

Please see below for the Proposed sightings for movement of traffic in the Westside District.

1. Broad Street carriageway is narrower than it was before – it is now a single carriageway road without the previous additional lane widths, and this change has provided wider footways as part of the public realm improvements. This means that parked/loading vehicles would be a greater obstruction than before. The tram cannot avoid a parked vehicle and would be stuck behind it. Overtaking a vehicle would not be possible without giving way to any oncoming vehicle. Hence a line of taxis, for instance, would create a significant overtaking obstruction. There are two areas where the road has been locally widened – a bus stop layby, and the retained Hackney carriage taxi rank by the ICC/Symphony Hall.
2. The tram proposal has always looked to remove any parking /loading to avoid this obstruction. The only change proposed is to go to a Red Route (double red lines - no stopping) to visually impress the importance of not obstructing the carriageway, the side streets have double yellow lines etc. It is easy for driver complacency to set in and think that the side streets and Broad Street can be treated the same.
3. Traffic movements between Five Ways and Sheepcote Street (Novotel junction) - The underpass from Hagley Road to Broad Street will be bus and tram only. Private vehicles can enter/exit Broad Street from the slip roads and get access all the way to/from Sheepcote Street.
4. The tram stop located between Berkeley Street and Granville Street will also act as a 'gate' which restricts movement through this area to Bus/Tram/Hackney Carriage only. This prevents private car through traffic – to deter 'cruising' vehicles and non-essential access.
5. Access to areas west of the tram stop could also be from Granville Street. The section between Tenant Street and Broad Street will be one-way towards Broad Street, but private vehicles must turn left on to Broad Street as they cannot go through the 'gate'. Similarly, private vehicles leaving the Novotel must turn right on to Broad Street. Bishopsgate Street is amended to be one-way away from Broad Street between, Broad Street junction and the multi-storey car park access/egress. This short section to Tenant Street will remain two-way to allow easy access/egress for the car-park.
6. To the east of the 'gate', the eastbound lane is a contraflow bus/tram/Hackney carriage only lane all the way to Centenary Square/Paradise. The westbound lane is one-way for all vehicles and can be accessed from Bridge Street or Gas Street. Bridge Street remains two-way until a short section between the Hilton hotel driveway exits and Centenary Square/Broad Street. This last little length is one-way towards Centenary Square/Broad Street. All vehicles should turn left at this point on to Broad Street. The section between Gas Street and Bridge Street (including to the rear of the Solomon Cutler and Jimmy Spices) can only be accessed from Bridge Street/Broad Street. To access/egress the ICC loading area or Oozells Street private carpark etc., a private vehicle can locally 'cut across' the eastbound contraflow bus/tram/Hackney carriage lane **but you cannot travel along it**. Private vehicles

exiting any of these loading/servicing areas off Broad Street (east of the 'gate') must exit the area via Berkeley Street.

7. Berkeley Street is reversed to be one-way south, and Gas Street is one-way north. This allows essential circulatory access (via Broad Street) for servicing etc. There are no proposals to change the mini roundabout on Holliday Street as this is more than adequate for general daily flow. Excessive traffic movements are constrained by the road layout capacity. An influx of too many vehicles will 'swamp' any layout. The mini roundabouts provide a suitable level of clearly understood regulated priority movement. Selfish drivers who stop/queue within the circulatory carriageway/across entry and exit lanes etc, would block this and cause wider queue issues. Similar behaviour at traffic signals causes the same problem.
We cannot design selfish /stupid driver behaviour.
8. The ideas for the changes in use of the existing loading and parking would look to separate Hackney and Private Hire (PHV) areas. The proposal looks to use the 'inbound' to Broad Street streets for Private hire. Hackney carriage provision is maintained at various existing locations, but any supplements would be on 'outbound' streets – e.g., Bishopsgate Street. Ideas include utilising Pay and Display (P&D) parking differently – for example have P&D from 7am to 7pm and look to permit PHV or Hackney carriage use 7pm to 7am. Also look to ensure that some shared bays permit loading during the day and, say, taxi at night. This makes the most of the available space and tries to balance between day and night requirements.
9. Use of the side streets would look to stay within a close distance to Broad Street to avoid people feeling vulnerable (raised by Westside BID and the Police). It also leaves the remainder of the street as is for the residents /workers (e.g., overnight parking by employees etc.). It becomes a careful balance between how far down the street you go to provide for Hackney/PHV and loss of existing overnight provision. Responsibility needs to be taken by PHV/Hackney to not abuse the provision. PHV cannot 'rank' and any over-stay at provision will cause queueing/frustration for the other drivers or parents that are picking up customers etc. Drop off is not usually the problem – but collection is where discipline is essential.
10. We have asked the maintenance team to comment on the existing street lighting provision, as discussed.

Birmingham City Council.

Transport and Connectivity.