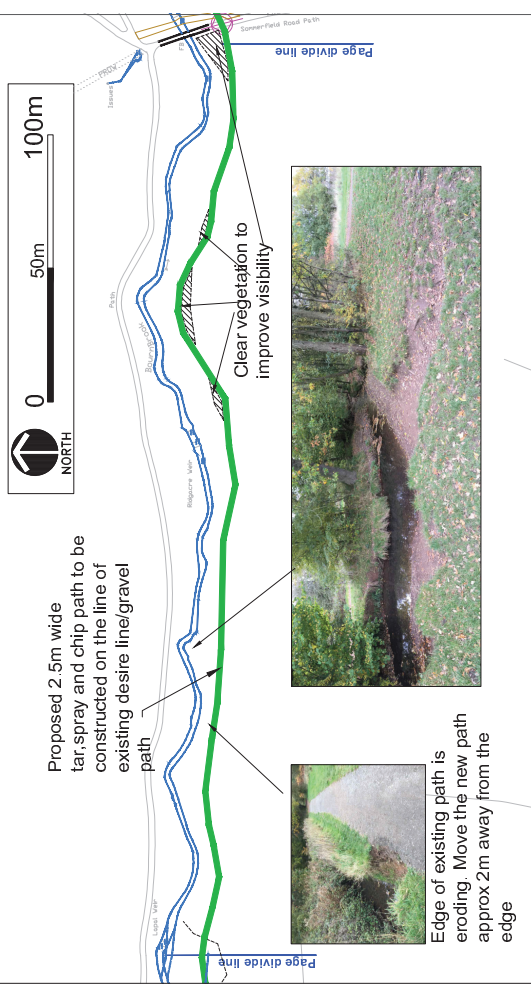


Replace existing 2 static bollards with removable bollards

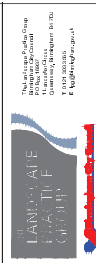
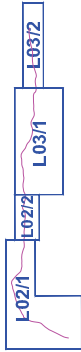


Edge of existing path is eroding. Move the new path approx 2m away from the edge

## L02/2



Edge of existing path is eroding. Move the new path approx 2m away from the edge



BIRMINGHAM CITY COUNCIL

BCR3 WOODGATE VALLEY WALKING AND CYCLING ROUTE

APPENDIX E1 - LAYOUT PLAN 1 OF 2

8029 / L02 - APPENDIX E1

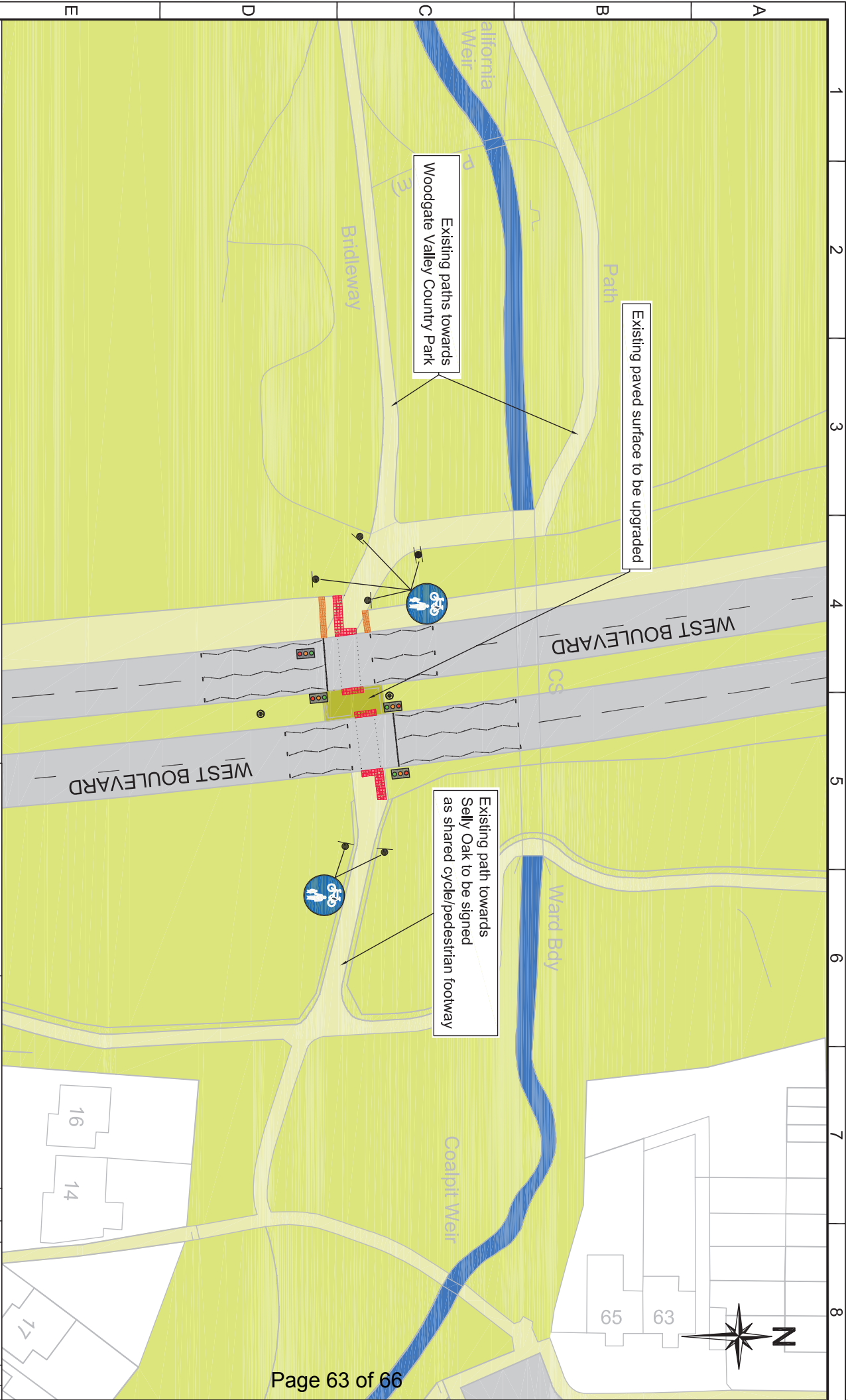












Key:-

- Existing landscaping
- Existing footway
- Existing cartageway
- Existing body of water
- Existing lighting column
- Proposed road markings
- Proposed traffic signals (pedestrian/cycle crossing)
- Proposed tactile paving
- Proposed paved surface
- Proposed hazard warning paving
- Proposed traffic sign

**Birmingham City Council**  
ANNE SHAW  
ASSISTANT DIRECTOR  
TRANSPORTATION AND CONNECTIVITY  
BIRMINGHAM City Council  
BIRMINGHAM B15 2TG



**BIRMINGHAM CYCLE REVOLUTION**  
LOCAL HIGHWAY SCHEMES

APPENDIX F -  
WEST BOULEVARD  
HIGHWAY WORKS PLAN

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DATE	REV.	REVISIONS	DRWN	DESIGNER	PM	REVISION	SCALE
NH	20/03/17	RM	20/03/17	RM	20/03/17	-	1:500
GENERAL							
DWG. No	CA-02752_S12_0030						





Woodgate Valley Green Route FBC - Appendix G - Consultation Responses				
	Questionnaire No	Yes I support the proposal	No, I disagree with the proposal	No opinion
Be Heard				
1	Y			Bridlepath needs resurfacing. Horses still need to be able to cross to the 2 fields we use for canter work.
2	Y			The drawings are unclear. It is difficult to tell what the paths will be made from or how wide they will be. In some places you say the width is constrained, but if it is not clear why the path can't be widened. On one of the drawings the path is partly coloured in brown, but I can't see what the reason for this is. Is it a new path?
3	Y			<p>I actually prefer the paths as they are gravelled, not sure a snaking line of Tarmac is the way to go. It will detract from the natural surroundings and landscape.</p> <p>However, I do not think you are doing enough with the valley.</p> <p>I currently use the valley as a cycling loop as many people do and the path to the north of the brook is in desperate need of repair. I am aware that the horse trekking use this side, but the paths have recently become very dangerous as they ride their horses when the paths are waterlogged. This just churns up the ground. I know they have a right to ride, and I certainly am not suggesting it is banned, however there is room to provide both a bridle way for the horses and the path for cyclists, runners and walkers.</p> <p>To make the most of this valuable asset surely the way to go would be to provide decent hardcore paths, as is currently on the south around the whole loop, why would people want to walk up and down the same side? A loop that has a decent surface would surely attract a lot more use, from locals as well as visitors to the Country Park.</p>
4	Y			<p>While the proposed route and hard surface for the cyclists seems fine, what are you going to do for those who walk along the Bourne brook. Currently, the south side of the brook (the proposed side for the cycle way) provides the better walking surface. The north side of the brook is much less even and is in not so good repair, it is often wetter and muddy.</p> <p>Now some would say that the walkers and cyclists can share the same walkway, but in my experience this is not a safe way to share with cyclists approaching the walkers much too quickly and silently. If the 'southside' is going to be designated for cyclists then the alternative needs to be made available for both the walkers and those riding horses along the brook.</p>
5			n	I am a dog walker using the valley at least twice a day. The cycle path is currently used a lot by commuters and families alike. I think the path does need attention in some places, in particular where a 5ft drop in easing into the path and is potentially very dangerous, but I think the money put aside for the cycle route could be better spent. Woodgate is a wonderful area of nature in the City however I feel it needs some major conservation and management input. The amount of trees growing in a relatively small area is dangerous. There are too many roots for the amount of space and soil for the trees to be able to stand which is why they are not safe and fall just last week a huge tree fell across a footpath. It is so overgrown and the path north of the stream is severely neglected. There are some areas which resemble a muddy swamp and don't even dry out in the middle of winter. Management and conservation will improve the attraction to wildlife, as has happened on the Malvern Hills. If you want to draw more people to the valley then you must make it safe and a pleasant place to visit and then install the cycle route. The monthly volunteers who cut back some areas is great but just not enough for the expanse of Woodgate.
6			n	We regularly horse ride over the country park and feel that this proposed path would increase the traffic through there. Quite often walkers and cyclists are on the bridle paths which limits our riding already.
7	Y			Please work in the bridle path too as this is a much loved place for horse riders too and adds to the character of the valley. Feels more like the countryside when you see horses being ridden there.
8	Y			What plans do Birmingham council have to support the riding amount of horse riders within its area? I have owned and ridden horses in south Birmingham for over thirty years. Equestrianism is a growing sport and should be supported. Tracks that I have ridden for over twenty years are blocked and only by little access allowed?? To get to woodgate valley riders have to ride on ever increasingly busier roads. What provisions are made for the safety of these vulnerable road users to get off busy roads? I await a response.
9	Y			I have owned horses for 37 years and have ride down woodgate valley virtually every day in that time. I am all for moving forward and making the most of the country park ... But I feel that if there is money available to improve it I feel that the "Bridle paths" should be a priority as I feel they are an utter disgrace ... There are holes and drovts for m start to finish ... I understand that in these weather conditions the paths will be muddy and wet but there has not been any repairs of the paths since they were done many years ago ... We have valuable competition horses that we have to ride down on these paths and we end up walking the majority of the way avoiding these holes and bare bricks where all the previous cover has disintegrated over the years due to no attention to them ... So I do feel that some major attention should be paid to bring these paths to a safety standard to BOTH horse and rider ... I look forward to your reply.
10			n	I have kept horses not far from Woodcote Valley all my life (previous 21 years) and have always used Woodcote Valley for riding. The bridleways are beautiful and there plenty of fields to exercise the horses effectively although the bridle paths are quite unmaintained. Although I think the cycle path is a good idea, the footpath through Woodcote Valley has previously been developed whereas the bridle path hasn't had any work done (been resurfaced in years (can't even remember it ever being done) making some parts quite difficult for the horses i.e. Where the paths have worn down and bricks and stones poke out can cause problems for the horses where they become foot sore/lame. There are also very boggy parts of the path which also cause problems such as the horses pulling g shoes which can also lead to lameness. I personally think it would be better to invest money in the bridleways before this is so go ahead to maintain what is already in place in Woodgate.
11			n	Bridle path is in desperate need of attention first as it is in a very poor condition. Also any changes to walkers/cyclist path must allow horses and riders access to canter fields that we have always used. Also in desperate need of attention is the access on wadley lane as this has recently been fenced and this would be lethal in icy weather for horse and rider trying to access woodgate valley. Whilst investment into the valley is much appreciated by all of us that use it it should be done for all and not just walkers/cyclists.
12	Y			I have been riding my horse down woodgate valley for over 10 years now since I was a child and unfortunately cannot ride him down there much anymore because of the state of the bridle paths, they are boggy and uneven. I feel if the cyclist and walkers path is to be revamped then something should be done about the bridle path.
13	Y			Although in principle I do support the proposals, I feel the Bridle path should be considered a priority for much needed repairs. Having accessed the path for over ten years I am not aware of any maintenance work ever being undertaken, the path itself remains uneven and boggy. Additionally I hope the proposed plans for a cycle/walking path do not restrict the horse/riders access to the fields.
14				The bridle way is in a very bad state and needs maintaining and connecting properly with the canter fields. The current provision for horse riders needs improving along with the provision for cyclists and walkers. The general public enjoy the horses and the health and recreational benefits of horse riders equal that from cycling as well as providing money into the local economy, to the rural farms, shops, stables etc.
15	Y			This is great idea, and whilst I realise funds are tight would it also be possible to have some outdoor gym equipment in the country park. Bartley Green seems to be one of the few wards that does not have access to this equipment. I'm sure that many people would support this and maybe local people would participate in partial fundraising for this or helping install this?
16	Y			Would also be nice if you resurfaced wadley lane as you said you were going to do back in Nov/Dec this is very slippery and needs redoing with a better surface. Also would be nice if you could make the bridle paths better too some of the trees are over grown and some of the paths need tending too as well. Thanks
17	Y			<p>A suggestion - fully support the plans for Highbury Park with regards to widening pavements to accommodate cyclists but alot of people cycling through the park are those who work at Uni/Hospital and therefore cycle back through the park when its dark.</p> <p>Is there any chance we could get those mini solar lights guiding the way like they have on the Rex Valley?</p> <p>Obviously I have no idea how much they cost but thought it would be a good idea</p>
18	Y			It would also be good to have the bridle paths renewed as they are in an extremely poor state in comparison to the people paths - I think more attention needs to be paid to the bridle paths, some paths are so muddy and forgotten about. Some areas have big holes in them where concrete over bridges has eroded and some areas could do with fencing putting along the brook where paths are getting narrower. The trees and bushes need to be chopped back more to allow safe passage in areas also. It would be lovely to have some bridle routes marked out to explore as there is a lot of ground that could be covered but it is impossible because of the dense growth in some areas.
19	Y			<p>Does the surface have to be covered with chippings... these can and do cause punctures, please make the entrance chicane wide enough to take a mountain bike handlebars like say the one at California way/ Bournbrook north bound (not south bound that is very narrow and cycle unfriendly)</p> <p>Is there any signage proposed especially at either end and at the junctions.</p> <p>At the Carvers lane and signage needs to think about linking to local centres or new proposed routes (link to B.g. reservoir? Sennodes park or green belt etc)</p>
20	Y			<p>I welcome this proposal as it will give improved access to this lovely Park for walkers, families with buggies, people using mobility aids, as well as cyclists.</p> <p>I hope however, that the Cycle Revolution is not seeking to improve cycling opportunities in green spaces as a way of spending its money without upsetting motorists. Increasing cycling must include prioritising cycling on main traffic routes, reducing traffic speeds and – yes – inconvenient drivers. For instance, why is there no separated cycle lane on Clagdale Lane? It is the main route from Bartley Green into Harborne and Birmingham, yet currently is a dangerous road with speeding traffic - a nightmare for cyclists. Cyclist-commuters will hardly want to use the scenic route through the Park.</p> <p>Will the Cycle Revolution take on this kind of challenge?</p>
21	Y			We have a very good proportion of cyclist that use the route from fireways > QE > bourn brook > Woodgate valley during the dry months at my work place. I have encouraged a group of non cyclist to give it a go and they have really enjoyed it. This always drops off in the rainy season due to the poor muddy surface, but this is the best time of year for safety reasons to keep off the road. I think with this work you will see a good increase in the amount of use for off road transport into the city. Fingers crossed that this gets approved. Pede strians and cyclists must cross West Boulevard in order to get from the Country Park to Wentworth Way and the path to Selly Oak. Traffic travels fast on the Boulevard. Are there any plans to slow traffic and make the crossing area safer?
22	Y			<p>This is a very welcome route. It is important that a minimum width of 3 metres for shared use paths is aimed for, although I understand that there are several areas along this route where physical constraints restrict the width that can be achieved.</p> <p>At the location where the route crosses West Boulevard, bollards should be used, rather than a chicane, to control access next to the new farm gate.</p> <p>In addition, at West Boulevard, it is important that a signalised crossing is installed to increase the safety of people using the route.</p> <p>Please note that there is a route going north along the Queenin Expressway, to a crossing next to the end of Woodridge Avenue, which would make a good link through to Halesowen if it was developed. Please have a look at this for a future route.</p>
Supportive - 18				
Not supportive - 4				
Other groups				
Push Bikes - 1	Y			<p>I fully support the proposals for the construction of these paths subject to</p> <ol style="list-style-type: none"><li>1 the paths being constructed to a high standard - equivalent to main road quality, and</li><li>2 the access points be made so that they do not inhibit any type of cycle (i.e. do not require a cyclist to dismount or carry out a hazardous manoeuvre).</li></ol> <p>You may think that these demands are beyond conventional design standards previously applied in Birmingham but I would remind designers that we need to improve on existing standards if we are to achieve the aims and objectives that were the basis of the Cycling Ambition awards. Every one –including children and people with special needs - deserves a quality path and to be able to cycle without unnecessary interruption.</p>
Push Bikes-2	Y			<p>I'm generally supportive of the plans to put a paved path through Woodgate Valley, though I remain opposed to spray and chip, if that is what is planned, because it results in a poor, rough surface that falls off in about a year, and then the water gets in and the path starts to break up. Also, no chicanes please. They block legitimate users, and achieve nothing. Stick to bollards to block four-wheeled vehicles. A bridge might be a more pragmatic solution to connecting with Minors Road.</p>
1 local resident through City Council Webpage			n	<p>Please please don't Use the money to clean up all the litter rather than encourage more people onto the park.</p> <p>The path doesn't go anywhere anyway. How about connecting Leazes Park to Selly Oak and Birmingham thru the Woodgate Valley, that would make more sense.</p> <p>A cycle route from Halesowen to Birmingham would be a good use of resources. I've been there 60 years and I walk the park almost every day.</p> <p>Until you keep the horses on the right side of the path, you are encouraging people to use the path. You are encouraging people to use the path by putting up the litter and by tipping your just throwing our money away.</p> <p>Just like the rustic fence, and the weeds unless you can maintain them, you are encouraging people to use the path. You are encouraging people to use the path by putting up the litter and by tipping your just throwing our money back to nature.</p>

