

BIRMINGHAM CITY COUNCIL

ECONOMY, SKILLS & TRANSPORT O&S COMMITTEE –

PUBLIC MEETING

14.00PM hours on 15th June 2017, Committee Room 2, Council House –
Action Notes

Present:

Councillor Zafar Iqbal (Chair)

Councillors Sir Albert Bore, David Barrie, Zaker Choudhry, Liz Clements, Mahmood Hussain, Timothy Huxtable, Ziaul Islam, Josh Jones, and John O'Shea

Also Present:

Cllr Stewart Stacey, Cabinet Member Transport & Roads

Cllr Deidre Alden, Ward Councillor for Edgbaston

Cllr Matt Bennett, Ward Councillor for Edgbaston

Varinder Raulia, Head of Infrastructure Projects

Andy Middleton, Cycling Programme Manager

Peter Howarth, Engineer

Baseema Begum, Research & Policy Officer

Emma Williamson, Head of Scrutiny Services

1. NOTICE OF RECORDING

The Chairman advised the meeting to note that members of the press/public may record and take photographs.

2. APOLOGIES

Apologies were submitted on behalf of Cllrs Ken Wood and Phil Davis.

3. BIRMINGHAM CYCLE REVOLUTION: A38 BRISTOL ROAD (SELLY OAK TO CITY CENTRE) FULL BUSINESS CASE

(See document No 1)

Cllrs Alden and Bennett outlined the reasons for the call-in and made the following specific points:

- Reasons 5, 6 and 11 were outlined as the reasons given for the request to call-in the decision
- This was a good scheme to keep cyclists and motorists separate, and there is lots of feedback from the consultation undertaken by the City Council.
- However, the scheme stops car users turning left and right at the junction of Priory Road. This will have a knock-on effect meaning lots of extra traffic on Edgbaston Park Road, which is already heavily congested.
- There would also be a double right turn into Bristol Street, putting extra traffic onto Wellington Road that is a long residential road that offers itself to speeding motorists. There is also a school on this road making safety an issue outside the school. There is a need to implement traffic calming measure to make safer.
- The levels of pollution will rise on residential roads as traffic pushed there.
- Pershore Road junction – there is lots of traffic at this junction. The danger of crossing Pershore and Priory Road will be made more dangerous.
- There will be loss of trees on Bristol Road. TROs advised before the end of consultation.

The Cabinet Member, Councillor Stewart Stacey responded:

- Cabinet reviewed BCR in December 2016. As part of this, green routes and supporting measures would continue. A38 and A34 major cycle routes as per London. This decision is implementing that on A38.
- Priory Road turning will allow cyclists and pedestrians to cross safely and that is why prohibition is needed.
- Wellington Road will be designated to 20mph limit by the time the BCR scheme is implemented.
- Loss of trees – the policy is for 2 for 1 replacement. A lot of trees are in front garden of properties as opposed on the public highway.
- TROs already published were not on basis of original consultation design. The TRO proposal was amended.
- This scheme delivers the City Council's policy to achieve a step change in getting people to use cycling as a method of travel.

Officers added that:

- The scheme is as safe as possible. Some of the junctions are the most difficult and have been trying to tackle these for a long time. Making the route safe for

cyclists and other roads users is the prime concern, and trying to balance the needs of all road users.

- Modelling data was analysed at all junctions and data shows that there are not high numbers of vehicles turning left and right.
- There will be work to modify and change traffic signal to make as smart as possible. Adjusting traffic lights and signal can accommodate the traffic.
- A fundamental review of BCR was undertaken and scheme is fully segregated. As part of this, officeres listened to stakeholders especially cyclists; and looked at schemes in London and Manchester that have achieved a step change in the cycle lanes being used.

Members of the Committee raised the following points:

- Concerns about the loss of grass verges and mature trees on the public highway and the impact on air quality. What additional measures can be put in from a bio-diversity point of view.
- Will there be a period of further consultation on the junctions affected?
- A strategic green route is needed and this scheme is the best opportunity to do that. The safety of pedestrians and cyclists is paramount. The option to stop the left and right turns is to ensure safety for these roads users.
- The safety of road users on Wellington Road needs to be considered further with residents and local Councillors as the road will inevitably become more heavily used; therefore other measures beside a 20mph limit are required. It is better that this is considered before the scheme is implemented to minimise any issues in the future.
- If infrastructure funding becomes available it would be useful to have a 'worked-up' scheme ready to implement.

In response it was confirmed that

- No further consultation was planned however consultation on the proposed measure on Wellington Road will take place. Depending on the modal shift the scheme will remain under review for a significant period to see how things can be improved for instance in traffic signalling.
- Some funding is available within the capital programme to look at the options and work-up some costings.

The Cabinet Member and officers then left the room. Following a discussion amongst Committee members it was

RESOLVED:-

That the decision taken by the respective Cabinet Members and Lead Officer on 2nd June 2017 approving the Full Business Case for the implementation of the A38 Bristol Road (Selly Oak to City Centre) scheme as part of the Birmingham Cycle Revolution Phase 3 programme should not be "called in".

That the Chair should write on behalf of the Committee to the Cabinet Member for Transport and Roads asking him to consider in greater detail:

1. That a detailed costed scheme is worked up, and ready for implementation should funding become available, for the junction of Pershore and Priory Roads to ensure the safety of pedestrians and cyclists;
2. Further consultation with residents of Wellington Road and local Councillors with reference to the implementation of traffic calming measures to ensure the safety of all road users;
3. That following implementation of the scheme monitoring takes place to consider any increase of traffic along Edgbaston Park Road and the impact of this.

4. OTHER URGENT BUSINESS

None

5. AUTHORITY TO CHAIRMAN AND OFFICERS

Agreed

The meeting finished at 1530 hours.