

EIA001059 A45 Coventry Road phase 2 - Cycle Route CRSTS

About your EIA

Reference Number:	EIA001059
Subject of EIA:	A45 Coventry Road phase 2 - Cycle Route CRSTS
Description:	We are planning to build 2.7km of continuous cycle provision along the A45 Coventry Road, linking the end of the current cycle route on Oldknow Road and Swan Island. The cycle way will be segregated from the footway. It is also intended to upgrade old signalised pedestrian crossing facilities to current standards which have improved features and technology to make it easier and safer for users to cross. New benches and planted areas are also proposed providing more places to sit and rest. Cycle stands are to be installed along the route to allow for parking of cycles. This project aims to reduce dependency on private vehicles and increase active travel along the A45 corridor. Reduce collisions for pedestrians and cyclists along the A45 and contribute to decarbonisation and improve the environment locally. The scheme will benefit local residents, businesses and visitors.
In support of:	["Amended service"]
Reviewing Frequency:	Quarterly
First review date:	21/07/2025

Directorate, Division & Service Area

Directorates:	["Place, Prosperity and Sustainability"]
Division:	Transport and Connectivity
Service Area:	Transport Projects

Budget Savings

Related to budget savings?:	
Budget proposal reference number:	

Officers

Responsible Officer Email:	mark.x.dixon@birmingham.gov.uk
Accountable Officer Email:	jason.griffin@birmingham.gov.uk

Data Sources

Data sources:	["Surveys","Design documents"]
Data sources Details:	Traffic flow counts, design documents such as DfT Inclusive Mobility, DfT LTN 1/20 Cycle infrastructure design

Initial Assessment

Impact Age:	Yes
Impact Disability:	Yes
Impact Sex:	No
Impact Gender Reassignment:	No
Impact Marriage and Civil Partnerships:	No
Impact Pregnancy and Maternity:	No
Impact Race:	No
Impact Religion or Beliefs:	No
Impact Sexual Orientation:	No
Impact Care Experience:	

Initial Assessment Summary

Initial Assessment Summary:	The initial assessment showed a strong indication that there would be no negative impacts on people. We have identified no significant concerns. The scheme provides a benefit to younger people as it gives a safe place to cycle, to older people and to those with disabilities as it segregates cycles and pedestrians and provides improved crossing facilities.
Is a full EIA Required?:	Yes

Protected Characteristic – Age

Impact Age:	
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Age Group Impacted:	Younger and old users
Age Impact Details:	Provides a segregated area for them to cycle, which will be safer and make them feel more comfortable. The segregation of the cycleway means that pedestrians do not have to mix with cyclists which some older users can find upsetting and uncomfortable.
Age Impact Mitigation:	Segregation of cycleway from carriageway and footway.

Protected Characteristic – Disability

Impact Disability:	Yes
Disability Impact Details:	The segregation of the cycleway means that pedestrians do not have to mix with cyclists which some disabled users can find upsetting and uncomfortable. Crossings will be upgraded so push buttons will include tactile cones, and sensors will be included to improve timings and also hold the call if the pedestrian is still crossing, or stop the call if vehicles are approaching too quickly and it may be unsafe. Where pedestrians have to cross the cycleway formal crossings will be included to allow easier access for those less able, and where appropriate priority will be given to the pedestrian.
Disability Impact Mitigation:	Segregation of cycleway. Which is done with a trapezoidal feature 20mm in height to allow visually impaired pedestrians to detect it. Upgrading of old signalised crossings to current standards with improved features and technology. Inclusion or repair of blister tactile paving at crossings.

Protected Characteristic – Sex

Impact Sex:	No
Sex Groups Impacted:	
Sex Impact Details:	
Sex Impact Mitigation:	

Protected Characteristic – Gender Reassignment

Impact Gender Reassignment:	No
Gender Reassignment Impact Details:	
Gender Reassignment Impact Mitigation:	

Protected Characteristic – Marriage and Civil Partnership

Impact Marriage and Civil Partnership:	No
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Marriage and Civil Partnership Groups Impacted:	
Marriage and Civil Partnership Impact Details:	
Marriage and Civil Partnership Impact Mitigation:	

Protected Characteristic – Pregnancy and Maternity

Impact Pregnancy and Maternity:	No
Pregnancy and Maternity Impact Details:	
Pregnancy and Maternity Impact Mitigation:	

Protected Characteristic – Ethnicity and Race

Impact Ethnicity and Race:	No
Ethnicity and Race Groups Impacted:	
Ethnicity and Race Impact Details:	
Ethnicity and Race Impact Mitigation:	

Protected Characteristic – Religion

Impact Religion:	No
Religion Groups Impacted:	
Religion Impact Details:	
Religion Impact Mitigation:	

Protected Characteristic – Sexual Orientation

Impact Sexual Orientation:	No
Sexual Orientation Groups Impacted:	
Sexual Orientation Impact Details:	
Sexual Orientation Impact Mitigation:	

Protected Characteristic – Care Experience

Impact Care Experience:	No
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Care Experience Impact Details:	
Care Experience Impact Mitigation:	

Other

Any other risks or impacts:	
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Full Assessment Summary

Full Assessment Summary:	A public consultation exercise ran on Birmingham Be Heard from 8 May 2025 until 13 June 2025. There were 255 responses, 33% were in support or neutral towards the scheme and 67% against. In summary the issues raised were: Condition of the local area including pollution, crime, parked vehicles. Existing congestion, parking and road safety issues alongside issues with crossing roads. Concern was raised about the impacts of the proposals on car drivers and parking with concerns raised over the lack of available parking, poor alternative public transport and the prevalence of the car as the preferred mode of travel.
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Monitoring

Monitoring Details:	<p>This section EIA sets out a summary of the outline Monitoring Evaluation arrangements for the A45 Cycle Route Phase 2 scheme and the milestones leading to Project Evaluation. A Monitoring & Evaluation Spreadsheet containing more details, including a logic map outlining the required inputs, outputs and subsequent outcomes required to achieve the project objectives and long-term impacts are contained within the attachment appended to this report. This spreadsheet will be reviewed and finalised at FBC. The table below sets out the evaluation objectives and research questions that have helped determine the type of tools, processes and methods required to gather the information and data required to monitor and evaluate A45 Cycle Route Phase 2 scheme. Strand Evaluation Objective Research Question</p> <p>Was the A45 segregated cycleway delivered as intended? Process To determine To determine whether the What worked well, or less well, for whom Evaluation A45 Cycle Route Phase 2 scheme was and why? delivered as intended What could be improved? How has context influenced delivery? What changes in outcomes and impacts have been observed? What contributions did the A45 segregated Impact To understand the causal effect of the cycleway have on these changes? Evaluation A45 cycle route Phase 2 Scheme on the To what extent has the A45 segregated anticipated outcomes and impacts. cycleway met the scheme objectives? Have any unintended outcomes and impacts been identified? Economic The Active Mode Appraisal Toolkit (AMAT) will be used to assess value for money of the Evaluation scheme. Post-monitoring data will include baseline cycling and walking flows, and the same compared with 1-year and 5-years following scheme delivery. Based on the evaluation objectives and research questions detailed in the table above, the draft plan recommends the monitoring the following indicators, which will allow the evaluation of the benefits of the scheme: • Completion of construction and progress against programme; • Feedback from active travel mode users; • Active travel mode and vehicle user counts; • Feedback from local residents; and • Air quality levels. Data that will inform the baseline monitoring of the scheme has been collated and analysed as part of the A45 Cycle Route Phase 2 scheme development. This data includes: • Pedestrian and cycle count data; • Vehicle count data; • User surveys; • Collision data; and, • Air quality data. Progress on outputs and outcomes (which include the forecast benefits of the scheme) will also be reported to the Board. An evaluation report will be prepared 1 year and 5 years after the completion of the scheme.</p>
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