

## **STATEMENT OF REASONS**

### **BIRMINGHAM CITY COUNCIL**

#### **(WALSALL ROAD ETC BIRMINGHAM) (TRAFFIC REGULATION) (RED ROUTE) ORDER 202\***

#### **(BIRMINGHAM CITY COUNCIL (RESERVED BUS LANES AND BUS ONLY ROADS ETC) (VARIOUS ROADS BIRMINGHAM) ORDER 2013) (VARIATION) (No.\*) ORDER 202\***

#### **(DIGBETH ETC, LADYWOOD) (TRAFFIC REGULATION) ORDER 202\***

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:

The TROs for this scheme will comprise of a Bus Lane Order, Red Route Order and a Waiting Restriction Order. Further details are given on the attached plans: (60599248-ACM-2600-0000-DR-TR-001001) (60599248-ACM-2600-0000-DR-TR-001003), (60599248-ACM-2600-0000-DR-TR-001007), (60599248-ACM-2600-0000-DR-TR-001008), (60599248-ACM-2600-0000-DR-TR-001010), (60599248-ACM-2600-0000-DR-TR-001013), (60599248-ACM-2600-0000-DR-TR-001014), (60599248-ACM-2600-0000-DR-TR-001015), (60599248-ACM-2600-0000-DR-TR-001020, 60599248-ACM-2600-0000-DR-TR-000008, 60599248-ACM-2600-0000-DR-TR-000013, 60599248-ACM-2600-0000-DR-TR-000014, 60599248-ACM-2600-0000-DR-TR-000018, 60599248-ACM-2600-0000-DR-TR-000019, 60599248-ACM-2600-0000-DR-TR-000020, 60599248-ACM-2600-0000-DR-TR-000021, 60599248-ACM-2600-0000-DR-TR-000022 and 60599248-ACM-2600-BCC-DR-TR-000001

The route commences at Walsall Road junction with Birmingham Road/Newton Road junction. From this junction to the Old Walsall Road junction the north eastern part of the highway is within Birmingham City Council and the south western is within Sandwell MBC. The Route continues along the A34 on Birchfield Road, New Town Row, James Watt Queensway, into Moor Street Queensway with the final section being on Digbeth between its junctions with Park Street and Allison Street.

Sprint will deliver an uninterrupted cross-city route connecting Walsall to Solihull via Birmingham along the A34 and A45.

A programme of highways works, including delivery of new and extended bus lanes, will be key in meeting the ambitions of cutting congestion, improving services and reducing journey times at peak hours by an estimated 20%.

With Sprint running in parallel with some traditional bus services, there is scope for the project to benefit over 30 million journeys per year.

The delivery of Sprint has the potential to greatly enhance the experience of millions of bus users each year, offering a more cost effective, environmentally-friendly and reliable transport option.

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 preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property
- c) for preserving or improving the amenities of the area through which the road runs
- d) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality)

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Sprint Delivery Director  
Transport for West Midlands