

A34 Perry Barr Highway Improvement Scheme - Frequently asked questions

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Why is the A34 Perry Barr flyover being removed?

The construction of the new housing development on the former Birmingham City University campus is central to the regeneration of Perry Barr. This development requires changes to Aldridge Road to create a cohesive community development. These changes mean that a new road layout is required to accommodate the traffic movements of the current junction. The new road layout needs to fit in a confined area between One Stop Shopping Centre and the new housing development.

With the flyover retained, there would not be enough room left to design an efficient road layout in the remaining space. Removing the flyover allows more room for traffic movements and a new efficient, simplified junction

How will the road changes affect my journey?

By 2026 (5 years after opening), journey times are predicted to be similar to existing on average. In the morning peak, journey times are expected to be within 1 minute of the existing and in the evening peak within 2 minutes of the existing.

How long will construction take?

It will take approximately two years to complete the highway works. Construction is expected to commence in early 2020 and complete by late 2021.

We will do all that we can to minimise the disruption, including:

- a) Adopting a phased approach to the construction works
- b) Keeping open as many traffic lanes as possible throughout the works
- c) Coordinating with other local works
- d) Putting out clear publicity for the phases of work and advice on how to travel to minimise delays

What other changes are happening in Perry Barr?

Perry Barr is set to benefit from major regeneration of housing, transport, public space and community facilities over the next few years. As well as supporting delivery of the Birmingham 2022 Commonwealth Games, the multi-million pound investment will improve the neighbourhood for generations to come.

A number of schemes are being consulted upon in the coming months as part of the Perry Barr regeneration. These include:

Athlete's Village – More than £500m is being invested into the village site to kickstart the delivery of around 5,000 new homes for mixed family use and older people. There will be significant areas of public space as well as a new school and community facilities.

Sprint –The Walsall to Birmingham Sprint route will run along the A34 and will serve Perry Barr centre and Alexander Stadium. The route is expected to be delivered by Transport for West Midlands (TfWM) by the end of 2021. Further public engagement is being carried out by Transport for West Midlands in summer 2019.

Bus Interchange – The bus interchange outside One Stop Shopping Centre will undergo significant improvements. These will be carried out by Transport for West Midlands and will be subject to a separate consultation in summer 2019.

Perry Barr Railway Station – The railway station will also be transformed by Transport for West Midlands. The railway station improvements will be subject to a separate consultation in summer 2019.

Alexander Stadium – The stadium will have its capacity increased from 12,700 to approximately 40,000 for the Commonwealth Games. After the games, temporary seating will be removed to leave a permanent capacity greater than at present with an aim to be the largest such facility in the UK. Ambition for the long-term, sustainable use of the site are to develop it for both community use and elite sports. Consultation on the pre-planning application will be undertaken in summer 2019.

Why is there a focus on pedestrians, cyclists and public transport?

We need to contain the growth in the number of cars on the roads, because increasing numbers of car journeys contribute to poor air quality, increased traffic collisions and increased congestion for all road users. With the population of Birmingham forecast to grow by 150,000 by 2031, it is vital that we travel in more sustainable ways other than private vehicles. This scheme will contribute to a more sustainable system where people feel they can realistically choose to undertake trips to and through Perry Barr by public transport, walking and cycling. A shift to more sustainable travel modes will contribute to improvements in air quality.

How much will this cost? And who is paying for it?

The cost of the scheme is estimated at £27million. This is new investment for Perry Barr and will be primarily funded from a Government Infrastructure Grant.