

## **STATEMENT OF REASONS**

### **BIRMINGHAM CITY COUNCIL**

### **WASHWOOD HEATH ROAD, (WARD END) TRAFFIC REGULATION ORDER** **2024**

Birmingham City Council having regard to its duty under section 122 of the Road Traffic Regulation Act 1984 ("the Act) proposes to make a permanent order under the provisions of the Act, the effect of which will be to implement new bus lanes and alter the existing prohibition of waiting and loading restrictions on Washwood Heath Road, as shown on the attached plans (109069-TFWM-HAC-2650-BCC-DR-0001, 109069-TFWM-HAC-2650-BCC-DR-0002, 109069-TFWM-HAC-2650-BCC-DR-0003, 109069-TFWM-HAC-2650-BCC-DR-0004, 109069-TFWM-HAC-2650-BCC-DR-0005, 109069-TFWM-HAC-2650-BCC-DR-0006, 109069-TFWM-HAC-2650-BCC-DR-0007).

The purpose of this scheme is to provide bus priority enhancements on the B4114 Washwood Heath Road between Membury Road and Drews Lane.

The works will provide bus lanes together with associated changes to parking and loading restrictions, as well as adjustments to pedestrian crossing provision to maintain user safety.

The need for bus priority measures on Washwood Heath Road between Membury Road and Drews Lane was identified during the development of the Cross City Bus Package 5 (Bartley Green to Chelmsley Wood) as this section of bus route 95 and 95 experiences considerable journey time variability.

The delivery of the bus priority measures on Washwood Heath Road have been accelerated as the road is also expected to be impacted by HS2 overbridge closures on Aston Church Rd and then Saltley Viaduct, which are expected to lead to a substantial increase in traffic using Washwood Heath Road for a two-year period after works commence. HS2's work is currently forecast to commence in September 2024.

The Washwood Heath Road Bus Priority scheme and the wider Cross City Bus Package 5 (CCBP5) are being promoted by Transport for the West Midlands (TfWM) on behalf of the West Midlands Combined Authority (WMCA) as part of the City Regions Sustainable Transport Settlement (CRSTS) and will be operated through and be fully compliant with WMCA's 'Single Assurance Framework' (SAF) process. It is expected that the main phase of Cross City Bus Package 5 would be delivered in 2026-27 and further FBC(s) will be produced at that time as required. (BCC) Improving Local Accessibility Programme (ILAP) 2009/2010. The programme aims at improving pedestrian access on its road network to address a portfolio priority in the Councils Plan 2010+ and also objectives set in the West Midlands Local Transport Plan 2006-2011.

The formal reason(s) for proposing the new Order is(are):

- a) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)
- b) for preserving or improving the amenities of the area through which the road runs
- c) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality)

Clive Thompson  
Birmingham City Council

*Text in Red to be amended / deleted where necessary*