

# **ANITA Scheme Elements**

## **1 Station Way**

**Construction: Commenced - Completion May 2010**

- Introduction of a segregated left turn lane on the approach arm from the Station and additional carriageway on the approach arm from the A45 Roundabout (B4438 Bickenhill Lane). This is part of the general bus priority measures aimed at improving bus journey times and reliability.
- Additional carriageway width will be built at the junction by using existing highway land. This will require the construction of a sheet piled retaining wall and diversion of a watercourse into a culvert.
- Construction has commenced and the provision of the scheme at the Station Way Roundabout will require lane closures to construct the additional carriageway and associated infrastructure.

## **2 Vanguard Way Link**

**Construction: Commenced - Completion April 2010**

- A new bus only link between Vanguard Way and Bickenhill Lane (B4438). This is roughly opposite the link between Bickenhill Lane and Birmingham International Train Station and to the south of the railway line and airport access route
- The aim of this link is to reduce the length of bus journeys and improve journey times.
- Construction has commenced with lane closures required on Vanguard Way and Bickenhill Lane to construct.

## **3 Bickenhill Lane (B4438) (north of railway line)**

**Cycleways – Construction Commenced – Completion April 2010**

**Carriageway Widening and Junctions – Construction: Commenced - Completion July 2010**

- This is the largest highway scheme associated with the ANITA Project and is part of the general bus priority measures aimed at improving bus journey times and reliability.
- Provision of bus lanes both variable and permanent will be provided on Bickenhill Lane from where it passes over the railway to its junction with

Coleshill Heath Road. The variable bus lanes will be the first to be operated as such in the UK.

- Bus priority at the junction of Coleshill Heath Road and Bickenhill Parkway
- Junction arrangements will remain as roundabouts.
- Provision of high quality shared footway / cycleways along the length of this section, the facilities linking to existing cycle routes.
- Toucan crossings are to be provided either side of the roundabout providing access to the Elmdon Trading Estate, to the south of the Starley Way Roundabout, and across Coleshill Heath at its junction with Bickenhill Parkway.
- Variable message signs will be provided to inform motorists of times when the variable bus lanes are in use and CCTV cameras will be used to monitor and implement their operation.
- During the construction on Bickenhill Lane a minimum of one running lane in each direction will be available to traffic, this will be sufficient for normal traffic patterns.
- The construction programme will take full account of events at the NEC. For major events, works impacting on road space will be suspended as far as possible. Regular discussions are being undertaken with the NEC and BIA through the NEC Traffic Management Group, the ANITA Stakeholder Group and project progress meetings.

## **4 Cycling and walking Routes**

### **Sections Commenced - Completion December 2010**

- This will include new and upgraded cycle routes within the area of the NEC and BIA linking into existing routes within residential areas.
- New routes will link employment zones (i.e. BIA and NEC) with existing residential areas.
- The cycling and walking proposals are being developed through the Vulnerable Road Users Sub Group which reports to the Stakeholder Group. The group has a wide representation including Sustrans and cycling groups and a strategy is under discussion.
- Discussions are taking place with Network Rail regarding the provision of a route adjacent to the railway line linking the Multi Modal Interchange with Marston Green. As the current width is restricted in places the provision of an enhanced footway is being considered.
- The first section, improvements to the existing Blackfirs Lane cycle/footway is complete.

## **5 Coleshill Heath Road**

### **Construction: Start August 2010 - Completion September 2010**

- The ANITA Project is focused on providing an improved bus service. It is likely that fewer services will terminate at Coleshill Heath Road, as they are expected to travel through to the Multi Modal Interchange. Therefore it is not now intended to provide additional / enhanced facilities at the lay-by area on Coleshill Heath Road which is currently used by buses as a waiting area.
- The works at Coleshill Heath are now focused on the delivery of providing traffic signals at the junction of Coleshill Heath Road and Chelmsley Road. This junction improvement will assist with proposed enhancements to the bus service frequency.
- Meetings have been held with CENTRO and National Express to discuss the proposals in light of the bus service review. Once agreement is reached wider consultation will be undertaken.

## **6 Marston Green**

- Over the past few years CENTRO have progressed detailed work on the improvement of the existing facility at Marston Green rail interchange. This includes for a park and ride, re-aligned parking facilities at the station, and the moving of bus stops closer to the station building.
- The ANITA scheme has explored opportunities to ensure that all local issues have been addressed. The conclusion is that the ANITA scheme will not include any works here.

## **7 Bus Corridors**

### **Construction: Start May 2010 – Completion October 2010**

- In order to ensure that the scheme delivers coordinated benefits for the bus corridor network there will be scope to provide measures along a number of key bus routes, including bus priority and new/additional shelters with clearly defined pedestrian links.
- Bus infrastructure improvements have been planned to the enhanced routes that will improve the connectivity between the NEC/BIA and its employees, as well as creating employment opportunities for other areas of low employment.
- Route improvements are currently under discussion with CENTRO, National Express, NEC and BIA to identify how this can best be moved forward.
- Aside from the ANITA scheme, CENTRO have also been reviewing the existing bus network in the area, and proposals for extending several of the existing routes into BIA are currently under commercial review by National Express.
- The Bus User group are currently discussing the implications of the bus network review, and considering the best options to take forward in supporting the objectives of ANITA.

## **8 Multi Modal Interchange**

**Construction: Start June 2010 - Completion October 2010**

- This will deliver improved bus, car, taxi and pedestrian facilities at the Birmingham International Station.
- Enhanced (including higher frequency) bus services will put added pressure on the Interchange in terms bus stop requirements. New stops will be provided.
- The key issue for the Multi Modal Interchange is the requirement to get approval from Network Rail and Virgin Trains in order to allow construction to commence. The current Interchange is on land managed by Network Rail and leased to Virgin Trains.
- CENTRO and the bus operators are also being consulted regarding the management and future maintenance of any improvements at the Interchange.
- To improve accessibility and connectivity to the NEC, BIA and Birmingham International Station with residential areas the Scheme will ensure that as many services as possible will extend beyond Coleshill Heath Road to the Multi Modal Interchange.

## **9 Intelligent Transport Systems**

**Construction: These form part of the Bickenhill Lane works**

### **9.1 Dynamic Bus Lanes**

- The bus lanes on Bickenhill Lane will be dynamically controlled so that they can be turned off during times of excess traffic flow e.g. during a major event at the NEC, to provide an extra running lane that will reduce congestion and improve journey time reliability for motorists.
- The operational status of the bus lane i.e. whether it is switched on or off will be communicated to drivers via variable message signs located along Bickenhill Lane.
- Monitoring of traffic flow and the bus lanes shall be done remotely using traffic monitoring cameras located at strategic places along Bickenhill Lane.

### **9.2 Real Time Information (RTI)**

- Provision of real time information signs at selective bus shelters along key routes.
- Working with CENTRO to determine priorities on key routes to deliver RTI
- RTI will also be provided at the Multi-Modal Interchange (MMI) and also within the baggage reclaim areas at Terminal 1 and 2 of the Airport
- An interactive display setup is also being provided on the first floor of the MMI further assisting passengers with public transport information.

### **9.3 Selective Vehicle Detection**

**Construction: Start May 2010 - Completion October 2010**

- Provision of Selective Vehicle Detection (SVD) through the use of inductive loop technology at the following key junctions within the Borough of Solihull
  - Coleshill Heath Road – Bickenhill Parkway
  - Vanguard Way onto Bickenhill Lane
  - Lode Lane – Moat Lane
  - Lode Lane – Solihull Bypass
  - Station Approach – Ashleigh Road
  - Damson Parkway – Land Rover Gate
  - A45 – Damson Parkway
  - Streetsbrook Road – Lode Lane
  - Dovehouse Lane – Lode Lane
- SVD will help to improve journey time reliability for buses by giving them priority at traffic signals on key bus corridors.