



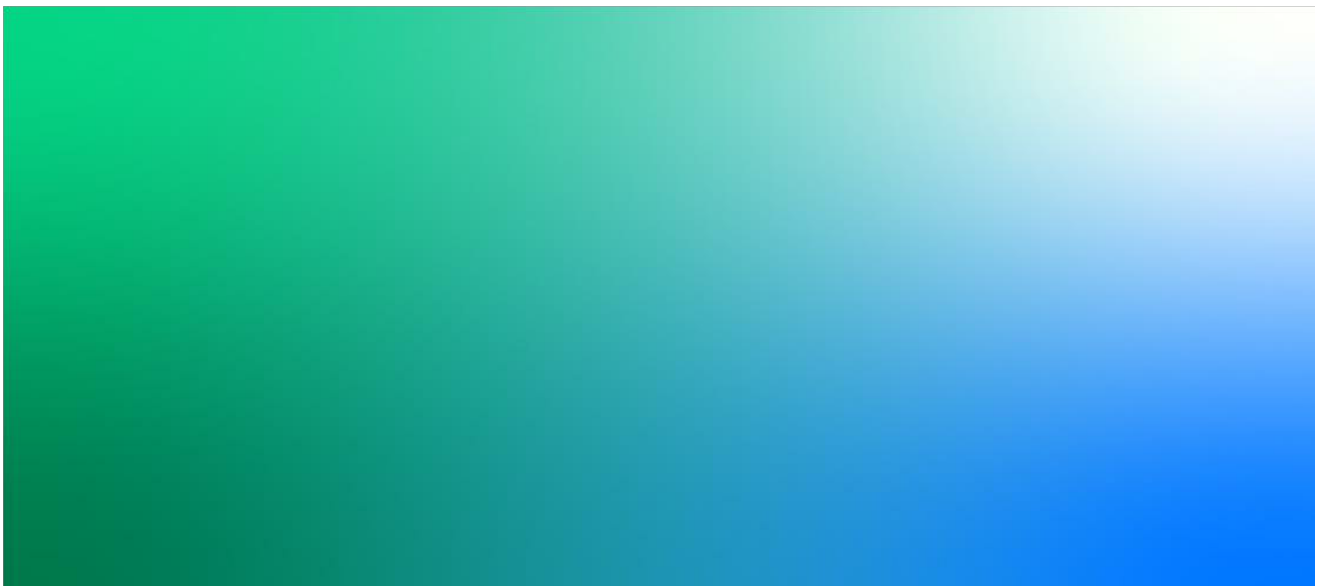
Emergency Active Travel Fund Tranche 1 Review

Social Distancing High Street Sites

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Birmingham City Council



Emergency Active Travel Fund Tranche 1 Review

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Appendix A. Social-distancing measures in local centres

Executive Summary

Birmingham City Council (BCC) have commissioned Jacobs to undertake a review of the Social Distancing Tranche 1 schemes designed and implemented in the summer of 2020 in response to considering whether to make the schemes more permanent or to amend/ remove them.

Birmingham City Council has recently delivered a number of temporary and experimental cycle and pedestrian schemes under the Social Distancing Tranche 1 programme, including social-distancing measures in local centres.

Birmingham City Council has secured additional funding from the Department for Transport (DfT) and have been allocated £2M to assess, review and consider changes to the measures as part of Emergency Active Travel Fund (EATF 2) which looks to make the temporary cycle and pedestrian measures, semi-permanent and consider improvements, modifications and upgrades to the social distancing measures.

Jacobs visited 14 scheme sites which aimed to provide social-distancing measures in local centres. Following these sites Jacobs have reviewed the operation and performance of the social distancing measures and have produced this report, to identify and recommend subsequent measures that could enhance the schemes, in line with national guidance and Birmingham City Council's standards.

Summary of Findings by Type of Social Distance Measure

The following summary provides a review of and where applicable, recommends additional remedial measures to be implemented for the 14 schemes that were investigated:

1.1 Social-distancing measures in local centres

Soho Road

It was noted that the EATF1 physical measures implemented on Soho Road were effective in providing additional footway space for pedestrians, however the temporary lining and signing measures aimed at providing reminders and direction to pedestrians were very worn and required refurbishment. It is considered that more permanent DfT signing advising "COVID-19 Maintain social distance" and "COVID-19 Stay 2m apart" are erected and footway markings advising "Keep apart" and "Queue here" markings are applied in a more permanent lining material.

The existing streetscape is relatively clutter free, although it is recognised that there is further scope for the traffic signs and street furniture, located within the footway to be reviewed with an aim to reducing street clutter, improving accessibility for visually and mobility impaired users and maximising the available footway width where possible.

Footway widening at recognised pinch points, such as outside grocery stores and at footway pinch points were effective and beneficial for pedestrians, in providing the required social distance measures. Therefore, it is **recommended** that Birmingham City Council consider formalising these temporary measures outside the following locations:

- Footway widening outside 184 Soho Road, with no impact on carriageway lanes / operation.
- Footway widening outside 168 Soho Road, from the junction of Nineveh Road to the junction of Barker Street, which would also eradicate the temporary cleaning and ponding issues,
- Footway outside 151 Soho Road, the footway widening has been respected by the motorists and pedestrians and complements the opposite side of the junction, therefore it is recommended that it is made permanent and the adjacent signal crossing is adjusted to include the widening and build out.

Harborne

It was noted that the EATF1 physical measures implemented in Harborne were effective in providing additional footway space for pedestrians, particularly at the western extents, on both sides of the road, where footway widening has been provided outside of the shops, parking removed and the carriageway reduced in width. It is considered that Birmingham City Council may wish to enter into discussions with the BID managers to gain feedback from local residents and retailers on the temporary layout and establish whether such measures (or derivations of) would be considered as a permanent feature in the future.

It was observed that that the temporary lining and signing measures were very worn, therefore it is considered that more permanent DfT signing advising "COVID-19 Maintain social distance" and "COVID-19 Stay 2m apart" are erected and lining advising "Keep apart" and "Queue here" markings are applied in a more permanent lining material.

Furthermore, it was noted that pedestrians were ignoring the one-way pedestrian system between the junction of York Street and the junction of St John's Road, on the southern side of Harborne Road. Therefore, it is recommended that consideration is to be given to providing additional footway width through widening the footway and reducing the width of High Street. Alternatively, depending upon available budget, other options may include widening the southern footpath by re-aligning the carriageway and reducing the width of the footway on the northern side of the road or by creating an at-grade streetscape with a raised footway level and changing the character of Harborne.

The existing streetscape is relatively clutter free, although it is recognised that there is further potential for the traffic signs and street furniture located within the footway, to be reviewed with an aim to reducing street clutter, improving accessibility for visually and mobility impaired users and maximising the available footway width where possible.

Northfield

It was noted that the EATF1 measures were well maintained and the temporary measures were being respected. Therefore, it is considered that Birmingham City Council may wish to enter into discussions with the BID managers to gain feedback from local residents and retailers on the temporary layout and establish whether such measures (or derivations of) would be considered as a permanent feature in the future.

It is noted that the parking bays which have been barriered off to provide footway widening and social distance would benefit from a regular maintenance regime, in order to ensure that detritus and litter is swept up and that any ponding issues are eradicated.

The existing streetscape is relatively clutter free, although it is recognised that there is further potential for the traffic signs and street furniture located within the footway, to be reviewed with an aim to reducing street clutter, improving accessibility for visually and mobility impaired users and maximising the available footway width where possible.

It was noted that that the temporary lining and signing measures are very worn, therefore it is considered that more permanent DfT signing advising "COVID-19 Maintain social distance" and "COVID-19 Stay 2m apart" are erected and lining advising "Keep apart" and "Queue here" markings are applied in a more permanent lining material.

Kings Heath

It was noted that the EATF1 measures were well maintained and the temporary measures were being respected. Although it is noted that the footway widening requires a regular maintenance regime, in order to ensure that detritus and litter is swept up and that any ponding issues are eradicated.

It was noted that that the temporary lining and signing measures are very worn, therefore it is considered that more permanent DfT signing advising "COVID-19 Maintain social distance" and "COVID-19 Stay 2m apart" are

erected and lining advising “Keep apart” and “Queue here” markings are applied in a more permanent lining material.

The existing streetscape is cluttered due to a high street layout with footways facilitating highway signs, telephone boxes and bins etc. Although it is recognised that there is scope for the traffic signs and street furniture located within the footway to be reviewed with an aim of further reducing street clutter, improving accessibility for visually and mobility impaired users and maximising the available footway width where possible.

It is considered that Birmingham City Council may wish to enter into discussions with the BID managers to gain feedback from local residents and retailers on the temporary layout and establish whether the removal of the parking bays would be considered a permanent feature. It is particularly noted that the footway outside the NatWest bank benefits from the additional width due to the number of queueing customers and the location of an adjacent tree within the footway creating a pinch point.

Moseley

It was noted that the EATF1 measures were well maintained and the temporary measures were being respected. Although it is noted that the footway widening would benefit from a regular maintenance regime, in order to ensure that detritus and litter is swept up and that any ponding issues are eradicated. Also, the temporary highway signs required renewal having been damaged.

It is considered that Birmingham City Council may wish to consider the layout of the bus stops on Alcester Road, in line with the potential formalising of footway widening along Alcester Road. Relocating both bus stops out from their original footway position, shall provide greater space for waiting passengers to dwell and for passing pedestrians to walk. Consideration is to be given to implementing a build out on the south-western corner of Chantry Road to direct vehicles passed the proposed footway widening on the northern side of the junction, which would complement a build out created outside Cafephilia.

Furthermore, it was observed that the temporary lining and signing measures are very worn, therefore it is considered that more permanent DfT signing advising “COVID-19 Maintain social distance” and “COVID-19 Stay 2m apart” are erected and lining advising “Keep apart” and “Queue here” markings are applied in a more permanent lining material.

In line with the possibility to widen the eastern side of Alcester Road, consideration is to be given to redesigning the pedestrian crossing. Therefore, a review would be required of the existing signal equipment i.e. loop positions, timings etc. along with the relocation of the western signal pole.

It is recommended that traffic modelling is undertaken to validate the current and the future effects of the new road layout and the long-term impact of permanently reducing the capacity of the Alcester Road, particularly for southbound traffic and the operation of the Salisbury Road junction.

It is recommended that consideration be given to defining the space opposite the cooperative shop as designated parking with a loading bay/parking bay, with adjacent buildouts to define the extent of the existing parking and taxi bays as well as potentially leading into the bus stop north of Chantry Road.

Stratford Road

It was noted that the EATF1 physical measures implemented along Stratford Road were well maintained and the temporary measures were being respected, it is considered that more permanent DfT signing advising “COVID-19 Maintain social distance” and “COVID-19 Stay 2m apart” should be erected and lining advising “Keep apart” and “Queue here” markings are applied in a more permanent lining material. Furthermore, the traffic signs and street furniture located within the footway should be reviewed with an aim to reducing street clutter, improving accessibility for visually and mobility impaired users and maximising the available footway width where possible.

Footway widening at recognised pinch points, such as outside grocery stores, banks and at footway pinch points were effective and beneficial for pedestrians, providing the required social distance. It is recommended that the

sections of widened footway are maintained to ensure that ponding and detritus is regularly removed. It is also recommended that Birmingham City Council consider formalising these temporary measures and improving accessibility for visually and mobility impaired users outside No. 711 Stratford Road.

It is recommended that Birmingham City Council Officers request that enforcement is undertaken along Stratford Road, in order to deter illegally parked vehicles, which are restricting the available social distance provision in the footways.

Bordesley Green

It was noted that the EATF1 physical measures implemented through Bordesley Green have been badly maintained and the temporary measures have been moved and ignored. Therefore, it is recommended that the existing temporary measures are considered for permanent implementation to prevent the removal of restrictions and or implemented as a modified version of the previously proposed layout. It is considered that more permanent DfT signing advising "COVID-19 Maintain social distance" and "COVID-19 Stay 2m apart" should be erected and lining advising "Keep apart" and "Queue here" markings are applied in a more permanent lining material. Furthermore, the traffic signs and street furniture located within the footway should be reviewed with an aim of further reducing street clutter, improving accessibility for visually and mobility impaired users and maximising the available footway width where possible.

The temporary footway widening works at recognised pinch points, such as outside takeaway restaurants and at footway pinch points, appeared to have been removed by the public to allow parking. It is recommended that Birmingham City Council consider formalising these temporary measures to ensure that footway width is maintained to allow social distancing and improve accessibility for visually and mobility impaired users:

- It is recommended that heavier barriers are implemented on the southern side of Bordesley Green between No.s 123 and 163, to prevent any measures being moved by motorists looking to park, so that footway widening can be maintained for social distancing.
- It is recommended that more permanent traffic signs are implemented on the northern side of Bordesley Green, in advance of the footway widening, in order to warn motorists of the widened footway.
- It is recommended that consideration is given to implementing permanent bollards from No. 100 Bordesley Green, to the pedestrian crossing (at No.108 Bordesley Green) in order to prevent future off-street parking.
- It is recommended that consideration is given to implementing permanent bollards from No. 99 Bordesley Green to the junction of Prince Albert Street in order to prevent future off-street parking.

Coventry Road

It was noted that the EATF1 physical measures implemented along Coventry Road were well maintained and the temporary measures were being respected, it is considered that more permanent DfT signing advising "COVID-19 Maintain social distance" and "COVID-19 Stay 2m apart" should be erected and lining advising "Keep apart" and "Queue here" markings are applied in a more permanent lining material. Furthermore, the traffic signs and street furniture located within the footway should be reviewed with an aim to further reduce street clutter, improving accessibility for visually and mobility impaired users and maximising the available footway width where possible.

Footway widening at recognised pinch points, such as outside grocery stores, banks and at footway pinch points were effective and beneficial for pedestrians, providing the required social distance. Therefore, it is recommended that Birmingham City Council consider formalising these temporary measures and improving accessibility for visually and mobility impaired users outside the following locations:

- Footway widening outside No. 616 Coventry Road and Khan Supermarket, which would eradicate the temporary cleaning and ponding issues and the requirement to install temporary ramps to allow visually and mobility impaired access. It is recommended that consideration is given to extending the footway widening to beyond the Supermarket, this shall allow pedestrians greater safety and will benefit the bus stop as a boarding area.

- Footway widening between No. 536 Coventry Road and Barclays Bank, which would also eradicate the temporary cleaning and ponding issues and the requirement to install temporary ramps to allow visually and mobility impaired access.
- Footway widening between No. 466 and 474 Coventry requires a routine schedule of maintenance, however it is noted that this section of widening could be removed following relaxation of social distancing, therefore should remain in its temporary configuration for the time being.

Perry Barr

It was noted that the EATF1 physical measures implemented throughout Perry Barr were well maintained and the temporary measures were being respected, it is considered that more permanent DfT signing advising "COVID-19 Maintain social distance" and "COVID-19 Stay 2m apart" should be erected and lining advising "Keep apart" and "Queue here" markings are applied in a more permanent lining material. Furthermore, the traffic signs and street furniture located within the footway should be reviewed with an aim to further reduce street clutter, improving accessibility for visually and mobility impaired users and maximising the available footway width where possible.

It is recommended that Birmingham City Council liaise with the project team responsible for the redevelopment of Perry Barr, as a function of the Commonwealth Games, in order to ensure that future plans are consistent with the current aims to provide social distance for pedestrians.

Erdington

It was noted that the EATF1 physical measures implemented within Erdington were generally well maintained and as a result the temporary measures were being followed. It is considered that more permanent DfT signing advising "COVID-19 Maintain social distance" and "COVID-19 Stay 2m apart" should be erected and lining advising "Keep apart" and "Queue here" markings are applied in a more permanent lining material. It is recommended that street furniture located within the footway should be reviewed with an aim to further reduce street clutter, improving accessibility for visually and mobility impaired users and maximising the available footway width where possible.

Footway widening at recognised pinch points, such as outside grocery stores and at footway pinch points were effective and beneficial for pedestrians, providing the required social distance. Therefore, it is recommended that Birmingham City Council consider formalising these temporary measures and improving accessibility for visually and mobility impaired users outside the following locations:

- Footway widening between No. 111 High Street and Central Square, which would eradicate the temporary cleaning and ponding issues and the requirement to install temporary ramps to allow visually and mobility impaired access.
- Footway widening between B&M Bargains and Savers, which would also eradicate the temporary cleaning and ponding issues and the requirement to install temporary ramps to allow visually and mobility impaired access.
- Footway widening between Erdington Pet Centre and PDSA, which would also eradicate the temporary cleaning and ponding issues and the requirement to install temporary ramps to allow visually and mobility impaired access.
- Footway widening between Admiral Casino Slots and Sam's Chicken, which would also eradicate the temporary cleaning and ponding issues and the requirement to install temporary ramps to allow visually and mobility impaired access.
- Footway widening between Farm Foods and Merkur Slots, which would also eradicate the temporary cleaning and ponding issues and the requirement to install temporary ramps to allow visually and mobility impaired access.
- Footway widening between UK ZABKA and No. 240 High Street, which would also eradicate the temporary cleaning and ponding issues and the requirement to install temporary ramps to allow visually and mobility impaired access, consideration should be given to providing a designated loading bay along this section of widening to allow loading and unloading of goods.

Aston / Lozells

It was noted that the EATF1 physical measures implemented along Witton Road in Aston were well maintained and the temporary measures were being respected, it is considered that more permanent DfT signing advising "COVID-19 Maintain social distance" and "COVID-19 Stay 2m apart" should be erected and lining advising "Keep apart" and "Queue here" markings are applied in a more permanent lining material. Furthermore, the traffic signs and street furniture located within the footway should be reviewed with an aim to further reduce street clutter, improving accessibility for visually and mobility impaired users and maximising the available footway width where possible.

Temporary barriers have been introduced at locations where footway parking had been observed to impact the available footway width. These sections of barrier outside Witton Snooker Club and the Gulf filling station were effective and beneficial in maintaining the available footway width for pedestrians and consideration should be given to providing a more permanent measures. However, the temporary barrier installed at the eastern extents of the scheme should be removed and the vegetation be cut back to the rear of the footway over this length as per the original proposals.

Alum Rock

It was noted that the EATF1 physical measures implemented on Alum Rock Road required maintenance, however the temporary measures were being respected. Therefore, it is considered that more permanent DfT signing advising "COVID-19 Maintain social distance" and "COVID-19 Stay 2m apart" should be erected and lining advising "Keep apart" and "Queue here" markings are applied in a more permanent lining material. Furthermore, the traffic signs and street furniture located within the footway should be reviewed with an aim to further reduce street clutter, improving accessibility for visually and mobility impaired users and maximising the available footway width where possible.

Footway widening at the recognised pinch point outside the TSB Bank was effective and beneficial for pedestrians, providing the required social distance to allow users to pass queuing bank customers safely. Therefore, it is recommended that Birmingham City Council consider formalising this temporary measure.

Sutton Coldfield

It was noted that the EATF1 physical measures implemented within Sutton Coldfield were poorly maintained and as a result the temporary measures were being ignored in most locations. Therefore, it is considered that more permanent DfT signing advising "COVID-19 Maintain social distance" and "COVID-19 Stay 2m apart" should be erected and lining advising "Keep apart" and "Queue here" markings are applied in a more permanent lining material. It is recommended that the street furniture located within the footway should be reviewed with an aim to further reduce street clutter, improving accessibility for visually and mobility impaired users and maximising the available footway width where possible.

Consideration should be given to implementing a one-way pedestrian system throughout The Parade / Shopping Centre, with segregated by a barrier to maintain social distancing between pedestrians.

It is also recommended that Birmingham City Council contact the 'Quinto Lounge' restaurant owners to request that the planters are removed from the highway land while the premises are closed.

Footway widening at the recognised pinch point between Vapour and Cinergy Bank was effective and beneficial for pedestrians, providing the required social distance. Therefore, it is recommended that Birmingham City Council consider formalising this temporary measure, while also improving the accessibility to the widening for visually and mobility impaired users.

Acocks Green

It was noted that the EATF1 physical measures implement within Acocks Green were well maintained and the temporary measures were being respected. Therefore, it is considered that more permanent DfT signing advising "COVID-19 Maintain social distance" and "COVID-19 Stay 2m apart" should be erected and lining advising "Keep

apart” and “Queue here” markings are applied in a more permanent lining material. Furthermore, the street furniture located within the footway should be reviewed with an aim to further reduce street clutter, improving accessibility for visually and mobility impaired users and maximising the available footway width where possible. It is also recommended that Birmingham City Council contact shop owners to ensure that produce is not displayed within the highway land as this causes a restriction to footway widths.

2. Introduction

Birmingham City Council has commissioned Jacobs to undertake a technical review of 14 temporary and experimental schemes recently implemented as part of the social distancing Tranche 1, as part of a wider project review before decisions are made on whether to make the schemes more permanent or to amend / remove them.

Birmingham City Council has recently delivered a number of temporary and experimental schemes under the social distancing Tranche 1 programme, including social-distancing measures in local centres.

Further funding has now been secured through EATF Tranche 2 to further improve these measures and to make them more permanent. As part of the development of Tranche 2 a review is to be carried out of the schemes delivered under Tranche 1. The full review will include strands covering technical aspects, public comments and responses, and equality issues. This commission covers the technical aspects of the review.

The schemes to be reviewed are listed below:

1. Soho Road
2. Harborne
3. Northfield
4. Kings Heath
5. Moseley
6. Stratford Road
7. Bordesley Green
8. Coventry Road
9. Perry Barr
10. Erdington
11. Aston / Lozells
12. Alum Rock
13. Sutton Coldfield
14. Acocks Green

The technical review is to determine what further measures would be desirable in order to improve the schemes if they are made more permanent as part of Tranche 2. 'More permanent' in this context would mean (for example) replacing temporary barriers and light-segregation wands with bolt-down kerbs which provide more protection and require less on-going maintenance.

This technical review aims to identify safety issues which need to be addressed, any further measures which are needed for the schemes to comply with current national guidance for permanent schemes (including LTN 1/20, Guidance on Use of Tactile Paving, etc), and any other desirable improvements which would make the schemes more convenient, such as improving the barriers for the widening of footways, increasing segregation between pedestrian flows and providing sufficient passing width where queuing occurs.

The review shall consider the needs of all road users in accordance with the City Council's road hierarchy, including cyclists, pedestrians, passengers at bus stops, essential loading and servicing to frontages, and emergency service routes.

The review should also identify any equalities issues within the current scheme layouts, which will feed into the separate Equalities part of the overall review.

3. Social-distancing measures in local centres

The following sites have been assessed that relate to social-distancing measures in local centres and to determine what further measures would be desirable in order to improve the schemes if they are made more permanent as part of Tranche 2.

3.1 Soho Road

Social distance measures have been provided within the Business Improvement District of Soho Road through the implementation of footway widening and footway segregation markings from the western extents at the junction with the B1436 and the eastern extents at the junction with Ivy Road.

The footway on both sides of Soho Road has been widened through the provision of temporary barriers in the existing parking bays at several locations. Footway widening has been provided on the northern side of Soho Road, between the British Red Cross and the Bank of India, outside International Supermarket and outside Sadiq Brothers shop. Footway widening has also been provided on the southern side Soho Road, outside of No. 151 – 153 Soho Road.

Furthermore, social distancing markers have been provided at regular intervals to remind pedestrians to maintain distance and at locations where the footway width is narrow, and it was not practical to widen.

The Consultant drawings which have been received for review are as follows:

1. B2309001-SDM-SOHO-01 - 08

3.1.1 Site Observations

The following site observations were captured:

- It is observed that the footway lining and social distance markings which have been applied along Soho Road are worn and are indistinguishable in certain parts. It is recommended that the centreline outside Cannon Street Memorial Baptist Church along with the arrows are reinstated. Provide social distance marking reminders on the footway to support the BID signing along with the social distance signing, such as 'keep apart' and 'queue here' markings.
- It is observed that the amendments to the existing traffic signing that was recommended to be consolidated outside Europe supermarket No. 264 Soho Road has yet to be undertaken. It is noted that relocating the signs would provide additional footway space and improve conditions for pedestrians, particularly the visually impaired. It is recommended that all the traffic signing is reviewed along Soho Road in order to reduce sign clutter and improve the streetscape for pedestrians.
- It is observed that a litter bin is located adjacent to the bus shelter outside No. 230 Soho Road, which is causing a restriction to the available footway width. It is recommended that the bin is relocated 10m east to where the footway is wider.
- It is observed that the footway widening outside No. 184 Soho Road, does not impact on the adjacent traffic, which allows the footway to be widened permanently without disrupting traffic. It is also noted that the eastern ramp has a blocked drainage channel, therefore causing ponding, which is the full width of the widening and restricting its use for pedestrians not wishing to walk in the puddle or the detritus. It is recommended that the footway widening is considered to be implemented as a permanent feature, as this would improve the footway for pedestrians and would tie in with the existing carriageway layout.

- It is observed that the footway outside No. 168 Soho Road is narrow due to the original footway width and the provision of pedestrian guardrail. Adjacent to the footway there is hatching in the carriageway, therefore, there is opportunity to consider widening the footway from the junction of Nineveh Road to the junction of Barker Street, i.e. widen the footway by 0.8m through the removal of the hatching.
- It is observed outside No. 106 Soho Road that the footway widening that has been positioned to accommodate the adjacent supermarket needs a street clean, due to standing water and the build-up of detritus. It is considered that the widening is required as the store spills out onto the footway and there is a need to maintain social distancing. It would not be required in the long-term future after Covid-19 has been eradicated.
- It is observed outside No. 151 Soho Road that the footway widening has been positioned to accommodate the adjacent supermarket and needs a street clean, due to standing water and the accumulation of detritus. The footway widening has been respected by the motorists and pedestrians and complements the opposite side of the junction; therefore, it is recommended that it is made permanent and the adjacent signal crossing is adjusted to include the widening and build out.

3.1.2 Findings

It was noted that the measures which have been implemented provided a safe environment for pedestrians to walk whilst also allowing the traffic to flow. The measures were easily understood by both pedestrians, cyclist and motorists and had not been damaged or moved, by malicious intent or by accident.

The formalising of the social distance measures shall allow other road users in accordance with the City Council's road hierarchy to benefit:

- Cyclists,
 - There is not any additional provision for cyclists along Soho Road.
- Pedestrians,
 - The widened footway allows pedestrians greater space to pass. Also, the ramped access to widening, shall improve mobility for wheelchairs users and the visually impaired.
- Equalities issues
 - It was observed that visually impaired pedestrians were at risk due to the provision of traffic signs within the footway, creating a hazard, therefore it is recommended that a review of signing is undertaken to remove unnecessary street clutter. To reduce potential trip hazards, it is observed that visually impaired pedestrians are accommodated through the painting of the kerb line adjacent to the footway widening.
 - It was observed that mobility impaired users were not affected by the works, as there is sufficient width within the footway and access to the designated social distance space in the carriageway is achieved through large wide ramps.
 - It was observed that footway restrictions caused by the overspill of produce from shops were non-existent, due to good communication and policing from the BID manager.
- Passengers at bus stops,
 - The bus stops on Soho Road have not been modified, to provide greater boarding point areas. However, it is noted that as the footway width is generous, this allows sufficient space for pedestrians to wait and maintain social distance, as well as allow access and egress from buses by passengers.

- Essential loading and servicing to frontages,
 - Consultation with shop owners on Soho Road shall be required to ensure that access is provided for deliveries to the properties, particularly the green grocers towards the eastern end of the site.
- Emergency service routes,
 - Consultation is recommended to be undertaken with the emergency services.

3.1.3 Summary of observations and findings

It is observed that the EATF1 measures were well maintained and the temporary measures were being respected. Therefore, it is recommended that the following further measures are considered for implementation and or modification of the existing layout in order to improve the schemes if they are made more permanent as part of Tranche 2:

Findings / Recommendations

- It is recommended that temporary signing in accordance with the DfT's Traffic Signs to Support Social Distancing are erected back to back on lamp columns, recommended signs are "COVID-19 Maintain social distance" and "COVID-19 Stay 2m apart".
- It is recommended that the centreline and social distance markings outside Cannon Street Memorial Baptist Church along with the arrows are reinstated.
- It is recommended that social distance marking reminders are reapplied on the footway to support the BID social distance signing, such as COVID-19 "Keep apart" and "Queue here" markings.
- It is recommended that the existing traffic signing is reviewed to reduce sign clutter and improve the streetscape. This would also benefit the visually impaired, as it would reduce the risk of walking into a potential hazard.
- It is recommended that the litter bin adjacent to the bus shelter outside No. 230 Soho Road, is relocated 10m east of its current location to where the footway is wider, so that it is less of a restriction within the footway.
- It is recommended that the temporary footway widening outside No. 184 Soho Road is considered to be implemented as a permanent feature, as this would improve the footway for pedestrians and would tie in with the existing carriageway layout.
- It is recommended that Birmingham City Council consider widening the narrow footway outside No. 168 Soho Road, from the junction of Nineveh Road to the junction of Barker Street, i.e. widen the footway by 0.8m through the removal of the central hatching in the carriageway.
- It is recommended that Birmingham City Council consider widening the footway outside No. 151 Soho Road, the footway widening has been respected by the motorists and pedestrians and complements the opposite side of the junction, therefore it is recommended that it is made permanent and the adjacent signal crossing is adjusted to include the widening and build out.

3.2 Harborne

Social distance measures have been provided within the Business Improvement District of Harborne through the implementation of footway widening and footway segregation markings from the eastern extents at the junction with Methley Lane / Nursery Road and the western extents at the junction with Vivian Road.

The footway on both sides of High Street (B4124) has been widened through the provision of temporary barriers in several locations. Footway widening has been provided on the northern side of the High Street, between The Plough PH and Rumours Hair Salon and between Harborne Stores PH and the Marie Curie Care shop. There are breaks within the lengths of barrier to maintain disabled parking and vehicular access where required. Footway widening has also been provided on the southern side of the carriageway, between The Green Man PH and Bensons for Beds and between the junctions of Bull Street and South Street.

Furthermore, social distancing markers have been provided at regular intervals to remind pedestrians to maintain distance. A one-way footway has also been implemented through signing and footway markings between Home Bargains and The Schoolyard.

The Consultant drawings which have been received for review are as follows:

1. B2309001-SDM-HARB-01 - 06

3.2.1 Site Observations

The following site observations were captured:

- It is observed that from the junction of South Street, the social distance footway widening on High Street appears to be working well and does not restrict the traffic, through the relocation of the centreline. It is recommended that Birmingham City Council consider liaising with Harborne District Council and receiving feedback on the potential to widen the footpaths as a permanent measure.
- It is observed that no loading sign plates are positioned on posts within the footway. It is noted that these are potential restrictions to social distancing, and it is recommended that a review is undertaken of all signing on Harborne High Street with a view to reducing sign clutter and improving the streetscape for all pedestrians.
- It is observed that from the junction of York Street to the junction of St John's Road, on the southern side of Harborne Road, that the one-way pedestrian system is not being adhered to. Therefore, consideration is to be given to providing additional footway width through widening the footpath and reducing the width of High Street. Depending upon available budget, other options may include a widening the southern footpath by re-aligning the carriageway and reducing the width of the footpath on the northern side of the road or by creating an at-grade streetscape with a raised footway level and changing the character of Harborne.
- It is observed that from the corner of North Road, east to the junction of Gray's Road on both sides of High Street that the social distance footway widening appears to be working well and does not restrict the carriageway, due to the relocation of the centreline. It is recommended that Birmingham City Council consider liaising with Harborne district Council and receiving feedback on the potential to widen the footpaths as a permanent measure.

3.2.2 Findings

It was noted that the measures which have been implemented provided a safe environment for pedestrians to walk whilst also allowing the traffic to flow. The measures were easily understood by both pedestrians, cyclist and motorists and had not been damaged or moved, by malicious intent or by accident.

The formalising of the social distance measures shall allow other road users in accordance with the City Council's road hierarchy to benefit:

- Cyclists,
 - There is not any additional provision for cyclists along High Street.
- Pedestrians,
 - The widened footway allows pedestrians greater space to pass. Also, the dropped accesses, shall improve mobility for wheelchairs users and the visually impaired, as it shall be easier to cross the road and identify the crossing points.
- Equalities issues
 - It was observed that visually impaired pedestrians were at risk due to the provision of traffic signs within the footway, creating a hazard, therefore it is recommended that a review of signing is undertaken to remove unnecessary street clutter. To reduce potential trip hazards, it is observed that visually impaired pedestrians are accommodated through the painting of the kerb line adjacent to the footway widening.
 - It was observed that mobility impaired users were not affected by the works, as there is sufficient width within the footway and access to the designated social distance space in the carriageway is achieved through large wide ramps.
- Passengers at bus stops,
 - The bus stops on High Street have not been modified, to provide greater boarding point areas. However, it is noted that as the footway width is generous, this allows sufficient space for pedestrians to wait and maintain social distance, as well as allow access and egress from buses by passengers.
- Essential loading and servicing to frontages,
 - Consultation with shop owners on High Street shall be required to ensure that access is provided for deliveries to the properties.
- Emergency service routes,
 - Consultation is recommended to be undertaken with the emergency services.

3.2.3 Summary of observations and findings

It is observed that the EATF1 measures were well maintained and the temporary measures were being respected. Therefore, it is recommended that the following further measures are considered for implementation and or modification of the existing layout in order to improve the schemes if they are made more permanent as part of Tranche 2:

Findings / Recommendations

- It is recommended that temporary signing in accordance with the DfT's Traffic Signs to Support Social Distancing are erected back to back on lamp columns, recommended signs are "COVID-19 Maintain social distance" and "COVID-19 Stay 2m apart".
- It is recommended that Birmingham City Council consider liaising with Harborne District Council to seek feedback from pedestrians and retailers regarding the potential to redesign the layout of Harborne High Street following the relocation of the centreline and the widening of the adjacent footpaths.
- It is recommended that signing is reviewed to reduce sign clutter and improve the streetscape. This would also benefit the visually impaired, as it would reduce the risk of walking into a potential hazard. It is noted that no loading sign plates are positioned on posts within the footway.
- It is recommended that consideration is given to modifying the one-way pedestrian system between the junction of York Street and the junction of St John's Road, on the southern side of Harborne Road. Consideration is to be given to providing additional footway width through widening the footpath and

reducing the width of High Street. Alternatively, depending upon available budget, other options may include a widening the southern footpath by re-aligning the carriageway and reducing the width of the footpath on the northern side of the road or by creating an at-grade streetscape with a raised footway level and changing the character of Harborne.

3.3 Northfield

Social distance measures have been provided within the Business Improvement District of Northfield along Bristol Road South through the implementation of footway widening and footway segregation markings from the northern extents at the junction with the Church Road and the southern extents at the junction with Chatham Road.

The footway on both sides of Bristol Road South has been widened through the provision of temporary barriers in several locations. Footway widening has been provided on the northern side of Bristol Road South between William Hill and Northfield Market. Footway widening has also been provided on the southern side of Bristol Road South between Biggz Barbers and American Slice and outside Argos and Home Bargains.

Furthermore, social distancing markers have been provided at regular intervals to remind pedestrians to maintain distance and at locations where the footway width is narrow, and it was not practical to widen.

The Consultant drawings which have been received for review are as follows:

1. B2309001-SDM-NFLD-01 - 05

3.3.1 Site Observations

The following site observations were captured:

- It is observed that the parking bays which have been barriered off outside Northfield Market, provide a wide area of footway widening and have not been moved. However, there is evidence of some of the barriers having been damaged, although the barriers are still connected and in a straight line. The widened footway is been trafficked by pedestrians and offers a wide footpath to allow social distancing. It is recommended that Birmingham City Council consult with local councillors, to discuss whether there is potential to make the measure a permanent feature and widen the footway.
- It is noted that the position of traffic signs such as loading plates, are located within the footway on individual posts. These are potential restrictions to social distancing, and it is recommended that a review is undertaken of all signing on Road Bristol Road South with a view to reducing sign clutter and improving the streetscape for all pedestrians, in particular the visually impaired.
- The closure of the loading bay to allow footway widening outside No. 840 Bristol Road South is observed to be operating well and is well maintained, albeit with missing and damaged signs. This additional footway widening provides a very wide to footway for pedestrians to maintain social distance. It is recommended that Birmingham City Council consults with local councillors, to establish whether this is to be considered a permanent feature.
- The closure of the loading bay to allow footway whining outside No. 774 Home Bargains, Bristol Road South is observed and is well and is well maintained, albeit with missing and damaged signs. The additional width provides a very wide to footway for pedestrians to maintain social distance. It is recommended that Birmingham City Council consults with local councillors, to establish whether this is to be considered a permanent feature.

3.3.2 Findings

It was noted that the measures which have been implemented provided a safe environment for pedestrians to walk whilst also allowing the traffic to flow. The measures were easily understood by both pedestrians, cyclist and motorists and had not been damaged or moved, by malicious intent or by accident.

The formalising of the social distance measures shall allow other road users in accordance with the City Council's road hierarchy to benefit:

- Cyclists,
 - There is not any additional provision for cyclists along Bristol Road South.
- Pedestrians,
 - The widened footway shall allow pedestrians greater space to pass. Also, the dropped accesses, shall improve mobility for wheelchairs users and the visually impaired, as it shall be easier to cross the road and identify the crossing points.
- Equalities issues
 - It was observed that visually impaired pedestrians were at risk due to the provision of traffic signs within the footway, creating a hazard, therefore it is recommended that a review of signing is undertaken to remove unnecessary street clutter. To reduce potential trip hazards, it is observed that visually impaired pedestrians are accommodated through the painting of the kerb line adjacent to the footway widening.
 - It was observed that mobility impaired users were not affected by the works, as there is sufficient width within the footway and access to the designated social distance space in the carriageway is achieved through large wide ramps.
- Passengers at bus stops,
 - The bus stops on Bristol Road South have not been modified, to provide greater boarding point areas. However, it is noted that as the footway width is generous, this allows sufficient space for pedestrians to wait and maintain social distance, as well as allow access and egress from buses by passengers.
- Essential loading and servicing to frontages,
 - Consultation with shop owners on Bristol Road South shall be required to ensure that access is provided for deliveries to the properties. It is noted that the larger stores of Home Bargains and B&M have loading bays to the rear of the properties, therefore loading access is not a significant issue, however management of the queues of waiting customers is required.
- Emergency service routes,
 - Consultation is recommended to be undertaken with the emergency services.

3.3.3 Summary of observations and findings

It is observed that the EATF1 measures were well maintained and the temporary measures were being respected. Therefore, it is recommended that the following further measures are considered for implementation and/or modification of the existing layout in order to improve the schemes if they are made more permanent as part of Tranche 2:

Findings / Recommendations

- It is recommended that temporary signing in accordance with the DfT's Traffic Signs to Support Social Distancing are erected back to back on lamp columns, recommended signs are "COVID-19 Maintain social distance" and "COVID-19 Stay 2m apart".
- It is recommended that Birmingham City Council consult with local councillors, to discuss whether there is potential to make the temporary footway widening outside Northfield Market, a permanent feature and widen the footway.
- It is recommended that Birmingham City Council consult with local councillors, to discuss whether there is potential to make the temporary footway widening outside No. 840 Bristol Road South, a permanent feature and widen the footway.
- It is recommended that Birmingham City Council consult with local councillors, to discuss whether there is potential to make the temporary footway widening outside No. 774 Bristol Road South (Home Bargains), a permanent feature and widen the footway.

- It is recommended that signing is reviewed to reduce sign clutter and improve the streetscape. This would also benefit the visually impaired, as it would reduce the risk of walking into a potential hazard. It is noted that no loading sign plates are positioned on posts within the footway.
- It is recommended that the parking bays which have been barriered off to provide footway widening and social distance have a designated regular maintenance regime, in order to ensure that detritus and litter is swept up and that any ponding issues are eradicated.

3.4 Kings Heath

Social distance measures have been provided on High Street, Kings Heath, through the implementation of footway widening, from the northern extents at the junction with Poplar Road and the southern extents at the junction with Silver Street.

The footway has been widened on the eastern side of High Street from the junction of Poplar Road to Heathfield Road through the conversion of the parking bay outside of the adjacent shops. The parking bay has been barriered off through the use of painted temporary guard rail, advance signing for pedestrians and motorists and the provision of ramps, to allow access to the carriageway level for the mobility impaired. This arrangement has been replicated on the western side of High Street from the junction of York Road to Silver Street.

The Council Local Engineer drawings which have been received for review are as follows:

1. IMS-SK-01725

3.4.1 Site Observations

The following site observations were captured:

- It's observed that the barriered off parking bays which accommodate additional footway width are allowing pedestrians to pass each other with greater social distance. Particularly beneficial is the length of the bays, as pedestrians looking to walk along the length of the widened footway extent step into the parking bay, which allows them to avoid the shoppers, looking to access and queue for the adjacent shops.
- The barriered off parking bay on the western side of High Street, is observed to allow customers for the NatWest building society to queue at a social distance. It is considered that this arrangement could be made permanent with the footway widened. The removal of this parking bay would improve the passage of passing vehicles on the High Street, as there would be less disruption caused by vehicles entering and exiting from the parking bay. It is considered that as the measure has been in place for nine months, that the parking has displaced, therefore the parking bays can be reutilised.
- The barriers are maintained, they are all in position and do not appear to have been tampered. It is noted however that the drainage channels to the rear of the parking bays require cleaning due to the build-up of rubbish, leaves and standing water. This is due to a lack of maintenance and cleaning regime, as the channels require sweeping and the drainage within the ramps are blocked, resulting in the adjacent ponding.

3.4.2 Findings

It was noted that the measures which have been implemented provided a safe environment for pedestrians to walk whilst also allowing the traffic to flow. The measures were easily understood by both pedestrians, cyclist and motorists and had not been damaged or moved, by malicious intent or by accident.

The formalising of the social distance measures shall allow other road users in accordance with the City Council's road hierarchy to benefit:

- Cyclists,
 - There is not any additional provision for cyclists along High Street.
- Pedestrians,
 - The widened footway shall allow pedestrians greater space to pass. Also, the dropped accesses, shall improve mobility for wheelchairs users and the visually impaired, as it shall be easier to cross the road and identify the crossing points.

- Equalities issues
 - It was observed that visually impaired pedestrians were at risk due to the provision of traffic signs within the footway, creating a hazard, therefore it is recommended that a review of signing is undertaken to remove unnecessary street clutter. To reduce potential trip hazards, it is observed that visually impaired pedestrians are accommodated through the painting of the kerb line adjacent to the footway widening.
 - It was observed that mobility impaired users were not affected by the works, as there is sufficient width within the footway and access to the designated social distance space in the carriageway is achieved through large wide ramps.
- Passengers at bus stops,
 - The bus stops on High Street have not been modified, to provide greater boarding point areas. However, it is noted that as the footway width is generous, this allows sufficient space for pedestrians to wait and maintain social distance, as well as allow access and egress from buses by passengers.
- Essential loading and servicing to frontages,
 - Consultation with shop owners on High Street shall be required to ensure that access is provided for deliveries to the properties.
- Emergency service routes,
 - Consultation is recommended to be undertaken with the emergency services.

3.4.3 Summary of observations and findings

It is observed that the EATF1 measures were well maintained and the temporary measures were being respected. Therefore, it is recommended that the following further measures are considered for implementation and or modification of the existing layout in order to improve the schemes if they are made more permanent as part of Tranche 2:

Findings / Recommendations

- It is recommended that temporary signing in accordance with the DfT's Traffic Signs to Support Social Distancing are erected back to back on lamp columns, recommended signs are "COVID-19 Maintain social distance" and "COVID-19 Stay 2m apart".
- It is recommended that signing is reviewed to reduce sign clutter and improve the streetscape. This would also benefit the visually impaired, as it would reduce the risk of walking into a potential hazard. It is noted that no loading sign plates are positioned on posts within the footway.
- It is recommended that the parking bays which have been barriered off to provide footway widening and social distance have a designated regular maintenance regime, in order to ensure that detritus and litter is swept up and that any ponding issues are eradicated.
- It is recommended that Birmingham City Council consider liaising with local councillors to seek feedback from pedestrians and retailers regarding the potential to maintain the footway widening through the permanent removal of the parking bays.

3.5 Moseley Local Centre Transport Space Allocation

Social distance measures have been provided within Moseley, through the implementation of footway widening and footway segregation markings from the southern extents at the junction of Salisbury Road, north on Alcester Road to the crossroads with Chantry Road and Woodbridge Road.

The footway on the eastern side of Alcester Road has been widened through the provision of temporary barriers in the nearside southbound lane, from outside Cafephilia, north to Woodbridge Road south to King Edward Road. This section of social distancing includes for an in-line bus stop and accommodates the existing controlled crossing. Throughout the length of the widening, ramps have been provided to allow pedestrians to transit between the footway and carriageway level. Opposite Cafephilia, the existing northbound bus stop has been built out to provide social distance for pedestrians in and around the bus shelter and for passing pedestrians.

Footway widening has also been provided by converting the northern parking bay on Saint Mary's Row, with the taxi bay on the southern side amended to allow loading.

The Consultant drawings which have been received for review are as follows:

1. B2309001-SDM-MOSE-01 - 03

3.5.1 Site Observations

The following site observations were captured:

- Alcester Road
 - It was noted that the provision of temporary barriers and ramps at the northbound stop, at the junction of Chantry Road (Stop ID: nwmajtdg), provide a large area of extended footway for pedestrians to pass the existing shelter, located on an existing relatively narrow footway. The barriers are in good condition and have maintained their positioning, leading passing traffic, and buses up to the tarmac boarding point. It is recommended that to guide northbound traffic passed the bus stop that a build out is created on the south-western corner of Chantry Road to direct vehicles passed the proposed footway widening on the northern side of the junction.
 - It was noted that "Covid-19 Keep apart" markings painted on the footway in the vicinity of the bus stops are worn and are not clearly visible.
 - It was noted that the temporary barriers outside Cafephilia provide positive guidance to southbound traffic, to more across from the nearside lane. It was noted though that the temporary "keep right" signs and A-frames were damaged.
 - It was noted that the footway widening from the junction of Woodbridge Road to King Edward Road, provides additional social distance space for passing pedestrians and that the barrier alignment has not been altered.
 - It was noted that's the ramps between the footway and carriageway level provide access for mobility impaired users and have been installed at a gradient of 1 in 12, which is the maximum that may be used as any greater than this will cause difficulties for manual wheelchair users. They also allow drainage to the rear, although it was noted that leaves from the adjacent trees had blocked the carriageway channels and blocked the drains to the rear of the ramps, the leaves left a slippery surface that pedestrians could slip on.
 - It was noted that the existing controlled crossing is operating from the original signal poles and call buttons. On the eastern side of the crossing, pedestrians were observed to walk in front of waiting pedestrians, coming within 2m.

- It was noted that there are vehicles parked on the western side of Alcester Road, therefore consideration may be given to defining this space opposite the cooperative shop as designated parking with a loading bay/parking bay. This would allow the existing pedestrian crossing point to be reduced in width from its existing width. Consideration is also to be given to providing a physical buildout to define the extent of the existing parking and taxi bays.
- It was noted that the temporary the bus stop outside the Co-Op (Stop ID: nematode) operated well, with buses pulling up to the relocated, tarmac, boarding point. This provided space for passengers to wait and also disembark from the buses.
- St Marys Row
 - Consideration is to be given to maintaining the footway widening measures on St Marys Row, in order to provide greater footway width and to incorporate a streetscape area which would tie in with the Farmers Market.

3.5.2 Findings

It was noted that the measures which have been implemented provided a safe environment for pedestrians to walk whilst also allowing the traffic to flow. The measures were easily understood by both pedestrians, cyclist and motorists and had not been damaged or moved, by malicious intent or by accident.

The formalising of the social distance measures shall allow other road users in accordance with the City Council's road hierarchy to benefit:

- Cyclists,
 - There is not any additional provision for cyclists along Alcester Road.
- Pedestrians,
 - The widened footway shall allow pedestrians greater space to pass. Also, the dropped accesses, shall improve mobility for wheelchairs users and the visually impaired, as it shall be easier to cross the road and identify the crossing points.
- Equalities issues
 - It was observed that visually impaired pedestrians were at risk due to the provision of traffic signs within the footway, creating a hazard, therefore it is recommended that a review of signing is undertaken to remove unnecessary street clutter. To reduce potential trip hazards, it is observed that visually impaired pedestrians are accommodated through the painting of the kerb line adjacent to the footway widening.
 - It was observed that mobility impaired users were not affected by the works, as there is sufficient width within the footway and access to the designated social distance space in the carriageway is achieved through large wide ramps.
- Passengers at bus stops,
 - The bus stops on Alcester Road shall have greater boarding point areas, due to the greater footway width and this allows more space for pedestrians to wait and maintain social distance, as well as allow access and egress from buses by passengers.
- Essential loading and servicing to frontages,
 - Consultation with shop owners on Alcester Road shall be required to ensure that access is provided for deliveries to the properties, particularly the large stores, such as Co-op and Sainsburys.
- Emergency service routes,
 - Consultation is recommended to be undertaken with the emergency services.

3.5.3 Summary of observations and findings

It is observed that the EATF1 measures were well maintained and the temporary measures were being respected. Therefore, it is recommended that the following further measures are considered for implementation and or modification of the existing layout in order to improve the schemes if they are made more permanent as part of Tranche 2:

1. Through discussions with Birmingham City Council, consider the layout of the northbound stop at the junction of Chantry Road (Stop ID: nwmajtdg), and the requirement to provide social distance measures. It is recommended that to provide increased footway width for pedestrians and waiting passengers that the stop is maintained and made permanent with the shelter relocated to the front of footway. Consideration is to be given to implementing a build out on the south-western corner of Chantry Road to direct vehicles passed the proposed footway widening on the northern side of the junction.
2. It is recommended that the "Covid-19 Keep apart" markings on the footway are reinstated with a hard-wearing paint, throughout the scheme and are located at pinch points and at the commencement of footways i.e. after crossings, at bus stops and cash point.
3. It is recommended that the social distance widening outside Cafephilia is maintained and consideration is given to widening the existing footway with black cast effect bollards (with reflective stripes), to protect pedestrians and prevent off street parking.
4. Consideration is to be given to maintaining the footway widening measures from the junction of Woodbridge Road south to the junction of King Edward Road, in order to provide greater footway width. Provide protection for pedestrians through the specification of black cast effect bollards (with reflective stripes) to restrict vehicles from parking on the footway. Revise the lining and signing at the crossroads to tie in with the footway widening. Revise the carriageway lining to reflect the remaining available carriageway width and reduction of lanes.
5. Consideration is to be given to reducing the pedestrian crossing distance, in line with the new footway width on the eastern side of Alcester Road. Review the existing signal equipment i.e. loop positions, timings etc. along with the relocation of the western signal pole.
6. Consideration is to be given to formalising the bus stop outside the Co-Op (Stop ID: nwmajtda) with a relocated shelter position at the front of footway and the provision of new cage markings.
7. On St Mary's Row consideration is to be given to maintaining the footway widening measures, in order to provide greater footway width and to incorporate a streetscape area which would tie in with the Farmers Market.
8. It is recommended that traffic modelling is undertaken to help better understand the current and the future effects of the new road layout and the long-term impact of permanently reducing the capacity of the Alcester Road, particularly for southbound traffic and the operation of the Salisbury Road junction.
9. It is recommended that consideration be given to defining the space opposite the cooperative shop as designated parking with a loading bay/parking bay, with adjacent buildouts to define the extent of the existing parking and taxi bays as well as potentially leading into the bus stop north of Chantry Road.

3.6 Stratford Road

Social distance measures have been provided on the A34 Stratford Road through the implementation of social distance measure, such as footway widening and signing, from the northern extents of the site, at the junction with Formans Road and the southern extents, at the junction with Colgreave Avenue.

Footway widening has been provided on the western side of Stratford Road through the provision of temporary barriers within the existing parking bay between Subhan Halal Meat Centre and Suraj Sweet Centre.

Furthermore, social distancing markers have been provided at regular intervals to remind pedestrians to maintain distance and at locations where the footway width is narrow or had restrictions i.e. phone boxes, bus stops, bins etc, and it was not practical to widen.

The Consultant drawings which have been received for review are as follows:

1. B2309001-SDM-STFD-01 - 05

3.6.1 Site Observations

The following site observations were captured:

- It was observed that the footways on both sides of Stratford Road were heavily trafficked by pedestrians visiting the adjacent shops. These shops, particularly the greengrocers, were observed to display their wares outside their respective shops, although it was noted that the produce was within their thresholds. The footway on both sides of Stratford Road is sufficiently wide (3m plus) to allow social distance to be maintained, although in places, this was observed to facilitate indiscriminate off-street parking.
- It is observed that the barriered section of carriageway outside of No. 711 Stratford Road, requires maintenance to remove the detritus which is within the barriered off section of carriageway and to allow the channels, gullies and drains to be cleaned. Therefore, removing the ponding which is occurring and preventing pedestrians stepping off the footway into the barriered section of carriageway. At the time of the site visit it was observed that there was a car parked within the barriered-off section, straddling the footpath and the carriageway. It is considered that this measure would not be recommended to be made permanent following the requirement for social distancing. It is considered that the widening would be used by parked vehicles and there would be no need to provide additional footway width for social distancing.

3.6.2 Findings

It was noted that the measures which have been implemented provided a safe environment for pedestrians to walk whilst also allowing the traffic to flow. The measures were easily understood by both pedestrians, cyclist and motorists and had not been damaged or moved, by malicious intent or by accident.

The formalising of the social distance measures shall allow other road users in accordance with the City Council's road hierarchy to benefit:

- Cyclists,
 - There is not any additional provision for cyclists along Stratford Road.
- Pedestrians,
 - The width of the footway along both sides of Stratford Road allows social distances to be maintained. It is only at restrictions such as telephone boxes, bus stops and bins that provide a restriction that may cause a pedestrian to consider other pedestrians and potentially wait before passing a restriction.

- The temporary footway widening was observed to be abused; therefore, consideration would need to be given to installing bollards to prevent vehicles accessing the footway.
- Due to the volume of detritus from adjacent shops, the drainage within the barriered section of carriageway has become blocked, therefore, to prevent ponding, regular maintenance is required.
- Equalities issues
 - It was observed that visually impaired pedestrians were at risk due to the provision of "A" boards and posts located within the footway, creating a hazard, therefore it is recommended that a review of signing is undertaken to remove unnecessary street clutter. It is also recommended that consultation is undertaken with shop owners to move the boards out of the footway.
 - It was observed that mobility impaired users were not affected by the works, as there is sufficient width within the footway and access to the designated social distance space in the carriageway is achieved through large wide ramps.
- Passengers at bus stops,
 - The bus stops on Stratford Road have not been modified, to provide greater boarding point areas. However, it is noted that as the footway width is generous, this allows sufficient space for pedestrians to wait and maintain social distance, as well as allow access and egress from buses by passengers.
- Essential loading and servicing of frontages,
 - Consultation with shop owners on Stratford Road shall be required to ensure that access is provided for deliveries to the properties.
- Emergency service routes,
 - Consultation is recommended to be undertaken with the emergency services.

3.6.3 Summary of observations and findings

It is observed that the EATF1 measures were well maintained and the temporary measures were being respected. Therefore, it is recommended that the following further measures are considered for implementation and/or modification of the existing layout in order to improve the schemes if they are made more permanent as part of Tranche 2:

Findings / Recommendations

- It is recommended that temporary signing in accordance with the DfT's Traffic Signs to Support Social Distancing are erected back to back on lamp columns, recommended signs are "COVID-19 Maintain social distance" and "COVID-19 Stay 2m apart".
- It is recommended that signing is reviewed to reduce sign clutter and improve the streetscape. This would also benefit the visually impaired, as it would reduce the risk of walking into a potential hazard. It is noted that no loading sign plates are positioned on posts within the footway.
- It is recommended that the parking bays which have been barriered off to provide footway widening and social distance have a designated regular maintenance regime, in order to ensure that detritus and litter is swept up and that any ponding issues are eradicated.
- It is recommended that the barriered section of carriageway outside of No. 711 Stratford Road, requires maintenance to remove the detritus which is within the barriered off section of carriageway and to allow the channels, gullies and drains to be cleaned. The ponding which is occurring is dissuading pedestrians from stepping from the footway into the barriered section of carriageway.
- It is recommended that Birmingham City Council liaise with Traffic Enforcement Officers to request that enforcement is undertaken along Stratford Road, in order to deter illegally parked vehicles, which are restricting the available social distance provision in the footways.

3.7 Bordesley Green

Social distance measures have been provided on the B4128 Bordesley Green through the implementation of footway widening and footway segregation markings from the western extents at the junction with Prince Albert Street to the eastern extents at the junction with Palace Road.

Barriers have been implemented to prevent footway parking between the junction with Prince Albert Street and Bordesley Green Road. Footway widening has been provided on the both sides of Bordesley Green through the provision of temporary barriers. The northern footway has been widened in the vicinity of bus stop 607562 between Star Grills and the junction with Pikelwater Road. Footway widening has also been provided on the southern side of Bordesley Green between No. 157 and Evergreen Pharmacy and between Bordesley Green Surgery and Abella Hairdresser.

Furthermore, social distancing markers have been provided at regular intervals to remind pedestrians to maintain distance and at locations where the footway width is narrow, and it was not practical to widen.

The Consultant drawings which have been received for review are as follows:

1. B2309001-SDM-BGRN-01 - 05

3.7.1 Site Observations

The following site observations were captured:

- It was noted that, between No. 147 and 159 Bordesley Green the barriers that have been put in place to provide social distancing have been maintained. However, outside of UK fried chicken, the barriers have been moved against the kerb line to allow parking which restricts the footway and prevents both able bodied and the mobility impaired from accessing the carriageway level. It is recommended that more robust barriers (that are unable to be moved) are installed and the carriageway area swept to make it more desirable to walking within. This length of footway requires effective social distance measures, due to the queues for the UK Fried Chicken shop, Consideration should be given to relocating the existing litter bin outside the shop into the carriageway to increase the available footway width and allow unrestricted passage.
- It is recognised that the footway on the southern side of Bordesley Green could be widened by 1m (from 1.8m to 2.8m) and the centreline relocated, in order to provide an improved footway facility for pedestrians on the southern side of the road. In doing so, the temporary footway widening and bus boarding point on the opposite side of the road, would be required to be removed and the footway restored to its previous width.
- It was noted that, from No. 127 to 143 Bordesley Green that the temporary barriers have all been removed and are now littering the channel edge and footway, in order that cars can park and access the adjacent shops. However, it is observed from No. 123 to 129 Aman Supermarkets, that the barriers have been maintained and that there is some social distance provision outside the cashpoint machine.
- It was noted that, between the junction of Pikelwater Road and No. 129 Bordesley Green on the northern side of the road the barriers have been maintained and allow a safe area for pedestrians to step from the footway to maintain social distance and from which to access buses, from the widened boarding point. However, it is noted that the area of footway widening is litter strewn and this has blocked the drainage channel within the ramps, resulting in ponding and standing water. It is also noted that the keep right and social distance signs are missing on the approach to the widening, therefore during the hours of darkness, vehicles may strike the ramp that leads pedestrians from the footway into the barriered area, resulting in injury.

- It is observed that from the junction of Bordesley Green Islamic Centre to the adjacent pedestrian crossing that three barriers have been removed, in order to allow access for vehicles to gain access to the footway and park outside the Islamic Centre. It is recommended that the existing railing be extended from the adjacent guard rail to the crossing point, in order to prevent access by vehicles parking on the footway and restricting pedestrian movement.
- It is observed, from No. 100 to the pedestrian crossing (at No. 108) Bordesley Green the temporary barriers have been maintained and allow social distancing. However, it is recommended particularly due to the location of the crossroads, that permanent bollards are substituted for the temporary measures in order to prevent future off-street parking.
- It is observed, from No. 99 Bordesley Green to the junction of Prince Albert Street that the temporary barriers have been maintained and prevent off street parking. However, it is recommended particularly due to the location of the crossroads, that permanent bollards are substituted for the temporary measures in order to prevent future off-street parking.

3.7.2 Findings

It was noted that the measures which have been implemented provided a safe environment for pedestrians to walk whilst also allowing the traffic to flow. The measures were easily understood by both pedestrians, cyclist and motorists and had not been damaged or moved, by malicious intent or by accident.

The formalising of the social distance measures shall allow other road users in accordance with the City Council's road hierarchy to benefit:

- Cyclists,
 - There is not any additional provision for cyclists along Bordesley Green.
- Pedestrians,
 - The existing footway on the southern side of Bordesley Green is 1.8m wide, therefore the additional widening through the provision of temporary barriers provided adequate social distance for pedestrians to pass. These barriers have been removed, in order to allow parking and access to the adjacent shops. Therefore, a more permanent solution shall be required to maintain the social distance provision.
- Equalities issues
 - It was observed that visually impaired pedestrians were at risk due when walking along the southern side of Bordesley Green, as the existing footway is 1.8m wide and the widening measures have been removed. Due to the widening measures being removed, the barriers have been placed in the footway creating a trip hazard for all pedestrians, of which the visually impaired are most vulnerable.
 - It was observed that mobility impaired users were affected by the lack of maintenance of the widening measures. Vehicles were parked on the ramps, preventing access to the widening footway area. It was also considered that the areas of widening were not desirable areas to walk, due to the standing water, detritus, and litter.
- Passengers at bus stops,
 - The bus stop on Bordesley Green has been widened to create a larger boarding point area, to allow passing pedestrians and passengers footway space. This greater footway width provides more space for pedestrians to wait and maintain social distance, as well as allow access and egress from buses by passengers.

- Essential loading and servicing to frontages,
 - Consultation with shop owners on Bordesley Green shall be required to ensure that access is provided for deliveries to the properties, particularly the grocers which have daily deliveries and limited area for a large vehicle to stop.
- Emergency service routes,
 - Consultation is recommended to be undertaken with the emergency services.

3.7.3 Summary of observations and findings

It is observed that the EATF1 measures were well maintained and the temporary measures were being respected. Therefore, it is recommended that the following further measures are considered for implementation and or modification of the existing layout in order to improve the schemes if they are made more permanent as part of Tranche 2:

Findings / Recommendations

- It is recommended that temporary signing in accordance with the DfT's Traffic Signs to Support Social Distancing are erected back to back on lamp columns, recommended signs are "COVID-19 Maintain social distance" and "COVID-19 Stay 2m apart".
- It is recommended that signing is reviewed to reduce sign clutter and improve the streetscape. This would also benefit the visually impaired, as it would reduce the risk of walking into a potential hazard. It is noted that no loading sign plates are positioned on posts within the footway.
- It is recommended that the parking bays which have been barriered off to provide footway widening and social distance have a designated regular maintenance regime, in order to ensure that detritus and litter is swept up and that any ponding issues are eradicated.
- It is recommended that heavier barriers are implemented on the southern side of Bordesley Green between No. 123 and 163 to prevent them from being moved by motorists looking to park, so that footway widening can be maintained for social distancing.
- It is recommended that more permanent traffic signs are implemented on the northern side of Bordesley Green, in advance of the footway widening, in order to warn motorists of the widened footway.
- It is recommended that consideration is given to implementing permanent bollards from No. 100 Bordesley Green, to the pedestrian crossing (at No. 108 Bordesley Green) in order to prevent future off-street parking.
- It is recommended that consideration is given to implementing permanent bollards from No. 99 Bordesley Green to the junction of Prince Albert Street in order to prevent future off-street parking.

3.8 Coventry Road

Social distance measures have been provided on Coventry Road, Small Heath through the implementation of footway widening and footway segregation markings from the north-western extents at the junction with Bowling Green Road and the south-eastern extents at the junction with Tennyson Road.

Footway widening has been provided on the northern side of Coventry Road through the provision of temporary barriers within the existing parking bay, between Sweets House and No. 480 Coventry Road, outside Barclays Bank and outside Khan Supermarket.

Furthermore, social distancing markers have been provided at regular intervals to remind pedestrians to maintain distance and at locations where the footway width is narrow, and it was not practical to widen.

The Consultant drawings which have been received for review are as follows:

1. B2309001-SDM-COVE-01 - 06

3.8.1 Site Observations

The following site observations were captured:

- It is observed that outside No. 616 Coventry Road and the Khan supermarket that the barriers allow for pedestrians to step off the footpath onto the designated area of socially distance carriageway, in order to pass the adjacent supermarket and the restriction of the telephone box. It was noted that there is ponding within the widened area due to lack of cleansing associated with the ramps, which are blocked by detritus and associated litter from the supermarket. The footway width is observed to be restricted to pedestrian flow, this is due to grocery shoppers purchasing produce from the supermarket and the positioning of grocery produce which is stored beyond the shop threshold, against the telephone box such as boxes and in a shopping trolley. It is recommended that consideration is given to extending the footway widening from the adjacent bus stop to beyond the supermarket, to outside No. 616 Coventry Road, this is to allow pedestrians greater safety and also will benefit the bus stop as a boarding area.
- It is observed that outside of No. 536 Coventry Road and Barclays Bank that the barriers allow for additional social distance due to the widening of the footpath. It is also observed that for its entire length outside Barclays Bank the additional footway width contains ponding due to the blockages at the ramp to the north, therefore this area is not attractive to pedestrians stepping off the footway into the carriageway as it contains detritus and litter. It is considered that following the decision to no longer provide social distance widening that this section of barrier could be removed, and vehicles permitted to park.
- It is observed that from No. 466 to 474 Coventry Road that the barriers allow for additional social distance due to the widening of the footpath. It is also observed that for its entire length the additional footway width contains ponding due to the blockages at the ramp, therefore this area is not attractive to pedestrians stepping off the footway into the carriageway as it contains detritus and litter. It is considered that following the decision to no longer provide social distance widening that this section of barrier could be removed, and vehicles permitted to park.

3.8.2 Findings

It was noted that the measures which have been implemented provided a safe environment for pedestrians to walk whilst also allowing the traffic to flow. The measures were easily understood by both pedestrians, cyclist and motorists and had not been damaged or moved, by malicious intent or by accident.

The formalising of the social distance measures shall allow other road users in accordance with the City Council's road hierarchy to benefit:

- Cyclists,
 - There is not any additional provision for cyclists along Coventry Road.
- Pedestrians,
 - The widened footway shall allow pedestrians greater space to pass. Also, the dropped accesses, shall improve mobility for wheelchairs users and the visually impaired, as it shall be easier to cross the road and identify the crossing points.
- Equalities issues
 - It was observed that visually impaired pedestrians were at risk due to width restrictions in the footway caused by adjacent shop keepers using the footway to present their produce, creating a trip hazard.
 - It was observed that mobility impaired users were affected by the lack of maintenance of the widening measures. Litter and detritus has blocked the drainage to the rear of the ramps, preventing access to the gullies, resulting in the area of social distance widening being rendered undesirable to walk in, due to the standing water, detritus, and litter.
- Passengers at bus stops,
 - The bus stops on Coventry Road have not been modified, to provide greater boarding point areas. However, it is noted that as the footway width is generous, this allows sufficient space for pedestrians to wait and maintain social distance, as well as allow access and egress from buses by passengers.
- Essential loading and servicing to frontages,
 - Consultation with shop owners on Coventry Road shall be required to ensure that access is provided for deliveries to the properties.
- Emergency service routes,
 - Consultation is recommended to be undertaken with the emergency services.

3.8.3 Summary of observations and findings

It is observed that the EATF1 measures were well maintained and the temporary measures were being respected. Therefore, it is recommended that the following further measures are considered for implementation and or modification of the existing layout in order to improve the schemes if they are made more permanent as part of Tranche 2:

Findings / Recommendations

- It is recommended that temporary signing in accordance with the DfT's Traffic Signs to Support Social Distancing are erected back to back on lamp columns, recommended signs are "COVID-19 Maintain social distance" and "COVID-19 Stay 2m apart".
- It is recommended that signing is reviewed to reduce sign clutter and improve the streetscape. This would also benefit the visually impaired, as it would reduce the risk of walking into a potential hazard. It is noted that no loading sign plates are positioned on posts within the footway.
- It is recommended that the parking bays which have been barriered off to provide footway widening and social distance have a designated regular maintenance regime, in order to ensure that detritus and litter is swept up and that any ponding issues are eradicated.

- It is recommended that consideration is given to extending and making permanent, the footway widening from outside No. 616 Coventry Road to the adjacent bus stop outside Khan supermarket, to this is to allow pedestrians greater safety and also will benefit the bus stop as a boarding area.

3.9 Perry Barr

Social distance measures have been provided along Walsall Road and Birchfield Road, Perry Barr through the implementation of footway widening and footway segregation markings from the northern extents at the junction with Birchfield Road and the southern extents at the junction with Thornbury Road.

Social distancing markers have been provided at regular intervals to remind pedestrians to maintain distance and at locations where the footway width is narrow, and it was not practical to widen. Furthermore, directional segregation has been provided through the underpasses in Perry Barr and outside the shop fronts adjacent to Perry Barr Station to keep opposing flows of pedestrians separate.

The Consultant drawings which have been received for review are as follows:

1. B2309001-SDM-PER-01 - 04

3.9.1 Site Observations

The following site observations were captured:

- It is observed that there have not been any barriers implemented associated with the Perry Barr works. However, it is recognised that due to the requirement for footway traffic management associated with the Commonwealth works, that the footway area in the vicinity of Aldrich Lane has been closed to pedestrians.
- The subway at Birchfield Road has been closed to pedestrians.
- The social distance markings that were laid down in the summer to serve as social distance reminders and guide pedestrians through restrictions such as the subways, are very worn and indistinguishable, apart from the length of thermoplastic line which runs along the frontage of the shops on Birchfield Road.

3.9.2 Findings

It was noted that the measures which have been implemented provided a safe environment for pedestrians to walk whilst also allowing the traffic to flow. The measures were easily understood by both pedestrians, cyclist and motorists and had not been damaged or moved, by malicious intent or by accident.

The formalising of the social distance measures shall allow other road users in accordance with the City Council's road hierarchy to benefit:

- Cyclists,
 - There is not any additional provision for cyclists associated with this location.
- Pedestrians,
 - The footways on the eastern side of the A34 which bound the supermarkets and banks are very wide and offer pedestrians opportunity to walk free at a social distance. The walkway on the opposite western side of the A34 is narrow due to the adjacent road and railing, therefore pedestrians have less space to walk and are advised to walk to one side of the passageway.
- Equalities issues
 - It was observed that visually impaired pedestrians would not experience any difference to the physical streetscape layout, other than sighted pedestrians being provide guidance on maintaining social distance and making room for others.

- It was observed that mobility impaired users would not experience any difference to the physical streetscape layout, other than the closure of the subway at Birchfield Road.
- Passengers at bus stops,
 - There are not any bus stops associated with the Perry Barr site that are subject to social distance works. The bus operator has provided stickers on bus stops advising of the time it takes to walk into the city centre and advising waiting passengers to maintain 2m between each other.
- Essential loading and servicing to frontages,
 - Consultation with shop owners on Birchfield Road and Wellington Road shall be required to ensure that access is provided for deliveries to the properties, particularly the supermarkets.
- Emergency service routes,
 - Consultation is recommended to be undertaken with the emergency services.

3.9.3 Summary of observations and findings

It is observed that the EATF1 measures were well maintained and the temporary measures were being respected. Therefore, it is recommended that the following further measures are considered for implementation and or modification of the existing layout in order to improve the schemes if they are made more permanent as part of Tranche 2:

Findings / Recommendations

- It is recommended that temporary signing in accordance with the DfT's Traffic Signs to Support Social Distancing are erected back to back on lamp columns, recommended signs are "COVID-19 Maintain social distance" and "COVID-19 Stay 2m apart".
- It is recommended that signing is reviewed to reduce sign clutter and improve the streetscape. This would also benefit the visually impaired, as it would reduce the risk of walking into a potential hazard. It is noted that no loading sign plates are positioned on posts within the footway.
- It is recommended that Birmingham City Council liaise with the project team responsible for the redevelopment of Perry Barr, as a function of the Commonwealth Games, in order to ensure that future plans are consistent with the current aims to provide social distance for pedestrians.
- It is recommended that the social distance markings such as 'keep apart' and 'queue here' markings, that were laid down in the summer, to serve as social distance reminders and guide pedestrians through restrictions such as the subways, are refurbished. This will include the length of thermoplastic line which runs along the frontage of the shops on Birchfield Road.

3.10 Erdington

Social distance measures have been provided along the High Street in Erdington through the implementation of footway widening and footway segregation markings from the south-western extents at the roundabout with the A4040 and A5127 and the north-eastern extents at the junction with Orphanage Road.

Along defined sections of road, the footways have been widened to provide increased footway width and provide areas of social distancing for pedestrians, through the provision of temporary metal railing, primarily located along defined parking bays. These are defined by painted kerb lines and are signed. Throughout the length of the widening, ramps have been provided to allow pedestrians to transit between the footway and carriageway level.

The widened footways are on the western side of High Street, between the southern extents and the junction of Church Road, they are then located opposite the Church on the eastern side of the road. Between Barnabas Road and the pedestrianised shopping centre at New Street, social distance widening has been provided on the western side of the road, outside of Central Square shopping centre.

The Consultant drawings which have been received for review are as follows:

1. B2309001-SDM-MOSE-01 - 03

3.10.1 Site Observations

The following site observations were captured:

- It is observed, from the junction of High Street and New Street, north within the pedestrianised area that the proposed queue markings have been applied and that there are some faded feet marks, within circles located outside of boots and Superdrug and Greggs. The pedestrianised area is wide with sufficient space for pedestrians to maintain social distancing. It was observed that pedestrians when queueing to enter shops are not adhering to the markings and that this would be difficult to control. It is recommended that should the retail units wish to control pedestrian access, that they would require doorman and guard rail to control the position of queuing pedestrians.
- It is observed, there is social distance provided through the provision of barriers between No. 111 High Street and Central Square, within the previously utilised parking bay. It is observed that this area is used to provide social distancing for pedestrians, however maintenance is required to reinstate the signing and to undertake maintenance to clean the drainage channel. It is recommended that ramps are provided at each end in order to improve the facilities for the mobility user and allow wheelchair users access the designated social distance space. It is also recommended that a ramp on the western side of the road, opposite the existing ramp in order to facilitate a safe crossing point for pedestrians crossing the road. It is also recommended that existing traffic signs are reviewed and if the parking bay is no longer required that the signs and posts are removed, and the footway reinstated. Birmingham City Council to undertake consultation with Erdington Parish Council as to the requirement to provide permanent social distancing through footway widening.
- It is observed, opposite the Church, there is social distance provided through the provision of barriers between B&M bargains to the north and Savers store to the south. It is observed that this area is used to provide social distancing for pedestrians, however maintenance is required to reinstate the signing and to undertake maintenance to clean the drainage channel and remove the ponding adjacent to the ramp. It is recommended that ramps are provided at each end in order to improve the facilities for the mobility user and allow wheelchair users access the designated social distance space.

- It is observed, between Erdington pet centre and PDSA vets there is social distancing provided through the introduction of barriers into the carriageway, it is noted that this area has litter strewn within it as well as standing water within the channel to make the area less attractive to be walked in, also there are not any ramps for mobility impaired users to access this area of carriageway.
- It is observed, between Admiral Casino Slots and Sam's Chicken there is social distance provision through the widening of the footway by barriers located within the carriageway. It is noted that this area has litter strewn within it as well as standing water within the channel to make the area less attractive to be walked in, also there is only a central ramp to allow mobility impaired users to access the area, as there are not any ramps at the extents for mobility impaired users to access this area of carriageway.
- It is observed, between Farm Foods and Merkur Slots, there is social distance provision through the widening of the footway by barriers located within the carriageway. It is noted that this area has litter strewn within it as well as standing water within the channel to make the area less attractive to be walked in, also there is only a central ramp to allow mobility impaired users to access the area, as there are not any ramps at the extents for mobility impaired users to access this area of carriageway.
- It is observed, between UK ZABKA and No. 240 High Street, there is social distancing provided by the introduction of barriers and three ramps located evenly along its length. It is noted that this area has litter strewn within it as well as standing water within the channel to make the area less attractive to be walked in, also there is only a central ramp to allow mobility impaired users to access the area, as there are not any ramps at the extents for mobility impaired users to access this area of carriageway. It is also noted that there is a requirement for loading to the adjacent shops therefore consideration may be given to providing a designated loading bay midway along its length.

3.10.2 Findings

It was noted that the measures which have been implemented provided a safe environment for pedestrians to walk whilst also allowing the traffic to flow. The measures were easily understood by both pedestrians, cyclist and motorists and had not been damaged or moved, by malicious intent or by accident.

The formalising of the social distance measures shall allow other road users in accordance with the City Council's road hierarchy to benefit:

- Cyclists,
 - There is not any additional provision for cyclists along High Street, Erdington.
- Pedestrians,
 - The widened footway shall allow pedestrians greater space to pass. Also, the dropped accesses, shall improve mobility for wheelchairs users and the visually impaired, as it shall be easier to cross the road and identify the crossing points.
- Equalities issues
 - It was observed that visually impaired pedestrians were at risk due to width restrictions in the footway caused by adjacent shop keepers using the footway to present their produce, creating a trip hazard.
 - It was observed that mobility impaired users were affected by the lack of maintenance of the widening measures. Litter and detritus has blocked the drainage to the rear of the ramps, preventing access to the gullies, resulting in the area of social distance widening being rendered undesirable to walk in, due to the standing water, detritus, and litter.

- It was also recognised that access ramps to the social distance widening are required to be implemented at the extents of the barriered sections, in order to allow mobility impaired use.
- Passengers at bus stops,
 - There are no bus stops on High Street to be affected by these works.
- Essential loading and servicing to frontages,
 - Consultation with shop owners on High Street shall be required to ensure that access is provided for deliveries to the properties, particularly the supermarkets.
- Emergency service routes,
 - Consultation is recommended to be undertaken with the emergency services.

3.10.3 Summary of observations and findings

It is observed that the EATF1 measures were well maintained and the temporary measures were being respected. Therefore, it is recommended that the following further measures are considered for implementation and or modification of the existing layout in order to improve the schemes if they are made more permanent as part of Tranche 2:

Findings / Recommendations

- It is recommended that temporary signing in accordance with the DfT's Traffic Signs to Support Social Distancing are erected back to back on lamp columns, recommended signs are "COVID-19 Maintain social distance" and "COVID-19 Stay 2m apart".
- It is recommended that signing is reviewed to reduce sign clutter and improve the streetscape. This would also benefit the visually impaired, as it would reduce the risk of walking into a potential hazard. It is noted that no loading sign plates are positioned on posts within the footway.
- It is recommended that the "social distance" reminder and "queue here" markings that are applied to the footway are refurbished throughout the extents of the Moseley designated area of providing social distance. It is recommended that a harder wearing paint such as thermoplastic is specified.
- It is recommended that the parking bays which have been barriered off to provide footway widening and social distance have a designated regular maintenance regime, in order to ensure that detritus and litter is swept up and that any ponding issues are eradicated.
- It is recommended that all the designated footway widenings have ramps provided at each end to allow the mobility impaired the access the widened footway.

3.11 Aston / Lozells

Social distance measures have been provided along Witton Road, Aston through the implementation of footway widening and footway segregation markings from the northern extents at Nobel Way and the southern extents at the junction with Trinity Road.

Barriers have been implemented on the western side of Witton Road to prevent footway parking between Witton Car Care Centre and the junction with The Broadway, further footway protection has been provided from the Gulf filling station to the junction with Norris Road. Barriers have also been provided in the footway north of Nelson Way.

Furthermore, social distancing markers have been provided at regular intervals to remind pedestrians to maintain distance and at locations where the footway width is narrow, and it was not practical to widen.

The Consultant drawings which have been received for review are as follows:

1. B2309001-SDM-AST-01 - 06

3.11.1 Site Observations

The following site observations were captured:

- It is observed that the barriers positioned in the footway, outside of the Gulf petrol station. They are well maintained and are located in their specified original locations, as a straight line offset from the carriageway, providing social distance space, and restricting vehicle vehicles from parking on the footway. It is considered that recommendations are made to providing bollards to replace the barriers spaced at 3m centres, in order to prevent future parking and maintain the footway width.
- It is observed that the barriers positioned in the footway, from the junction of the Broadway south to No. 322 Witton Road. They are well maintained and are located in their specified original locations, as a straight line offset from the carriageway, providing social distance space, and restricting vehicle vehicles from parking on the footway. It is considered that recommendations are made to providing bollards to replace the barriers spaced at 3m centres, in order to prevent future parking and maintain the footway width.
- It is observed that there are barriers located on the western footway from the junction of Nelson Road north to opposite No. 345 Witton Road. These barriers have been placed in error and restrict the available pedestrian footway, reducing social distance, particularly as the adjacent foliage is overgrown and further reduces the available footway width. It is recommended that the barriers are removed as stated in the road safety audit and the adjacent foliage is cut back to further widen the footway and provide social distance for pedestrians.
- It was observed that COVID-19 Social distance signing has been erected on lamp columns advising pedestrians to keep apart.

3.11.2 Findings

It was noted that the measures which have been implemented provided a safe environment for pedestrians to walk whilst also allowing the traffic to flow. The measures were easily understood by both pedestrians, cyclist and motorists and had not been damaged or moved, by malicious intent or by accident.

The formalising of the social distance measures shall allow other road users in accordance with the City Council's road hierarchy to benefit:

- Cyclists,

- There is not any additional provision for cyclists along Witton Road.
- Pedestrians,
 - The provision of the temporary barriers within the footway has prevented vehicles from parking on the footway and reducing the available footway space, this has allowed pedestrians to maintain social distance.
- Equalities issues
 - It was observed that visually impaired pedestrians were at risk due when walking along the western side of Witton Road in the vicinity of the Witton Car Care Centre. This is due to the changing nature of the environment, as cars park outside the garage and are observed to straddle the footway, potentially creating an obstruction to the visually impaired. It is recommended that Birmingham City Council consult with the garage owners and request that the footway is not blocked by parked vehicles.
 - Mobility impaired users may be affected by the footways on Witton Road having produce positioned on them by adjacent shopkeepers, however at the time of the site visit, it was noticed that the footways were well maintained and clear of any potential restriction.
- Passengers at bus stops,
 - The bus stops on Witton Road shall have greater boarding point areas, due to the greater footway width and this allows more space for pedestrians to wait and maintain social distance, as well as allow access and egress from buses by passengers.
 - There are not any bus stops associated along Witton Road that are subject to social distance works. The bus operator has provided stickers on bus stops advising waiting passengers to maintain 2m between each other.
- Essential loading and servicing to frontages,
 - Consultation with shop owners on Witton Road shall be required to ensure that access is provided for deliveries to the properties, such as the grocery shops.
- Emergency service routes,
 - Consultation is recommended to be undertaken with the emergency services.

3.11.3 Summary of observations and findings

It is observed that the EATF1 measures were well maintained and the temporary measures were being respected. Therefore, it is recommended that the following further measures are considered for implementation and or modification of the existing layout in order to improve the schemes if they are made more permanent as part of Tranche 2:

Findings / Recommendations

- It is recommended that signing is reviewed to reduce sign clutter and improve the streetscape. This would also benefit the visually impaired, as it would reduce the risk of walking into a potential hazard. It is noted that no loading sign plates are positioned on posts within the footway.
- It is recommended that permanent bollards are positioned in the footway, outside of the Gulf petrol station, at 3m centres, in order to prevent future parking and maintain the footway width.
- It is recommended that permanent bollards are positioned in the footway, from the junction of the Broadway south to No. 322 Witton Road, at 3m centres, in order to prevent future parking and maintain the footway width.

- It is recommended that the temporary barriers which have been positioned in the footway from the junction of Nelson Road north to opposite No. 345 Witton Road are removed along with the adjacent vegetation being cut back, in order to provide social distance for pedestrians.

3.12 Alum Rock

Social distance measures have been provided along Alum Rock Road, Alum Rock through the implementation of footway widening and footway segregation markings from the western extents at the Saltney Gate Roundabout and the eastern extents at the junction with Tarry Road.

Footway Widening has been provided on the northern side of Alum Rock Road between TSB Bank and Greggs, through the provision of temporary barriers within the existing parking bay.

Furthermore, social distancing markers have been provided at regular intervals to remind pedestrians to maintain distance and at locations where the footway width is narrow, and it was not practical to widen.

The Consultant drawings which have been received for review are as follows:

1. B2309001-SDM-ALUM-01 - 07

3.12.1 Site Observations

The following site observations were captured:

- Between No. 156 and 162 Alum Rock Road the barriers that have been implemented within the parking bay to allow social distance are working and have been maintained, although it is noted the traffic signing has been knocked over and damaged. These barriers are particularly important barriers due to the requirements to provide additional footway space, as a considerable number of customers queue for the TSB bank. It is noted that within the barriered off area of carriageway, there is ponding adjacent to the two temporary ramps as well as standing water within the channel, as well as litter which requires cleaning. It is recommended that the barriers are maintained during the period of Covid-19 however after Covid-19 these measures could be removed, and the streetscape return to his previous set up.

3.12.2 Findings

It was noted that the measures which have been implemented provided a safe environment for pedestrians to walk whilst also allowing the traffic to flow. The measures were easily understood by both pedestrians, cyclist and motorists and had not been damaged or moved, by malicious intent or by accident.

The formalising of the social distance measures shall allow other road users in accordance with the City Council's road hierarchy to benefit:

- Cyclists,
 - There is not any additional provision for cyclists along Alum Rock Road.
- Pedestrians,
 - The widened footway allows pedestrians greater space to pass. Also, the ramped access to widening, shall improve mobility for wheelchairs users and the visually impaired.
- Equalities issues
 - It was observed that visually impaired pedestrians were at risk due to the provision of traffic signs within the footway, creating a hazard, therefore it is recommended that a review of signing is undertaken to remove unnecessary street clutter. To reduce potential trip hazards, it is observed that visually impaired pedestrians are accommodated through the painting of the kerb line adjacent to the footway widening.
 - It was observed that mobility impaired users were not affected by the works, as there is sufficient width within the footway and access to the designated social distance space in the carriageway is achieved through large wide ramps.

- Passengers at bus stops,
 - The bus stops on Alum Rock Road have not been modified, to provide greater boarding point areas. However, it is noted that as the footway width is sufficient, this allows sufficient space for pedestrians to wait and maintain social distance, as well as allow access and egress from buses by passengers.
- Essential loading and servicing to frontages,
 - Consultation with shop owners on Alum Rock Road shall be required to ensure that access is provided for deliveries to the properties.
- Emergency service routes,
 - Consultation is recommended to be undertaken with the emergency services.

3.12.3 Summary of observations and findings

It is observed that the EATF1 measures were well maintained and the temporary measures were being respected. Therefore, it is recommended that the following further measures are considered for implementation and or modification of the existing layout in order to improve the schemes if they are made more permanent as part of Tranche 2:

Findings / Recommendations

- It is recommended that temporary signing in accordance with the DfT's Traffic Signs to Support Social Distancing are erected back to back on lamp columns, recommended signs are "COVID-19 Maintain social distance" and "COVID-19 Stay 2m apart".
- It is recommended that signing is reviewed to reduce sign clutter and improve the streetscape. This would also benefit the visually impaired, as it would reduce the risk of walking into a potential hazard. It is noted that no loading sign plates are positioned on posts within the footway.
- It is recommended that the parking bays which have been barriered off to provide footway widening and social distance have a designated regular maintenance regime, in order to ensure that detritus and litter is swept up and that any ponding issues are eradicated.

3.13 Sutton Coldfield

Social distance measures have been provided along The Parade and the A5127 Birmingham Road in Sutton Coldfield through the implementation of footway widening and footway segregation markings from the northern extents at the junction with the A5127 and the southern extents outside Iceland Foods on Maney Corner.

The footway throughout the shopping parade has pedestrian segregation through the provision of markings in the footway, to advise pedestrians where to queue for each shop front. Furthermore, footway widening, and segregation has been provided on the south-eastern side of Birmingham Road between The Parade and Iceland, through the provision of wands and footway marking.

The Consultant drawings which have been received for review are as follows:

1. LS/SUT/969/A – F
2. LS/SUT/969/BAY
3. LS/SUT/969/SIGNS

3.13.1 Site Observations

The following site observations were captured:

- It is observed that the High Street is very wide with pedestrians are walking freely. There are some signs advising pedestrians to maintain social distance together with yellow queue markings outside some shops advising pedestrians where to queue. However, the pedestrianised area allows pedestrians to walk freely, without being restricted and coming into contact due to the available width.
- It is observed that there are four sets of bus shelters on Lower Parade, which have signs on the shelters advising pedestrians to "Stay Safe Stay Apart". The markings on the floor advising pedestrians to stay apart are extremely worn out and are barely legible. Due to the restricted width of the footway, due of the adjacent flowerbed and wall, there is limited space to expand the pedestrian waiting area, therefore is recommended that additional signs are sprayed on the floor and signs provided in the flowerbed area which are out of the footway but will remind pedestrians to keep apart.
- It is observed that there is a ramp leading from outside H Samuel to bus stop SG. This ramp is quite steep and divided by a continuous barrier. It is considered that markings should be applied to denote which side of the divider pedestrians should walk to reduce the potential for pedestrians to pass closely while walking up or down the same side of the ramp. Signs and markings on the footway at each end of the ramp should be provided with direction arrows and no entry symbols.
- It is observed that outside the Nationwide Building Society, social distance markings have been placed in the footway in order to advise customers where to queue, however these have faded and are any barely legible. It is recommended that these queue markings are reinstated with a more permanent marking material.
- It is observed that there are development hoardings erected between McDonald's and Nationwide Building Society in the vicinity of bus stop SA and bus stop SC. The hoardings reduce the existing footway from 3m to 1.8m, in the exact position that passengers are waiting at bus stop SP. Therefore, there is a conflict between waiting passengers and pedestrians walking along the footway through the restriction. It is recommended that Birmingham City Council contact the developer to have the barriers removed from highway land and located back within the development land, to restore the footway to its maximum available width. The developer to contact for commercial

enquiries is Adam Perry at AP retail telephone (01527) 578820 or Adrian Willis at Highgate Land and Development on (0121) 740 0500.

- It is observed that there is footway widening between Vapour and Cinergy bank in order to allow pedestrians to utilise a previous parking bay outside the Halifax bank. The parking bay has been barriered off and has had double yellows markings applied which is very effective. The wands are observed to be working well and the widened footway has not suffered from ponding or detritus build-up. However, it is noted that there are no ramps to allow mobility scooters or disabled users to access the widening. Therefore, ramps should be provided at each end of the widened footway. The footway markings outside the shops, promoting 2 m social distance reminders, are worn and in need of refurbishment.
- It is observed that the Quinto Lounge cafe bar has planters within the footway to designate what is assumed to be an area that customers can sit at tables outside the restaurant. However, during the periods of lockdown it is recommended that the planters are relocated adjacent to the property building line therefore not restricting the footway for pedestrians. The telephone box opposite the entrance to the café provides a further restriction, reducing the footway between the telephone box and the nearest planter to 1.8m. Therefore, it is recommended that Birmingham City Council contact the café and request the planters be relocated.
- It is observed that there is a 2.5m footway width between Kwik Fit and Iceland, this is unable to be widened due to the adjacent parking bays. It is noted that there are social distance markers outside Tesco Express and Iceland leading to the entrance of Tesco Express. These markings are faded; therefore, the markings should be refurbished, and additional signs mounted on lamp columns to advise pedestrians to maintain social distance.

3.13.2 Findings

It was noted that the measures which have been implemented provided a safe environment for pedestrians to walk whilst also allowing the traffic to flow. The measures were easily understood by both pedestrians, cyclist and motorists and had not been damaged or moved, by malicious intent or by accident.

The formalising of the social distance measures shall allow other road users in accordance with the City Council's road hierarchy to benefit:

- Cyclists,
 - There is not any additional provision for cyclists along within Sutton Coldfield pedestrian area.
- Pedestrians,
 - The widened footway allows pedestrians greater space to pass. The queue markers within the Parade provide sufficient distance between queueing pedestrians.
- Equalities issues
 - It was observed that visually impaired pedestrians were at risk due to the provision of traffic signs within the footway, creating a hazard, therefore it is recommended that a review of signing is undertaken to remove unnecessary street clutter. To reduce potential trip hazards, it is observed that visually impaired pedestrians are accommodated through the painting of the kerb line adjacent to the footway widening.
 - It was observed that mobility impaired users are affected by the works, as there are no ramps provided to allow visually and mobility impaired users from safely accessing the widened footway in order to maintain social distance from customers queuing for shops between Vapour and Cinergy Bank.

- Passengers at bus stops,
 - The bus stops on The Parade have not been modified, to provide greater boarding point areas. It is noted that there are locations where walls and development hoardings impact on the footway width at locations adjacent to bus stops which may causing conflicts between pedestrians and bus users.
- Essential loading and servicing to frontages,
 - Consultation with shop owners throughout the pedestrianised area and adjacent shops affected by the social distance barriers, shall be required to ensure that access is provided for deliveries to the properties.
- Emergency service routes,
 - Consultation is recommended to be undertaken with the emergency services.

3.13.3 Summary of observations and findings

It is observed that the EATF1 measures were well maintained and the temporary measures were being respected. Therefore, it is recommended that the following further measures are considered for implementation and or modification of the existing layout in order to improve the schemes if they are made more permanent as part of Tranche 2:

Findings / Recommendations

- It is recommended that temporary signing in accordance with the DfT's Traffic Signs to Support Social Distancing are erected back to back on lamp columns, recommended signs are "COVID-19 Maintain social distance" and "COVID-19 Stay 2m apart".
- It is recommended that signing is reviewed to reduce sign clutter and improve the streetscape. This would also benefit the visually impaired, as it would reduce the risk of walking into a potential hazard. It is noted that no loading sign plates are positioned on posts within the footway.
- It is recommended that the "social distance" reminder and "queue here" markings that are applied to the footway are refurbished throughout the extents of the Sutton Coldfield designated area of providing social distance, this includes the High Street area and the footways in the vicinity of the bus stands on Lower Parade. It is recommended that a harder wearing paint such as thermoplastic is specified.
- It is recommended that the ramp leading from outside H Samuel to bus stop SG, has markings applied on the footway such as arrows, no entry symbols and signing to promote the direction of travel for pedestrians.
- It is recommended that Birmingham City Council contact the developers responsible for the vacant plot between McDonald's and Nationwide Building Society in the vicinity of bus stop SA and bus stop SC. This is in order to relocate the boundary hoardings to the rear of the footway and provide a 3m wide footway for pedestrians and waiting passengers. The developer to contact for commercial enquiries is Adam Perry at AP retail telephone (01527) 578820 or Adrian Willis at Highgate Land and Development on (0121) 740 0500.
- It is recommended that between Vapour and Cynergy bank ramps are provided to allow mobility scooters or disabled users to access the footway widening. Therefore, ramps should be provided at each end of the widened footway.
- It is recommended that Birmingham City Council contact the owners of the Quinto Lounge cafe bar, in order to remove the planters that have been left in the middle of the footway and are creating a restriction to pedestrians and risk a trip hazard for the visually impaired
- It is recommended to promote controlled one-way pedestrian flow (created with central railing) within the pedestrianised area of High Street that Birmingham City Council may consider implementing a one-way system through the pedestrianised High Street, from Aldi, to the junction with South Parade. This would have gaps in the railing opposite side alleyways, to allow pedestrians to change direction and access the side alleyways, whilst the pedestrian flow is promoted to be walking up one side and down the other.

3.14 Acocks Green

Social distance measures have been provided along the A41 Warwick Road in Acocks Green through the implementation of footway segregation markings from the western extents at the roundabout with the B4146 and Shirley Road and the eastern extents at the junction with Dolphin Lane.

The footway on the both sides of Warwick Road has been segregated through the provision of continuous marking along the centre of the footway together with directional arrows and reminders to maintain distance.

The Council Local Engineer drawings which have been received for review are as follows:

1. C/1690/002

3.14.1 Site Observations

The following site observations were captured:

- It is observed that the footway from the commencement of the High Street works from the outside of Wilco is extremely wide and provides plenty of space for social distancing and sufficient space for shops to provide designated queueing area outside of their shop front. It is recommended that the markings are provided on the footway to denote queueing areas. Consideration is given to providing to way pedestrian flow through the provision of centreline marking and barriers.
- It is observed that there are Covid-19 maintain social distance markings, such as 'keep apart' and 'queue here', located within the footway which are worn and require refurbishment. It is recommended that additional markings are applied at 30m intervals in both directions along the extent of the High Street
- From outside No. 1162 to the junction of Oxford Road the segregation markings are in serviceable condition and inform pedestrians to walk on one side of the footpath to pass pedestrians walking in the opposite direction. However, it is observed that this is ignored, and pedestrians are walking freely within the footway, not observing the direction markings.
- On the southern side of the road the segregation markings are in serviceable condition and inform pedestrians to walk on one side of the footpath to pass pedestrians walking in the opposite direction. However, it is observed that this is ignored, and pedestrians are walking freely within the footway, not observing the direction markings.
- It is noted outside Nationwide Building Society that pedestrians are queueing to access the building society this is in the vicinity of bus stop AF, therefore, there is a restriction in the footway adjacent to the building society queue. It is recommended that queue distancing markings are placed outside the Nationwide branch to encourage social distancing and to queue away from the bus stop.
- It is observed that Hughes fruits and vegetables have products presented outside of the shop under a gazebo which is beyond the shop threshold, causing a restriction due to the adjacent lamp column and controlled crossing. It is recommended that the greengrocer is contacted to remove the produce from highway land and therefore remove the restriction in footway width.
- It is observed that from Ladbrokes to No. 1101 Warwick Road that there is pedestrian guardrail reducing the footway to a width of 2m to contain pedestrians prior to the controlled crossing. It is recommended that social distance markers are placed on the floor with arrows advising pedestrians where to walk and social distancing signs are erected at each end of the section of railing.

3.14.2 Findings

It was noted that the measures which have been implemented provided a safe environment for pedestrians to walk whilst also allowing the traffic to flow. The measures were easily understood by both pedestrians, cyclist and motorists and had not been damaged or moved, by malicious intent or by accident.

The formalising of the social distance measures shall allow other road users in accordance with the City Council's road hierarchy to benefit:

- Cyclists,
 - There is not any additional provision for cyclists along Warwick Road.
- Pedestrians,
 - The width of the footway along both sides of Warwick Road allows social distances to be maintained. It is only at restrictions such as shop produce, pedestrian guardrail, telephone boxes, bus stops and bins that provide a restriction that may cause a pedestrian to consider other pedestrians and potentially wait before passing a restriction.
 - The footway segregation was observed to be disregarded; therefore, consideration would need to be given to installing bollards to prevent vehicles accessing the footway.
- Equalities issues
 - It was observed that visually impaired pedestrians were at risk due to the provision of "A" boards and posts located within the footway, creating a hazard, therefore it is recommended that a review of signing is undertaken to remove unnecessary street clutter. It is also recommended that consultation is undertaken with shop owners to move the boards out of the footway.
 - It was observed that mobility impaired users were not affected by the works, as there is sufficient width within the footway and access to the designated social distance space in the carriageway is achieved through large wide ramps.
- Passengers at bus stops,
 - The bus stops on Warwick Road have not been modified, to provide greater boarding point areas. However, it is noted that as the footway width is generous, this allows sufficient space for pedestrians to wait and maintain social distance, as well as allow access and egress from buses by passengers. However, there is a pinch point identified at Bus Stop AF, where queuing passengers and in close vicinity with Nationwide customer queueing outside the Building Society, reducing the available footway width.
- Essential loading and servicing to frontages,
 - Consultation with shop owners on Warwick Road shall be required to ensure that access is provided for deliveries to the properties.
- Emergency service routes,
 - Consultation is recommended to be undertaken with the emergency services.

3.14.3 Summary of observations and findings

It is observed that the EATF1 measures were well maintained and the temporary measures were being respected. Therefore, it is recommended that the following further measures are considered for implementation and or modification of the existing layout in order to improve the schemes if they are made more permanent as part of Tranche 2:

Findings / Recommendations

- It is recommended that temporary signing in accordance with the DfT's Traffic Signs to Support Social Distancing are erected back to back on lamp columns, recommended signs are "COVID-19 Maintain social distance" and "COVID-19 Stay 2m apart".
- It is recommended that signing is reviewed to reduce sign clutter and improve the streetscape. This would also benefit the visually impaired, as it would reduce the risk of walking into a potential hazard. It is noted that no loading sign plates are positioned on posts within the footway.
- It is recommended that Birmingham City Council contact Hughes fruits and vegetables to instruct that the produce that is displayed outside of the shop is within the shop's threshold, so does not restrict the footway or cause an issue for the visually impaired.