

BIRMINGHAM CITY COUNCIL

CABINET MEMBER AND CHIEF OFFICER

WEDNESDAY, 28 APRIL 2021 AT 00:00 HOURS
IN CABINET MEMBERS OFFICE, COUNCIL HOUSE, VICTORIA
SQUARE, BIRMINGHAM, B1 1BB

A G E N D A

1 - 80

1 PERSHORE ROAD/PRIORY ROAD – PEDESTRIAN CYCLE SAFETY
MEASURES

Report of Acting Director Inclusive Growth and Interim Chief Finance Officer

Birmingham City Council

Report to Cabinet Member for Transport and Environment and Cabinet Member for Finance and Resources

23 April 2021



Subject: Pershore Road/Priory Road
– Pedestrian Cycle Safety Measures

Report of: Acting Director, Inclusive Growth and Interim Chief Finance Officer

Relevant Cabinet Member(s): Councillor Waseem Zaffar – Transport and Environment, Councillor Tristan Chatfield – Finance and Resources

Relevant O and S Chair(s): Councillor Liz Clements – Sustainability and Transport, Councillor Sir Albert Bore – Resources

Report author: Philip Edwards
Assistant Director, Transport and Connectivity
Tel: 0121 303 6467
Email: philip.edwards@birmingham.gov.uk

Are specific wards affected?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No – All
If yes, name(s) of ward(s): Edgbaston, Balsall Heath West, Moseley		
Is this a key decision?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, add Forward Plan Reference:		
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
The financial information is included in the attached Exempt Appendix B. This is covered under Exempt information – discretion to exclude public: information falling within the categories outlined in 12A of the Local Government Act 1972 (as amended): 3 Information relating to the financial or business affairs of any particular person (including the council).		

1 Executive Summary

- 1.1 The purpose of this report is to seek approval of the Full Business Case (FBC) for the Pershore Road/Priory Road scheme at an estimated capital cost of £2.246m

funded from a DfT Cycle City Ambition Grant (£1.300m), National Cycle Network Activation Programme (£0.415m), Integrated Transport Block (£0.365m), a reallocation from the Birmingham Cycle Revolution Phase 3 (£0.116m), and s106 funding (£0.050m)

- 1.2 An Options Appraisal report was approved by Cabinet on 5th March 2019, which approved an outline scheme at an estimated cost of £1.500m and the development of the FBC.
- 1.3 The scheme seeks to address the safety concerns on the Pershore Road/Priory Road junction (Edgbaston) by implementing controlled pedestrian crossings on all four arms of the crossroads as none currently exist and also includes the creation of a new cycleway connecting the Birmingham Cycle Revolution (“BCR”) scheme on A38 Bristol Road to the National Cycle Network (“NCN5”) at Cannon Hill Park. Various other highway alterations between A38 Bristol Road and Russell Road, to provide great continuity and provisions for pedestrians and cyclists, are also included.
- 1.4 With the incorporation of new technology, the operational efficiency of traffic signals at the Pershore Road/Priory Road junction will be improved and allow for remote control.
- 1.5 This is a ‘Named Capital Scheme’ in the Transportation and Highways Capital Programme 2022/23 to 2026/27. Update report, approved by Cabinet on 9th February 2021, which delegated approval for all Outline Business Cases (“OBC”), Full Business Cases (“FBC”) and related reports including revised financial appraisals for named projects and programmes for a report of Acting Director, Inclusive Growth and Interim Chief Finance Officer to the relevant Cabinet Member, up to a maximum value of £10m.

2 Recommendations

- 2.1 Approves the FBC at an estimated capital cost of £2.246m as detailed in Appendix A, funded from a DfT Cycle City Ambition Grant (£1.300m), National Cycle Network Activation Programme (£0.415m), Integrated Transport Block (£0.365m), a reallocation from the Birmingham Cycle Revolution Phase 3 (£0.116m), and s106 funding (£0.050m).
- 2.2 Approves acceptance of funding of £0.415m from Sustrans and delegates authority to Assistant Director Transport and Connectivity, to enter into the associated Funding Agreement, subject to the terms and conditions of the final agreement being satisfactory to the City Council.
- 2.3 Approves the virement of £0.116m from the Birmingham Cycle Revolution Phase 3 match-funding from the Integrated Transport Block in 2021/22 to the Pershore Road/ Priory Road scheme. Noting that following completion of this scheme, any residual funds will be transferred back to the Birmingham Cycle Revolution Phase 3.

- 2.4 Notes that the commencement of the procurement activity was approved in the Planned Procurement Activity Report to Cabinet on 15th December 2020.
- 2.5 Notes that additional land acquired by the City Council and all highway works (new and alterations) and tree planting as part of the scheme form part of the City Council's Highway Maintainable at Public Expense (HMPE).
- 2.6 Authorises the City Solicitor (or their delegate) to negotiate and complete any documentation necessary to give effect to any of the above recommendations.

3 Background

- 3.1 The A441 Pershore Road extends between the city centre and the southern city limits. It is a busy commuter and public transport corridor. The B4217 Priory Road/Edgbaston Road intersects Pershore Road and likewise is a busy east/west commuter and public transport corridor. The Pershore Road/Priory Road junction is currently a significant barrier for pedestrians, those with mobility issues, visual impairments and cyclists as no facilities exist at the junction for safe and controlled crossing between the residential properties, local amenities (including the supermarket, Cannon Hill Park and local shops) and the bus stops at the junction.
- 3.2 It is challenging for pedestrians and cyclists to move across the junction and adjoining roads (to and from bus stop and local amenities) as no means of support exists i.e. controlled crossing. There has been a call on Birmingham City Council (the "City Council") for many years from residents, ward councillors, and other stakeholders to address the lack of pedestrian crossing facilities/ road collision statistics at the busy Pershore Road/Priory Road junction. With Edgbaston Cricket Ground also located very close to the junction, spectators also struggle to cross the junction safely.
- 3.3 This scheme seeks to address the safety concerns raised about the Pershore Road/Priory Road junction, by implementing controlled pedestrian crossings on all four arms of the crossroads. The scope of the scheme has been extended to also include the creation of a new cycleway connecting the Birmingham Cycle Revolution (BCR) scheme on A38 Bristol Road to the National Cycle Network (NCN5) at Cannon Hill Park.
- 3.4 The City Council had also identified the need to improve operational efficiency of the traffic signals through the implementation of new technology to manage traffic flows and queue lengths at the junction (and wider highway network).
- 3.5 The scheme will improve the overall operational efficiency of the traffic signals at the Pershore Road/Priory Road junction and implement various other highway alterations between A38 Bristol Road and Russell Road to provide greater continuity and provisions for pedestrians and cyclists.

4 Options Considered and Recommended Proposal

- 4.1 The following options were considered as part of the Options Appraisal and also revisited during the Design Stage, with Option 4 as the preferred option as it will

enable the City Council to meet safety concerns for pedestrians/cyclists and improve junction efficiency incorporating consideration of public/stakeholder consultation and traffic survey results/revised modelling.

4.1.1 Option 1: Do Nothing.

Advantages: Nil cost implication.

Disadvantages: Continuation of highway and junction lacking safe signalised crossing facilities for pedestrians and cyclists; loss of significant external funding streams; not meeting the City Council's policy objectives on modal shift and Clean Air and therefore risking both reputational damage and lack of viable connectivity between the Birmingham Cycle Revolution (BCR) scheme on A38 Bristol Road to the National Cycle Network (NCN5) at Cannon Hill Park.

4.1.2 Option 2: Do Minimum (slight junction modifications only to improve safety).

Advantages: Low cost implication and short works delivery programme.

Disadvantages: Limited connectivity of cycling provision; loss of some external funding streams; not meeting City Council's policy objectives on modal shift and Clean Air therefore reputational damage and ongoing inefficient traffic signals (with potential of further traffic delays and queue lengths given addition signal stages for new safety crossings).

4.1.3 Option 3: Full Junction Re-Design and Cycleway (further/additional right turn lane from Edgbaston Road to Pershore Road – based on traffic modelling) and road space re-allocation from vehicles to cyclists.

Advantages: Full complement of highway works providing additional vehicle capacity within highway as well as quality provision for other road users.

Disadvantages: Highest cost option (greater than current budget) as also involved significant full depth carriageway construction; high cost implication for diversion/ protection of underground utilities; additional tree loss and extensive works programme.

4.1.4 Option 4: Junction Re-Design and Cycleway (no additional right turn lane from Edgbaston Road to Pershore Road) and road space re-allocation from vehicles to cyclists.

Advantages: Appropriate level of highway works to cater for vehicle movements together with continuity of safety measure for pedestrians and cyclists to a high quality. Lower impact and costs associated with underground utilities and retention of some trees. Deliverable within budget and shorter works programme.

Disadvantages: All current funding streams required to meet costs, no additional road lane/ capacity created for vehicles turning right from Edgbaston Road to Priory Road.

5 Consultation

5.1 Public consultation was undertaken in October/November 2018 via local roadshows and via the City Council's online consultation platform (BeHeard). A summary is outlined below:

5.1.1 Approximately 150 survey responses were received.

5.1.2 The majority of responses were generally in favour of proposals however concerns and objections were also raised. The broad themes of the feedback are as follows:

- Pedestrian controlled crossings at the Pershore Road/Priory Road Junction well received (*many stating long overdue*).
- Will make junction much safer for pedestrian and cyclists.
- Segregated cycleway connecting A38 and Rea Valley Route (NCN5) at Cannon Hill Park is good.
- Extend scheme further along Priory Road and towards Moseley/ include more cycle facilities.
- Various design suggestion on layout and facilities, including many seeking a change to existing 2 stage pedestrian crossing at The Ashes to single stage and greater continuity of cycleway.
- Reduction of vehicle lanes between Cricket Ground and Cannon Hill Park and signal alterations will result in additional congestion and delays for motorists at junction(s).
- Designs are too focused on motor vehicles by providing additional lanes at the crossroads.
- Loss of trees is disappointing.
- Should instead use funding for improving roads and provisions for driving.
- Lack of cycleway signage and waymarking.

5.1.3 Following consideration of the public consultation/feedback, numerous alterations to designs were made, some key elements being:

- Removal of proposed additional vehicle right turn lane from Edgbaston Road into Pershore Road.
- Retaining four trees originally marked for removal.
- Changing the two stage/staggered pedestrian crossing at The Ashes into a single stage Toucan Crossing (for cyclists and pedestrians).
- Greater continuity of cycleway.
- Improved/ additional waymarking and also inclusion of route as realigned National Cycle Network between Cannon Hill Park and City Centre.

5.2 The scheme also benefits from cross-party political support from the three wards it extends across. In addition to earlier engagement in 2018/19 with ward

councillors, direct engagement with all wards has now been undertaken. Ward councillors (Edgbaston x2, Balsall Heath West x1 and Moseley x1) received scheme layout designs presentation (meetings with 4 of the 5 councillors have been held, with a further extended to the remaining Moseley councillor). All four Councillors engaged are fully supportive of the scheme, including the re-allocation of road space on Edgbaston Road from vehicles to cyclists. All were also pleased to learn how the City Council has incorporated comments/views of the public and stakeholders provided during the consultation, as part of the detailed design stage.

6 Risk Management

6.1 The key risks to this scheme are:

- Reputational Damage as a result of not delivering a scheme that benefits cross party local political and stakeholder support
 - Mitigation: Implement scheme consulted upon currently designed.
- Not achieving completion in readiness for Commonwealth Games 2022 (Edgbaston Cricket Ground is one of the host venues)
 - Mitigation: Current programme seeks to achieve practical scheme completion in 2021 therefore avoiding construction and disruption close to the Commonwealth Games. The summer 2021 cricket fixtures at the Ground and other matters will be closely monitored to address potential delays.
- Loss of external funding (Sustrans)
 - Mitigation: The final version of the legal agreement has been reached in readiness for signing following approval of this Report (in April) and the current programme seeks to achieve practical completion in 2021 with final completion early 2022. These elements meet the external funding requirement of Sustrans as if the agreement not completed in April, funding will not be awarded to the City Council and the scheme will not have sufficient funds identified to cover the expenditure. This in turn could result in needing to return other external (DfT) funding and likewise not be able to draw upon the identified Section 106 monies allocated to delivery of this scheme. Ongoing matters will be closely monitored to address potential delays.
- Reduced highway capacity and delays/ congestion during events at Edgbaston Stadium
 - Mitigation: Traffic Management Protocol (TMP1) is already approved by the City Council's Highways Team, TMP2 (relating to the construction phase) will be progressed once a Contractor is appointed to consider temporary arrangements during the construction phase, furthermore, dialogue between the City Council and Stadium Safety Officer relating to this already initiated.
- Programme and Costs of Statutory Undertakers

- Mitigation: Various designs alterations incorporated to-date to reduce impact on equipment and liaison with Statutory Undertakers to consider works schedules and resources has commenced. An element of financial contingency is also included in scheme costs for ongoing matters which will be closely monitored.
- Availability of materials and resources due to BREXIT and Covid19
 - Mitigation: Assessment of materials and resources once contractor appointed and early order placement of materials.

6.2 The scheme will continue to undergo the rigours of the City Council's internal project management, oversight and governance procedures.

6.3 Updates and information supply to external funding partners will take place as required.

6.4 A Risk Workshop and related ongoing Risk Register will be maintained to track, highlight and manage risks.

7 Compliance Issues

7.1 How are the recommended decisions consistent with the City Council's priorities, plans and strategies?

7.1.1 The scheme supports the policy objectives outlined in the City Council Plan 2018-2022 (as updated in 2019) and supports the objectives of Birmingham Development Plan (BDP) 2031 together with the Additional Climate Change Commitments including the aspiration for the City Council to be net zero carbon by 2030. This will be achieved by creating a new cycleway connecting existing popular corridors (Rea Valley and A38 Bristol Road), via improving facilities to enable modal shift for local and longer journeys to be made by cycling and to encourage such, re-allocation of existing road space from vehicles to cyclists. The measures will also support the aspirations of Birmingham Connected Transport Strategy, the emerging Birmingham Transport Plan, and the Health and Wellbeing Strategy.

7.1.2 Birmingham Business Charter for Social Responsibility (BBC4SR)

Compliance with the BBC4SR is a mandatory requirement that will form part of the conditions of this contract. Tenderers will be required to submit an action plan with their tender that will be evaluated in accordance with the procurement strategy and the action plan of the successful tenderer will be implemented and monitored during the contract period. The Social Value Rationale (Appendix H) will be included and form part of this process.

7.2 Legal Implications

7.2.1 The City Council carries out transportation, highways and infrastructure related works under the relevant primary legislation including the Town and Country Planning Act 1990 (as amended); Highways Act 1980; Road Traffic

Regulation Act 1984; Traffic Management Act 2004, Transport Act 2000; Countryside and Rights of Way Act 2000 and other related regulations, instructions, directives and general guidance.

7.2.2 The City Council has the power to appropriate land under Section 122 of the Local Government Act 1972 where satisfied it is no longer required for the purpose for which it is held immediately before the appropriation. Section 122(2A) requires that where land is existing open space, notice of the intention to appropriate to other use must be advertised and any objections considered prior to the appropriation taking place.

7.3 Financial Implications

7.3.1 The cost of the scheme (between A38 Bristol Road and Russell Road) is £2.246m and is funded as detailed in the table below. A detailed breakdown is provided in Exempt Appendix B.

	Prior Years	2020/21	2021/22	Total
	£000	£000	£000	£000
Capital Expenditure	86.4	126.0	2,033.6	2,246.0
Total capital expenditure	86.4	126.0	2033.6	2,246.0
CAPITAL FUNDING				
Development costs funded by:				
Development Costs (ITB)	52.0	126.0	152.6	330.6
Land acquisition (ITB)	34.4			34.4
Other costs funded by:				
Works: DfT funding			1300.0	1,300.0
Works: Sustrans			415.0	415.0
Developer Section 106 Contribution			50.0	50.0
Virement from BCR Phase 3 (ITB)			116.0	116.0
Total capital funding	86.4	126.0	2033.6	2,246.0

7.3.2 The estimated cost of £2.246m referred to above is an increase of £0.746m from the cost of £1.500m approved by Cabinet in March 2019 in the Options Appraisal report which was funded from £1.300m Cycle City Ambition Grant and £0.200m of Integrated Transport Block (ITB). The additional cost is due to design alterations, more informed Statutory Undertakers costs and increased materials costs.

7.3.3 The funding to cover the additional cost of £0.746m is from an approved reallocation of Integrated Transport Block from Journey Time Reliability

(JTR) scheme (£0.165m ITB approved 10th May 2019 as below), grant funding from Sustrans (£0.415m), s106 funding (£0.050m) and reallocation Birmingham Cycle Revolution Phase 3 (£0.116m ITB).

- 7.3.4 The Journey Time Reliability funding was transferred to this scheme via Delegated Authority (National Productivity Investment Fund Journey Time Reliability to City Growth Areas report signed 10th May 2019). Approval for additional funding of £0.415m from the National Cycle Network Activation Programme via Sustrans is sought in this report as is the transfer of £0.116m from the Birmingham Cycle Revolution Phase 3. The use of s106 funding of £0.050m for this scheme is in line with the terms and conditions of the agreement (Planning Reference 2018/05638/PA). This funding can be drawn upon once the requisite Notice has been served and the funding deposited with the City Council expected in spring/ summer 2021.

Revenue Implications

- 7.3.5 The scheme will both change and 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 net additional cost per annum of £1,304 (Basic Highway Assets +£6,745.69 per annum, Enhanced Highway Assets -£1,148.70 per annum and -£4,293.24 energy costs per annum) will be funded from the provision for highways maintenance held within Corporate Policy Contingency.

Tax Implications

- 7.3.6 There are no adverse VAT implications for the City Council in delivering this scheme as the maintenance of highways is a statutory function of the City Council such that any VAT paid to contractors or on the acquisition of land for the delivery of highway schemes is reclaimable.

7.4 Procurement Implications

- 7.4.1 Cabinet approved the commencement of the procurement activity for the works to use the Black Country Framework Agreement for Minor Works (Lot 3 £500,000+ Civils) in the Planned Procurement Activity Report on 15th December 2020.

7.5 Human Resources Implications (if required)

- 7.5.1 Ongoing internal and external resourcing to deliver the scheme.

7.6 Public Sector Equality Duty

- 7.6.1 An Equality Analysis was undertaken by the City Council in 2018, ref "EQUA83" which has been reviewed and is still valid for this project.

8 Appendices

8.1 List of Appendices accompanying this report:

8.1.1 Appendix A – Full Business Case

Exempt Appendix B

Appendix C – Scheme Plans

Appendix D – Overview Project Programme

Appendix E – Consultation Outcome

Appendix F – Risk Register

Appendix G – Equality Analysis

Appendix H – Social Value Rationale

9 Background Documents

Updated Transportation and Highways Capital Programme 2021/22 to 2026/27
Annual Programme Updated dated 9th February 2021.

APPENDIX A

FULL BUSINESS CASE (FBC)

A. GENERAL INFORMATION

A1. General

Project Title (as per Voyager)	PERSHORE ROAD / PRIORY ROAD – PEDESTRIAN & CYCLE SAFETY MEASURES		
Voyager Code	CA-02956		
Portfolio / Committee	Transport & Environment Finance & Resources	Directorate	Inclusive Growth
Approved by Project Sponsor	Phil Edwards <i>Date: 12 April 2021</i>	Approved by Finance Business Partner	Simon Ansell <i>Date: 12 April 2021</i>

A2. Outline Business Case approval (*Date and approving body*)Options Appraisal v7, dated 5th March 2019

A3. Project Description

Summary

The A441 Pershore Road extends between the city centre and the southern city limits, it is a busy commuter and public transport corridor. The B4217 Priory Road/Edgbaston Road intersects Pershore Road which likewise is a busy east/west commuter and public transport corridor.

The Pershore Road/Priory Road junction is currently a significant barrier for pedestrians, those with mobility issues, visual impairments and cyclists as no facilities exist at the junction for safe & controlled crossing between the residential properties and local amenities including the supermarket, local shops, Cannon Hill Park, and the bus stops at the junction. With Edgbaston Cricket Club also located very close to the junction, spectators also struggle to cross the junction safely.

There has been a call on Birmingham City Council (the “City Council”) for many years from residents, wards councillors, and other stakeholders to address the lack of pedestrian crossing facilities at the busy Pershore Road/Priory Road junction. In addition to this, the City Council had also identified the need to improve operational efficiency of the traffic signals through the implementation of new technology to manage traffic flows and queue lengths at the junction (and wider highway network).

This scheme seeks to address the safety concerns raised about the Pershore Road/Priory Road junction by implementing controlled pedestrian crossings on all four arms of that crossroads. The scope of the scheme has been extended to also include creation of a new cycleway connecting the Birmingham Cycle Revolution (BCR) scheme on A38 Bristol Road to the National Cycle Network (NCN5) at Cannon Hill Park.

The scheme will also improve the overall operational efficiency of the traffic signals at the Pershore Road/Priory Road junction and implement various other highway alterations between A38 Bristol Road and Russell Road to provide great continuity and provisions for pedestrians and cyclists. A list of ‘Project Proposals’ outlining the main elements of the

scheme is included on the following page and an overview of the scheme layout is included as Appendix C.

The cost of the extended scheme scope (between A38 Bristol Road and Russell Road) is £2.246m and is fully funded (sources are detailed in the finance section). Future costs of highway asset maintenance will be met from Corporate Policy Contingency (as detailed further in Section E1 below).

The project is a 'Named Capital Scheme' in the Transportation and Highways Capital Programme 2021/22 to 2026/27 Update Report, approved by Cabinet on 9 February 2021.

Background

The City Council submitted a bid to the Department for Transport ("DfT") in March 2018 for a share of the Cycle City Ambition Grant, in line with the Cabinet Member report "Department for Transport Cycle Safety Funding (TCSF) – Approval to Submit Application" which was approved on the 8th March 2018. In June 2018 the DfT announced that the City Council's bid had been successful and awarded £1.300m grant funding (accepted from the DfT on the 22nd August 2018 under delegated authority by the Assistant Director, Transportation and Connectivity). As the DfT funding is an extension of the Cycle City Ambition Grant (CCAG), this is in line with the governance processes already in place through the existing Birmingham Cycle Revolution Programme.

An Options Appraisal report was approved by Cabinet on the 5th March 2019, which approved an outline scheme at an estimated cost of £1.500m and the development of a Full Business Case (FBC).

Another transport scheme Journey Time Reliability ("JTR"), was funded by Integrated Transport Block (ITB) to undertake minor works at the Pershore Road/Priory Road junction in 2018. However as further works relating to this scheme were envisaged the following year, it was prudent for the intended JTR works to be delayed and incorporated into this scheme. The JTR funding (£0.165m) was therefore formally transferred to the Pershore Road/Priory Road scheme to implement the proposals/requirements of JTR in the National Productivity Investment Fund Journey Time Reliability to City Growth Areas (report signed 10th May 2019).

In 2019, a further DfT funding opportunity arose, via Sustrans, through the 'National Cycle Network Activation Programme' offering a £0.415m contribution to the Pershore Road/Priory Road scheme. This contribution covered realigning and incorporating part of the existing National Cycle Network 5 (NCN5) between the city centre and Cannon Hill Park into this scheme and the Birmingham Cycle Revolution route along A38 Bristol Road/Bristol Street.

Additional funding of £0.050m, via a Section 106 Agreement associated with a resident development on the currently vacant land at the Edgbaston Cricket Ground, will also be used to part fund this scheme.

Implementation of the project includes a revised highway layout which required adjacent privately-owned land to be acquired by the City Council. This land was acquired in February 2020. The land purchase and associated costs together with all development fees to reach 'Detailed Design' and progressing to Full Business Case stage (£0.200m) has been funded by the City Council's Integrated Transport Block (ITB)

The scheme was included in the Birmingham Emergency Transport Plan May 2020 (BETP)

- A low carbon, clean air recovery after COVID-19. This scheme forms part of the commitment in the BETP relating to re-allocation of road space.

Project Proposals

The project has various inter-connected elements, including:

- Improved safety for non-motorised users at Pershore Road/Priory Road junction via incorporating pedestrian and cycling facilities on all arms.
- Segregated cycleway between the Birmingham Cycle Revolution (BCR) scheme on A38 Bristol Road, along Priory Road and Edgbaston Road to Cannon Hill Park. This new section of cycle infrastructure will also become part of the realigned National Cycle Network (NCN5) between Cannon Hill Park and the city centre.
- Highway space re-allocation (carriageway to cycleway) along part of Edgbaston Road (River Rea Bridge to Cannon Hill Road).
- Public transport improvements via safer pedestrian access to & from bus stops via the Pershore Road/Priory Road junction and likewise technology advances in the traffic signals via the Journey Time Reliability (JTR) additions.
- Greater operational efficiency of traffic signals through implementation of Microprocessor Optimised Vehicle Actuation (MOVA) and Split Cycle Offset Optimisation Technique (SCOOT) enabling Urban Traffic Control (UTC) to have greater management of traffic flows, congestion & queuing traffic along this section and neighbouring junction (A38 Bristol Road/ Priory Road) and wider highway network.
- Securing privately owned land it to create the required new highway (road, cycleway and footway) and accommodation works. All such land will become Highway Maintainable at Public Expense (HMPE) upon completion of works.
- Submission of Traffic Regulation Order Notice required for the new 'Straight Ahead' cycleway crossing on Pershore Road.
- Obtain Department for Transport approval for diagonal cycle crossing.
- CAVAT mitigation – design alteration to reduce tree loss and mitigation/new planting.

A4. Scope

This FBC relates to:

- a) Approval to accept £0.415m grant funding from Sustrans and enter into a funding agreement (to the City Council's satisfaction)
- b) Additional land acquired by the City Council and all highway works (new & alterations) and tree planting as part of the scheme form part of the City Council's Highway Maintainable at Public Expense (HMPE).
- c) Approval to vire £116,000 from the Birmingham Cycle Revolution Phase 3 match-funding from the Integrated Transport Block in 2021/22 (CA-02752 3HF) to Pershore Road/ Priory Road scheme (CA-02956). Following completion of this scheme, all residual funds (if any) be re-allocated back to Birmingham Cycle Revolution Phase 3 (CA-02752 3HF).

A5. Scope Exclusions

This scheme is not part of wider highway alterations and therefore no exclusions apply.

B. STRATEGIC CASE

B1. Project Objectives and Outcomes

Existing Situation and Issues

The Pershore Road/Priory Road junction currently operates at or above capacity in the peak hours and the current lack of control available within the existing signal control equipment prevents traffic flows being controlled and managed effectively remotely. Furthermore, this junction does not have controlled pedestrian crossings or any cycle facilities on any of the four arms. Pedestrians and cyclists find it difficult to cross due to lack of controlled crossing facilities, therefore having to wait for stationary traffic or a gap in flowing traffic before making decision on whether it is safe to cross or not. The current situation brings added concerns & difficulty for those with mobility issues or visual impairments.

Collision records for the existing situation in the 5 year period between September 2015 to September 2020 includes: 7 cyclist casualties (1 fatal, 6 slight); 2 pedestrian casualties (1 serious, 1 slight); with a total number of 49 collisions resulting in 65 casualties. Given the location of public transport bus stops, local amenities & venues, it is often challenging for pedestrians & cyclists to move across the junction and adjoining roads as no means of support i.e. controlled crossing exist.

The existing non-motorised user facilities at the Pershore Road/Priory Road junction are inadequate for the existing high footfall and cycle journeys to the local trip generator destinations such as Cannon Hill Park; Edgbaston Cricket Ground Aldi supermarket and nearby residential properties, together with public transport users getting to and from bus stops (four bus stops are located at the junction).

Scheme-Specific Objectives

The key deliverables of the scheme are:

- Improved safety for pedestrians by providing new control crossing at each arm of the Pershore Road/Priory Road junction.
- New provision for cyclists as segregated cycleway from A38 Bristol Road to Cannon Hill Park, including dedicated controlled cycle crossings at the Pershore Road/Priory Road junction and also across Edgbaston Road.
- Re-aligned National Cycle Route 5 (NCN5) between Cannon Hill Park and city centre, by connecting to A38 Bristol Road cycle route which has been implemented as part of Birmingham Cycle Revolution.
- Improved accessibility for pedestrians and cyclists to local amenities (shops and public open spaces).
- Greater efficiency in the management of traffic flow during peak and off-peak hours at the Pershore Road/Priory Road junction by means of introducing MOVA & SCOOT adaptive signals control technology. The new technology will also enable signals at this junction to be linked to the recently upgraded Bristol Road/Priory Road junction, therefore providing increased control over the management of traffic flows.

City Council Objectives

The scheme supports the policy objectives outlined in the City Council Plan 2018-2022, as updated in 2019, including:

- *‘an entrepreneurial city to learn, work and invest in’, particularly ‘develop our transport infrastructure, keeping the city moving through walking, cycling and improved public transport’.*
- *‘a great, clean and green city to live in’, particularly ‘improve the environment and tackle air pollution’.*
- *‘gain the maximum benefit from hosting the Commonwealth Games’ particularly ‘deliver high quality ... transport infrastructure for the benefit of our citizens’.*
- *‘takes a leading role in tackling climate change’.*

The proposals also support the objectives of Birmingham Development Plan (BDP) 2031 including:

- *‘To provide high quality connections throughout the city and with other places including encouraging the increased use of public transport, walking and cycling’.*
- *‘To create a more sustainable city that minimises its carbon footprint’.*
- *‘To encourage better health and wellbeing’.*

By creating new cycleway, improving existing facilities to enable modal shift for local and longer journeys to be made by cycling, the scheme supports the Additional Climate Change Commitments including the aspiration for the City Council to be net zero carbon by 2030, as agreed by Cabinet on 30th July 2019, following the declaration of a Climate Change Emergency passed by full City Council on 11th June 2019.

The measures will also support the aspirations of Birmingham Connected Transport Strategy, the emerging Birmingham Transport Plan, and the Health & Wellbeing Strategy.

Emergency Birmingham Transport Plan (EBTP) May 2020

In accordance with principles set out in the “Emergency Birmingham Transport Plan – A low carbon, clean air recovery after Covid-19” (May 2020), the scheme includes re-allocation of existing road space from vehicles to cyclists.

National Cycle Network (NCN)

As the scheme will form a stretch of new cycleway along Edgbaston Road and Priory Road, linking Cannon Hill Park and A38 Bristol Road segregated cycleway and realigning a stretch of existing National Cycle Network Route 5 (NCN5) between Cannon Hill Park and City Centre, it will support policies within EBTP, in particular:

- A34 and A38 spurs, including from Bristol Street to Five Ways/Edgbaston and Pershore Road/ Priory Road connection to A38 from NCN5.

Combined Authority Objectives

The measures will support policies within the West Midlands Strategic Transport Plan, in particular:

- *Economic Growth and Economic Inclusion: ‘To accommodate increased travel demand by ... new sustainable transport capacity’ and ‘to improve connections to*

areas of deprivation’.

- *Population Growth and Housing Development: ‘To improve connections to new housing ... primarily through sustainable transport connections’.*
- *Environment: ‘To help tackle climate change by ensuring a large decrease in greenhouse gases from the ... area’s transport system’.*
- *Public Health: ‘To significantly increase the amount of active travel’ and ‘to assist with the reduction of health inequalities’.*
- *Social Well-Being: ‘to improve the accessibility of shops, services and other desired destinations for socially-excluded people’*

B2. Project Deliverables

Being an integrated transport project, this scheme is comprised of numerous elements, which cater for and meet the City Council’s priority hierarchy of prioritising pedestrians, followed by cyclists, followed by public transport and then private vehicles. The main physical elements include:

- 4 new controlled pedestrian crossings (1 on each arm of Pershore Road/Priory Road crossroads).
- 2 new dedicated controlled cycle crossings.
- Conversion of 2 stage controlled pedestrian crossing to single staged controlled Toucan crossing.
- Reallocation of road space from vehicles to cyclists.
- New segregated cycleway along Priory Road and Edgbaston Road connecting Cannon Hill Park and the Birmingham Cycle Revolution route along A38 Bristol Road.
- Realignment of National Cycle Network (Route 5) between Cannon Hill Park and City Centre (with associated signage along this section and longer route).
- 3rd party land acquisition to accommodate additional highway.
- Bus stop markings (refreshing and realigning).
- Decluttering of footway by means of removal of unrequired street furniture.
- Replacement tree planting.
- New dedicated vehicle left turn from Priory Road to Pershore Road.
- Improved junction operational efficiency via signal phasing & stages alterations through incorporation of adaptive controls (MOVA & SCOOT) which also provide integration of this junction with nearby A38 Bristol Road/ Priory Road junction for yet further operational efficiency along the key highway network.

B3. Project Benefits	
Measure	Impact
Deliver approximately 350m length (over 1000 m ²) of new segregated cycleway (between Bristol Road and Edgbaston Cricket Ground).	Demonstration of City's Council's commitment to continued improvement of cycling infrastructure, providing new/improved facilities for visitors & residents for leisure and commuting.
Enhance approximately 150m of existing shared footway.	Improvements for overall continuation of shared facilities within localised sections where full segregation not possible owing to physical constraints or prohibitive cost implications.
Reallocate approximately 250m of existing carriageway space to cycleway.	Significant demonstration of the City Council's commitment to cycling infrastructure, reallocation of space currently provided for vehicles to cycling. Reduction of long-term maintenance costs for city, as cycleway/ footway has lower maintenance costs than carriageway.
Install dedicated controlled crossing for cycleway (to complement existing pedestrian crossing nearby).	Facilitates continuous cycleway i.e. users do not need to dismount. This also further demonstrates the City Council's commitment to improving cycling infrastructure for residents and visitors. Specific approval from DfT was obtained for diagonal cycle crossing.
New Pedestrian & Cycling facilities.	Safety improvements for pedestrians & cyclists at all arms of Pershore Road/ Priory Road junction.
Covid-19 secure.	Alternative travel options to public transport and private car for commuters and other users.
Adaptive signal controls (MOVA & SCOOT).	Greater efficiency & control of traffic passing through the Pershore Road/Priory Road junction and likewise interaction with A38 Bristol Road/ Priory Road junction by Urban Traffic Control (UTC) as implementation of MOVA & SCOOT within new traffic signals provide ability monitor & manage traffic fluctuations & flows.
Re-aligned National Cycle Network 5 (NCN5)	More direct route for local users and visitors. Promoting & encouraging cyclists to make the use of segregated cycleway along Bristol Road/ Bristol Street and connection into city centre.

B4. Benefits Realisation Plan

The project will be monitored through the monthly internal Project Board meetings and quarterly update to Major Projects together with reporting to third party funding partners.

As part of the ongoing highway network accident/ collision data collection across the city, the Pershore Road/ Priory Road junction can be monitored to assess if measures implemented do yield a reduction in incidents and therefore increase in safety.

There will also be feedback & ongoing stakeholder engagement/ liaison with local user groups as has been the situation in 2018 - 2020. Periodic traffic surveys and counts will also be undertaken to determine patronage and trends where possible (2013 and 2019 vehicle flow data is currently held). Further surveys (vehicles & cyclists) will be undertaken post construction and inclusion of a permanent cycle counter/ loop will also be part of the scheme. Count information can then also form part of future strategic modelling.

Liaison with Urban Traffic Control (UTC) to assess traffic flow management and efficiency of the junction during peak and off-peak times can also be undertaken in consideration of and changes to signal stages and phasing.

B5. Stakeholders

A stakeholder analysis is set out at G4 below and Appendix D also includes comments/ consultation responses.

The scheme also benefits from cross-party political support for the three wards it extends across. In addition to earlier engagement in 2018/19 with ward councillors, further direct engagement with all wards has also now undertaken. Ward councillors (Edgbaston x2, Balsall Heath West x1 and Moseley x1) have been presented with scheme layout designs and meetings with 4 of the 5 councillors have been held (with a further meeting extended to the remaining Moseley Councillor). All four councillors consulted are fully supportive of the scheme, including the re-allocation of road space on Edgbaston Road from vehicles to cyclists. All were also pleased to learn how the City Council has incorporated the comments/ views of the public & stakeholders provided during the consultation, as part of the detailed design stage.

A Summary of the public consultation is contained below:

- The consultation was undertaken in October/November 2018 (a combination of roadshows and online via BeHeard).
- Approximately 150 survey responses were received.
- The majority of responses were generally in favour of the proposals, however, some concerns and objections were also raised. The broad themes of feedback are as follows:
 - a) Pedestrian controlled crossings at the Pershore Road/ Priory Road Junction well received (*many stating long overdue*).
 - b) Will make junction much safer for pedestrian and cyclists.
 - c) Segregated cycleway connecting A38 and Rea Valley Route (NCN5) at Cannon Hill Park is good.
 - d) Extend scheme further along Priory Road and towards Moseley/ include more cycle facilities.
 - e) Various design suggestion on layout and facilities, including many seeking a change to existing 2 stage pedestrian crossing at The Ashes to single stage and greater continuity of cycleway.
 - f) Reduction of vehicle lanes between Cricket Ground & Cannon Hill Park and

signal alterations will result in additional congestion and delays for motorists at junction(s).

- g) Designs are too focused motor vehicles by provided additional lanes at the crossroads.
 - h) Loss of trees is disappointing.
 - i) Should instead use funding for improving roads & provisions for driving.
 - j) Lack or cycleway signage & waymarking
- Following consideration of the public consultation/ feedback, a number of alterations to the preliminary designs were made, some key elements being:
 - Removal of proposed additional vehicle right turn lane from Edgbaston Road into Pershore Road.
 - Retaining four trees originally marked for removal.
 - Changing the two stage/ staggered pedestrian crossing at The Ashes into a single stage Toucan Crossing (for cyclists and pedestrians).
 - Greater continuity of cycleway.
 - Improved/ additional waymarking and also inclusion of route as realigned National Cycle Network between Cannon Hill Park and City Centre.

C. ECONOMIC CASE AND OPTIONS APPRAISAL

C1. Summary of options reviewed at Outline Business Case

The following options were considered:

Option 1: Do Nothing

Positive:

- No specific DfT approval would need to be obtained for dedicated diagonal cycle crossing.

Negative:

- Lost opportunity to deliver safety improvements.
- Continuation of over capacity of junction on key highway network.
- Loss of funding streams (DfT, Sustrans and s.106) totalling in the region of £1.500m).
- Reputational damage to the City Council from politicians, residents and stakeholders.
- Lack of viable connectivity between the Birmingham Cycle Revolution (BCR) scheme on A38 (Bristol Road) to the National Cycle Network at Cannon Hill Park.

Option 2: Do Minimum (*slight junction modifications only to improve safety*)

Positive:

- Lower cost implications as not creating connection between the Birmingham Cycle Revolution (BCR) scheme on A38 (Bristol Road) to the National Cycle Network at Cannon Hill Park.
- No need to acquire third party land as no additional highway being delivered.
- No specific DfT approval needs to be obtained for dedicated diagonal cycle crossing.

Negative:

- Controlled crossing for pedestrians implemented however no dedicated cycling

infrastructure.

- Possible minor improvement to existing inefficient junction on key highway network but unlikely to be able to retrofit adaptive control technology (MOVA & SCOOT).
- Not eligible for Sustrans funding and not satisfying criteria.
- Loss of DfT and s.106 funding.

Option 3: Full Junction Re-Design and Cycleway (further/ additional right turn lane from Edgbaston Road to Pershore Road – *based on traffic modelling*) and road space re-allocation from vehicles to cyclists.

Positive:

- All identified funding streams (DfT, Sustrans and s.106) will be eligible.
- Designs generally in accordance with Pre-luminary designs taken to public/ stakeholder consultation.
- Reallocation of vehicle running lanes (carriageway) to cycling.
- Acquisition of third-party land and private trees thereon (to become Highway Assets) and loss of some of these trees.

Negative:

- Highest works cost option as involved significant impact on utilities and highway level adjustments. Full funding streams to cover all these costs not identified therefore not possible to implement.
- Loss of highway trees within central reserve/ part of landscape character of the highway.

Option 4: Junction Re-Design and Cycleway (no additional right turn lane from Edgbaston Road to Pershore Road) and road space re-allocation from vehicles to cyclists.

Positive:

- Scheme budget is fully funded (all identified funding streams DfT, Sustrans, s.106, internal virement) eligible to cover scheme costs.
- Limited impact on STAT's and significantly reduced highway level adjustments.
- Design alterations enabled retention of greater number of existing highways trees.
- Acquisition of third-party land and private trees thereon (to become Highway Assets) and loss of some of these trees, however, mitigation to be considered.
- Reallocation of vehicle running lanes (carriageway) to cycling.
- Subject to some modifications, designs generally in accordance with preliminary designs taken to public/ stakeholder consultation.
- Incorporates greater analysis of traffic survey/ modelling results.

Negative:

- No additional right turn lane for vehicles.

It is recommended that Option 4 be progressed as it will enable the City Council to meet commitments to improve junction efficiency, will improve safety for pedestrians/cyclists, incorporates responses to public/stakeholder consultation and is based on traffic survey results/revised modelling.

C2. Evaluation of key risks and issues

There are various risks associated with this project which the project team have considered and sought to reduce or eliminate as far as practicable during the design process. The design changes made from Pre-Lim design to Detailed Design significantly reduced the risks and added costs however the further analysis and design alteration did result in delay to the overall scheme programme up to FBC submission. The risks are included as Appendix F – Corporate Risk Register, with a few headline matters listed below:

- Loss of external funding (DfT, Sustrans, s.106).
- STAT's/Utilities cost of protection/diversion and/ or availability to undertake works in tandem with the City Council/ Contractors programme.
- Covid-19 resulting in local, regional, national, international lockdowns or restrictions resulting in reduced human resources and/or materials availability.
- UK withdrawal from the European Union (BREXIT) may impact on labour and materials availability.
- Events calendar at Edgbaston Cricket Ground affecting works programme and traffic management. As the stadium is also one of the host venues for the Commonwealth Games 2022, works need to be undertaken in 2021.

C3. Other impacts of the preferred option

Positive:

- Delivery of a scheme (controlled pedestrian crossings) at the Pershore Road/Priory Road junction has been much sought after for many years by local politicians and residents.
- Improved public transport facilities (bus stops) and journey time reliability with incorporation of controls within adaptive signal controls together with improved/ safer access to and from Bus Stops through the busy junction.

Negative:

- Reduces vehicle road capacity and therefore longer queue lengths may occur along Edgbaston Road as current running lanes (eastbound) from River Rea Bridge to Cannon Hill Road reduced from 2 to 1.
- Additional stage introduced at Pershore Road/Priory Road signals therefore overall loop timing may increase (although with introduction of new adaptive controls this can be monitored/ minimised).

D1. Partnership, joint venture and accountable body working

The scheme will be delivered through a combination of external funding sources (as detailed above) and funding from a third party (private developer). Internal monitoring & governance together with and external reporting in accordance with the funding bodies requirements will need to be undertaken.

D2. Procurement implications and Contract Strategy

The procurement route for the works is to use the Black Country Framework Agreement for Minor Works (Lot 3, £500,000+ Civils Works) in accordance with its protocol.

D3. Staffing and TUPE implications

Ongoing internal & external resourcing to deliver the scheme.

E. FINANCIAL CASE**E1. Financial implications and funding**

	Prior Years	2020/21	2021/22	Total
	£000	£000	£000	£000
Capital Expenditure	86.4	126.0	2,033.6	2,246.0
Total capital expenditure	86.4	126.0	2033.6	2,246.0
CAPITAL FUNDING				
Development costs funded by:				
Development Costs (ITB)	52.0	126.0	152.6	330.6
Land acquisition (ITB)	34.4			34.4
Other costs funded by:				
Works: DfT funding			1300.0	1,300.0
Works: Sustrans			415.0	415.0
Developer Section 106				
Contribution			50.0	50.0
Virement from BCR Phase 3 (ITB)			116.0	116.0
Total capital funding	86.4	126.0	2033.6	2,246.0

Further details are contained within Exempt Appendix B.

E2. Evaluation and comment on financial implications**Capital Costs**

The estimated cost of £2.246m referred to above is an increase of £0.746m from the cost of £1.500m approved by Cabinet in March 2019 in the Options Appraisal report which was funded from £1.300m Cycle City Ambition Grant and £0.200m of Integrated Transport Block (ITB). The additional cost has resulted due to design alterations, more informed Statutory Undertakers costs and increased materials costs.

The funding to cover the additional cost of £0.746m is from an approved reallocation of Integrated Transport Block from Journey Time Reliability (JTR) scheme (£0.165m ITB approved 10th May 2019 as below), grant funding from Sustrans (£0.415m), s106 funding (£0.050m) and reallocation Birmingham Cycle Revolution Phase 3 (£0.116m ITB).

The Journey Time Reliability funding was transferred to this scheme via Delegated Authority (National Productivity Investment Fund Journey Time Reliability to City Growth Areas report signed 10th May 2019). Approval for additional funding of £0.415m from the National Cycle Network Activation Programme via Sustrans is sought in this report as is the transfer of £0.116m from Birmingham Cycle Revolution Phase 3. The use of s106 funding of £0.050m for this scheme is in line with the terms and conditions of the agreement

(Planning Reference 2018/05638/PA). This funding can be drawn upon once the requisite Notice has been served and the funding deposited with the City Council expected in 2021.

Revenue Implications

	Total Per annum
REVENUE IMPLICATIONS	£
Maintenance - Basic Assets	6,745.69
Maintenance - Enhanced Assets	-1,148.70
Energy	-4,293.24
TOTAL REVENUE EXPENDITURE	1,303.75
Funded by	
Highways Maintenance Policy	
Contingency	-1303.75

The scheme will both change and 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 net additional cost per annum of £1.304 (Basic Highway Assets +£6,745.69 per annum, Enhanced Highway Assets -£1,148.70 per annum and -£4,293.24 energy costs per annum) will be funded from the provision for highways maintenance held within Corporate Policy Contingency. Full year annual cost anticipated to run with effect from 2022/23.

E3. Approach to optimism bias and provision of contingency

The overall total estimated capital cost for the scheme of £2.246m includes an element of contingency, which is deemed sufficient to address any unforeseen works/events. Further details are contained within Exempt Appendix B.

E4. Taxation

The proposed pedestrian and cycle safety measures to be developed at the Pershore Road/Priory Road junction will be liable to VAT. This comprises the following:

- installation of 4 new controlled pedestrian crossings;
- installation of 2 new dedicated controlled cycle crossings;
- conversion of a 2-stage controlled pedestrian crossing to a single staged controlled Toucan crossing;
- reallocation of road space from vehicles to cyclists;
- new segregated cycleway along Priory Road and Edgbaston Road connecting Cannon Hill Park and the Birmingham Cycle Revolution route along A38 Bristol Road;
- realignment of National Cycle Network (Route 5) between Cannon Hill Park and City Centre (with associated signage along this section and longer route);
- bus stop markings (refreshing and realigning);
- decluttering of footway by means of removal of unrequired street furniture;

- replacement tree planting;
- new dedicated vehicle left turn from Priory Road to Pershore Road; and
- improved junction operational efficiency via signal phasing & stages alterations through incorporation of adaptive controls (MOVA & SCOOT) which also provide integration of this junction with nearby A38 Bristol Road/ Priory Road junction for yet further operational efficiency along the key highway network;

The acquisition of third-party privately-owned land to accommodate additional highway requirements of the scheme is exempt from VAT.

Delivery of the Pershore Road/Priory Road Junction scheme is in accordance with the City Council's statutory functions as the highway authority for the its geographical area and as such the delivery of this scheme will be a non-business activity of the City Council, for VAT purposes.

As such, the City Council can reclaim VAT on its costs of developing and delivering the scheme without any adverse impact upon its VAT recovery position.

As this is a construction project, the requirements of HMRC's Construction Industry Tax Scheme will be included in the contract documentation to ensure the City Council's compliance.

Taxation Summary for Outline Business Case/Cabinet Reports etc.

There are no adverse VAT implications for the City Council in delivering this scheme as the maintenance of highways is a statutory function of the City Council such that any VAT paid to contractors or on the acquisition of land for the delivery of highway schemes is reclaimable.

F. PROJECT MANAGEMENT CASE

F1. Key Project Milestones

Planned Delivery Dates

Detail Design complete	February 2021
Full Business Case approval	April 2021
Contractor appointed	May 2021
TRO's advertised/Notice	September 2021
Works commence	June/July 2021
Works complete	November 2021
Date of Post Implementation Review	January 2022

F2. Achievability

The additional third-party land required for highway widening was secured in February 2020 (by negotiation), therefore all elements of land required are now fully within the City Council control.

The construction companies within the identified Procurement Strategy/ Framework have all previously undertaken works of this nature within Birmingham. Each of these have also been notified that the Tender Invitation will soon be released, so as to enable each to undertake early preparation arrangements in advance of Tender consideration and if successful, resource scheduling etc.

Alterations to proposals during detailed design stage have reduced the amount of physical works required and impact on Statutory Undertakes therefore significantly reducing risks and protection/diversion costs at the preliminary stage.

Based on designer's cost estimates and engagement with utility companies, the current funding streams cover scheme costs.

The Risk Register (Appendix F) should also be considered with reference to achievability.

F3. Dependencies on other projects or activities

The existing Birmingham Cycle Revolution (A38 Bristol Road) scheme will become associated with this scheme as the National Cycle Network is re-aligned between Cannon Hill Park and the city centre and also the technology within the traffic signals (MOVA & SCOOT) at both the Bristol Road/Priory Road junction and the Pershore Road/ Priory Road junction.

Journey Time Reliability (JTR) scheme for part of the technology/software upgrade at the Pershore Road/Priory Road Junction.

The City Council has granted planning approval for a private residential development at Edgbaston Cricket Ground. The private scheme will be undertaking minor s.278 works on Pershore Road and at the Stadium entrance and liaison for co-ordination of those works and the highway scheme is already underway. Additionally, there is a Section 106 commitment that contributes £0.050m to the City Council's adjacent highway improvement scheme.

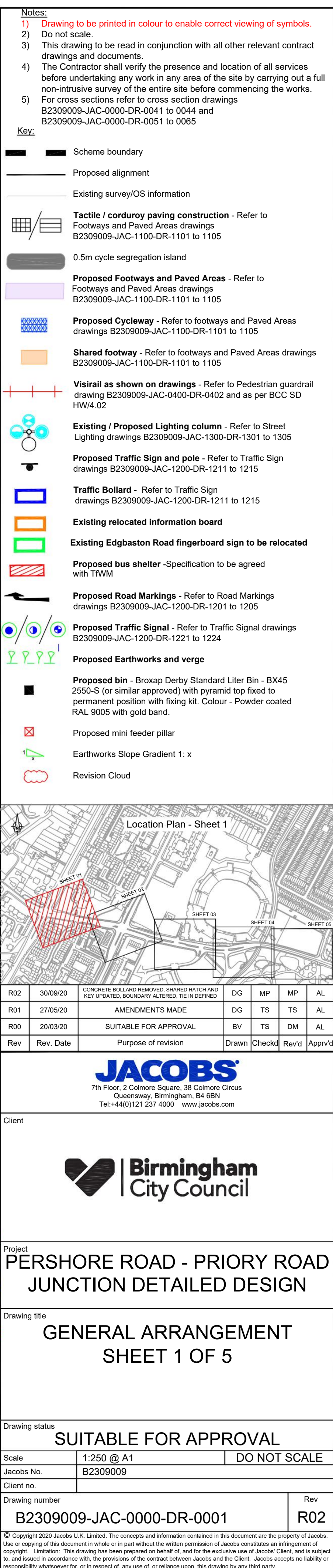
F4. Officer support

Project Manager:	Perminder Balu - Engineer Tel: 0121 303 8406 Email: Perminder.Balu@birmingham.gov.uk
Programme Manager:	Nicholas Richards – Infrastructure Delivery Manager Tel: 0121 675 7325 Email: Nicholas.Richards@birmingham.gov.uk
Project Accountant:	Andy Price – Finance Manager Tel: 0121 303 7107 Email: Andy.R.Price@birmingham.gov.uk
Project Sponsor:	Philip Edwards – Assistant Director, Inclusive Growth Tel: 0121 303 6467 Email: Philip.Edwards@birmingham.gov.uk

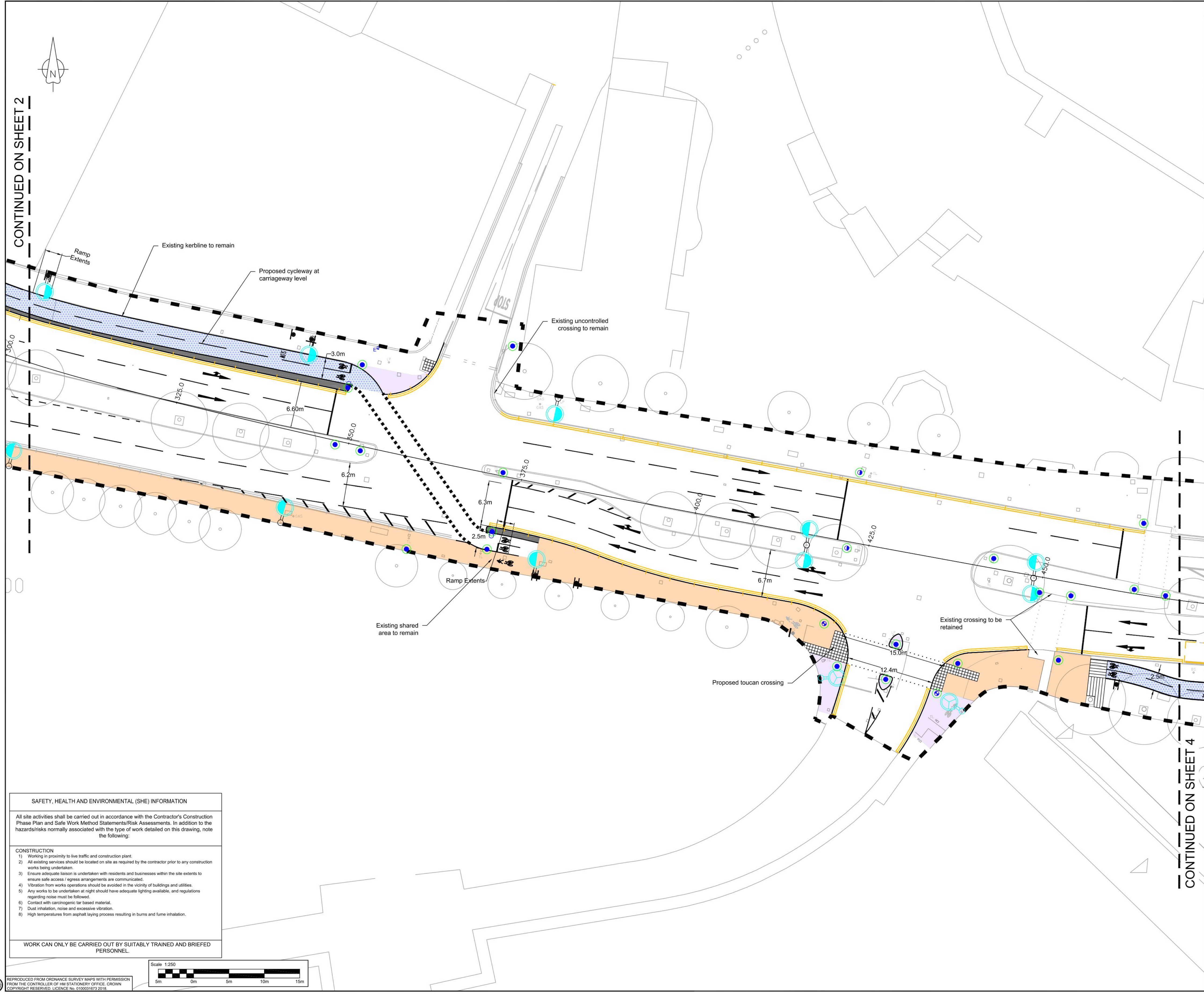
F5. Project Management

Project Sponsor	– Philip Edwards
Senior Responsible Officer	– Paul Simkins
Programme Manager	– Nicholas Richards
Project Manager	– Perminder Balu
Project Accountant	– Andy Price

G. SUPPORTING INFORMATION		
G1. Exempt Appendix		
Appendix B – Exempt Appendix		
G2. Scheme Layout		
Appendix C – Scheme Layout Drawings		
G3. Stakeholder Analysis		
Stakeholder	Role and Significance	How stakeholder relationships will be managed
Appendix D – Consultation Summary & Responses (Public Consultation Nov 2018)		
Construction phase ‘Information Strategy’ to be developed, including updating BeHeard.		
MP & local councillors	Local engagement by Project Manager to updated on scheme current status/ programme should they be approached by their constituents.	Continuation of existing occasional email exchange/ updates. Potentially more regular updates during construction phase.
Department for Transport (Funding Body)	Primary funding body for the scheme.	Update quarterly via existing process.
Sustrans (Funding Body)	Secondary funding body for the scheme.	Update quarterly by required funding monitoring regime requirements.
General groups e.g. cycling and walking, bus users and resident groups	End user.	Updates provided during detailed design stage during City Council hosted regular walking & cycling stakeholder forum.
Emergency services	End user.	As per existing City Council protocol.
Taxi operators	End user	As per existing City Council protocol.
G4. Summary of Risks and Issues Register		
Appendix F – Risk Register		
G5. Project Plan		
Appendix E – Overview Project Programme		
G6. Equalities		
Appendix G – Equalities Analysis: Ref EQUA83		
G7. Social Value		
Appendix H – Social Value Rationale		



P:\B2309009 - Pershore Rd - Priory Rd Jct Detailed Design\008 CADD\0000 General Arrangement\B2309009-JAC-0000-DR-0003 (Sheet 3 of 5) R02.dwg - 30/09/2020 15:53:07 - SHEET 03 - Grind



Notes:

- 1) Drawing to be printed in colour to enable correct viewing of symbols.
- 2) Do not scale.
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- 5) For cross sections refer to cross section drawings B2309009-JAC-0000-DR-0041 to 0044 and B2309009-JAC-0000-DR-0051 to 0065

Key:

- Scheme boundary
- Proposed alignment
- Existing survey/OS information
- Tactile / corduroy paving construction - Refer to Footways and Paved Areas drawings B2309009-JAC-1100-DR-1101 to 1105
- 0.5m cycle segregation island
- Proposed Footways and Paved Areas - Refer to Footways and Paved Areas drawings B2309009-JAC-1100-DR-1101 to 1105
- Proposed Cycleway - Refer to footways and Paved Areas drawings B2309009-JAC-1100-DR-1101 to 1105
- Shared footway - Refer to footways and Paved Areas drawings B2309009-JAC-1100-DR-1101 to 1105
- Visirail as shown on drawings - Refer to Pedestrian guardrail drawing B2309009-JAC-0400-DR-0402 and as per BCC SD HW/4.02
- Existing / Proposed Lighting column - Refer to Street Lighting drawings B2309009-JAC-1300-DR-1301 to 1305
- Proposed Traffic Sign and pole - Refer to Traffic Sign drawings B2309009-JAC-1200-DR-1211 to 1215
- Traffic Bollard - Refer to Traffic Sign drawings B2309009-JAC-1200-DR-1211 to 1215
- Relocated information board
- Existing Edgbaston Road fingerboard sign to be relocated
- Proposed bus shelter - Specification to be agreed with TRWM
- Proposed Road Markings - Refer to Road Markings drawings B2309009-JAC-1200-DR-1201 to 1205
- Proposed Traffic Signal - Refer to Traffic Signal drawings B2309009-JAC-1200-DR-1221 to 1224
- Proposed Earthworks and verge
- Proposed bin - Broxap Derby Standard Litter Bin - BX45 2550-S (or similar approved) with pyramid top fixed to permanent position with fixing kit. Colour - Powder coated RAL 9005 with gold band.
- Proposed mini feeder pillar
- Earthworks Slope Gradient 1: x
- Revision Cloud

Location Plan - Sheet 3

R02	30/09/20	KEY UPDATED	DG	MP	MP	AL
R01	27/05/20	AMENDMENTS MADE	DG	TS	TS	AL
R00	20/03/20	SUITABLE FOR APPROVAL	BV	TS	DM	AL
Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Appr'd

JACOBS
7th Floor, 2 Colmore Square, 38 Colmore Circus
Queensway, Birmingham, B4 6BN
Tel: +44(0)121 237 4000 www.jacobs.com

Client
Birmingham City Council

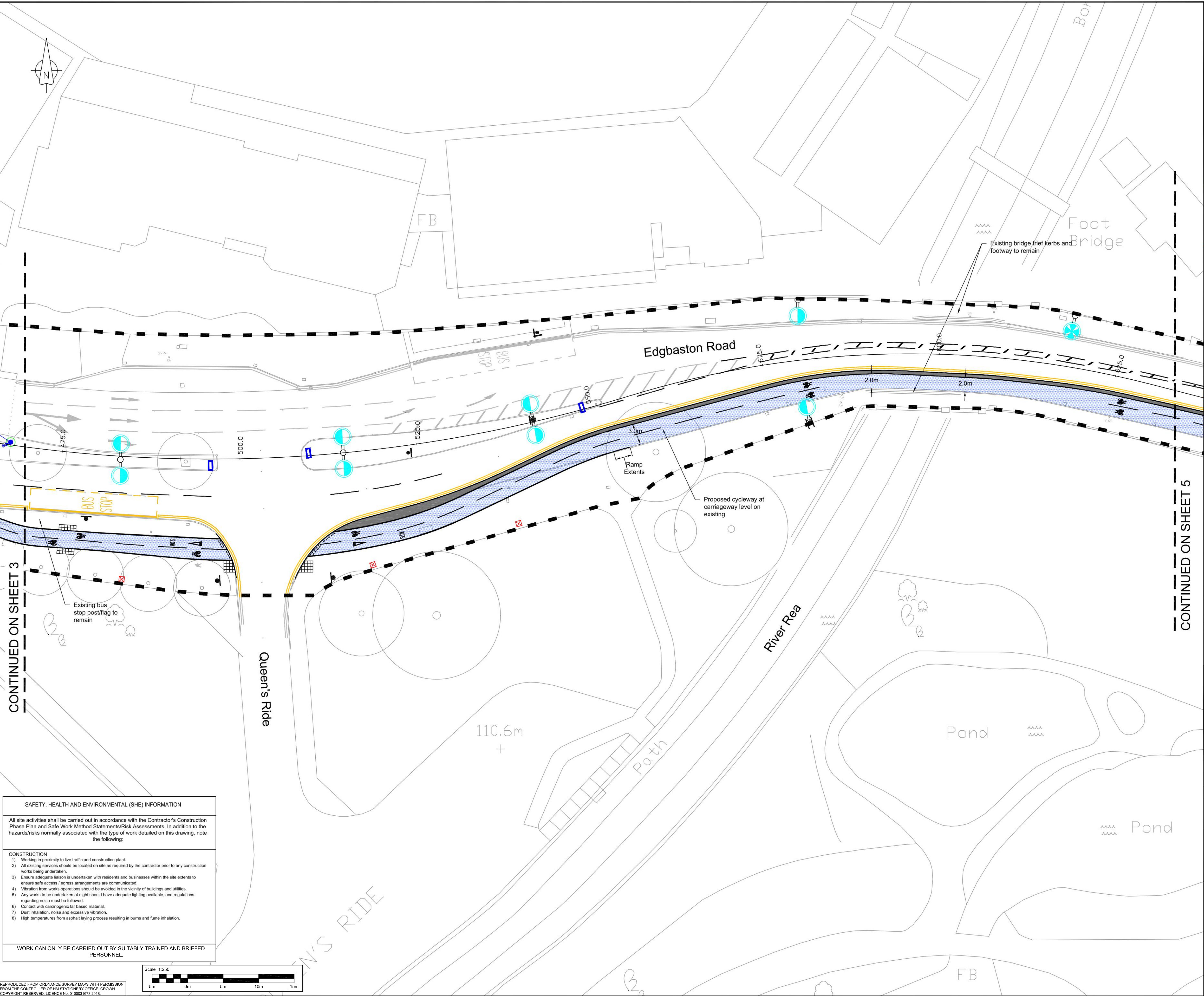
Project
PERSHORE ROAD - PRIORY ROAD JUNCTION DETAILED DESIGN

Drawing title
GENERAL ARRANGEMENT SHEET 3 OF 5

Drawing status
SUITABLE FOR APPROVAL

Scale	1:250 @ A1	DO NOT SCALE
Jacobs No.	B2309009	
Client no.		
Drawing number	B2309009-JAC-0000-DR-0003	Rev R02

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CONTINUED ON SHEET 3

CONTINUED ON SHEET 5

Notes:

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- 5) For cross sections refer to cross section drawings B2309009-JAC-0000-DR-0041 to 0044 and B2309009-JAC-0000-DR-0051 to 0065

Key:

- Scheme boundary
- Proposed alignment
- Existing survey/OS information
- Tactile / corduroy paving construction - Refer to Footways and Paved Areas drawings B2309009-JAC-1100-DR-1101 to 1105
- 0.5m cycle segregation island
- Proposed Footways and Paved Areas - Refer to Footways and Paved Areas drawings B2309009-JAC-1100-DR-1101 to 1105
- Proposed Cycleway - Refer to footways and Paved Areas drawings B2309009-JAC-1100-DR-1101 to 1105
- Shared footway - Refer to footways and Paved Areas drawings B2309009-JAC-1100-DR-1101 to 1105
- Visirail as shown on drawings - Refer to Pedestrian guardrail drawing B2309009-JAC-0400-DR-0402 and as per BCC SD HW/4.02
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- Proposed Traffic Sign and pole - Refer to Traffic Sign drawings B2309009-JAC-1200-DR-1211 to 1215
- Traffic Bollard - Refer to Traffic Sign drawings B2309009-JAC-1200-DR-1211 to 1215
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- Proposed Earthworks and verge
- Proposed bin - Broxap Derby Standard Litter Bin - BX45 2550-S (or similar approved) with pyramid top fixed to permanent position with fixing kit. Colour - Powder coated RAL 9005 with gold band.
- Proposed mini feeder pillar
- Earthworks Slope Gradient 1: x
- Revision Cloud

Location Plan - Sheet 4

R02	30/09/20	KEY UPDATED	DG	MP	MP	AL
R01	27/05/20	AMENDMENTS MADE	DG	TS	TS	AL
R00	20/03/20	SUITABLE FOR APPROVAL	BV	TS	DM	AL
Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Appr'd

JACOBS

7th Floor, 2 Colmore Square, 38 Colmore Circus
Queensway, Birmingham, B4 6BN
Tel: +44(0)121 237 4000 www.jacobs.com

Client

Birmingham City Council

Project

PERSHORE ROAD - PRIORY ROAD JUNCTION DETAILED DESIGN

Drawing title

GENERAL ARRANGEMENT SHEET 4 OF 5

Drawing status

SUITABLE FOR APPROVAL

Scale	1:250 @ A1	DO NOT SCALE
Jacobs No.	B2309009	
Client no.		
Drawing number	B2309009-JAC-0000-DR-0004	Rev R02

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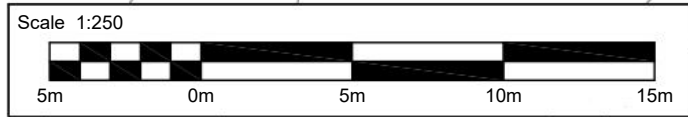
SAFETY, HEALTH AND ENVIRONMENTAL (SHE) INFORMATION

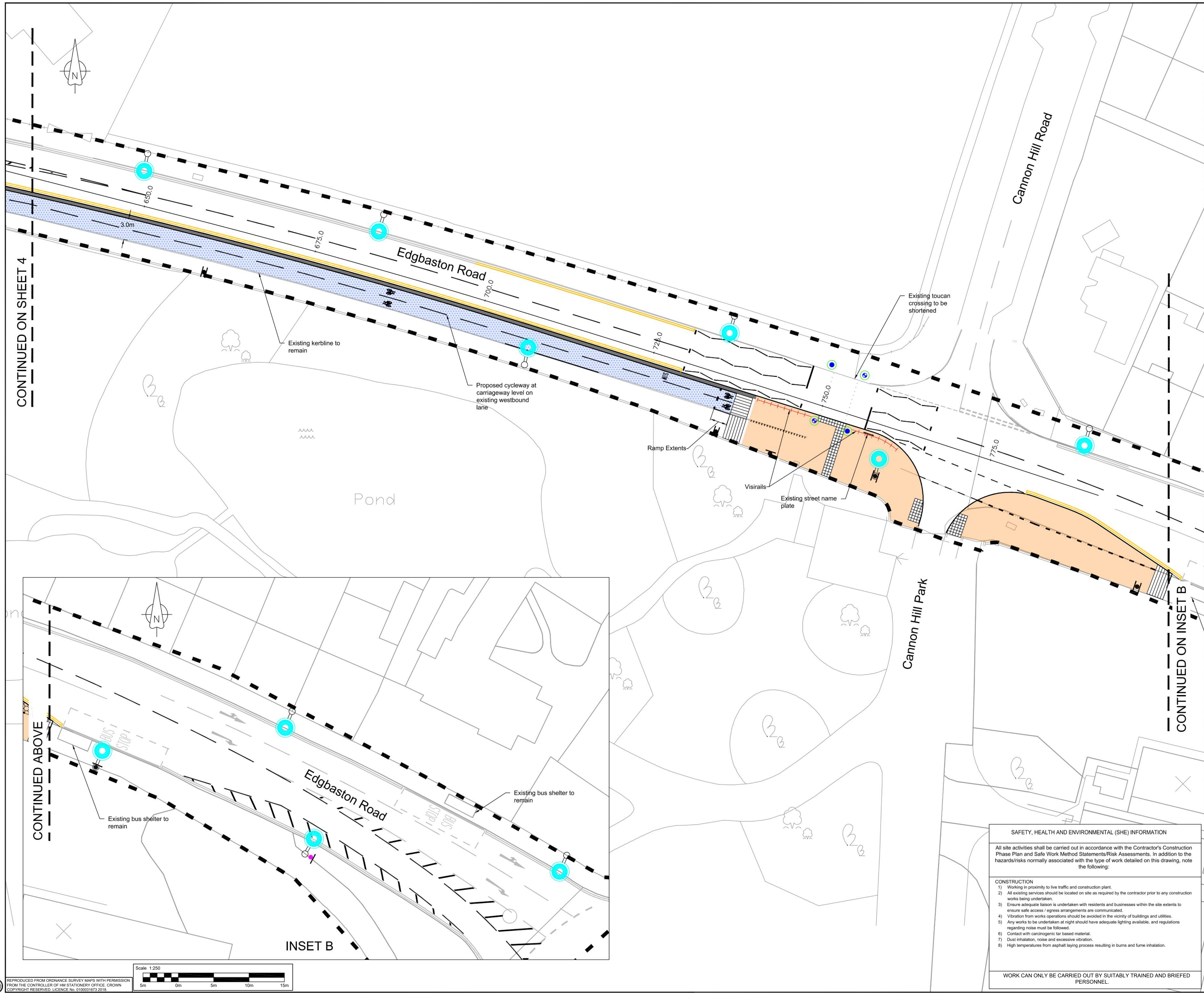
All site activities shall be carried out in accordance with the Contractor's Construction Phase Plan and Safe Work Method Statements/Risk Assessments. In addition to the hazards/risks normally associated with the type of work detailed on this drawing, note the following:

CONSTRUCTION

- 1) Working in proximity to live traffic and construction plant.
- 2) All existing services should be located on site as required by the contractor prior to any construction works being undertaken.
- 3) Ensure adequate liaison is undertaken with residents and businesses within the site extents to ensure safe access / egress arrangements are communicated.
- 4) Vibration from works operations should be avoided in the vicinity of buildings and utilities.
- 5) Any works to be undertaken at night should have adequate lighting available, and regulations regarding noise must be followed.
- 6) Contact with carcinogenic tar based material.
- 7) Dust inhalation, noise and excessive vibration.
- 8) High temperatures from asphalt laying process resulting in burns and fume inhalation.

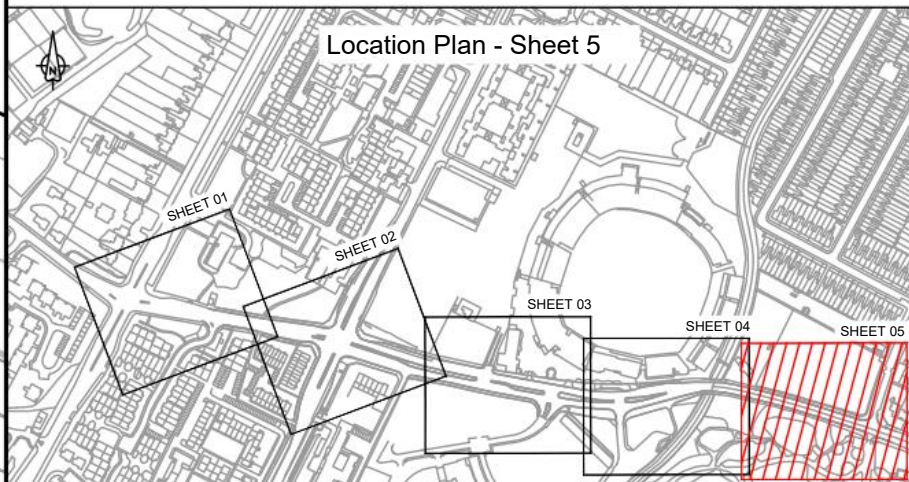
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- Notes:
- 1) Drawing to be printed in colour to enable correct viewing of symbols.
 - 2) Do not scale.
 - 3) This drawing to be read in conjunction with all other relevant contract drawings and documents.
 - 4) The Contractor shall verify the presence and location of all services before undertaking any work in any area of the site by carrying out a full non-intrusive survey of the entire site before commencing the works.
 - 5) For cross sections refer to cross section drawings B2309009-JAC-0000-DR-0041 to 0044 and B2309009-JAC-0000-DR-0051 to 0065
- Key:

- Scheme boundary
- Proposed alignment
- Existing survey/OS information
- Tactile / corduroy paving construction - Refer to Footways and Paved Areas drawings B2309009-JAC-1100-DR-1101 to 1105
- 0.5m cycle segregation island
- Proposed Footways and Paved Areas - Refer to Footways and Paved Areas drawings B2309009-JAC-1100-DR-1101 to 1105
- Proposed Cycleway - Refer to footways and Paved Areas drawings B2309009-JAC-1100-DR-1101 to 1105
- Shared footway - Refer to footways and Paved Areas drawings B2309009-JAC-1100-DR-1101 to 1105
- Visirail as shown on drawings - Refer to Pedestrian guardrail drawing B2309009-JAC-0400-DR-0402 and as per BCC SD HW/4.02
- Existing / Proposed Lighting column - Refer to Street Lighting drawings B2309009-JAC-1300-DR-1301 to 1305
- Proposed Traffic Sign and pole - Refer to Traffic Sign drawings B2309009-JAC-1200-DR-1211 to 1215
- Traffic Bollard - Refer to Traffic Sign drawings B2309009-JAC-1200-DR-1211 to 1215
- Relocated information board
- Existing Edgbaston Road fingerboard sign to be relocated
- Proposed bus shelter - Specification to be agreed with TWWM
- Proposed Road Markings - Refer to Road Markings drawings B2309009-JAC-1200-DR-1201 to 1205
- Proposed Traffic Signal - Refer to Traffic Signal drawings B2309009-JAC-1200-DR-1221 to 1224
- Proposed Earthworks and verge
- Proposed bin - Broxap Derby Standard Litter Bin - BX45 2550-S (or similar approved) with pyramid top fixed to permanent position with fixing kit. Colour - Powder coated RAL 9005 with gold band.
- Proposed mini feeder pillar
- Earthworks Slope Gradient 1: x
- Revision Cloud



Rev	Rev. Date	Purpose of revision	Drawn	Checked	Rev'd	Appr'd
R02	30/09/20	SHARED FOOTWAY AND KEY OPERATES HAZARD PAVING ADDED TO END OF SCHEME. ROAD PLATE LEADER ADDED.	DG	MP	MP	AL
R01	27/05/20	AMENDMENTS MADE	DG	TS	TS	AL
R00	20/03/20	SUITABLE FOR APPROVAL	BV	TS	DM	AL

JACOBS
7th Floor, 2 Colmore Square, 38 Colmore Circus
Queensway, Birmingham, B4 6BN
Tel: +44(0)121 237 4000 www.jacobs.com

Client
Birmingham City Council

Project
PERSHORE ROAD - PRIORY ROAD JUNCTION DETAILED DESIGN

Drawing title
GENERAL ARRANGEMENT SHEET 5 OF 5

Drawing status
SUITABLE FOR APPROVAL

Scale
1:250 @ A1 DO NOT SCALE

Jacobs No.
B2309026

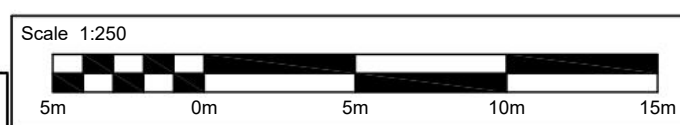
Client no.

Drawing number
B2309009-JAC-0000-DR-0005

Rev
R02

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Appendix E – Overview Project Programme

Item	Task	12/04/2021	19/04/2021	26/04/2021	03/05/2021	10/05/2021	17/05/2021	24/05/2021	31/05/2021	07/06/2021	14/06/2021	21/06/2021	28/06/2021	05/07/2021	12/07/2021	19/07/2021	26/07/2021	02/08/2021	09/08/2021	16/08/2021	23/08/2021	30/08/2021	06/09/2021	13/09/2021	20/09/2021	27/09/2021	04/10/2021	11/10/2021	18/10/2021	25/10/2021	01/11/2021	08/11/2021	15/11/2021	22/11/2021	29/11/2021	06/12/2021	13/12/2021	20/12/2021	27/12/2021	03/01/2022	10/01/2022	17/01/2022	24/01/2022	31/01/2022	07/02/2022	14/02/2022	21/02/2022	28/02/2022	07/03/2022
100	Tendering and Contract Award																																																
101	Advertisement period																																																
102	Tender Evaluation																																																
104	DPR Meeting																																																
105	Secure Signatures on DPR Report / Chief Officer Report																																																
106	Issue Contract Award letter and place order																																																
108	Collate Construction Package for Handover																																																
109	Construction																																																
110	Site Team Info Pack																																																
111	Early discussion and appointment for QS Duties																																																
112	Pre Start Start Meeting																																																
113	Pre Construction Health and Safety Meeting																																																
114	TMP2 Submission by Contractor																																																
115	TMP2 Approval (normally 21 days)																																																
116	NRSWA Notice: 3 month & 10 Day prior to works starting on site																																																
117	Works Start Notification to Highways / Kier																																																
118	Lead in Period / Material Order																																																
119	Construction Period																																																
120	Issue Completion Certificate																																																
121	Notice of Works End Date to Highways / Kier																																																
122	RSA 3																																																
123	Obtain As Built Drawings / Certificates / Health & Safety File																																																
124	Hand Over Highways / Kier																																																
125	Final Account Agreed																																																
126	Defects Correction Period																																																
127	Defects Correction Period																																																
128	Issue Defects Correction Certificate																																																
129	Forward Defects Correction Certificate to Highways / Kier																																																
130	Post Implementation Review (PIR)																																																
131	RSA 4																																																
132	Complete PIR																																																

APPENDIX D - CONSULTATION SUMMARY & FEEDBACK**Overview:**

- Consultation undertaken in October/ November 2018 (combination roadshows and online via BeHeard)
- Approximately 150 survey responses
- Majority of responses generally in favour of proposals however concerns & disagreements also raised. The broad themes of feedback are as follows:
 - a) Pedestrian controlled crossings at the Pershore Road/ Priory Road Junction well received (*many stating long overdue*).
 - b) Will make junction much safer for pedestrian and cyclists.
 - c) Segregated cycleway connecting A38 and Rea Valley Route (NCN5) at Cannon Hill Park is good.
 - d) Extend scheme further along Priory Road and towards Moseley/ include more cycle facilities.
 - e) Various design suggestion on layout and facilities, including many seeking change to existing 2 stage pedestrian crossing at The Ashes to single stage and greater continuity of cycle track.
 - f) Reduction of vehicle lanes between Cricket Ground & Cannon Hill Park and signal alterations will result in additional congestion and delays for motorists at junction(s).
 - g) Designs are too focused motor vehicles by provided additional lanes at the crossroads.
 - h) Loss of trees is disappointing.
 - i) Should instead use funding for improving roads & provisions for driving.
 - j) Lack or cycleway signage & waymarking

Extracts:

I'm really pleased to see the proposals for this junction - well done.

I have some concerns about the cycleway, particularly in plan number 2.

1) In plan 2, after the segregated cycle cycleway crosses over Edgbaston road heading East opposite the gateway to Edgbaston stadium, the cycleway seems to disappear into the pavement before reappearing after crossing the road that leads to Aldi and Hemisphere. What will cyclists be asked to do during this section? If they are required to dismount, I expect the cycleway will be underused and more cyclists will remain on the main road for this section. If they are to share the pavement with pedestrians this will cause some danger to both cyclists and pedestrians. Anything which asks cyclists to unnecessarily dismount or stop will reduce the likelihood that the cyclelane will be used, as I believe many cyclists would remain on the main road. Could there be more clarity on what cyclists are being asked to do?

2) In plan 2, the cycleland heads East and crosses the road that leads to the Cannon Hill car park and the MAC (I believe this is called Queen's Ride?). This is already a dangerous junction as cars negotiate several lanes of rapidly changing traffic with little waiting space in the central reservation when they want to turn onto/off Edgbaston road into the Cannon Hill car park. Adding the cyclelane increases the complexity of this junction and I believe significantly increases the risk of a cyclists being hit side-on by a car trying to turn onto/off Edgbaston road. I expect car drivers will be unaware of or ignore the cyclelane, and of cyclists right of way here. I would strongly suggest introducing traffic signals to give cyclists safe route across this junction. Or, I would strongly suggest moving the cyclelane to the north side of Edgbaston road to avoid this problem.

It is an excellent idea to improve this area for pedestrians and cyclists, and hopefully improve traffic management using new software to reduce air pollution and decrease journey times for motorists. The things that are puzzling me are where land has to be purchased. I hope it is intended not to take away from those houses that already only have small gardens. In plan 2 I am puzzled by the proposed cycleway crossing when there are already plenty of actual or proposed toucan crossings which the cyclists could use. From the plan it is not clear what the proposed cycleway crossing links up with on the Cannon Hill Park side of the highway.

Pedestrian crossings are desperately needed on Bristol/Pershore Rd intersections with priory road. So this is good to see. Sensible to join up with A38 cycle way also.

I have two main comments to make;

Firstly, the existing crossing on Plan 2, opposite the cricket ground and on the exit road from Aldi (the Ashes) is currently staggered. These are awful as shared use crossings - they create conflict between cyclists and pedestrians - and would be much better to be one single crossing. If it is two phases, it will be even worse, slow and laborious so that most confident cyclists will end up ignoring it and just using the road instead.

Secondly, and more importantly, why waste this opportunity by not including provisions to join the A38 not just to Canon Hill Park, but also the extra 270m to join to Park Hill? Park Hill is already filtered permeability and a marked cycle route into Moseley. In linking to this, the whole of Moseley would be opened up to the existing and new cycle routes with either quiet, filtered streets, or segregated infrastructure all the way into the city or Selly Oak. As it currently is, to turn off the NC5 at Cannon Hill and get to Park Hill, you have to navigate some frankly horrible bits of road to ride on. Uphill and across a roundabout before hoping you don't get left-hooked at the left into Edgbaston road.

Please consider this if at all possible.

Plan 1:

- The western-most end of the proposed segregated cycle route ends abruptly and the introduction of a left-turn slip adds the need to cross an additional leg to reach the A38 cycleway - the route should integrate seamlessly with the A38 cycleway via a dedicated route across the junction and full segregation from pedestrians.

- Both approaches on Pershore Road retain the cycle lane on the inside of left-turning vehicles and therefore cyclists are susceptible to left-hook collisions. Ideally general traffic should be held back with cyclists able to enter a protected early-start area ahead of other vehicles.

- A lot of trees are being lost for the sake of introducing minimal additional stacking space at the junction

- There doesn't appear to be any integration for cyclists wishing to join the path from Pershore Road

Plan 2:

- The route ends and forces cyclists to cross a staggered side road crossing instead of being provided with a continuous route. This doesn't provide sufficient priority and many cyclists will continue to cycle on the carriageway.

This is really important and I fully support the plans to make this junction better for pedestrians and cyclists. I use this junction often as a cyclist and pedestrian and find it amazing that there is no proper crossing. I am keen that you put in a link between the new A38 cycle route and the Rea Valley route but could this cut down the side of Aldi and into the park by the MAC? I think a cycle route alongside the cricket ground will get blocked by pedestrians on match days.

There are several points where the cycleways are disjointed so it would be unclear how a cyclist would be expected to safely get from one part of the cycleway to another. While the improvements are very welcome, the abrupt stops for the cycleways could potentially lead to collisions between bikes and pedestrians, or bikes and vehicles. The path is disjointed in the following locations:

In plan 1: How would a cyclist get from Bristol road (either direction) to Priory Road, and vice versa?

In plan 2: How would a cyclist travel the length of Edgbaston Road shown in this plan?

There needs to be a safe and clear means for pedestrians to cross the cycleway to access the bus stops/shelters in plan 1.

Dedicated Cyclist lines to be created on the pedestrian platform. Try to avoid steep slopes. Just three days back I fell down while cycling at Richmond hill road. My left knee joint broke and taking bed rest at present. This happened due to the steep slope of the road and immediate right turn. Although I applied brakes but skidded my cycle due to piled up dry leaves. As a result, I fell down from the cycle and dragged to some distance. All cycle load, my own weight has come on the knee.

Following recommendations may be observed in the future:

- 1) Avoid steep slopes
- 2) make separate lines for cyclists on the pedestrian platforms.
- 3) Remove all dry leaves periodically.

I support these plans.

I am pleased that segregated lanes are planned for the section from Cannon Hill as the pavement is narrow over the river.

I look forward to using this traffic free route that connects to the QE Hospital.

I would like to see the Pershore Road section extended out of city up to the Dental Hospital as this would help people cycling to the new site there as the shortcut through Cannon Hill park is dark and feels unsafe Nov to March.

Are you installing cycle traffic lights at the Pershore Rd crossings (into city and Priory to Edgbaston Rd) that you have installed on the A34 Newtown Row that enables cyclists to cross segregated?

Can the Priory Rd cycle track be moved closer to the Bristol Rd Crossing?

Great idea, shame that someone had to die for it to be done

Narrows lanes down to one coming from priory - totally wrong, need more vehicle capacity at junctions, remember delays to vehicles cause pollution. Too much being given to cyclists pinching the roads, move cyclists to off road cycleways as in Holland as I see every year. Total bode up yet again. The current work is endangering our beautiful trees on A38 will be asking for qualified Arborists report on the on going damage being caused and the silly narrow bits left for pedestrians

Need to improve the route for cyclists going up priory road to roundabout by edgbaston golf club

These changes would be such a brilliant improvement to my life! I have to cycle across the Pershore Road/Priory Road junction every day in Autumn/Winter when cycling home after dark. When it's light I'd go through Cannon Hill Park from campus to Moseley to avoid some of the worst traffic. This junction is awful - I've almost been hit by cars and aggressively shouted at by pedestrians who didn't realise that the shared use path was for bikes (even cycling slowly and sensitively). Separate cycle paths down Pershore Road would really help. I cycle on the road more after being shouted at and having had some near misses with people not looking when reversing out of their drives, but that's really scary. The cycle paths won't help with the people coming out of their drives, but it would be such a relief to be separated from the main vehicle traffic, which goes very fast.

I get off my bike when I reach the junction in the top diagram - Pershore Road/Priory Road - and walk across. This isn't ideal because I have to judge when the lights are on red for cars in four different places. A crossing would be brilliant. I'm less sure if I'd use the two lanes for turning right - I'm a confident cyclist but whether I'm comfortable with going across the lanes to turn right depends how busy the road is.

After getting onto Priory Road and Edgbaston Road I cycle on the pavement past Aldi and up to the crossing next to Cannon Hill Park, where I cross onto the road. The pavement is very narrow at points and I'd prefer not to do this. Cycle routes would be brilliant here. I would say that I hope trees would only be cut down if absolutely necessary - the pollution in Birmingham is very bad and we need all the trees we can get (the clean air zone will be a bigger improvement).

I'm so pleased that the Council is looking at improving bike infrastructure at this junction. I know a lot of people who used to cycle before moving to Birmingham, but gave up because it's too frightening. I only do it because I had to when there was no bus route from Moseley to campus. The bus is now an option when it's raining, but of course the traffic is so bad that it can be quicker to walk. Cycling used to be a pleasure for me, but in Birmingham it's a life-or-death experience - I've never owned so many lights or so much high-vis. I'd be much keener to stay and make my home here if it wasn't such a car-oriented city. Please put in crossings and bike lanes at this junction and along Edgbaston Road!

The plans still appear to put car first and cyclists are just funnelled where there is space, and where there is not, they are expected to join pedestrians - not creating a coherent connected network which should surely be the aim. Where pavements are not wide enough, road space should be compromised, not the distinction of the cycle lane. London's cycle superhighways work much better in this respect.

Also disappointing to see no wayfinding - again London's cycle superhighways have a clear set of separate wayfinding distinct from pedestrians. Numbering/lettering the routes going forward also seems like an intelligent move.

Comments on "New two-way cycleway segregated from pedestrian and traffic", along Edgbaston Road (south side):

- 1) I endorse the need for this cycleway
- 2) Crossing River Rea bridge (appears on both plans 2&3), this part of the pathway is already very narrow as it is compressed between the bridge wall and raised kerb/impact protection barrier. I cannot tell from the plan how this is dealt with, but would like designs to ensure there is sufficient space for pedestrians and cycles.
- 3) The drainage along Edgbaston Road (south side) between Cannon Hill Road (plan 3) and Cannon Hill Park/Midland Arts Centre entrance (plan 2) is poor with large puddles forming during heavy rain. I would suggest improving drainage as part of this work to avoid the segregated cycleway becoming a canal.

Comments on new crossings for Bristol Road/Priory Road junction (plan 1):

- 1) I endorse the need for these crossings
- 2) There isn't a proposal shown for a crossing on the south-west branch (Bristol Road) of this junction, but I would recommend making this junction passable on all sides. Will the existing crossing (not marked, but approximately adjacent to 37 Odell Place, on plan 1) be retained for this purpose?

Excellent idea, lost count of how many times I've almost been ran over trying to cross the Pershore Road.

Fantastic well done!

Please consider some safety improvements on pershore road also - it is a death team for cyclists.

Looks generally good, although does the cycle path just suddenly end close to the Russell Road junction? That could be dangerous.
<p>I welcome these proposals. I travel through the area most days - sometimes twice a day - on foot, bicycle and occasionally by car and bus. As a pedestrian and cyclist, it is very difficult crossing the Bristol and Pershore roads using the junctions. It is dangerous. The dedicated crossing and cycle routes are very welcome - and long overdue. I endorse the proposals wholeheartedly.</p> <p>The only specific comment I have relates to the manner in which cyclists enter/leave Cannon Hill Park. The plans don't give a clear indication of the routes that cyclists are likely to take. I expect that many will use the proposed new crossing by Aldi and cycle along the Boulevard towards the MAC. That is what I would do. Is this what the planners envisage or was the expectation that cyclists would enter the Park using the existing entrance opposite Cannon Hill Road? I wonder whether the proposed cycle route ought to direct cyclists a particular way? This question can only be answered, I think, by considering how cyclists will use the proposed link to the Rea Valley route from the new A38 cycle route at Pebble Mill. Will cyclists using the Rea Valley connect to the new A38 cycle route at Pebble Mill or will they continue their journey through Cannon Hill Park to use the new cycle routes that are the subject of this consultation?</p>
Think proposals look very good
I support the scheme in its entirety but I am concerned for cyclists safety when crossing over in the dedicated lane by the cricket ground as I regularly see drivers ignoring red lights at the Edgbaston Road/ Priory Road/ Bristol Road and Pershore Road junctions.
To have humps that separate the cyclists from the other vehicles
Would be nice to not have the breaks in cycle paths.
<p>Cycle lanes need to be joined up. They also need to be placed on each side of the road. Your plan fails in both these respects, and so what will happen is that it is simply going to discourage cycling in this area. I cycle every day to work, and know very well the dangers of traffic.</p> <p>Actually, the extra lanes for left turning cars are likely to speed the flow of traffic, to the detriment of cycling.</p>
<p>This scheme is welcomed and long overdue. This area is awful for both pedestrians and cyclists. Segregated cycle tracks linking NCN 5 / Cannon Hill to the A38 new route is the kind of linked infrastructure this city needs.</p> <p>It is really important that these tracks are given priority when crossing roads and people aren't made to wait for an age. The crossings and links to the A38 need to be clear and easily accessible.</p> <p>Safety and the convenience of the cyclists and pedestrians needs to be paramount.</p> <p>Please get this built ASAP!</p>
These proposals are excellent. The Pershore Road junction in particular is currently very dangerous for pedestrians as well as cyclists, and is in desperate need of improvement. In particular, the tendency of drivers to go through lights which have just turned red means that even with good mobility it is hard to cross as a pedestrian. I fully support these plans.
I welcome the introduction of a dedicated cycleway in this area but am concerned that the plans at the major junctions involved all appear to prioritise car traffic and it is unclear how cyclists will safely navigate the junctions
All the proposals are very sensible. I commuted along this route for 18 months and found the junctions very difficult to cross.
<p>Dreadful idea and a complete waste of money for cyclists who will only use it during the nice weather. I pay road tax and council tax for you morons to waste my money on pointless schemes. Since the Bristol road improvement it takes me at least 30 plus minutes to go less than a mile. The relief road has not helped and the junction improvements by Birmingham university are a joke .</p> <p>The council and Amey who run the highways contracts need rockets put up the arses for dreaming up such stupid idea</p> <p>Rant over from a very [REDACTED] commuter</p>
This is all fantastic... but when are you going to empty my neighbours and mine garden refuse bins??

<p>At peak evening times the traffic is backed up leaving the City heading south. Exacerbating the situation is the line of traffic wanting to turn right up the middle-way towards Five Ways. But at this time traffic into the city on the Bristol Road is light. If the lights into city were shortened say every other phase, so that only 10 seconds were aloud into city before going red, but maintain the flow out of city. It is madness to have 50 yards of standing traffic into city, and 2 miles out of city. Bit more balancing. And this clearing of the right turning traffic will clear a blocked lane further back.</p>
<p>Wholeheartedly in support of planned pedestrian crossings. My only question would be why has it taken so long to do something about this? Could I also suggest you review the absence of pedestrian crossings at Harborne Rd and Highfield Road junction and Vicarage Road / Harborne Rd junctions despite presence of schools, uni, residential units etc etc. How long before B'Ham loses its obsession and prioritisation of the private motor car over public transport, pedestrians and cyclists?</p>
<p>If cyclists are using the public highways, when are they going to be licensed and have to be insured to use the roads. Also have to take a test and observe the highway code LIKE ALL OTHER ROAD USERS!!</p>
<p>I walk and cycle this area frequently. The re-use of wide footways to provide segregated cycle tracks is welcome in this area to take cyclists out of the road where we are threatened by lorries, buses and cars. The pedestrian crossings at Pershore Road are very much needed safety features. My concern is the large number of crossings. If cyclists and pedestrians have to push and wait at each one, then the delays may be very considerable. Please consider zebra crossings on the minor traffic lanes.</p>
<p>Why have taken so long? to even start it. Lets be getting on with it Birmingham roads are not a safe place for cyclists. before you waste the money on a tram line which will take you years to get finish! and running half way to were ever it should be going.</p>
<p>It is not clear as to how cyclists will be able to turn right at both junctions. I assume they will need to move to the central island and use the crossings! The manouvre to the central island does not appear to be that straight forward.</p>
<p>I suppose these proposals are necessary. An improved exit for the MAC and the Cricket Ground are probably a good idea. Also the improvement to the junction at Edgbaston Park Road. The Bristol Road gets very congested there (particularly at peak times) and holdups persist. I rather doubt how much the cycle route will be used. Is the plan to have a scheme to pick up and leave a cycle from the city centre or isn't anything of that sort planned?</p>
<p>Excellent changes - well thought through</p>
<p>Please green up the areas when they are developed - this is hugely important. Please also make sure it really does work for cyclists and pedestrians.</p>
<p>This is tinkering. What is needed is a total ban on private vehicles in the city centre. These proposals are still prioritising motor vehicles over bikes. The danger will be that the lanes will be ignored and used by motorists to beat traffic queues.</p>
<p>Plan 1 - On behalf of Elmhurst Ballet School, for which I am a member of the Leadership Team and responsible for health and safety of students and staff, my view is that the pedestrian crossing at the Edgbaston Road/Pershore Road junction is long overdue. We have [REDACTED] students living at [REDACTED] Road who have to walk over this junction on a daily basis to get to the main school campus on Bristol Road and we have been among those campaigning for a crossing here for many years.</p>
<p>This is not really a requirement in a city which is on the brink of bankruptcy. There are alternative more important projects needed, this money needs to be funnelled to social housing and social care. Moving homeless people on within the is not helping the problem and closing social care facilities so people with mental health issues are not properly cared for should taken top priority over a bike route.</p>
<p>Please go ahead with the proposal for improving safety, capacity and performance of the network in this area. Thank you</p>
<p>There is awful traffic congestion at certain times of the day. With the introduction of bus lanes there are now increased congestion where there was never any. Will the proposal help reduce congestion? Will the cycle controls increase waiting times for road traffic.</p>
<p>Will cyclists comply with the cycle route signage etc?</p>

I think the proposal is a huge improvement and approve wholeheartedly of the cycleway from the A38 to the NCN5 and also the crossings at the two major junctions (which are long overdue).

It is not clear from the plans whether the cycleway is continuous from the NCN5 to the A38 - this is essential to make sure that the cycleway can be used by all cyclists, and in particular people who are not comfortable cycling on the roads.

I would prefer one-stage rather than two-stage crossings at the junctions, as the longer that pedestrians take to cross a road, the more likely they are to not use the crossing, which defeats the object.

I also note that I regularly see vehicles going through red lights particularly at the junction with Pershore Road. Will traffic light cameras be installed as part of the remodelling?

Pershore Road Junction – Markings to depict cycle route across junction would be beneficial.

Junction opposite Edgbaston Stadium with Diagonal crossing – Provision for accessing ‘The Boulevard’ from this junction for cyclists should be made to provide a link from this cycle route to the MAC – a significant trip generator in this area.

Cycle Path opposite Edgbaston Stadium - the central reservation should be narrowed to provide additional width to accommodate a segregated cycle path where these proposals do not show one.

Junction opposite Edgbaston Stadium with ‘The Ashes’ – This should have a single phase crossing for the cycle path rather than the proposed staggered two phase crossing. There is space at this location for the left hand lane to be a filter lane to hold waiting left turn traffic whilst the cycle path is given an ahead phase.

The entrance to Cannon Hill Park and the NCN 5 should be improved for cyclists.

It is unclear from the plans whether the cycleway will be adequately protected from having pedestrians wander into it. This will be essential.

The plan doesn't seem to address the issues with turning right from the Bristol Road into Edgbaston Road during busy periods. This seems to be a lost opportunity.

I am also concerned that adding the extra lane to turn right into Pershore Road from Edgbaston Road but not doing the same at the Bristol Road junction will funnel more traffic up Pershore Road, which isn't appropriate for it.

Finally, I am concerned that if the traffic lights add an extra cycle to allow cyclists and pedestrians to cross, this will increase delays. Given the central islands, can these crossings be incorporated into the timing of the traffic lights so crossing happens when the traffic would be at a standstill in any event?

I am encouraged to see a focus on cycle infrastructure. I have recently moved to Birmingham and have been quite shocked at how limited the infrastructure is for cyclists (I cycle every day) so I'm really pleased this work is going ahead.

The plans look, on the whole, positive. The only part which looks less clear is how easily cyclists can move from the Bristol road (into the city centre) towards the NC route 5. It looks as though they will have to cross to the other side of the junction then stop and cross the road to then join the segregated cycleway (plan no. 1). A diagonal crossing across the junction (as in plan number 2) would reduce the time to get across the junction.

please incorporate ASLs (cycle boxes) at all junctions, and give cyclists priority when pulling away from lights (eg special traffic lights).

Ensure new regs are enforced - eg police the junction and penalise drivers that stop in the cycle box

Ensure that the area beyond the proposed cycle crossing near the cricket ground and into the MAC is well lit, with segregated space for cyclists (separate to pedestrian space)

Ensure adequate signage is put in place to warn drivers that cyclists could be on their left - we need to avoid the classic "left hook" at junctions where drivers turning left signal late (if at all) then cut across cyclists that are already there.

I think that this proposal will be very useful. The current lack of crossings is very dangerous. It is also very difficult to get between the Bristol Road and Pershore Road on a bike as the cars are so close to the pavement either when moving or stationary. I will welcome these changes.

I very strongly support the introduction of toucan crossings at the Bristol Road and Pershore Road junctions. These are very long overdue, both junctions are currently extremely hazardous for pedestrians to cross. Anyone who doubts this should try it themselves, at rush hour. Then, (if they survive), imagine their children or elderly relatives attempting this. Ensuring good provision for pedestrians can play an important role in encouraging people to walk rather than use their cars for short journeys.

I regret the apparent need to remove trees in order to make these improvements — do please ensure that there is sufficient new planting and landscaping to compensate for this (and adequate protection/monitoring to ensure new saplings are not destroyed by vandalism).

The University of Birmingham welcomes these measures to improve safety for pedestrians and cyclists in this area. This area has been highlighted by staff and students as dangerous and a barrier to active travel for a number of years.

We have a large halls of residence at Liberty Court so the ability for our students to cross this area on foot or by bicycle is most welcome.

By providing a safe link from Moseley to the new A38 cycle track there will hopefully be a more attractive and safe route for our staff and students to cycle to the University.

The improvements at the Priory Road/Pershore Road/Edgbaston Road junction are a welcome idea. This junction is incredibly dangerous to traverse on foot. I live and work at Elmhurst Ballet School and we frequently have to cross groups of students from the corner of Edgbaston Road/Pershore Road over towards Priory Road. We cannot risk crossing in the other direction because it is simply too dangerous. This would make the junction safer and easier to use. Even for small groups and individuals the junction is unsafe so these proposals are welcomed. I also think the introduction of a slip lane when turning left from Bristol Road into Priory Road eastbound is a very good idea, as is the introduction of two right-hand lanes turning north onto Pershore Road at the Edgbaston Road junction.

A problem that these proposals do not address is the congestion caused by traffic queuing to turn right down Priory Road in the direction of Pershore Road and the cricket ground from the Priory Road/Bristol Road crossroads. This often leads to static or barely moving traffic past the school. I understand, however, that the improvements as part of the cycle route will go some way to addressing this issue.

The junction at Pershore Road and Edgbaston Road is ,to say the least, precarious. There is very little time to cross and you have to go immediately the red light goes on, on the Pershore Road but be very wary of traffic turning from right and left.

There have been so many near misses over the years and i don't believe we should wait for a death before putting in pedestrian crossings on all sides of the road but particularly on the 'Aldi' side. Many people go to Aldi and also on the other side to the cricket ground. There is also Cannon Hill park and the Nature Centre near-by.

The sooner the better!

I think that would be very effective and would make that road much more safe for everyone in the area

I have to cross this road every day and it's just not a very safe road to cross basis of lack of cars indecating and the has been a number of accidents on that road anyway
The current layout on the road is dangerous. The proposed layout will help to reduce the danger
It is scary and dangerous to cross the road and most cars don't use indicators making it difficult to cross, they turn in without indicators at full speed and won't stop for you if your half way across the road!
The current crossing between Percy Road and Bristol Road is unsafe.
There are drivers who don't use indicators and because there is no perdestrian crossing or time for us to cross we depend on drivers using their indicators. This causes a dangerous hazard to our lives and safety. People drive recklessly and many a day cross that road.
this crossing is extremely dangerous
Our boarding house is on the other side of the road, we have to cross it every morning and evening. It is very risky.
Some cars don't use indicators, it is really dangerous to pedestrians crossing including us because our boarding house is right next to it and we have to cross that junction every day to get to school.
We think the current arrangements between pershore rd and Bristol Road are unsafe and difficult to cross
We think that the current arrangements between Pershore Roads and Bristol Road is unsafe..... if something like a pedestrian crossing or a zebra crossing was but in place we as people would feel more safe.
This current crossing is extremely dangerous for everyone to cross . It is unclear when pedestrians are able to cross this road making us put our lives at risk as we have to guess when to cross.
<p>This improvement is long overdue. With all the foot fall to the cricket ground measures should have been in place several years ago. As an individual I like my cricket and have always had great difficulties in crossing this particular section of road.</p> <p>It is also important to note there is a proposal to build apartments on the corner of Edgbaston Road/Pershore Road. This in it's self will create other issues's and major problems concerning traffic.</p> <p>However, creating a "two" right turn from Edgbaston Road onto Pershore Road at "rush hours" seems total nonsensical. It is difficult now with all the morning rush hour traffic coming from police training side of Pershore Road piling up at the lights then creating mayhem at the junction because further down the Pershore Road towards the City you went and put in a bus lane (You created a racing track out of hours by doing this). In my opinion the two lanes for a right hand turn would just create more issues remembering the proposal of the apartments on the corner of this junction.</p> <p>I do believe however the two junctions (Bristol Road/Priory Road/Pershore Road are in need of attention. But some years ago you spent an awful lot of monies putting in a cycle route on the pavement of Bristol Road, plus changes to the road layout at this junction only now to change and spend an awful lot more money in the redirection of a new cycle route. Is this the city council going mad. While I will agree necessary changes are required re: the new cycle route you are going to create a lot of extra traffic by now having a right hand turn at Wellington Road from Bristol Road and taking out the right hand turn from Bristol Road onto Priory Road. Remember Wellington Road is a 20 mile per hour road, I really can't see the motorist taking note of the speed restrictions, can you!! Safety first, I personally believe you will have issues with the increase of traffic on Wellington Road leading up to Church Road. So long as you are aware of my concerns I wish the council well in the improvements in the surrounding areas but please consider my points.</p> <p>Thanking you.</p>
<p>Myself, my partner and some neighbours met with [REDACTED] and [REDACTED] this afternoon at the MAC Birmingham.</p> <p>I, my partner and several of the residents believe that this scheme will make this junction a better place to cross with the intended plans you have shown us. There are many users on foot and cycles that have to cross this area daily. Momentarily it is very unsafe junction for these users both young and old.</p> <p>The one point I would like to bring to the attention of the council is that before anything the drains on the A441 road by the current crossing in front of the houses [REDACTED] get clogged with leaves and debris. When it rains it floods the carriageway in front of the houses taking the road to 2 lanes (central and right turn). It floods the pavement to the beginning of the gardens so there is no thoroughfare for people on foot who need to navigate along the footpath. The drain around the corner from the lights (left turn into Priory Road, B4217) prior to the bus stop is of no use whatsoever. It is full to the grate of leaves and debris and the water runs over this. These drains and their gulleys need to be looked at by Amey and the Council. I have previously made a complaint re the drains but to little or no effect.</p>

I welcome and encourage the proposed measures to do pedestrian crossings and segregated bike lanes. I discourage however the measures for improving conditions for traffic. The only way to solve the traffic problem in Birmingham is to discourage motorists and encourage other categories, such as cyclists, public transport users. This is why I would encourage you to do:

1. Dedicated bus-only lanes on Pershore and Bristol Road, so that only cars to be stuck in traffic. (Remember, one bus is the equivalent of up to 60 cars!)
2. Dedicated cycling lanes, as in your proposed plan. But let the cycling lanes be not dependant on acquisition of third-party land, but take from the road space for cars.
3. A dedicated cycling lane also on Pershore road and remaking of the side-walk for pedestrians. That street cannot be currently used by any categories, except cars.

Looks fine. Long overdue esp the pedestrian crossings at main junctions.

I hope there is a left turn into Priory road from Bristol road going towards City and right turn from Bristol road into Priory road. If they are being blocked, what will be the alternative option for drivers? There are numerous more flats planned in this area. With higher number of cars this will necessitate, these modifications will not be enough in 3 year's time. Is there another long term viable option (e.g. flyover on Bristol road and / or Pershore road)? Already, we are noticing severe congestion in Selly Park and surrounding areas. The BCR will not see a huge reduction in number of cars but probably make cycling safer.

Plan 1

Coming West on Priory Road, the bike lane seems to just stop. How are cyclists supposed to turn left there and rejoin the carriageway? In fact, how do they turn right? Are they expected to make a seeming 4 stage crossing to get to the lane going North on Bristol Rd?

Same for moving from Bristol Road to Priory Rd - there's no provision on the road for turning right or left from either direction, other than making a 4 stage crossing.

There are no protections for cyclists turning left - this junction is a problem for cars overtaking cyclists on the left turn, so then they are squashed between the car and the corner.

On the Pershore Rd junction, cyclists need protection from left turns when going straight on or left. Also how do they access the new cycle track?

Expecting cyclists to make 3 or 4 point crossings is unreasonable and if the route is made safer, it will be used more and so the crossing points will become congested.

What is the width of the new proposed cycle track? As it looks narrow.

I am pleased that Birmingham is finally following other cities in the UK, and trying to provide cycling areas away from other road users. This has got to be safer for cyclists and will hopefully entice people away from using their cars.

I think that it would be better to have a continuous cycle way at both junctions of Bristol Road and Pershore Road with priory road rather than routing the cyclists over the pedestrian crossing. I think you should look at how this would be done in cycling and pedestrian friendly countries such as the Netherlands where the junction would be redesigned to deprioritise vehicular traffic and make the safety of both pedestrians and cyclists the priority.

The other thing that should be considered is changes to local traffic regulations to bring in presumed liability for any collisions between cars and pedestrians or cyclists to attempt to change driver behaviour. I work at the Major Trauma Centre and see a lot of cyclists and pedestrians who have been struck by cars. The effect of this is disproportionate and the burden of injury entirely falls on the people hit by cars. Presumed liability would eventually reduce the chance of injury. I believe that in order to make Birmingham more pedestrian and cyclist friendly the Council needs to take a global view of this and not just look at the layout of cycle routes, but also at changing legislation. A similar approach could be used to making local legal provisions as was used to prevent kerb crawling in Sandwell.

Hello,

I just find that there's no pedestrian lights on some of the roads which makes it difficult and extremely dangerous to cross the road especially with heavy traffic and Pershore and Bristol road being well known to have drivers that go over the speed limit. I've spoken to a few other students at my accommodation and they have the same issue, with Birmingham being the city with the most "young population" you'd expect it to have sufficient pedestrian lights particularly in areas where lots of students live.

I feel that the crossing of Pershore Road is perilous and in desperate need of a pedestrian crossing. I have had several near misses when crossing with my young son.

I am a cyclist and motorist and I attended the consultation visit at MAC. In my view what Pershore Road / Priory Road / Edgbaston Road Junction needs most is improved safety for pedestrians and the proposals address that which is excellent. Most of the other proposals in my view seem to be "nice" but not essential and therefore I question VFM in the whole picture of City expenditure.

Cyclists having an "on demand" priority signal on A441 into town is "nice" but not essential I have never experienced any problems using the junction as a cyclist; it will only protect the cyclist who happens to be at the front of the traffic it does nothing to protect a cyclist arriving at lights on green.

Providing an extra right turn lane for traffic from Moseley to City centre is "nice" but not very useful as traffic is soon down to one lane for the journey into the City during morning peak hours. Better solution would be to encourage right turns at Bristol Road junction where there are 2 traffic lanes into the city at all times

Funding should be found to address the Pershore Road/Pebble Mill Road junction which is effectively a chicane and significantly impedes traffic flow especially during the morning rush hour

Money available for the Pershore Road / Priory Road / Edgbaston Road Junction would be well spent on the most efficient, effective and variable control of the traffic lights to enable superior vehicular traffic flow at all times

I am a colleague of [REDACTED] who died on her bicycle at this junction.

This layout has been designed by someone who does not ride a bicycle.

It fails cyclists on a number of levels:

1. There is too much stop/start - for example, discontinuing the cycle lane at the points where they are most needed, crossing side roads.
2. The idea that all cyclists should cross over the road and then cycle apparently against the grain of the traffic goes against the sense of making cycling an easier choice. The idea of a cyclist should be directed across the road so that they can continue their journey is just silly.
3. Motor traffic has two lanes outside the MAC. I don't see any reason why they need more - except for filtering for turns - outside the cricket club. The only impact that two lanes has is it causes excessive speeding up or braking.

As a cyclist and pedestrian I would expect to see:

- continuous footway on both sides of all roads in the scheme, with single crossings of all major and minor roads - not staggered by having two phases and a central reservation.
- continuous cycle way on both sides of the road throughout the scheme.

The pedestrian should feel like the king or queen of this. At the moment they are being treated like serfs; allowed to cross after pressing a number of buttons.

The cyclist should be second.

Motorised transport should be third; they should be permitted in this environment when there is no alternative.

These designs don't go far enough to prioritise or protect the vulnerable. This is a residential area with a very popular park and supermarket yet we are pandering to dangerous motor vehicles. A female doctor was killed here because of the poor road design. Please reconsider your designs and make a more joined up network for cyclists and people.

Generally I think you are missing an opportunity

This city is drowning under the consequences of cars- pollution, dangerous driving,KSI's etc

Specifically

1.There should be continuity for the cycle lane between Pershore Road and the Bristol Road cycleway

2.All crossing should cross both carriageways on Bristol Road, Pershore Road and the Priory Road and not be staggered as per the existing plan.

I think you should also do as in Holland where all traffic stops and the crossroads is seen to belong to pedestrians and cyclists

This will slow traffic down but this is exactly what you want to do to achieve the modal shift to active travel you desire.

The crossings should also allow sufficient time for elderly with impaired mobility to cross.

My guess is that if you avoided staggered crossings this would actually be cheaper and you could upgrade the pavements and cycle infrastructure in this locality

If these proposals are to get people out of cars they need to make cycling a good alternative. This means being able to cycle without stopping every few minutes to press a button and wait to cross.

Unless this is addressed cyclists won't even use them and the money will just frustrate motorists.

This money needs to be spent more bravely by changing the way we travel around our congested city.

Generally a welcome improvement to cycling in Birmingham. However, shared use paths have their own problems as pedestrians can feel threatened by the proximity of cyclists and can quite often be abusive as a result. A separate segregated cycle path would therefore be preferable. All major road crossings should be supported by a signalled toucan or cycle specific traffic lights.

It would also be beneficial to use these works to improve protection for cyclists travelling along Pershore road, particularly at the junction with Edgbaston road.

I'm glad that action is being taken, but have a few comments:

1) Plan 1: where the new cycle path reaches the Pershore Road, from both Prior Road and Edgbaston Road sides, will a controlled crossing be provided for those on bikes?

2) Plan 2: on Edgbaston Road, south side, where the car entrance for Aldi is, the cycle path on the east of the Aldi entrance stops and the path becomes "shared". The land to the south of this has been undeveloped for nearly 10years so why can't a slither of this land be bought to make that path wider (I'm sure the developers would appreciate even a small income after so many years of idleness). Otherwise will result in conflicts at the pinch point.

3) Plan 2: on Edgbaston Road, south side. Although I welcome the cycle path continuing across the car entrance to the MAC car park I am concerned that car drivers turning right from Edgbaston Road into the MAC car park will be more concerned with beating oncoming traffic than watching for vulnerable users crossing the car park entrance.

4) Plan 3: west side of existing toucan crossing. Road markings imply no westbound road traffic, assume this is left over from current layout.

5) All: shared crossings need room for both pedestrians and those on bikes, both on the road AND on the islands (if we have to have staggered two-part crossings). Demarcation would be helpful to make it clear to pedestrians that those on bikes have a right to cycle across.

6) All: I hope there will be no "cyclist dismount" signs, as these discourage cycling.

How is this cycle friendly if you have to wait for ages to cross the junctions? How is it working towards reducing carbon emissions and congestion, if people won't bother to use it if they have to wait for ages to cross the junctions???

There is too much start and stop for pedestrians and cyclists they should be allowed to flow freely with cars stopping. If we want people to walk and cycle it needs to be the most efficient practical mode of transport this will have to be at the cost of the car.

Junction where priory road and pershore road meet I'm still unclear how cyclists will cross? Do they have to go to each road and make their across? If they are will cars at the signal junction what will protect them during the crossing? The crossing from priory road onto pershore road southbound is already hard enough in a car to time right with oncoming traffic. This needs to be isolated a lot more.

Sustrans welcomes the inclusion of a safe segregated route between Priory RD and National Cycle Network Route 5. The Pershore Road junction has long been in need of improvements, both for cyclists and pedestrians and we welcome efforts to prioritise this location.

On the whole Sustrans is supportive of fully segregated infrastructure as long as it is continuous and direct and we support the movement of Birmingham City Council to provide this.

We have some specific points listed below for which we would welcome further clarification or consideration as part of final plans for the scheme. In addition to this we feel that plans need to include planned lane width for segregated and shared facilities. Without these details it becomes hard to comment on proposals properly.

Comments on proposals:

1. At the Bristol Road end of the scheme it is unclear how a cyclist will be able to turn left or right on to the current scheme. Will the toucan lights allow for a straight across movement to join the route or will it follow the same movement as a pedestrian would?
2. Pershore Road Junction – Inclusion of segregation on North/South movements on the Pershore Road is welcomed, but there still seems to be an element of protection needed from left turning vehicles into Priory RD. Will phasing on the lights allow separation from general motor traffic?
3. It isn't clear how cyclists join the new route on Priory Road from Pershore Road. We need to ensure that the new route is accessible from all directions without the need to use pedestrian facilities in order to do this.
4. Edgbaston Stadium have invested in cycle parking, however the plans at present divert the route away from where potential spectators and visitors will want as an end destination. Is it possible to look at the current vehicle entrance to the cricket ground and ensure that cycling is taken into account? This could be with a raised table, change in surface colour etc.
5. We are unsure as to why the route turns into shared use outside Aldi. It appears from the plans that the highway lane width doesn't need to change and would downgrade what is a segregated facility to a less effective shared use facility. We would recommend that this is changed to be a continuous segregated facility to join up with the route past the Ashes junction.
6. At the crossing with 'The Ashes' it would be preferable to have a straight across crossing with similar treatment as the entrance to the MAC car park. This would ensure the route is as continuous as possible and would make use of the change in grade that already exists there.
7. An opportunity to develop NCN 5

Currently there are issues accessing the shared use facility on Cannon Hill Road. This is due to poor highway surfacing and safety concerns when turning right onto the shared use path when travelling North to South and joining it.

Could we change Cannon Hill Road (as far as Willows Crescent) into one way, with turning only available out on to Edgbaston Road. A contraflow facility or two way cycle track could then be introduced in order for cyclists to safely access the route into town.

It is also worth noting that the current desire line from Cannon Hill Park is straight on to Cannon Hill Road and visa versa. Cyclists regularly cut across Edgbaston Road into Cannon Hill when traffic is at a standstill and avoid using the toucan crossing facility.

It looks like the cycle path criss-crosses the road. Why isn't there a dedicated lane that runs in and out of the area?

Great proposal - more schemes like this are required - particularly between Harborne and the city centre - currently it feels like all cycle funding is being invested near to the A38 and A34 corridors (like this scheme) and other areas such as between Harborne and the city centre are being neglected.

Cycle Path should be segregated throughout - Where it is currently shown as shared this should be revised to be segregated. The central reservation could be narrowed or removed here to provide sufficient width for the cycle path.

A segregated single phase cycle crossing should be provided across the signalised junction outside Edgbaston stadium. Without a segregated single phase crossing, cyclists will cut through residential roads to Cannon Hill Park rather than using the cycle path, rendering it poor value for money.

The scheme should be extended a further 250m along Edgbaston Road to connect to 'Park Hill' this would provide a safe route to link Mosely to NCN 5. There is plenty of space between Cannon Hill Rd and Russell Road to deliver this. The roundabout at Russell Road could also be remodelled to deliver this. Between Russell Road and Park Hill - this could be delivered by narrowing the carriageway.

Overall this new design slightly changes the balance of power between active travellers (pedestrians and cyclists) and motorists but it does not properly address the imbalance of space and priority granted to motor vehicles. Overall it still allocates 5 to 8 times the road width to motor vehicles compared with active travellers. These junctions are intimidating and dangerous to cross and this inhibits active travel which is a BCC priority to overcome obesity and pollution from motor vehicles. This scheme still requires pedestrians and those on cycles to wait, wait and wait again, while motor vehicles are permitted to pass through in one phase. Motor vehicles still have overall priority and this is wrong. It will not sufficiently change behaviour and it will not achieve modal shift in the way it needs to. The cycle routes need to be on both sides of the roads and continuous with priority. There is an opportunity for these two re-designs to make a real statement about the changing balance of power. What we see here is a major compromise - largely in favour of motor vehicles which pollute and cause obesity and congestion. Please think again.

These 'improvements' seem mainly intended to benefit motorists. There is simply no need to induce additional motor traffic in a busy urban area by providing a left turn slip from the Bristol Road or the additional right turn lanes onto the Pershore road.

The proposed pedestrian crossings are in multiple parts, again for the benefit of motor traffic. This needlessly delays pedestrians, and gives them a strong incentive to ignore the signals, putting them at risk from motor vehicles. Pedestrians should be able to cross in a single movement, rather than the two or three implied by the proposed plan.

Shared-use cycle infrastructure is unpleasant for both pedestrians and cyclists. Cycleways should be continuous and unambiguously segregated from footways to avoid creating conflict between cyclists and pedestrians; especially around bus stops. Cyclists and pedestrians should have separate crossings of carriageways (as shown at the crossing of Pershore Road), rather than toucan crossings.

The shared use footway at the entrance to The Ashes should be replaced with a segregated cycleway in keeping with the rest of the scheme. This should maintain priority as it is shown to do at the entrance to the MAC car park, not just to make the cycleway safe and attractive to cycle users, but to make the priority rules more consistent for other road users.

The shared-use area at the entrance to Cannon Hill Park is already a point of conflict between cyclists and pedestrians. The cobbled surface is hazardous to riders of narrow-tyred and small-wheeled cycles, who will try to maintain speed and keep their wheels at an oblique angle to the stones to avoid falling off, rather than giving other users as much room as possible. While keeping this area shared-use is consistent with the continuation of NCN5 through the park, ideally this would be re-surfaced, and the park entrance modified to be less of a pinch-point.

This does not go far enough in prioritising pedestrians and cyclists over cars. Be bold if you really want to make Birmingham healthier and cleaner.

You don't estimate how many people would use a bridge by counting how many people swim across a river. Similarly, you can't estimate how many people might cycle to work if the right facilities are there to keep us moving and keep us safe.

Plan 1: Bristol road/Priory road junction. There seems to be no way for north-bound cyclists to turn right, for east-bound cyclists to turn right or go straight, for south-bound cyclists to turn left or for west-bound cyclists to turn left or go straight, except by using pedestrian toucan crossings, which is not a time or space efficient method for cyclists. For both cyclists and pedestrians there is no south side bristol road crossing and the north side crossing seems to have three separate stages which is extremely inefficient.

Plan 1: Pershore road/Priory road junction. There seems to be no south bound cycle facility south of the junction or north bound north of the junction, except for shared use. Cyclists turning left or right seem to be forced to use pedestrian crossings, each of which seems to have two stages which will cause long delays.

Plan 2: It is not at all clear what cyclists are to do at the junction of 'the ashes' - join the road or use the pedestrian crossing? Either one is a needless compromise.

Overall the plans seem to prioritise car use with cyclists and pedestrians forced to share carriage space and have needless delays at overcomplicated crossings.

Comments on Plan 1:

I support the changes to the existing junctions to improve safety for cyclists and pedestrians.

I support the use of segregated cycle lanes and pedestrian only paths.

I feel that additional left turn only lanes need to be incorporated at all the turns around the Pershore Road, Priory Road, Edgbaston Road junctions in order to make sure that cyclists do not get trapped/killed by turning left traffic.

Comments on Plan 1.

1. I endorse the need for changes to the existing traffic flow to improve safety for cyclists and pedestrians.

2. I support the use of segregated (physically separate and protected) cycle lanes and pedestrian only paths.

3. I do not support the proposals for the southbound traffic on the Pershore Road at the junction with Edgbaston Road because they do not appear to include a physical constraint to prevent left turning motorised vehicles (i.e. turning from Pershore Road into Edgbaston Road towards the cricket ground) from trapping cyclists who place themselves between the vehicle and the curb.

4. The safest solution is to ensure that all cycle lanes in every direction are physically separate from motorised vehicle lanes to prevent motorised vehicle drivers from potentially injuring cyclists that they have not seen.

5. An improvement to the existing traffic flow is to ensure that all junctions have left turn only lanes to make it clear to all road users that vehicles in those lanes must turn left. This option is not as safe as option 4.

Plans all look fine, but no mention of cameras to deal with speeding and jumping of red lights, which is a major problem on this junction and along the Pershore / Bristol Road corridor.

I support the proposals

I am very pleased to see pedestrian crossing facilities (the present situation is extremely dangerous) and cycling facilities, but I am concerned that the safety is being compromised in the interest of increased motor traffic flow. Given the current levels of air pollution, rates of obesity, and the spectre of global warming, we should be doing all that we can to encourage people to travel by modes other than private car.

Plan 1:

- I'm very pleased that this scheme will connect the new A38 cycleway to important destinations (Edgbaston Stadium, the MAC, Cannon Hill Park) and practical everyday ones (local housing, Aldi). A cycle network will be

vastly more useful than just a single cycleway. This is a corridor which currently sees significant cycle traffic despite its danger, so I expect the improvements to be very well used.

- I am disturbed to see a proposed slip lane in what is ostensibly a pedestrian/cycle safety scheme. Slip lanes are not safe, since they encourage motorists to drive fast, and represent an additional crossing for pedestrians/cyclists. The slip lane appears to be included solely to increase motor vehicle traffic, which will also have a negative effect towards vulnerable road user safety.

- I am concerned about the large number of crossings that pedestrians (and also cyclists?) will have to navigate to cross the Bristol Road intersection. Current crossings in that area require a button push for each crossing, followed by a long wait. This is very unpleasant, discourages walking, and encourages people to cross against the light, reducing safety. I would be much happier if the lights are set such that only one button push is required to cross the entire road, and the waits for pedestrians are as short as possible.

- Moreover, it appears that cyclists will be required to navigate these crossings on foot, which is both discouraging and discriminatory towards disabled cyclists who have difficulty walking. I hope that there will be no guard railing around these or any other crossings proposed in this scheme. Altogether, it would be much better if the protected cycle lane could be continued and given a crossing of its own.

- I'm happy to see a cycleway which is largely segregated from both motor vehicles and pedestrians, and which has the footway to the outside, where pedestrians will be more comfortable.

- Will the cycle crossing of Pershore Road be given its own light? This looks like it will be a good crossing if so.

- Painted lanes/shared use on Pershore Road is not a great design.

- I hope the two-stage crossings pedestrian crossings here are also made efficient from the point of view of pedestrians (short waits, single button push, no guard rail). I'm concerned about the distance that pedestrians crossing the southern stretch of Pershore Road will be required to detour.

- Is the widening of the intersection really necessary? This looks like a measure designed to increase the amount of traffic carried, which will in turn encourage travel by private car, which is the opposite of what we should be doing.

Plan 2:

- I'm glad to see that the cycleway is on the Aldi side rather than the stadium side of the road, since it will be more useful to people for everyday use (and prevents it being clogged by pedestrians on match day). That said, was the possibility to have a single-direction segregated cycleway on each side of the street investigated? That design is generally considered more safe, and might have prevented the awkward crossing of the road here.

- Why is there the large section of shared use immediately after the crossing? It seems like there should be space to separate pedestrians and cyclists.

- It would be nice to have a cycle crossing of the Ashes, since pedestrian crossings are awkward to navigate on cycles (especially those more complicated than a basic bicycle).

- Could there be signs installed at the intersection of the cycle path and the Boulevard indicating a connection to the MAC and Cannon Hill Park? This is a very nice bit of filtered road, and is pleasant for cyclists to use. It's also a second connection to NCN 5 (although only during the daylight hours)

- I am very pleased to see the segregated cycle path continuing over the Rea.

Plan 3:

- I'm glad to see the connection to NCN 5, since this will allow people travelling north on NCN 5 to change over to the (hopefully more pleasant) A38 route to the city centre. Networks are very good!

- However, would it not be possible to extend the cycle route a little farther down the road to Park Hill? This would be an extremely useful connection, allowing for a safe cycle route all the way to Moseley, since Park Hill is a quiet filtered street. Salisbury Road and Edgbaston Road are fast, busy streets, so the current route is unpleasant for confident adults and not possible for children or concerned adults.

- It would be nice if the intersection of NCN5 with Edgbaston Road could be improved as part of this scheme. In particular, the pedestrian/cycle entrance to Cannon Hill Park is much too narrow, and the cobblestones are rather dangerous to cyclists. There's also no reason to revert to shared use here.

I strongly support the plans for a formal pedestrian crossing across the Pershore Road between Priory Road and Edgbaston Road. My [REDACTED] daughter is a student of Elmhurst Ballet School and the Upper School accommodation, The Elms, is situated virtually on the corner of Edgbaston Road and Pershore Road. This means that every day, many of Elmhurst's students are having to negotiate crossing the Pershore Road merely trusting their own instincts. [REDACTED] which therefore means she is not only having to take risks crossing the Pershore Road but also take those risks in the dark. This is far from ideal and I am amazed that this danger has yet to be addressed.

Given the significant funding which has been awarded to the new cycle way, equal consideration must be given by the Council to it's pedestrians.

Would love to see this implemented. A link with the national cycle route seems more than sensible. The pershore and edge Aston road junction needs improving for pedestrians as it is, I've seen a few near misses there with pedestrians and cars. Also the introduction of two right lands there would help eliminate queueing traffic in the junction.

I'm all in favour for this, even with the disruption it may cause.

I have already commented but understand that department of transport guidelines suggest that if a road is more than 15 metres wide then a staggered crossing is suggested.

This is just wrong as once again it sends the message that cars are given priority over pedestrians.

Ideally all traffic should be stopped to allow even a frail elderly person to get all the way across the junction without danger or being herded into the middle of a busy road where pollution is at its height.

If that is not possible I would suggest either an instant response to stop the traffic when the button is pressed on the island in the middle or more straightforwardly when the button is pressed at either side of the road allow sufficient time to get all the way across.

It does seem the island in the middle is an unnecessary expense if this junction was constructed in a civilised way

Fantastic news! The proposed toucan crossing and central island at Pershore and Edgbaston road will be paramount to the safety of all students and residents and families using the MAC and coming and going from Elmhurst Ballet School. With so many young people in the immediate area who can only walk and cycle during their daily routines, will in my opinion, undoubtedly save lives and create the road safety that is so desperately needed. I have on many occasions tried to cross when guessing the light sequences at the crossroads at Pershore and watched in horror as motorists have jumped the lights and left young people and myself running for our lives!

Thank you from the bottom of our hearts for putting these improvements into action you have literally listened to your community and shown you care.

Thank you so much!

Plan 1:

A messy link between the Priory Rd. cycle track and A38 which needs to be streamlined in future.

Is there scope to reduce the shared use area (where Century Tower grounds meet the proposed left turn slip)? Without a clear linkage between the Priory Rd. cycleway and A38 the facility may see less use.

Pershore Rd. Jct. unidirectional cycle lanes heading north/ south. Will these be phased at the same time as general traffic on the Pershore Road? If so this is a significant left hook risk for cyclists on the Pershore Road.

Overall: some improvements for pedestrians and cyclists after decades of neglect, steps to be built up and not dwelt upon.

Plan 2: Cycleway crosses over to the south side of Edgbaston Rd. and becomes shared use, using a staggered crossing where Edgbaston Rd. meets The Ashes.

This cycleway needs to be as continuous as possible and this is a large hole in this continuity which will reduce its effectiveness. This junction needs to be reworked so that cyclists go across in one phase and not in a staggered shared use crossing.

From my experience there needs to be right turn lanes from priory road onto bristol road and also the left turn slip from Bristol road onto priory road needs to be 2 lanes or extended or there will be congestion

The proposal fails to place the importance of pedestrians, cyclists, cars and lorries in the correct order of priority. At ALL junctions footpaths and cycle lanes need to take precedence over motorised transport. Road markings approaching a junction should make it clear that cars etc., need to give way to pedestrians and cyclists. Cycleways should not start and finish but should clearly extend across junctions. People zig-zagging round crossings and new turning to enable cars to get places at the expense of walkers time and effort is not right. Make the roads narrower put in protected cycle lanes and place safety, health and the future of the planet at the heart of all road changes in Birmingham.

Yes I do have a car but I value the time I spend on my bike and feet more.

These proposals look good and will significantly improve the roads round here for pedestrians and cycles. Thank you.

My comments on the plans: -

- I am delighted to see the proposal for toucan crossings, this is a massive relief, I have lived here 8 years and been very concerned about safety when negotiating these junctions.
- The proposed slip lane to turn left from Bristol Road to Edgbaston Road will make a big difference to traffic flow.
- The 2nd right turn lane from Edgbaston Road to Pershore road is a positive move, but may add to the congestion in peak times because Pershore Road quickly reduces from two lanes to one.
- The separated cycleway is very positive, however I am concerned about the points at which the cycleway becomes shared space with pedestrians - in particular the stretch alongside Aldi on Edgbaston Road (already a hazardous pedestrian path because of soaking from cars driving through the big puddles in the road after heavy rain, but that's a different issue). The shared space at Pershore Road is not a problem as people will have slowed down for the junction and be looking around for other users.
- Please minimize the number of trees that will be removed. I can see that removal of some is inevitable but I am concerned about the number of trees marked for removal on Priory Road alongside the high rise flats. Those trees, the bulbs planted beneath them, and the forsythia bushes at the start of Edgbaston Road are one of the joys of living here.

I am very pleased to see these proposals, they will have huge benefits to pedestrians and cyclists. I have some minor issues with the proposals:

- There are a couple of points where the cycle route seems to stop; Refs G5-7 on Plan 2, and F4-5 on Plan 1 where the cycle route crosses the Bristol road. What are cyclists expected to do for these sections? Using several crossings does not seem to be an acceptable solution.

- The pedestrian crossing on the South section of the Southbound Pershore road seems too far from the crossing of the Northbound section (K11-12 on Plan 1)

The plans seem to indicate non-continuous priority for cyclists. There seem to be significant distances crossing the highway where cyclists' route is ill-defined. Shared space is amorphous and likely to result in conflict with pedestrians.

At the Bristol Road-Priory Road junction there is no easy way for cyclists to do a right turn from Bristol Road onto Priory Road.

The crossing doesn't look like cyclists can easily use to cross Bristol Road. I cycle to work and do a right turn at this junction everyday. It's not the easiest and the safest for cyclists. Where it says 'Existing shared used' on Plan 1, there should be a drop curb for cyclists who do a right turn to get on to the cycle way. There is a drop curb for pedestrians but it's at 90degree angle making it difficult to climb.

I think if the right turn is too complicated for cyclists i.e. having to wait and crossing so many pedestrian crossing lights just to cross one road, no one including myself will want to use it. No one wants to get stuck at a traffic light too many times and want to get where they want to as quick as possible, including cyclists.

I would suggest the transport engineer to try cycling in this area at different times in a day and do different turns and routes to have better understanding of the traffic and what it feels like if the cycle ways were improved as per the proposal.

Overall I support the proposals which will greatly increase pedestrian and cycling safety at each of these junctions.

I understand from discussions at the Mac that you have devised ways of making crossing delays for cyclists variable depending on cycle traffic. This could work well.

However many of the crossings are two stage toucans which will delay and frustrate users. While shared footways and toucans create problems for both pedestrians and cyclists.

If we want people to cycle rather than drive then cycle routes need to be direct and continuous with minimal unnecessary stops and starts.

I represent the Bike West Midlands Network and have ridden and driven through these junctions regularly for the last 40 years.

I support the excellent analysis produced by Push Bikes here

<http://www.pushbikes.org.uk/blog/consultation-junction-pershore-road-and-priory-road>

More cars =More Air Pollution.

We should be restricting the number of cars to reduce air pollution.

Shared cycle & doorways. Competition for space. Need less road space for cars to reduce traffic & pollution.
Dedicated pedestrian & cycle lanes.

Awkward staggered junctions breaking up the cyclists journey means constantly giving way for cars.
Need to make ambulances transport (cycle, walk) the most efficient , healthy & attractive option. Unhealthy transport (fossil fuelled) needs to feel the least attractive option.

Cleaner air more active lifestyles and less tertiary demand on our NHS are the goals.

Context

Living in B30, I have been a regular user of these junctions, mainly by car, during winter months by bicycle and fairly often on foot as a runner. I was a regular car commuter along the Pershore Rd to Digbeth, but a couple of years ago, switched to cycling along the NCN5- providing me with a much more reliable way of commuting the 5 mile route I make. I have never felt that these junctions need any 'improvement' from a motorist point of view. Of course, there are times of heavy congestion, particularly during commuter times, or when there is a cricket match on, but this is because of the volume of cars, not because of the road layout. Whereas, for pedestrians and cyclists, these junctions are inherently dangerous and almost unusable.
During the winter months, I avoid the NCN5 by bicycle and instead, have to use the Pershore Road for the section from Edgbaston Rd, southwards (ie to avoid Cannon Hill Park and southwards in the dark).

Overall:

It's good to see that at last, pedestrian crossing points are to be introduced at two crossroad junctions which are currently 'Run for your life' junctions that I have navigated on foot- recreational running, also with 3 children, and by bicycle having come off the road to cross due to the prospect of being squashed by a left turning vehicle.

However, this scheme is more likely to make travel easier for motorists and worse for cyclists and pedestrians, thus endangering the most vulnerable, and meaning the extra lanes will just fill up in a short space of time, and congestion will be no better, and air quality further deteriorate.

Specifically, the provision of pedestrian crossings seems to be at the expense of pavement width - in many places shared with cyclists- and are provided in return for a road widening scheme. Widening any roads, in the current climate- be it economic, environmental, health etc. is nonsensical, and makes this road even more off-putting to cross on foot, thus discouraging sustainable transport methods.

In addition, the separated crossing points for each road are inherently un-user friendly. To cross to/ from diagonal points would take up to 5 (mostly 4) separate 'press and wait' occasions. These routes go entirely against the 'desire lines' of how a pedestrian would ideally walk from A to B (A= arrival point at junction, B= exit point of junction) Whilst I don't expect major road junctions to follow the desire lines of pedestrians accurately, this scheme is entirely balanced in the favour of motorists, who not only can virtually follow the most direct passage from A to B at each crossing, but this is at the expense of the more vulnerable road/ pavement users who include cyclists, children, young people who can't drive, disabled and many elderly. In addition, when there are large public events at Edgbaston Stadium or MAC/ Cannon Hill Park, the pedestrian experience will be hugely impacted detrimentally, as will the experience of cyclists, including commuters, attempting to share pavements which appear to be at best 3metres wide wedged between the highway and a fence, so little room for error.

The bicycle keep clear boxes seem to have disappeared? Given that the cycle lanes (both segregated and shared) are not joined up, and do not account for each A to B possibility (in the way every possible car manoeuvre has a clear, and mostly distinct lane/ route), it is likely that riders will still need to use the roads so need these in place, particularly as buses and HGVs with reduced visibility use these roads regularly.

No signage positions are shown as far as I can tell. Given how narrow some of the pavements are, I'm concerned

these will be further reduced with posts supporting signage..

Just a few specific comments- not comprehensive but I don't have time!:

Plan no. 1: Pershore Road/ Edgbaston Rd junction:

Fundamentally object to the provision of a left turning lane into Pershore Road from Priory Road.

This arrangement gives cyclists little safe option to follow the safe way across as the cycle lane abruptly ends alongside it. Will there be a cyclist crossing point here or are cyclists expected to turn left into Pershore Rd and wait at 2 crossing points before getting back onto the designated route eastwards?

Instead, if a left turning lane is essential, then adopt the approach as per Longmore Rd and Belgrave Middleway north bound whereby cyclists on the segregated route may transfer onto a cycle only lane (next to the straight on lanes on the plan) via a keep clear box so that left turning queuing traffic lets cyclists cross. This lane could then safely rejoin the segregated cycle lane to the north of Edgbaston Road, crossing Pershore Rd knowing that left turning traffic is safely constrained to the left. This approach could be adopted without losing any traffic lanes (albeit that I strongly disagree with the provision of 4 lanes in principle). Even better, if just 3 traffic lanes are kept, it would just free up a much wider pavement. Less confident cyclists could still use the Toucan crossing point to the north, but it would at least take confident/ regular cyclists off using the very tight pavement to the north east of this junction.

Pershore Road (north side- east pavement). Here, cyclists travelling southbound, with no safe box would in the main need to exit the segregated lane onto the pavement if going straight on as they are vulnerable to left turning traffic moving southbound. Apart from the fact that the shared pedestrian/ cyclist section of pavement is ridiculously narrow here, and given the high volume of pedestrians on many occasions (spectators but also students, in particular), why not widen the pavement, scrap the central reservation and have a single Toucan crossing point here. It will require a pause in the left turning traffic eastbound from Priory Rd but given this is a separate lane anyway, it won't affect fluidity of west/east traffic.

I agree in line with the official Push Bike's response.

Bristol Road junction - It is disappointing that the two cycle tracks can not meet up smoothly with each other. It is important to give sufficient space on the shared use pavement (or even extend the cycle track) to help cycle users go towards Sir Harry's Road to use the 1 stage crossing there, if they are heading towards the city centre.

The cycle track itself - Brilliant. I am very pleased by the width and by the continuity past bus stops. But please use kerbs between the cycle track and pavement with a maximum angle of 45 degrees, so that wheels can go up and down it easily (wheelchair, pushchair, electric scooter, as well as bike).

Pershore Road junction - It would be better to have a Simultaneous Green design for cycles and pedestrians here. It would increase the capacity of the junction and would allow straight across pedestrian crossings to be built. Brian Deegan has suggested ways that this can be done while still being compliant with DfT regulations. See: <https://therantyhighwayman.blogspot.com/2014/07/traffic-signal-pie-third-slice-floating.html>

However, if that is not possible, then do this:

(1) Make sure that pedestrians have enough space between the cycle track and crossings. And have zebra crossings of the cycle track, not light-controlled.

(2) Put in some infrastructure to help cycle users turn left on red, by providing infrastructure that facilitates easy left-turns for cycles.

Cricket Ground entrance:

This is a good design. Well done.

The Ashes junction mouth:

You are not spending any money on this, so the poor quality is forgiven. But you must develop plans for when planning gain money becomes available.

Cannon Hill Park car park entrance:

This is ok - but give cars enough space to stop safely off the main road before crossing the cycle track, and to bring the angle of observation to about 90 degrees. It is very very important that the cycle track has priority here, so that cycle users have the same stoppage time as cycling on the highway.

In general I'm very supportive of these proposals and I am pleased to see something that will both address the issues and be reasonably practical. But I do have some reservations, and I agree with the comments submitted by Push Bikes.

In particular, I dislike the shared-use, multiple-stage staggered crossing at the Bristol Road junction, which will be slow, awkward, and a cause of conflict. When the A38 route was being planned, you were alerted to the need to plan for a junction with a cycleway along Priory Road. I know, because I was there in the meeting. So there are no excuses for getting this wrong.

Also, I support the call in Push Bikes' response for simultaneous green and zebra crossings at the Pershore Road junction. This is a British regulations compatible implementation of the simultaneous green junctions used in the Netherlands. I've cycled across such junctions, and they work really well, as they minimise delays both for cyclists and for motorists, which in turn means pedestrians don't have to wait so long for their phase (see <https://vimeo.com/99480558> for a video of a busy simultaneous green junction in action). Implementing such a junction in Birmingham (correctly!) would bring you a lot of positive attention.

I'm also concerned (as a motorist) about the two lane right turn at the Pershore Road junction. There is such a turn at Selly Oak Triangle, and it is a constant source of misunderstanding and conflict (it's the reason for the honking randomly captured in this video: <https://vimeo.com/43065482#t=315s>). This is because with no guidance whilst making the turn, it is all too easy to drift into the path of another vehicle making the same turn in a different lane. If you must build the junction this way, then it is /critical/ you have continuous lane markings in the junction area to guide people in both lanes through the right turn and into the appropriate receiving lane on Pershore Road, and that you keep the lane markings in good condition. If you don't, there /will/ be conflict.

But to finish on a positive comment, once this and the A38 route are complete, I will be using them to cycle to and from the MAC.

Please take this as a wholehearted endorsement of Push Bikes excellent and very detailed submission. If the city is to even attempt to over turn car dominance, thus ushering in alternative, healthier and low carbon methods of transport, then you must make sure that cycling is easy and accessible, giving priority to cyclists.

While not perfect, this scheme appears generally good; connecting cycle routes together into a coherent network is very important. I support the comments made by Push Bikes. The junctions at the Bristol Road and The Ashes will need to be reexamined in the future to provide better continuity for the cycleway. The pedestrian crossings of the cycle track should be implemented as zebra crossings, but the inclusion of pedestrian lights at the Pershore Road junction is extremely welcome; this junction has long been a source of difficulty for pedestrians, including bus passengers.

This is a crucial addition to the City. Of particular note, this area cover a dangerous crossing where my junior doctor colleague, [REDACTED], was killed. It is crucial both for the safety of residents of the City of Birmingham, but also out of respect for [REDACTED], that action is taken to prevent further deaths in this area.

Moreover, many cyclists are put off from cycling in Birmingham because of this crossing. Thus, improving infrastructure in this area could greatly increase the number of cyclists. This has both public health benefits from the increase in active travel, but also reductions in emissions as a result of people choosing to cycle rather than drive.

I agree with Push Bikes view that "This is overall a good scheme, and although there have been compromises made, the general feeling of the route will be comfortable and safe. The scheme will introduce safe pedestrian phases for every arm of the junction, as well as giving a safe phase for the cycle track users. This represents a vast improvement in safety compared to the current situation, and so is very welcome." I also agree with further comments raised by Push Bikes (see <https://www.pushbikes.org.uk/blog/consultation-junction-pershore-road-and-priory-road>).

My comments are line with Push Bikes more detailed response here:-

<http://www.pushbikes.org.uk/blog/consultation-junction-pershore-road-and-priory-road>

On the whole the proposals are welcome.

My main concern is that the proposals do not appear to provide fully safe, continuous and convenient access onto and off the new route the Bristol Road, Pershore Road and Cannon Hill Road/NCN5. These junctions should all be engineered to provide smooth access to the new Priory Road route, keeping cycles separate from pedestrians throughout, and enabling junctions to be negotiated in a single movement, not a multiple sequence of toucan crossings.

Ideally the opportunity should be taken to make the NCN5 crossing of Priory Road direct and signal controlled.

These plans need to have changes made if they are to properly protect pedestrians and cyclists at these junctions.

In Plan 1:

The shared use section at the junction of Priory and Bristol roads is an area of particular concern. This needs to have the cycleway continue alongside Priory road all the way. A dedicated cycle path should also continue across the Bristol road. A junction like that used for cyclists to cross the Pershore road from Priory road to Edgbaston Park road should then be installed.

I also think that the provision for cyclists travelling along the Pershore road (either direction) to join the Edgbaston road - Priory road cycle path should be made clear. This can be done in the same traffic phase as for cyclists crossing the Pershore road.

In Plan 2:

There is a shared use area which isn't ideal for anyone. More effort should be made to provide a consistent cycle path along this section. This is important to protect pedestrians.

The existing junction here (going into the housing development) also isn't ideal and this should be adjusted to provide a dedicated signal and straight crossing path across.

I strongly support improvements to the cycling infrastructure in the city, which lags far behind that in other UK cities and even further behind countries in mainland Europe. There are limitations to this particular scheme, but in general I support it, and agree with the response submitted by PushBikes Birmingham.

Bristol Road South, new left turn lane adds yet more carriageway and is most unwelcome. The plan here should be improvement for bus passengers switching between routes. In this respect the long overdue pedestrian crossing phases are welcome.

The remit has to be improvement of the public realm and reduction of number of vehicles. This to be consistent with Birmingham City Council policies.

Placing cyclists on the footway is highly unwelcome. The amateur hour efforts of some limited cycle incursion onto the footway, was assumed to be temporary.

The Pershore Road widening to suit right turn lanes, is highly unwelcome. Pershore Road should be single carriageway two lane (not four lane). The additional lane at Priory Road can be the right turn lane.

These proposals encourage growth of vehicular traffic and are not compliant with BCC policy and need for reduction in vehicle traffic and reduction in noxious emissions.

The proposals do not take into account the large (and welcome) pedestrian flows during cricket matches. Cyclists cannot be accommodated on the footway at such times.

I drive and cycle through this junction regularly and sometimes walk. I think the 3 stage cattle pen crossing on Bristol Road is poor for pedestrians and cyclists. A single crossing with a countdown clock would be much better.

I disagree with adding new road lanes as this encourages more driving and will probably increase danger for cyclists who stay on the road when the cycle tracks are inconvenient. If driving becomes less attractive here it will help persuade more people to cycle and use bus / train rather than drive. Buses are often half empty at peak times.

The proposed clean air zone should reduce the number of car journeys into the city centre and the Regional Transport Co-ordination Centre (RTCC) should help reduce congestion. These measures make adding extra lanes to increase capacity unnecessary.

I welcome the new cycle measures but think they are inferior to those found in London and could be improved to make them more convenient. Birmingham is trying to attract people and businesses to relocate from London therefore should be building cycle infrastructure of similar quality.

I fully support the proposals to make the junctions safe and accessible for pedestrians and cyclists.

I support the comments submitted by pushbikes.

I agree with the proposals to improve the junctions for pedestrians and cyclists

I agree with the proposals

== Summary:

This is a poor scheme overall that relegates cycle users to slow, meandering routes across multiple crossings that cede priority to motor traffic at every stage, significantly increasing journey times. Cycle users choosing to remain in the carriageway will be at increased risk. The proposals are not suitable for convenient, direct utility and commuter cycling and should be reconsidered.

The planned introduction of pedestrian crossings across all four arms of the Pershore Road junction with B4217, while in themselves much needed and welcome, are unnecessarily far apart. The staggered design inherently favours traffic in the carriageway and it will take longer to cross the road.

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Cycle users travelling east between A38 and NCN 5 on the proposed tracks will have to negotiate at least five toucan crossings and two road junctions. Sections of shared footway will create conflict with other vulnerable road users, i.e. people walking. Cycle users continuing east towards Moseley are given no further support beyond NCN 5. Wait times at on-demand crossings and traffic light phases overall will presumably be weighted to favour traffic in the carriageway. Stop-start cycling is unpleasant and physically tiring. This is a poor design because it is inconvenient.

Cycle users remaining in the carriageway face an obvious and severe risk of collision with overtaking vehicles in Priory Road approaching Pershore Road. Due to the way in which the carriageway widens to accommodate left turns into Pershore Road, conflict arises where vehicle drivers overtake cycle users, who are travelling straight-on, and turning across their path. *This is clearly dangerous.*

Cycle users travelling west between NCN 5 and A38 on the proposed tracks will have to negotiate at least five toucan crossings and two road junctions. Sections of shared footway will create conflict with other vulnerable road users, i.e. people walking. Cycle users continuing west in Priory Road beyond the A38 are given no further support. Wait times at on-demand crossings and traffic light phases overall will presumably be weighted to favour traffic in the carriageway. Stop-start cycling is unpleasant and physically tiring. This is a poor design because it is inconvenient.

Cycle users remaining in the carriageway travelling west are not affected by the proposals but I question the missed opportunity to remove one of the two lanes for straight-on crossing A38 into the western side of Priory Road.

The current junction is dangerous and difficult for cyclists and I welcome plans to improve safety

I agree with the official Push Bikes' response

1) BACK TO THE 60's ..."Demand Elasticity? - Never heard of it gov'..."

As a general comment I despair to see that "1960's Thinking" continues to prevail. In particular I am disturbed by the responses to my detailed questions on the plans as presented - this design is fundamentally backward looking. What's built today has to last 20+ years, yet there is clearly little consideration of, or integration with the new political climate on transport decisions, and trajectory in general, on streetscape design for major cities. For examples on 'how the wind is blowing'

- The WM Mayor has committed to a five-fold increase in cycling being enabled and growth of walking options. This requires infrastructure that is not only "safe" (of which more later !)for cyclists/pedestrians but also CONVENIENT and ATTRACTIVE if it is to reduce motor modal use concomitantly, a point repeatedly made by Mayor Andy Street

- T-charges are being introduced in B'ham, reducing demand for motor commuting into the centre within 18 months (in this phase - and likely beyond in future phases given BCC and its designers have created an situation that breaks the law). So to meet legal requirements the city will have to force reductions in motor traffic levels on an ever increasing scale.

- Already London's Mayor/TfL is already committing to an 80% active transport modal share in 10 years, following the lead already seen in many other EU cities who've delivered 60%-80% safe sustainable active transport share (for decades in some cases). The trajectory is to suppress demand across all major cities in Europe not grow it by disjointed 'muddle through' tinkering .

- Birmingham is continually delivering a 'bottom table' performance for the road safety risk levels of VU's.

Something is clearly wrong - and comparing our streetscapes to the high performers the UK (never mind the world class performance of DK, NL and D!) its obvious that the obstacle courses for VUs preferred by our designers

aren't actually 'safe'. They frustrate and inconvenience VUs, leading to 'forced' risk-taking and unnecessarily high injury levels. The current 'Victim blaming' and 'guard-rail mania' of our designers won't be acceptable going forward.

I also note that "adaptive control" on the phase/timings is also mentioned in correspondence - yet only in the context of aiding drivers' experiences? It is unclear how the potentially greater numbers of cyclists/pedestrians that could be encouraged to use this junction in the future will be treated by this system, but one suspects by being seriously disfavoured.

ACTION REQUIRED :

- Re-focus on VU convenience overall and tweak design accordingly (see below) .
- Adaptive control timings need to consider VU convenience as a high priority.
- Success should be measured both by VU movement increases AND demand reduction of private travel mode within the first year.

2) Take out the EXTRA Road space/ filter lanes for cars !!

Against the background outlined above why is BCC hell bent on squandering resource on new ADDITIONAL filter lanes to increase convenience and capacity of the motorised mode (at significant expense) via additional space & filter lanes while creating a major obstacle course for peds/cyclists rather than improving convenience and genuine safety of these vulnerable user modes it should be prioritising ??

Road space/time allotment is pretty much a zero-sum game, yet sneakily prioritising capital and these resources on the least efficient transport mode remains the unchallenged default mode at BCC seemingly !

ACTION REQUIRED : Reallocate funds from motor filter lane provision to genuine CWIS improvements (eg. Dutch/Danish treatment of NBG Ashes crossing)

2) Pedestrian Obstacle Course at Bristol Road/Edgbaston road (north) junction

It's ridiculous to have 3 separate crossings to get from one side of the Bristol road to the other.

This is a perfect example of why our street designs cause such high levels of VU injury as pedestrians are basically forced to 'risk it' when they're in a hurry.

ACTION REQUIRED : No more than two stage pedestrian / toucan crossing required with generous refuge for cyclists pedestrian in the middle - by cutting out the ADDITIONAL lane for drivers !!

3) Ridiculous continuance of spurious 'safe' toucan crossing at the Ashes

Correspondence refers to the Ashes obstacle course as 'safe' - I'd suggest this is solely because all cyclists pretty much ignore it currently and stay on the main road. If a gap in the new cycleway is left at this point - MASSIVELY INCONVENIENCING ALL VU's - then it will continue to be ignored on the main east-west phase.

This treatment (of what is basically an off-street car parking area) typifies why B'ham's planning fails to meet world class sustainable transport delivery such as we see in Copenhagen, Amsterdam and other D, NL conurbations.

Correspondence states that no modelling has been performed on the time it will take VUs to negotiate the proposed obstacle courses around this junction (presumably out of fear of the laughable results ?). But it would appear massively disadvantageous in timings compared to merely sticking on the main road with motor traffic

ACTION REQUIRED :

- Danish/Dutch treatment of raised paths across Ashes private road (light controlled).
- Modelling and publishing of VU timings to negotiate key sections and length of Edgbaston Rd compared to drivers times is essential to provide a clear insight into winners and losers of this design

4) Discriminatory Practices affecting women, old, young disproportionately

It is now established that historic streetscape planning practices have discriminated against certain groups in provision of safe and convenient choices for travel options. Given the gender pay gap and other economic considerations (and the non-viability of the very young/old opting for car use) the focussing of attention and resources on drivers massively favours certain wealthier groups and male drivers in particular (NTS suggest 1:3 ratio of Female to Male car usage). Formally disfavours VU's safety and convenience has particularly tended to stop women opting for what should be (and is across DK, NL) cheap, safe and healthy travel options

ACTION REQUIRED : This point really just emphasises the need to VU safety AND CONVENIENCE to be formally considered, on a level basis with driver convenience, by the means described above. As currently proposed - and

in the absence of special measures for buses (and their more mixed demographic) to have priority for example - it would appear this design continues the practice of discriminating overwhelmingly (with significant social and public health implications) in favour of wealthier road users especially male !!

I agree with the proposal to make the junction safer for pedestrians and cyclists!!!!

I consider the road widening scheme to be a calamitous and vastly retrograde move. The widening of the roads will only increase traffic flow, which is something which runs counter to all of the council's environmental responsibilities.

We need to move to fully sustainable transport. Allowing more private vehicles to flow freely along these main spine roads is a very negative move indeed.

There is no need whatsoever to widen roads. Investment should be channelled towards fully sustainable means of transport. The sprint buses are a positive step, but they should run along existing lanes in roads. This would have a very positive effect in reducing car usage - and help to reduce the levels of deaths and poor health which arise from air pollution in Birmingham.

I feel that this is overall a pretty good scheme, and although there have evidently been compromises made the route will be comfortable and safe. The scheme will introduce safe pedestrian phases for every arm of the junction, as well as giving a safe phase for the cycle track users. This represents a vast improvement in safety compared to the current situation, and so is very welcome. I support these proposals.

Bristol Road junction:

At the Bristol Road junction, the cycle track does not join directly with the new cycle track Bristol Road. Instead cycle users will have to use the staggered shared use crossings to reach the cycle track. It is not good to have people on bicycles alongside people who are walking on staggered shared use crossings - their paths collide and cycles need more space when turning. There are several reasons why this design is currently unavoidable:

Firstly, due to the controversy over the restrictions on turns implemented as part of the Bristol Road cycle track plans, there is no political will for revisiting the design of that junction. In our discussions with the BCR team, we pointed out that at some point there would need to be a connection made from the Bristol Road cycle track to a cycle track linking up to NCN 5 and that it would be best to design in a connection from the start - so we feel that we did predict this problem. However we understand that putting forward substantial changes to the junction design and reopening that debate would delay the Bristol Road cycle track even further.

Secondly, the surrounding private land is not the only physical constraint on space, but also the services. One manhole cover next to the carriageway goes down to a large chamber that would cost £1 million to relocate if the carriageway was widened further to accommodate a safer crossing space in the middle. It is not possible to change the layout in a way that wouldn't cost a lot more money than has been allocated to the scheme by central government.

Finally, the Department for Transport's safety evaluation of crossings forces crossings to be staggered. Unlike other European nations where pedestrian crossings are designed in a straight line and the people using them are expected to pay attention and understand which section has green and which doesn't, in the UK pedestrian crossings are designed with the assumption that the people using them will not pay attention. Local councils are more constrained by that in the designs they can have for crossings, and so shared use crossings are often staggered and so substandard. There isn't a quick fix to this problem that Birmingham City Council can implement, unfortunately.

We expect that cycle users heading into the city centre may stay on the south-east side of Bristol Road and cross at the toucan crossing at Sir Harry's Road, which gives a wide crossing point which can be crossed in a single phase. This crossing will be faster for cycle users and for most of those who are regularly using this route, it will be more convenient. For cycle users who need to cross the Bristol Road junction to head along Priory Road, or to head along Bristol Road away from the city centre, the route will be more difficult, and it is difficult to see what can be done to improve that without a substantial redesign. In the long run, we expect there to be a significant increase in cycle traffic through this junction, and some more of the private land may need to be used to build an extra cycle track on the south-east side.

Within the constraints of these plans and the budget constraints, the following changes could be made: The cycle track could be extended closer to the junction; the pavement next to the end of the cycle track could be widened to provide space for cycle users heading to and from the crossing at Sir Harry's Road; wider dropped kerbs are needed on the mouth Dollery Drive to accommodate cycle users heading in both directions.

Pershore Road junction:

The junction is being expanded, and extra lanes are being added for motor traffic, however this is to provide some

holding space for during the pedestrian and cycle phases. Without finding a way to maintain the motor traffic capacity for this junction, it would not have been possible to get agreement to make changes to improve the safety of people walking and cycling. This puts us in the situation of supporting a scheme that seems to increase the amount of space available to motor traffic - an odd situation for a cycle campaign - but in terms of taking actions to reduce motor traffic volume, the first push should be to cut off rat-runs (see Living Street's and London Cycling Campaign's 'Low Traffic Neighbourhoods' documents) rather than changing capacity on main roads. For main roads, we need cycle tracks alongside and space reallocated to bus lanes, but we need compromises in order to get those things.

For people walking, the plans introduce pedestrian phases on all arms of the junction. This will be transformative for safety here, giving segregated time to people to cross in safety. Some of these crossings will be staggered, partly to meet requirements of the DfT's safety audits but also to provide stacking space for motor vehicles off the junction when the pedestrian phase is operating. This compromise helps capacity to be maintained and the junction to remain a little clearer while also giving safe space for people to cross.

For people cycling, the plans introduce a cycle track running across the junction from Bristol Road to NCN 5. This will be a wide bi-directional track that has its own signal phase and will give the same level of delay as for motor traffic. There will be an extra lane for stacking motor traffic that wants to turn across the cycle track from Edgbaston Road, so that the motor traffic that is held while the cycle track has green will be able to clear the junction more quickly.

For people cycling along Pershore Road, however, the plans are not as good. There will be a kerb-protected cycle lane on both approaches to the junction which will be given an on-demand light phase to give cycle users a time-segregated opportunity to clear the junction - either onto the cycle track or across to carry on along Pershore Road. It is not clear if this will result in an increased delay for people who want to cycle straight across the junction and carry along Pershore Road, and so it may be that some people will find that they want to stay in the general motor traffic lanes and cross in the same phase as the cars. There are no Advanced Stop Lines (ASLs) for people who want to do that - this is again part of the compromise with the designs, but junctions should be designed so that cycle users want to use the segregated facilities, rather than feeling that they are worse than staying on the general carriageway, and ASLs don't fit into that design aim.

We think that the plans for this junction could be improved. Ideally there should be segregated space along Pershore Road for cycle users, but there is not the funds available in this scheme to do that and it is not clear what form that segregated space would take. So how to change the plans to accommodate that future infrastructure is not as clear as it is for the Bristol Road junction. We think the following things would be useful though:

Firstly, the cycle tracks should be brought slightly away from the kerbs, to give space for people to wait for the pedestrian crossing lights. The cycle tracks should have a 'zebra crossing' on it for pedestrians, rather than being light controlled to stop cycle users completely. This could help give extra time to cycles on the junction when the pedestrian phases were on.

Secondly, the designs could be altered to facilitate a simultaneous green phase for cycle users, as happens in the Netherlands. This would provide extra time for people using the cycle track when people cycling along Pershore Road had their green phase, as well as allowing people on the cycle track to turn onto Pershore Road in one movement, rather than taking several stages to get across.

We have passed on some design suggestions to the BCC highways engineers that might form the basis of such changes. Although the changes would be workable within UK highways design guidance, we are not sure if all of the changes will be taken into the designs. We've chosen to not publish our suggestions here, but if you want to support them in your submissions, you should say that you want the cycle tracks to have zebra crossings rather than light-controlled pedestrian crossings and that you want to see simultaneous green phases for cycles on the junction to improve cycle capacity.

Crossing at Edgbaston Cricket Ground driveway:

At the entrance to the Edgbaston Cricket Ground, the cycle track diagonally crosses the road. The left turn lane for the cricket ground has been taken away to provide space for the cycle track. It is good to see this type of single phase crossing being used again (the first one being currently installed next to the Wellington Road junction on Bristol Road). Having a diagonal single phase crossing will make it faster and smoother for cycle users to cross the carriageway.

Junction mouth for The Ashes:

This private road mouth currently has a shared-use crossing, and that will remain. This means that there is a gap in the cycle track which will reduce the attractiveness of the route for people cycling. However no money is going to be spent on this junction, and so although this is not an ideal junction, no money is being wasted on a substandard solution. Hopefully the city council will have some plans for changes they would like to do and ask for funding from future developments in the area - there will soon be a consultation on new apartments on the corner of

Priory Road and there is land adjacent to this junction that is waiting for development too. It is very important that plans for this junction are drawn up for when further funds are available.

Junction mouth for Cannon Hill car park:

The plans show the cycle track continuing across the car park mouth. I'd ask the designer if there will be space for cars to stop just off the carriageway through bending the cycle track in (see these examples from the Netherlands). I understand that the design details are being reviewed and I hope that the cycle track will be kept continuous here and safe for both cycle users and car drivers.

Junction with NCN 5:

I'd ask for the cycle track to come up to the toucan crossing here. The facilities for NCN 5 already exist, so no money is being spent on this junction. At the moment the design works acceptably well because the toucan crossing is very responsive and so delays are minimal.

I am delighted you are improving this junction and installing a segregated cycle lane however the designs fall far short of leading cycle design standards and are discriminating against people who cycle and walk by not making their routes as joined up as those moving by car. The junction with NCN5 at east end needs to be included too and the connection at west end with A38 cycle track is dreadful. Cycle routes must be joined up for people to use them. The design also does not give enough protection turning right for cyclists heading both north and south, unless there is a green phase solely for cyclists on the lights? Please improve the designs significantly and put people including my children and grandchildren, air quality, cancer prevention, childhood obesity, and Children's Hospital doctors ahead of the needs of people choosing to travel in a vehicle. Thanks.

The proposals are a massive cop out. We need to encourage a healthier city by making public transport and cycling the priority, not by keeping the car king. What a waste of time. Do it better or not at all.

I cycle this route daily and there are multiple issues with this design.

The major pinch points are going from Moseley up to Priory from both sets of traffic lights where cyclists don't have enough room.

Pavement needs to be scaled back so road is made wider and then a separate lane is put onto the infrastructure for cyclists.

The separation of cyclists to the crossings will slow cyclists down and is not practical and this proposal is geared to give car's more space on the road and hindering pedestrians and cyclists.

I would suggest we look at what the dutch do at junctions like this and replicate it.

When I cycle in France and Germany the cyclists are separated on the same infrastructure.

Drawing 1: the crossing at Pershore Road is not clear - it says proposed upgrade but from appearance a cyclist (or pedestrian) would have to wait through multiple phases of the traffic light to make their way across. the design for the major junctions seem to favour car movement over movement of vulnerable road users. the design is not ambitious enough, some bold innovation could have been applied here such as a those used in Dutch cycle designs.

Drawing three - again, the design is favouring car movement - a cyclist will be expected to go on one side of the road then back again to follow the Rea Valley route.

also - much of these designs seems to hinge on whether land can be acquired - what happens if it cannot?

This whole area could have a significant improvement to public realm, linking the park, the Aldi and residential areas making it a much nicer place to be.

The road right up to Moseley is busy and unsafe - safer provisions need to be provided right into Moseley. Right now there is now safe route to bring children on bikes to the park. Walking is dreadful - with fast moving cars and pavement parking. there needs to be a long term vision for this area.

Cyclists should be fully and physically segregated from motorised vehicles.
Cyclists should be given priority at the road crossings.

I agree there is a real need for better cycling infrastructure here and better pedestrian crossings but I don't think this scheme is good enough. In particular having a cycle lane that crosses a road will slow down cyclists considerably and stop it being used. Junctions like this stop people cycling, walking or even walking to bus stops. There is a real opportunity to give cyclists and pedestrians priority over cars here but instead it feels the cycle lanes are having to work around the road and pedestrians have to cross the road in sections which takes a lot of time. Pedestrian/cycle bridges or priority for pedestrians and cyclists would be much better

Long overdue.

It's a terrifying junction for all road users as there are no safe crossings for pedestrians or cyclists.

Cars jump the lights continually.

Safe access between cycle routes a necessity. The safer the routes, the more cyclists you will get.

Win win.

It's a shame a fatality was needed as a catalyst for this.

Let's do it before there is another one

More could be done for cycling and walking in these plans, but what is here is generally good, or at least along the right lines.

The single-phase crossing for the cycle path at the entrance to the Edgbaston Cricket Ground is good. It's a shame that the junction with the Ashes private road is a shared-use crossing, and I hope that when further money is available this junction will be improved for cycle users.

I hope that the design of the cycle route crossing the Cannon Hill Park carpark entrance will follow Dutch practice, and move the cycle route away from the main road a bit at the junction so that cycles have priority and so that cars can first give way to and then cross the cycle route, and only then focus their attention on the main carriageway, rather than having to attempt both at once. This latter option puts cyclists at risk, but proper design will remove this risk.

At the Pershore Road Junction, there are some improvements that could be made. First, create space between the kerbs and the cycle route so that pedestrians waiting to use the crossings have somewhere to stand. The cycle route could have zebra crossings to give an obvious area for pedestrians to cross, which would reduce potential conflict as well as giving more time for cyclists to cross the junction while the lights were on pedestrian phases. Second, the lights at the junction could be set to allow a simultaneous green for cyclists, as is Dutch practice. This would give people on bikes more time to cross the junction as well as allowing people on the cycle route to turn into Pershore Road in one go, instead of having to turn in several stages.

The designs for the Bristol Road junction could do with some revision. The need for cycle users to use staggered shared-use crossings to reach the cycle route is not good, and creates the potential for conflict with pedestrians. Good plans would design out potential conflicts such that they simply would not occur. However, the fact that there is now at least reasonable provision of segregated cycling infrastructure at this junction is good. Otherwise, I suppose the Pushbike proposals for improvements at this junction, namely: The cycle track should be extended nearer to the junction, and the pavement next to the end of the cycle track should be wider so there is more space for cyclists heading to and from the crossing at Sir Harry's Road. There should also be wider dropped kerbs at Dollery Drive for cycle traffic in both directions.

Pleased to see introduction of toucan, light controlled crossings. This will reassure pedestrians using the area.

Pleased that cycle ways are included, linking up with existing route to new A38 cycle corridor. This links up routes, encouraging use.

Any improvements for cyclists and pedestrian is welcome great to see a consultation process in action

Pershore road SW too big a pedestrian set back on out of town lane. Why are pedestrians always inconvenienced? Pity that trees are to be cut down and bulbs probably removed on the wicketts tower

These look great. I commute regularly by bike using NCNS and pershore road. The segregated cycle way and improved pedestrian crossings look great. I am only saying that Dr Juziz Ball died on the junction before this happened. Thank you for the care taken in the design

Well pleased at the proposal. You should have introduced pedestrian control years ago - but you always refused.

O.K.

Can't come fast enough

Really useful to have the pedestrian crossing at the junction of pershore road and edgebaston road as it was quite scary to cross the road at this point.




Looks great. Birmingham Needs more high quality, segregated cycle infrastructure. Nice to see few compromises such as shared space.

About time! This should have been included in the original plans for the cycleway

Appendix F – Risk Register

Risk No	Risk description	Risk mitigation	Residual / current risk			Additional steps to be taken
			Likelihood	Impact	Prioritisation	
1.	Reputational Damage to City Council (from politicians, residents, stakeholders, funding partners) if scheme not delivered.	Progress scheme to Full Business Case and seek approval to appoint contractors for Works.	Med	Signif	High	Internal City Council consideration of scheme and seeking required approvals.
2.	FBC not approved.	Follow due procedure: Reports Improvements Panel, THG and THB.	Low	High	High	Internal scrutiny and pre-approvals together with further engagement if applicable.
3.	Edgbaston Cricket Ground is a host venue for the Commonwealth Games 2022 therefore no works or construction operations from Easter 2022.	Early appointment of contractors.	Low	High	High	Close liaison with contractors and Statutory Undertakers for scheme delivery.
4.	Loss of funding streams therefore scheme cannot be delivered.	Ongoing engagement with Funding Partners.	Med	Med	High	Provide external funders confirmation once Full Business Case approval given and Contractor Works Programme (once appointed/ agreed).
5.	Excessive Statutory Undertaker's costs and programme availability.	Design alterations made at detailed design stage to reduce impact refining C3's & C4's to better inform budgeting.	Med	Med	Med	Confirm values and liaison regarding programme co-ordination.
6.	Increase in estimated 2018 estimated Works costs.	July 2020 Works Costs estimate prepared by detailed design consultants	Med	Med	Med	Tender and Contractor appointment to better inform costs.
7.	BREXIT	Early engagement of appointed contractors to assess known/ potential impacts on materials and labour.	Med	Med	Med	Early placement of material orders (if necessary).

8.	Coronavirus/ Covid-19 implications:					
	• Edgbaston Cricket Ground revised Cricket Calendar affecting Works programme.	Monitor Events Calendar, commence dialogue the with Stadium and BCC traffic Management Team	Med	Med	Med	Consideration of Events Calendar for phasing of works by Contractor to minimise impact and programme Works accordingly.
	• Restrictions on Contractor resource availability	Monitor national guidance and local restrictions as applicable.	Med	Med	Med	Ongoing monitoring.
	• Delays on materials availability.	Monitor national guidance/ local restrictions and possibly international matters regarding lead-in times for materials.	Med	Signif	Med	Ongoing monitoring and liaison with contractors for early orders. Alterations to accommodate lack of materials availability.
9.	Excessive Tree Planting & CAVAT Value.	Assessment/ consideration of mitigation undertaken by City Council's Landscape Practice Group (LPG).	Low	Med	Tolerable	Planting of additional Highway Trees within scheme extents where possible and/or nearby streets.
10.	Scheme included in Emergency Birmingham Transport Plan.	Delivery in 2021.	Low	Low	Low	Progress to Full Business Case approval for procurement of Works.

Title of proposed EIA	Pershore Road Junction Improvement
Reference No	EQUA83
EA is in support of	Amended Function
Review Frequency	No preference
Date of first review	13/08/2020
Directorate	Economy
Division	Infrastructure Delivery
Service Area	
Responsible Officer(s)	 Tanweer Araf
Quality Control Officer(s)	 Janet L Hinks
Accountable Officer(s)	 Paul Simkins
Purpose of proposal	Cycling and pedestrian crossing infrastructure highway improvements
What sources of data have been used to produce the screening of this policy/proposal?	
Please include any other sources of data	
PLEASE ASSESS THE POTENTIAL IMPACT ON THE FOLLOWING PROTECTED CHARACTERISTICS	
Protected characteristic: Age	Not Applicable
Age details:	
Protected characteristic: Disability	Service Users / Stakeholders; Employees; Wider Community
Disability details:	<p>Pedestrian crossings at the road junction will be signalised, with pedestrian phase during which ongoing traffic must stop and give way to pedestrians that aids with crossing making decision for people who are often less confident due to their disability, inexperience or reduced mobility such as children, or elderly.</p> <p>Signals will be operated on on-demand basis, with pedestrians needing to press the button when intending to cross. The control buttons feature</p>

tactile cones which rotate when the pedestrian signal is green and it is safe to cross the road. This is helpful for pedestrians with visual impairments often experienced by the elderly. Yellow bands will be installed on all signal poles approx. 1.5 -1.7 m above the ground to highlight location of the poles to visually impaired people.

Tactile paving is laid flush within the adjacent footways; kerbs at crossings are at level with the surrounding area to ensure step-free access to the crossing point for people with reduced mobility or wheelchair/walking aids user, or expecting mothers, or parents with pushchairs and small children. Bright colours of tactile paving stand out from surrounding surface so that visually impaired pedestrians can locate the crossings.

This scheme will make a positive impact on the protected groups and the scheme has been designed in tandem with the latest design standards and regulations to avoid adverse impact or potential discrimination.

Protected characteristic: Gender

Not Applicable

Gender details:

Protected characteristics: Gender Reassignment

Not Applicable

Gender reassignment details:

Protected characteristics: Marriage and Civil Partnership

Not Applicable

Marriage and civil partnership details:

Protected characteristics: Pregnancy and Maternity

Service Users /
Stakeholders;
Employees; Wider
Community

Pregnancy and maternity details:

This highway scheme includes incorporating at grade pedestrian crossing facilities, which will provide significantly improved facilities for pedestrians and people with protected characteristics.

Signal controlled Pedestrian crossing will be installed whereby ongoing traffic must stop and give way to pedestrians to cross the road. This will aid people who are often less confident due to their disability, inexperience or reduced mobility such as children, or elderly or expecting mothers. Pedestrians will need to press a button on the traffic signals when intending to cross and wait until a green man is signaled.

Tactile paving is laid flush within the adjacent footways; kerbs at crossings are at level with the surrounding area to ensure step-free access to the crossing point for people with reduced mobility or wheelchair/walking aids user, or expecting mothers, or parents with pushchairs and small children. Bright

colours of tactile paving stand out from surrounding surface so that visually impaired pedestrians can locate the crossings.

This scheme will make a positive impact on the protected groups and the scheme has been designed in tandem with

the latest design standards and regulations to avoid adverse impact or potential discrimination.

Protected characteristics: Race

Not Applicable

Race details:

Protected characteristics: Religion or Beliefs

Not Applicable

Religion or beliefs details:

Protected characteristics: Sexual Orientation

Not Applicable

Sexual orientation details:

Please indicate any actions arising from completing this screening exercise.

Please indicate whether a full impact assessment is recommended

NO

What data has been collected to facilitate the assessment of this policy/proposal?

Consultation analysis

Adverse impact on any people with protected characteristics.

Could the policy/proposal be modified to reduce or eliminate any adverse impact on any particular group(s)?

How will the effect(s) of this policy/proposal on equality be monitored?

What data is required in the future to ensure effective monitoring of this policy/proposal?

Are there any adverse impacts on any particular group(s)

No

If yes, please explain your reasons for going ahead.

Initial equality impact assessment of your proposal

The current traffic signal layout of the highway junction means that there is a strong pedestrian and cycle severance as there are no formal controlled facilities to assist pedestrians and cyclists in navigating the 4 traffic arms and crossings the roads safely.

Because of the poor standard and inefficient operation of this junction, together with poor accessibility for users such as cyclists, and pedestrians and private vehicle users see the junction as a difficult junction to navigate.

The aim is to improve overall safety & efficiency of the Pershore Rd Priory Rd junction via incorporating pedestrian & cycling facilities and signals alterations for improved operation efficiency at the junction.

The expected outcome is that the Pershore Road / Priory Road junction will be made safer for pedestrians and cyclists.

This junction has had seven road traffic collisions (rtc) in the last five years, including one fatal rtc and six slight.

The safety improvements to be considered include:

- . a revised junction layout (alterations to cycle lane widths and Advanced Cycle Stop Lines),

- . new pedestrian crossing phases/signals (currently none), New Crossing facility with Tactile paving to ensure step-free access to the crossing point for people with reduced

mobility or
wheelchair/walking
aids user, or expecting
mothers, or parents

with pushchairs and
small children.

. two-way segregated
cycle track on the
south side alongside
Edgbaston Road and
Priory Road, to connect
National Cycle Network
Route 5 at Cannon Hill
Road to the new A38
route at Bristol Road.

There would be
particular safety
benefits for pedestrians
and cyclists using the
north-south link, and the
proposals provide a
wider range of options
for cycle movements
than the existing
layout.

The proposals are
consistent with the City
Council's Financial
Plan 2017+, including
the City Council's
vision for the future,
specifically:

. A healthy city and a
great place for people
to grow old in; and

. A great city for
children to grow up in;

The measures will
support the aspirations
of the Birmingham
Development Plan
(BDP), Birmingham
Connected, and the
Health and Wellbeing
Strategy.

Officers from City
Finance and Legal &
Democratic Services
are involved in the
preparation of these
proposals.

The Cabinet Member for Transport and Roads has been involved with the formulation of the proposals. Local ward members will be consulted as the proposals are expanded and refined.

Consulted People or Groups

The City Council will ensure that a full formal public consultation is carried out by Officers and they will consult with the groups with the protected characteristics and appropriate stakeholders in line with its obligations in the Equalities Act 2010. This consultation will seek to gain the perspectives of the groups with the protected characteristics.

Informed People or Groups

Some initial consultation has taken place informing the early design process. The Councillors of the Ward that the highway improvement is to be undertaken in, have been consulted on the proposals.

Summary and evidence of findings from your EIA

This assessment has given due regard to the General Equality Duty by providing facilities that comply with the 3 aims. The scheme by incorporating at grade pedestrian crossing facilities, which will provide significantly improved facilities for

people with protected characteristics, support the elimination of unlawful discrimination and help foster good relations between people who share protected characteristics and those who do not. This is because the crossing facility can be used by all groups of people equally.

The proposed scheme incorporates a pedestrian crossing facility, and consideration has been given to take account of individuals with disabilities.

In order to meet the needs of individuals with a disability, the new crossing will include a push button and signalised pedestrian phase during which traffic must stop and give way to pedestrians when the button is pushed and the green man is shown.

This will aid with decision making for people who are often less confident due to their disability i.e. require longer gap between traffic to cross. Signal crossing will be operated with pedestrians needing to press the button when intending to cross.

The control buttons feature bleeping and tactile cones which rotate when the pedestrian signal is

green and it is safe to cross the road. This is helpful for pedestrians with visual or hearing impairments. Yellow bands will be installed on all signal poles approx. 1.5 -1.7 m above the ground to highlight location of the poles to assist visually impaired people.

Tactile paving is laid flush within the adjacent footways; kerbs at crossings are at level with the surrounding area to ensure step-free access to the crossing point for people with reduced mobility or wheelchair/walking aids user and reduce trip hazards. Bright colours of tactile paving stand out from surrounding surface so that visually impaired pedestrians can locate the crossings. The design also ensures that all pedestrian facilities widths are maintained at the level ensuring comfortable movements of people using mobility aids and reflecting kerb shyness of people with reduced mobility.

The scheme will be audited, monitored and reviewed once complete to ensure it has been constructed in line with the current standards and is fit for purpose.

If required, further changes/modifications to the highway design

will be made once the full formal public consultation stage has been undertaken.

QUALITY CONTORL SECTION

Submit to the Quality Control Officer for reviewing?

No

Quality Control Officer comments

Made 1 small spelling amendment. Can now be submitted to Accountable Officer for approval 130918

Decision by Quality Control Officer

Proceed for final approval

Submit draft to Accountable Officer?

Yes

Decision by Accountable Officer

Approve

Date approved / rejected by the Accountable Officer

03/01/2019

Reasons for approval or rejection

Approved

Please print and save a PDF copy for your records

Yes

Content Type: Item

Version: 61.0

Created at 13/08/2018 01:25 PM by  Tanweer Araf

Last modified at 03/01/2019 10:37 AM by Workflow on behalf of  Paul Simkins

Close

Appendix H – Social Value Rationale

Infrastructure Works Projects

Name of Project: Pershore Road / Priory Road Highway Safety Scheme

BACKGROUND

The Council is commencing the procurement process for Pershore Road / Priory Road Highway Safety Scheme for the value of £2.46m for a duration of approximately 6 months.

The location of the works is Pershore Road, Priory Road, Edgbaston Road in the Edgbaston, Balsall Heath West and Moseley wards.

Nature of the Works: This scheme seeks to address the safety concerns raised about the Pershore Road/Priory Road junction by implementing controlled pedestrian crossings on all four arms of that crossroads. The scope of the scheme has been extended to also include creation of a new cycleway connecting the Birmingham Cycle Revolution (BCR) scheme on A38 Bristol Road to the National Cycle Network (NCN5) at Cannon Hill Park.

The overall social value weighting has been determined to be 20% (minimum 20%, higher for larger schemes).

The social value outcomes that bidders should consider in their quantitative and qualitative responses for this project are as follows:

PRIORITY 1 – Local Employment (20%)

We are looking to receive social value responses that have a strong local employment offer with the focus on hardest to reach groups particularly focused on the residents in the surrounding areas of the works, in particular, Moseley, Balsall Heath West and Edgbaston ward(s). The outcomes that we seek are employment and employability for the target groups particularly young, BAME, NEET, care leavers and ex-offenders. Demonstration of employment and employability in the civil engineering trades and administration will be welcomed.

PRIORITY 2 – Buy Local (20%)

Given the likely level of subcontracting, the spend should be as practically as possible with local, small and medium enterprises as well as social enterprises. Tenderers should provide significant commitments on all 3 measures.

PRIORITY 3 – Partners in Communities (30%)

Bidders and their supply chain will need to utilise their community reach and focus their outcomes on community cohesion with sensitivity to local demographics and dynamics, working with existing charities local to the site. Working with schools and colleges to promote the STEM agenda for girls. The work with schools will need to focus on increasing attainment and employment options for those students facing disadvantage.

PRIORITY 4 – Good Employer NOT USED

PRIORITY 5 – Green and Sustainable (30%)

Bidders are expected to show how they are planning for a carbon neutral position and what activities they are undertaking to achieve that additional to the specification to support the Council's Route to Zero agenda. The response should provide details relating to transport, recycling, materials used and offsetting.

PRIORITY 6 – Ethical Procurement NOT USED

Given the likely supplier's maturity in social value, we are apportioning 75% to the quantitative assessment (Action Plan) and 25% to the qualitative assessment (Method Statement).