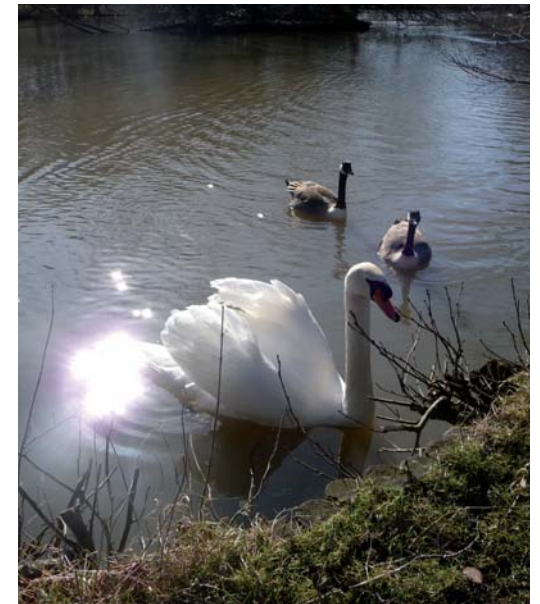




Merritts Brook Greenway

Walking & Cycling Route



FINAL ISSUE MAY 2010

Feasibility Study

Merritts Brook Greenway

Walking & Cycling Route



The logo above has been created following discussions with the Merritts Brook Greenway Community Group, to give the new route an identity and incorporates some of the natural features special to this area. The logo is used throughout this document and could be used on any new entrance features/artwork/furniture along the proposed route.

Document produced by:

The Landscape Practice Group

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On behalf of:
Birmingham City Council

Ann Wood
Head of Landscape and Contract Services

ISSUE:
FINAL ISSUE MAY 2010





Merritts Brook Greenway

Walking & Cycling Route

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APPENDICES

Please note Appendices are contained within separate document.



Merritts Brook Greenway

Walking & Cycling Route



1.0 Introduction

1.1 Appointment

The Landscape Practice Group (LPG) have been appointed by Birmingham City Council's Transportation Strategy Section to carry out a Feasibility Study for a potential new walking & cycling route alongside Merritts Brook in the Bartley Green, Weoley and Bournville Wards of South Birmingham.



1.2 Background

In 2008 LPG and Transportation Strategy were approached to look at the route that had been identified and championed by the Merritts Brook Greenway Community Group. The proposed route linked the soon to be completed section of path through Ley Hill Recreation Ground to the existing paths through the Valley Parkway and Bournville Park. It was also to cover the route within the Meadowbrook public open space, Manor Farm Park and the woodland between the Bristol Road and Bournville Lane as well as the crossings of Bell Hill and the Bristol Road.

Despite the support for local councillors and the community group, no funding could be found to fund the preparation of a study. In December 2009 however, some limited money was found through the Safer Routes to School Initiative to fund a study that would focus on detailing the main parts of the route as detailed in section 1.3.

1.3 Brief

The objective of the feasibility is to extend and complement the existing routes which form part of a natural green corridor. LPG were asked to provide a technical study that could be used to seek wider public support, City Council approvals and as the basis for seeking funding including the following;

1. Plans to cover a multifunctional route (average 3m wide) including exploration of safer links to schools in accordance with the Sustrans funding criteria. Study to include exploration of land ownership, highway, ecology and ground conditions where relevant. The main focus of route exploration will be from the end of Ley Hill POS along Merritts brook through Manor Park up to and including the Bristol Road crossing although more outline proposals and costings are to be included for other sections of the route beyond the Bristol Road..
2. Information on stakeholder groups contacted and those that would need to be contacted as part of a wider consultation.
3. Any relevant land ownership issues.
4. Outline cost estimates including where relevant any revenue issues.



Merritts Brook Greenway

Walking & Cycling Route

2.0 Proposed Route

2.1 Site location

The proposed route location in the Northfield area of the City, situated approximately **6.5km** south west of Birmingham City Centre.

The location map on the right (Diagram A) shows the location of the proposed route site we have been asked to explore.

It is crossed by two major roads, Shenley Lane/Bell Hill (B4121) and Bristol Road South (A38).

The red line marks the proposed route.

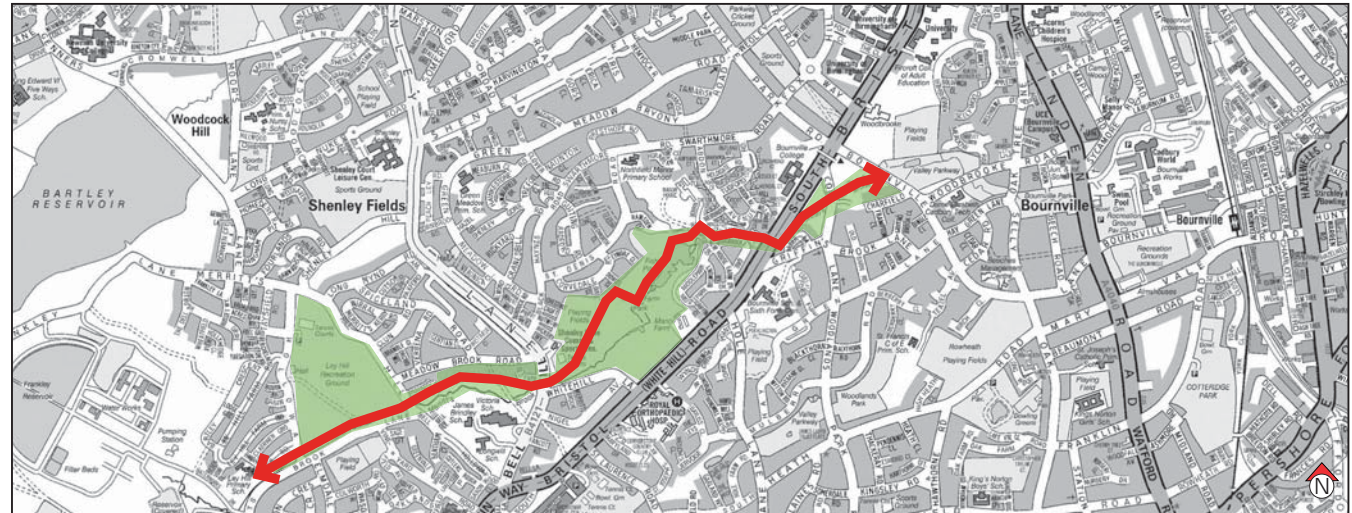


Diagram A Not to Scale

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2.2 Constituency & Ward Boundaries

Although the route largely falls within the Northfield Constituency Weoley Ward, small sections lie within the Edgbaston Constituency Bartley Green Ward and the Selly Oak Constituency Bournville Ward.

The blue lines indicate the Constituency Boundaries and the red line marks the proposed route.



Diagram B Not to Scale

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Merritts Brook Greenway

Walking & Cycling Route



2.3 Land Ownership

The map to the right shows current land ownership across the site area.

The majority of the route falls on Environment & Culture owned land. However, part of the proposed route lies on both Housing & Transportation land (indicated by the **circle A**). Permissions would need to be sought from both Housing and Transportation before the project can be extended into these two areas.

Past Manor Farm Park, the route is intended to be taken through Bournville Park housing development (indicated by the red **area B**), which is owned by Crest Nicholson. Only minor signage interventions are proposed here and the relevant permissions for placement of this have already been sought from Crest Nicholson for the purposes of this study.

Merritts Greenway Ownership

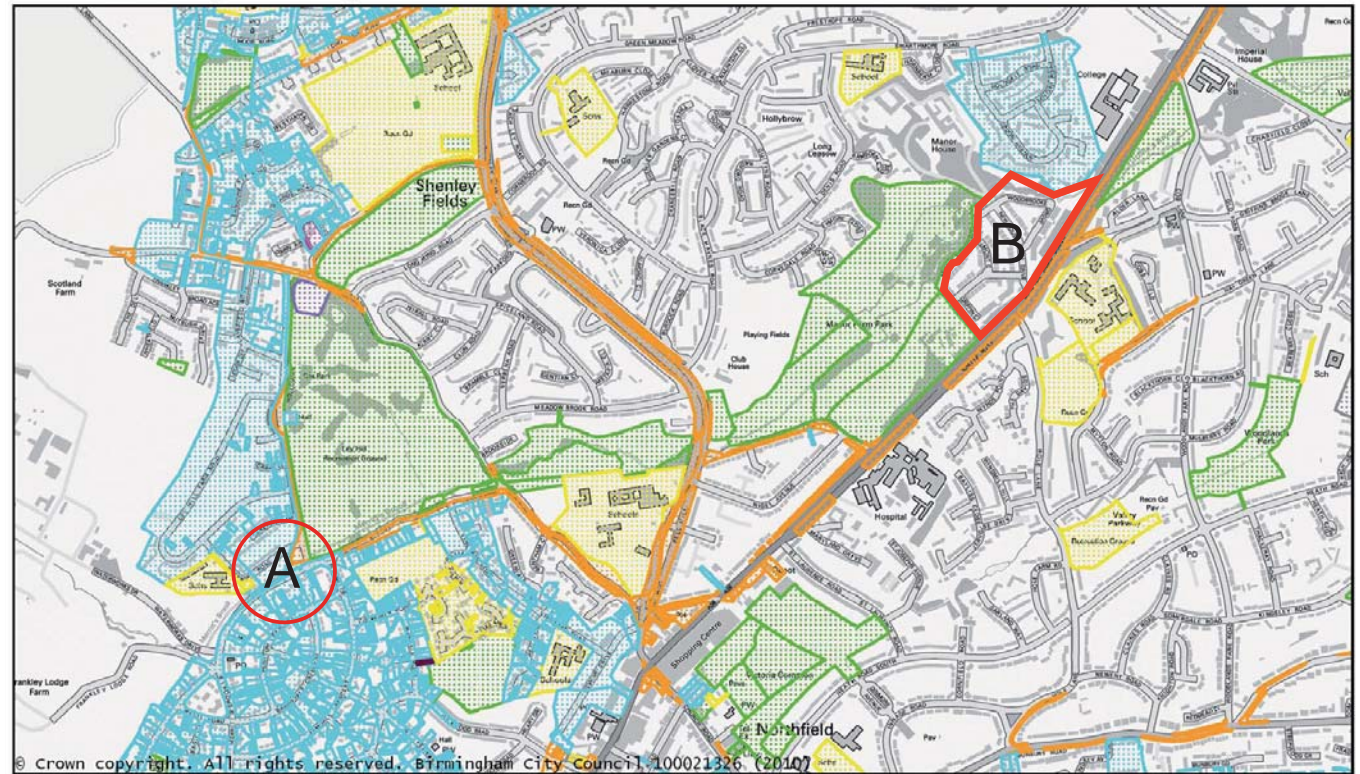


Diagram C Land Ownership Plan
Not to Scale



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LEGEND	
■	Environment & Culture
■	Transportation
■	Housing
■	Social Services
■	Education

addm/liboayrds
29/09/2010 06:58:47

Notes

Scale
1:11313



Merritts Brook Greenway

Walking & Cycling Route

2.4 Strategic Plan

The plan to the right shows the open space corridor that runs from Ley Hill through to Bournville. There are strong green links between adjacent areas of open space that present strong opportunities for walking and cycling routes that link densely housed urban areas to the countryside on the southwestern edge of Birmingham.

The plan also shows the positions of schools along this green space link and the possible opportunities for safer routes to them that this study is seeking to promote.

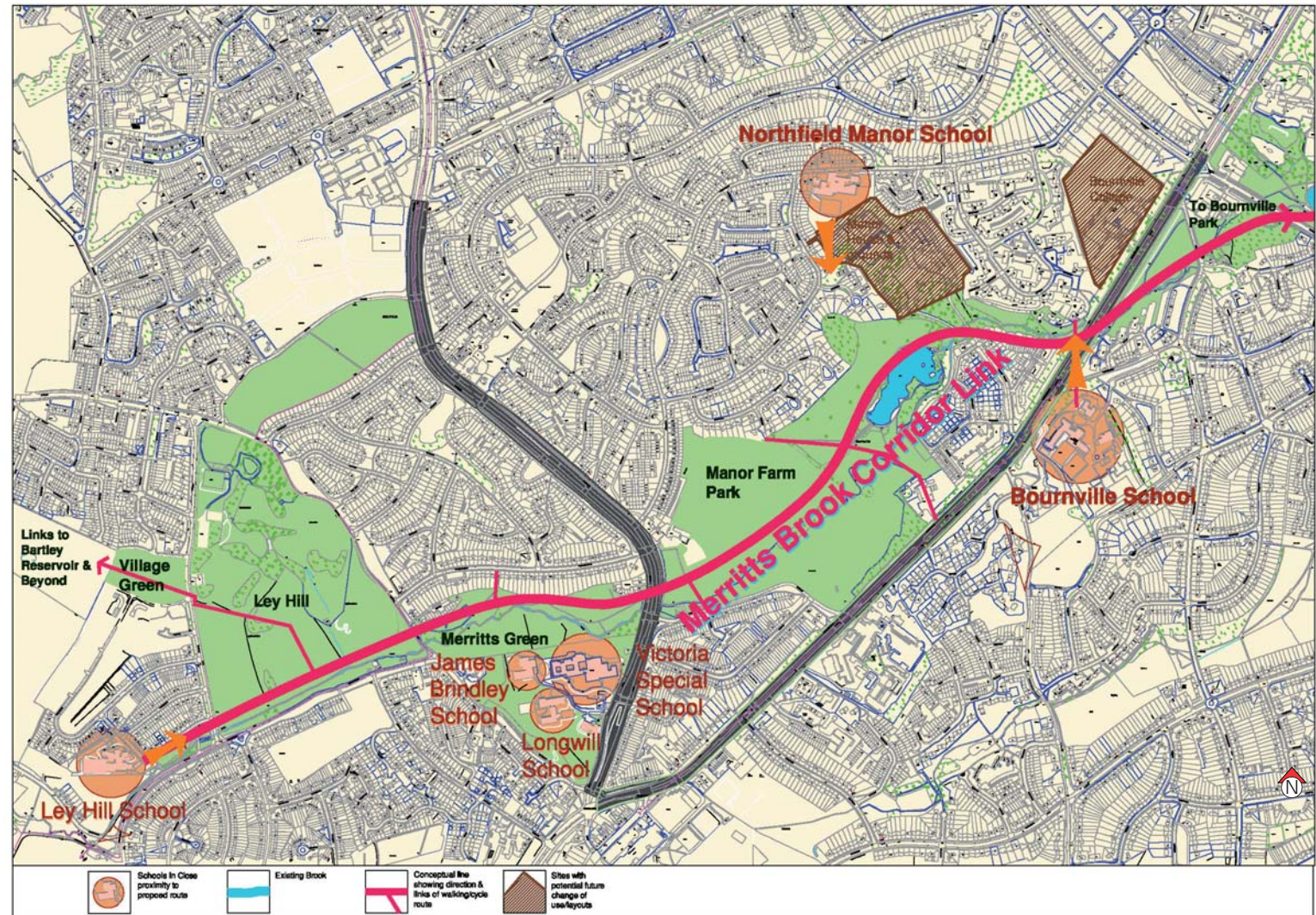


Diagram D Strategic Plan
Not to Scale

Feasibility Study

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Merritts Brook Greenway

Walking & Cycling Route



3.0 Consultation

LPG and our partners in Transportation have contacted several key stakeholders over the past few months which have helped inform many of the decisions and proposals contained within this study. An overview of some of these discussions are listed within this section.

3.1 Links to Schools

School Travel Plan Team Advisor Naomi Coleman and George Bailes from Transportation have plotted all the schools within the vicinity of the proposed route (see Diagram E). The schools identified as being close enough to benefit from the route were Ley Hill Junior and Infant School, Northfield Manor Primary School & Bournville Secondary School. LPG have investigated any potential links we could make with these schools as well as checking and confirming that other schools not highlighted were not to be considered. The results of these discussions are listed below.

Ley Hill Primary School

LPG have spoken to the Office Manager at Ley Hill Primary School, regarding potential cycle route links to the school. We have been informed that at present no children cycle to school due to the local roads being considered unsafe.

The School does however use Ley Hill Park and has in the past helped to plant bulbs there. Any new safer routes to the School from the Park as well as safer crossing measures across the Holloway would be encouraged and welcomed by the School. Such new links would encourage a greater number of children and families to use Ley Hill Park and could open up the possibility of future cycle training lessons at the school which would help the Police to escort children to Ley Hill Park more safely. Such measures would ultimately help to encourage children to cycle to school and would reassure parents that their children will be prepared and as safe as possible in doing so.

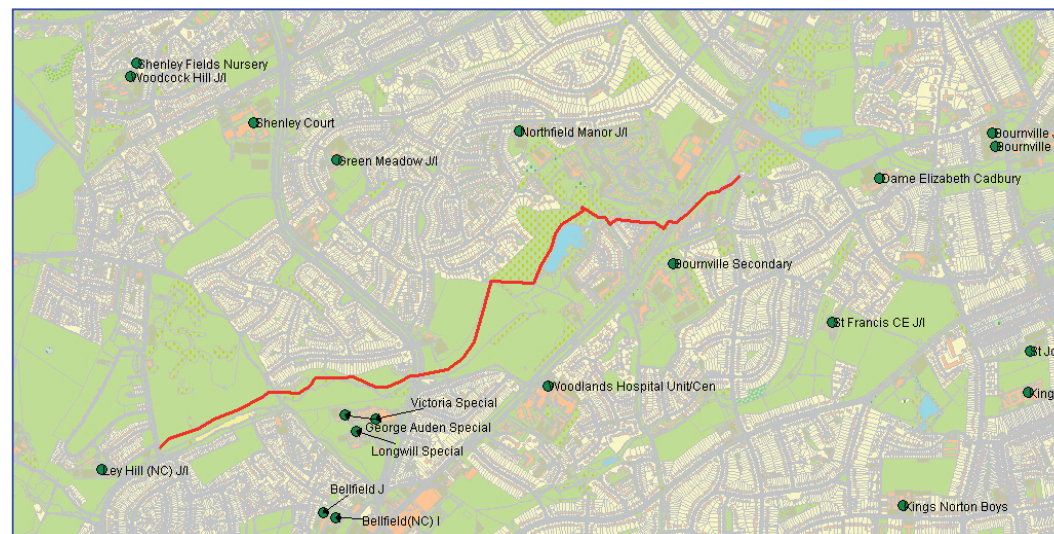


Diagram E
Local Schools Map
Not to Scale

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Longwill School

The Landscape Practice Group have spoken to the Head Teacher at Longwill School regarding any opportunities to link the School with our proposed new cycle and walking route. The Head is very keen on encouraging the children to undertake community involvement within Ley Hill Park and would be happy to involve children in any practical aspect during or after the new route's construction.

Although there are few children who cycle to school at the moment, widening/improving the footpath to allow for a safe cycle lane from Longwill School along Bell Lane/ Shenley Lane to connect with the proposed route could be looked at. Should this prove feasible and funding is sought to do so, it may help to encourage able children and staff to cycle to school.

Victoria Special School & James Brindley School

Landscape Practice Group have contacted both Victoria Special School and James Brindley School and have confirmed that due to the Special Educational Needs of students attending these schools, no opportunity for cycling/walking provision is necessary or will be considered (all pupils attending are brought in by minibuses & taxis).

Bournville School

Transportation Strategy were keen on LPG investigating a safer route to schools link from the new route to the School. Despite numerous attempts by LPG and the School Travel Team to get in touch with the Headteacher, we have been unsuccessful in doing so. We have however investigated existing school access and have concluded that there is limited opportunity for an improved/safer cycling route due to the physical constraints of the school location and

Feasibility Study

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Merritts Brook Greenway

Walking & Cycling Route

the narrow access road leading up to it.

3.2 Community Groups

Merritts Greenway Community Group

As mentioned in the background to this study, The Merritts Brook Greenway Community Group has identified and pulled together support from local residents and Councillors in order for this feasibility study to be undertaken.

The group held a meeting on the 5th February 2010 at St David's Church on Shenley Lane where interested residents, Friends Groups, Councillors and the Constituency Parks Manager (CPM) were shown some initial ideas and route proposals by a representative from LPG.

The outcome of the meeting was generally positive, with all parties attending interested in seeing what the study would conclude with the hope that it would enable the route's ideologies come into realisation.

Friends of Manor Farm Park

A representative from the Friends of Manor Farm Park was in attendance at the Greenway meeting on the 5th February. They relayed the concerns that some of the friends had expressed regarding the width of the route, its materials and intentions. Great care and sensitivity has been taken to ensure that the proposed route will prove to be a valuable asset and enhancement to the existing Park.

It is hoped that the detailed proposals, images, and materials sheets included within this study will help to alleviate and address any concerns. It is also worth mentioning that any planned alterations and improvements around the pond in Manor Farm Park have been discussed and agreed in principle with the Parks & Nature Conservation Officer at Birmingham City Council to ensure that they would not have an adverse affect to both wildlife and aesthetic beauty of the area.

3.3 Transportation Strategy

Birmingham City Council's Transportation Department have investigated the feasibility of installing new pedestrian/cycle crossings across all roads which intersect the route:

- The Holloway
- Merritts Hill
- Shenley Lane
- Bristol Road

Investigations included conducting speed surveys, gathering accident history information as well as photographic and analytical surveys. The information produced by them has informed the design proposals and are included within the appendices of this report for reference purposes.

3.4 Crest Nicholson

As briefly mentioned in the Land ownership section, part of the proposed route goes through the new housing estate known as Bournville Park, on land owned by Crest Nicholson (the Developers of the estate).

On approach to the new estate from Manor Farm Park, the route will follow an existing access drive which leads up to Manor House (a vacant University of Birmingham property currently up for sale).

The University have right of access over this drive to Manor House, which is up for sale. The right of access will transfer to the new owner once sold. The matter of formalising public access along this proposed route will need taking up with Crest Nicholson during a detailed design stage.

For the purposes of this report however, I have discussed the route with them and have sought permission for any proposed signage on the estate with them.

The Commercial Technical Manager at Crest Nicholson has agreed in principle to the placing of a fingerpost in the proposed location but this would also need final confirmation at detailed design stage.

3.5 Biodiversity Officer

Certain areas of Manor Farm Park have been designated SINC (Sites of Importance for Nature Conservation).

Because of this, the City's Biodiversity Officer has been consulted regarding our proposals. The majority of the route is set away from the park's SINC areas, apart from around the pool.

Careful consideration needs to be taken not to disturb the flora and fauna and the character around the pool area. With this in mind, the pathway in an around the pool is to be sympathetically repaired and upgraded, keeping the existing feel of the area largely intact with minimal disturbance to the area around them.

As there are drainage problems affecting the surface of some of the pathways, new swales are proposed to allow water to collect and gradually soak away rather than run over the surface of footpaths and lawns (see drawings for further clarification).

Further Consultation

Due to a tight schedule of delivery required for this study, widespread consultation has not been carried out. It is hoped that the production of this document along with a full list of contacts (contained at the back of this document) could enable a wider and more comprehensive consultation exercise to be undertaken in the following months.

Merritts Brook Greenway

Walking & Cycling Route

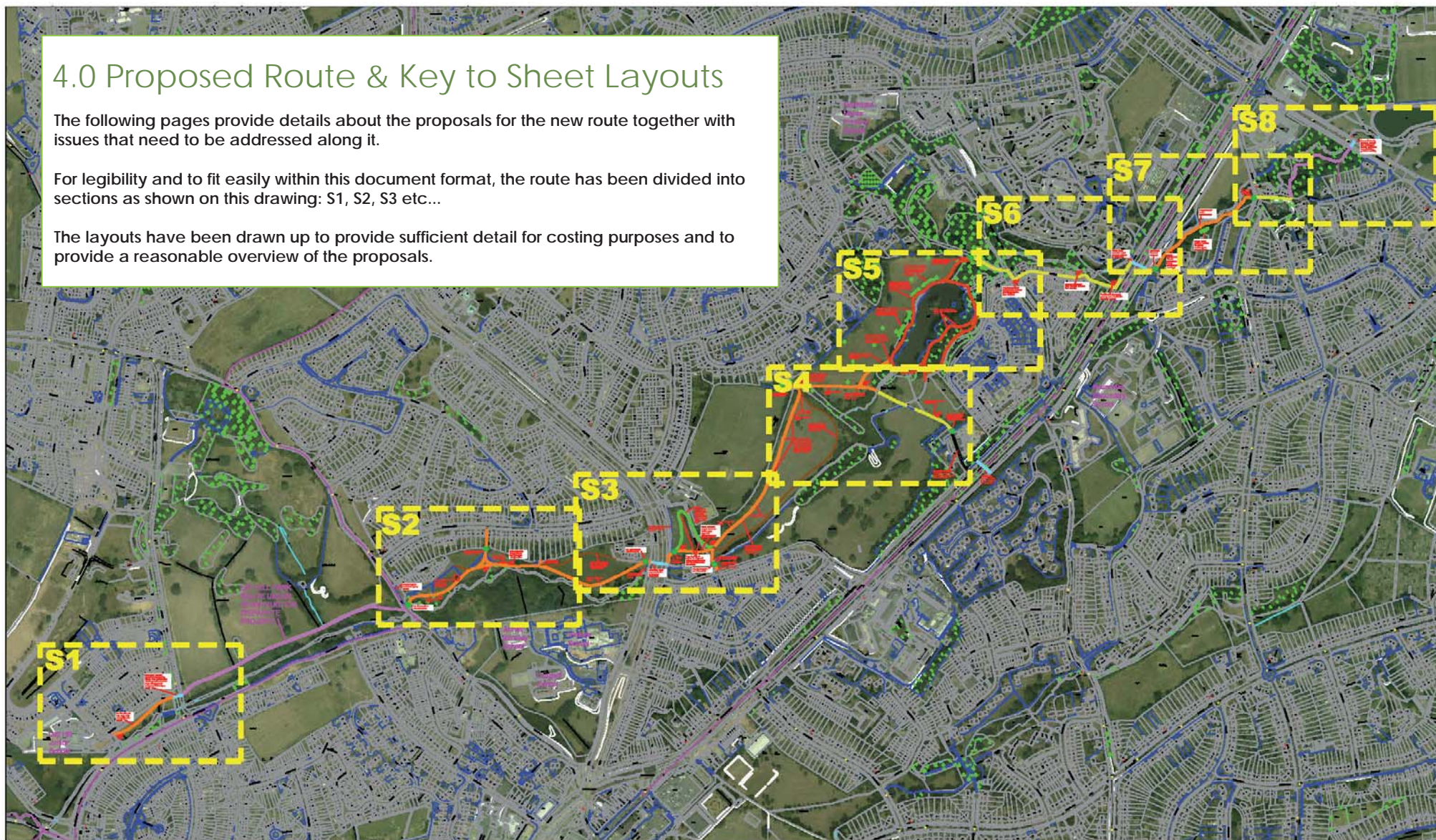


4.0 Proposed Route & Key to Sheet Layouts

The following pages provide details about the proposals for the new route together with issues that need to be addressed along it.

For legibility and to fit easily within this document format, the route has been divided into sections as shown on this drawing: S1, S2, S3 etc...

The layouts have been drawn up to provide sufficient detail for costing purposes and to provide a reasonable overview of the proposals.



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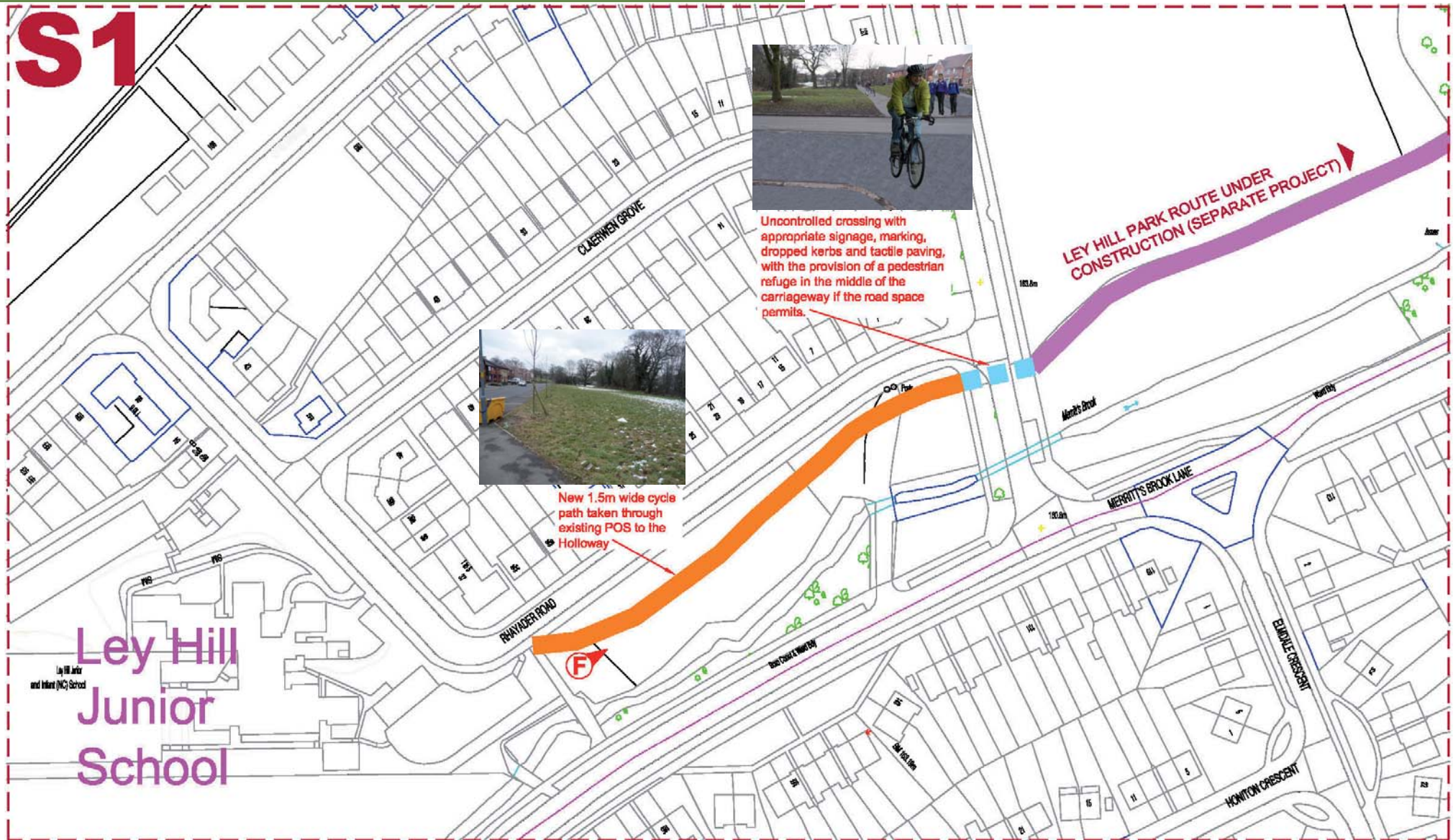
Feasibility Study

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Merritts Brook Greenway

Walking & Cycling Route



- | | | | | | | | |
|--|---|---|--|---|--|---|---|
|  New Fibredeck footpath (Generally 3m wide unless otherwise stated) |  New road crossing (Exact proposals listed on drawing) |  Existing gravel pathway around pond. Proposed works as listed on drawing. |  1no. Entrance feature and chicane barrier |  Existing route utilised. Minimal additional works proposed. |  New Fingerpost directional signage |  1no. Entrance feature and chicane barrier |  New proposed metal trip rail fencing to restrict access |
|--|---|---|--|---|--|---|---|

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Merritts Brook Greenway

Walking & Cycling Route

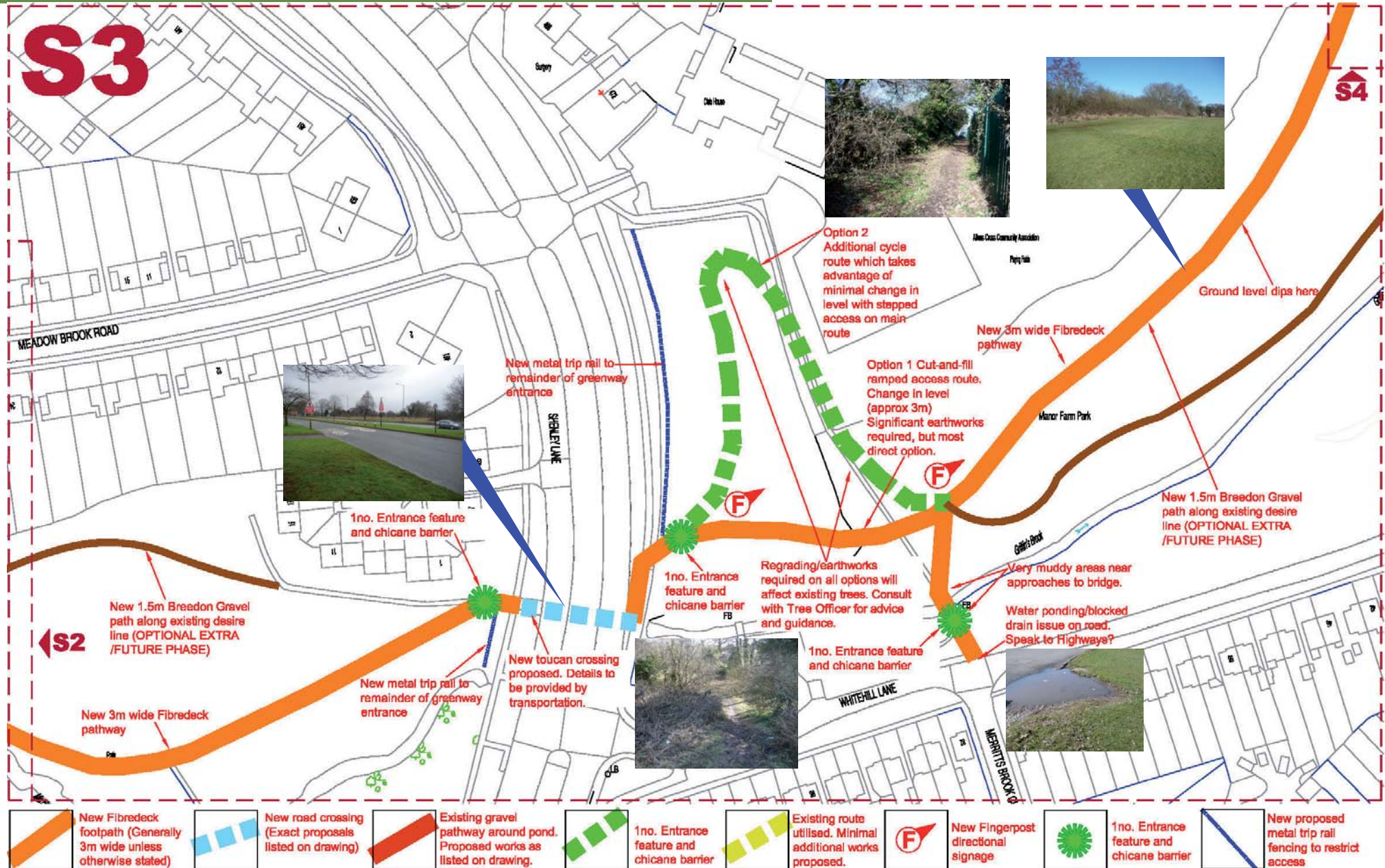


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Merritts Brook Greenway

Walking & Cycling Route



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Merritts Brook Greenway

Walking & Cycling Route



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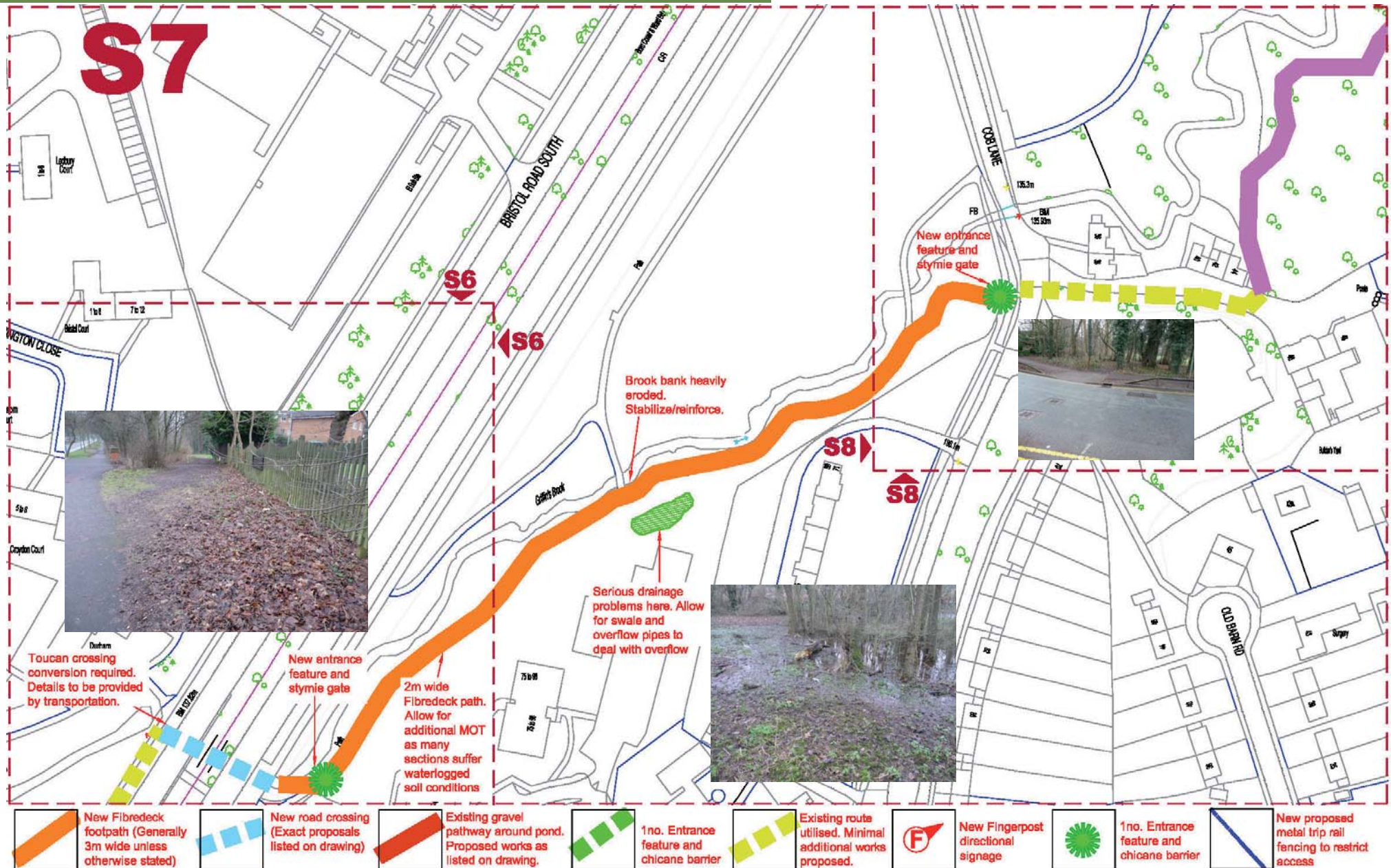
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Merritts Brook Greenway

Walking & Cycling Route

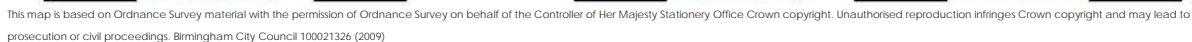


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Walking & Cycling Route





Merritts Brook Greenway

Walking & Cycling Route

5.0 Maintenance Costs

Every measure has been taken to ensure that the design and materials proposed for the new cycle route will be as low maintenance as possible.

The Constituency Parks Manager for Northfield has been consulted with regards to whether any routine planned maintenance of the proposed new pathways would be required. The experience of the maintenance requirements of other cycle routes in the city has been that the day-to-day maintenance of surface dressed footpaths are minimal. Due to the nature of the material, the surface is not swept and the edges are not usually sprayed along such routes to ensure they look as natural as possible.

The only maintenance that could be envisaged is cyclical repairs of damaged or vandalised surfaces, site furniture and signs.

In this respect, many new path/cycleways similar to the Merritts Brook Greenway route fall under adopted highways ownership when constructed and therefore the repairs to them are usually covered within a transportation budget. Whether a similar agreement would cover the responsibility for repairs to this route is yet to be confirmed. It is worth noting that the expected lifetime of surface dressed footpaths is between 15-25 years and little repairs are expected until this point.



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Merritts Brook Greenway

Walking & Cycling Route



6.0 Costings

Two approaches to costing the proposals have been carried out and are displayed in the table on the opposite page. An explanation of how these costs were calculated are detailed below.

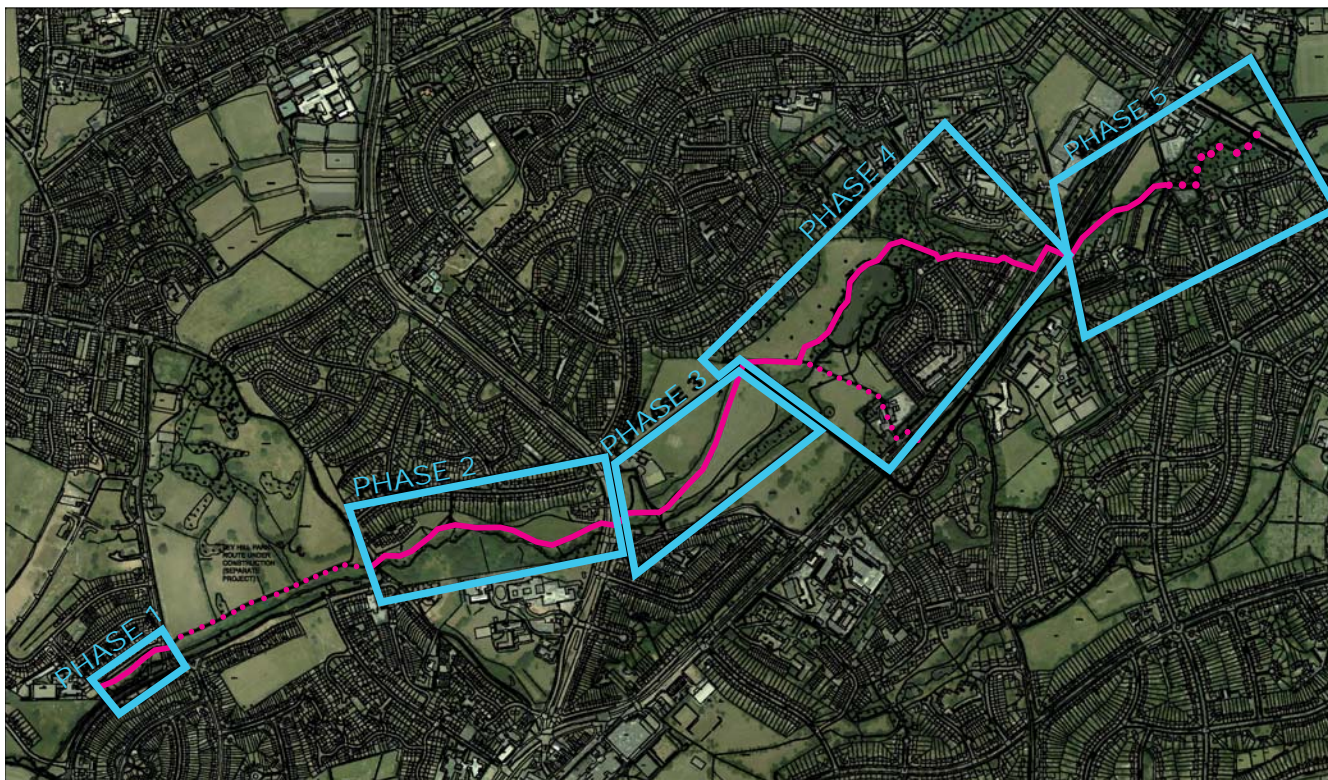
Firstly, UDD Quantity Surveyors have provided a guide estimate that to construct the entire route as one project through the Birmingham Construction Partnership (BCP) would be in the region of **£1,132,105** inclusive of professional fees and costs.

As schemes such as this one are entirely dependent on funding, an alternative method of procurement based on a phased works approach has been investigated.

To calculate this, the route has been split into 5 phases, which could be built independently of each other as and when funding is sourced. The diagram to the right shows how the route is suggested to be phased in this approach.

The estimated costs for each phase have been calculated using the Term Contract for Landscape Works 2008-1010*. Please note that this method of procurement is only approved for schemes of less than £140,000 and therefore where the costs shown cannot be contained within this value an alternative method may have to be sought and the costs not guaranteed. It should also be noted that if sites are procured in this manner they must be carried out as separate contracts and could not be carried out concurrently.

It is also worth noting that the Highways works estimates are guideline prices only and have been provided by Transportation. Although included within our phased approach for costing purposes the works would in reality be undertaken under separate contracts directly through transportation and would not be included within the landscape works contract.



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Merritts Brook Greenway

Walking & Cycling Route

6.0 Costings Cont'd...

BCP Procurement Route (whole scheme)						
Landscape Works*	£957,105.68					
Highways Works	£175,000.00					
OVERALL TOTAL	£1,132,105.60					
Term Contract Procurement Route (phased works)						
	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	TOTAL (phased works)
Landscape Works*	£32,743.47	£241,484.80	£339,508.61	£197,084.63	£80,515.13	£891,336.63
Highways Works	£25,000.00	£100,000.00	n/a	£30,000.00	£20,000.00	£175,000.00
OVERALL TOTAL	£57,743.47	£341,484.80	£339,508.61	£227,084.63	£100,515.13	£1,066,336.60

NOTES

Inclusions

1. *Landscape Works totals include professional fees for design and supervision (where applicable).
2. For the Term Contract procurement route, additional preliminaries have been allowed for management costs where works exceed the term tender threshold of £139k (as advised by LPG). Where the works cost is less than the £139k threshold it has been assumed that management costs are covered by the unit rates.
3. Preliminaries have been based on 10 week contract periods for each of the 5 phases under the Term Contract procurement route and on a 30 week contract period for the BCP procurement route.
4. As no proposed start-on-site date is proposed and on the Client's advice a nominal allowance of 6% has been allowed for inflation.
5. Aside from Highway Adaptions (see below), a general contingency of 10% allowed on all works.
6. Highway adaption works have been included as provisional sums based on figures received from George Bailes. These have been included as a below-the-line cost and no adjustment has been made either for inflation or contingency.
7. On the BCP procurement route, allowance has been made for main Contractor's fees of 3.5% inclusive of overhead and profit, technical development cost, insurances and health and safety. This is on the assumption that the works are categorised as 'works of a less complex nature' given that most if not all of the works will be directly sub-contracted.

Exclusions

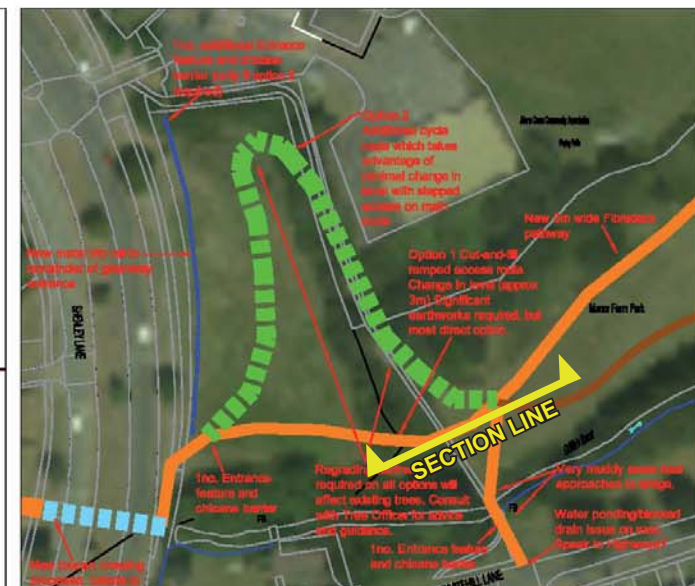
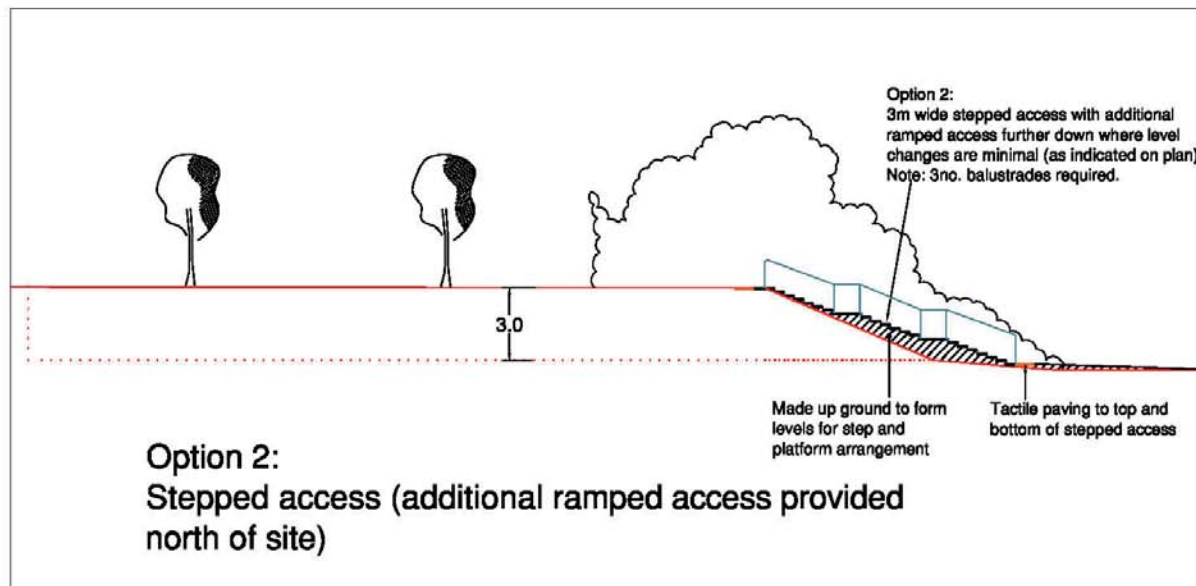
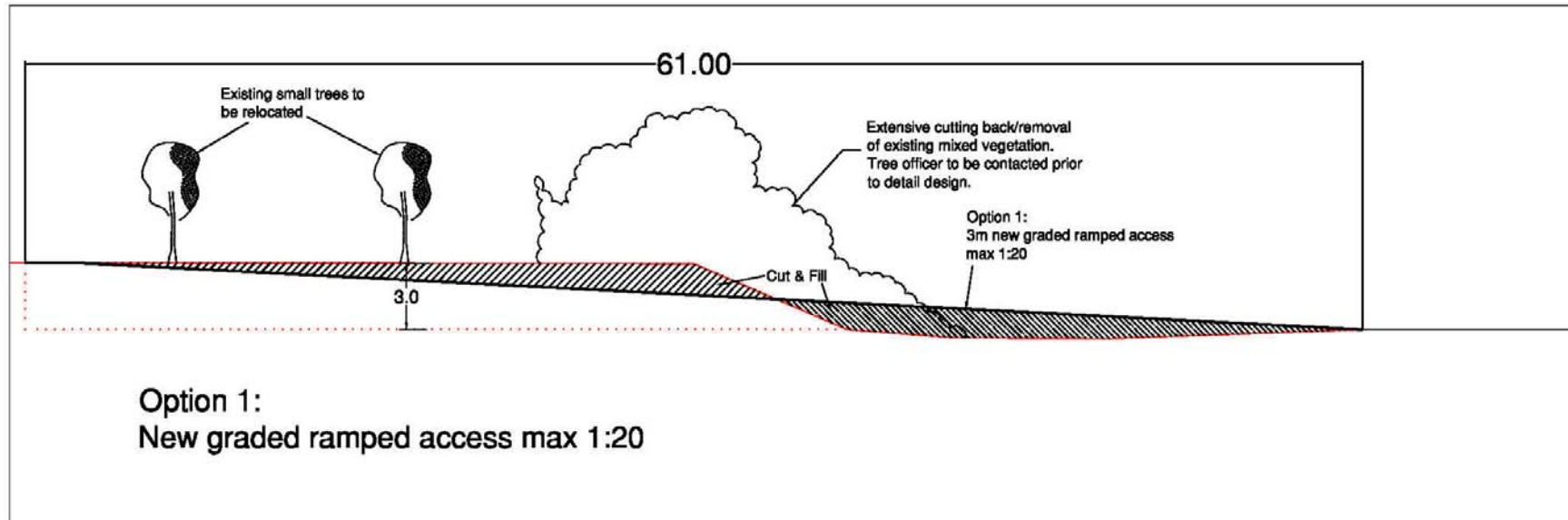
1. Any allowance for disposal of contaminated material
2. Any allowance for lighting
3. Any allowance for site furniture
4. Costs associated with planning / building regulations applications
5. Costs associated with any wayleaves, easements etc.

Merritts Brook Greenway

Walking & Cycling Route



7.0 Details



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MAP NTS

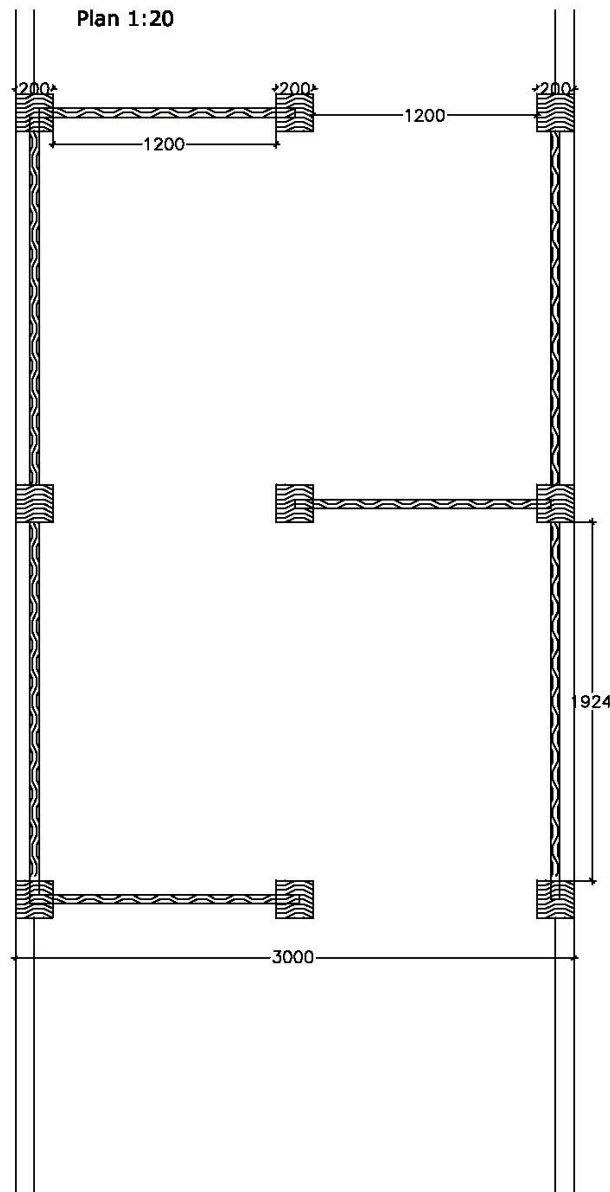
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Merritts Brook Greenway

Walking & Cycling Route



CHICANE ENTRANCEWAY
GREEN OAK – to be from European or English renewable resource
Elevation 1:20

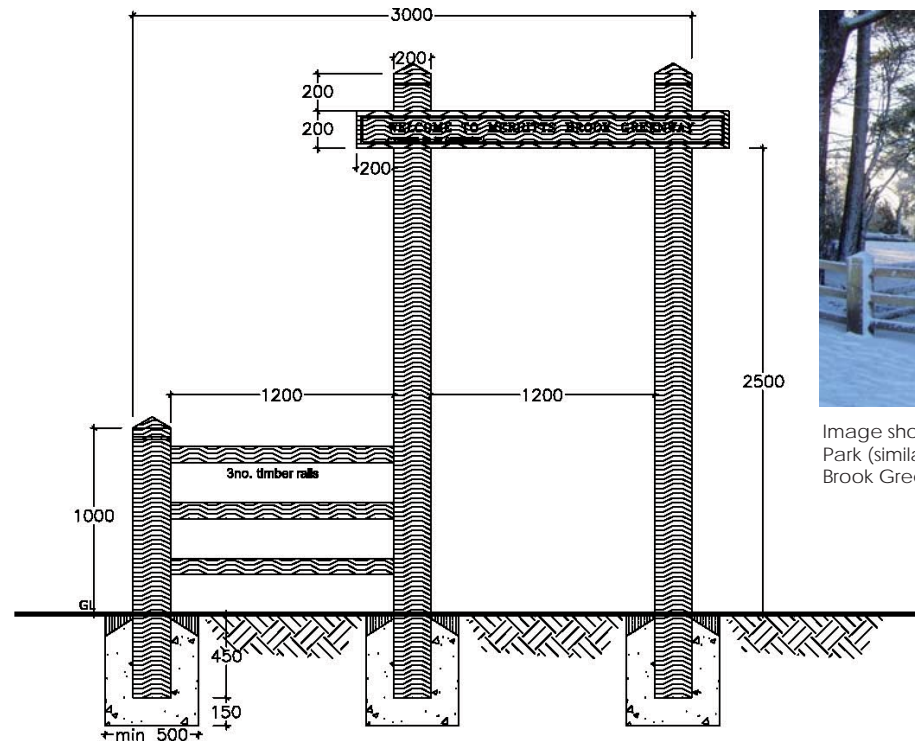


Image showing entrance feature at Ley Hill Park (similar entrances proposed for Merritts Brook Greenway).

CHICANE
 Standard: To BS 5708. Manufacturer: to be approved
 Product reference: to be approved
 Sizes: 1500mm high.
 Wooden Posts 200 x 200mm.
 Horizontal rails 48.3mm diameter CHS galvanised tubular steel.
 Materials: Sawn Softwood pressure treated as clause below
 Treatment: To provide a 40 year service life.
 Fittings: Hot dip galvanized to BS EN ISO 1461.
 Method of setting posts: To be set in concrete foundations
 500 x 500 x 900 mm deep.

COPPER CHROMIUM BASED PRESERVATIVE TREATMENT
 Solution:-
 Manufacturer: Hickson Timber Products Ltd, Sowgate Lane,
 Knottingley, West Yorkshire, WF11 0BS or similar approved.
 Product reference: Tanalith.
 Application: High pressure impregnation.
 Moisture content of wood at time of treatment: Not more than 20%.
 After treatment, allow timber to dry for at least 14 days before using.

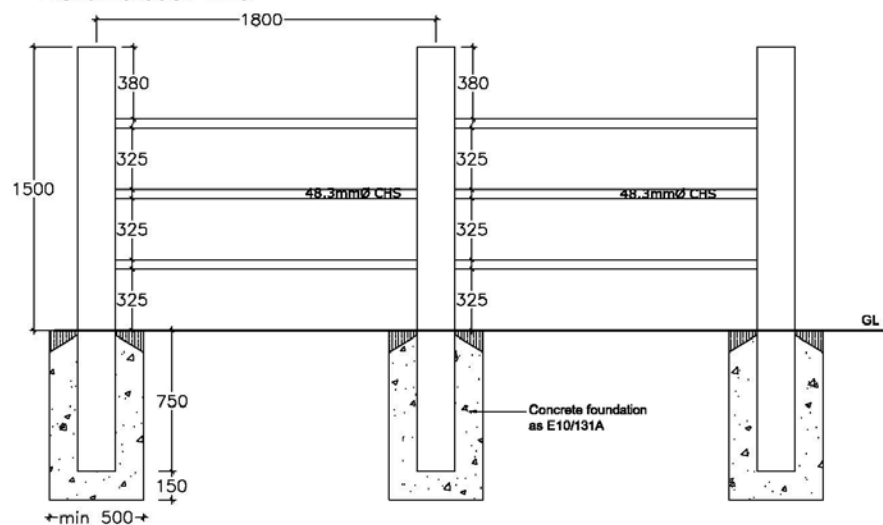
Merritts Brook Greenway

Walking & Cycling Route



Q40/333 TIMBER/ METAL FENCING

Front Elevation 1:20



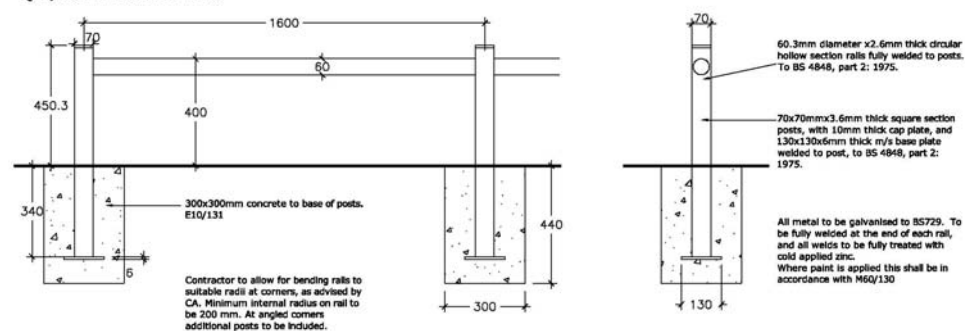
FENCE

Standard: To BS 5709. Manufacturer: to be approved
Product reference: to be approved
Sizes: 1500mm high.
Wooden Posts 200 x 200mm.
Horizontal rails 48.3mm diameter CHS galvanised tubular steel.
Materials: Sawn Softwood pressure treated as clause below
Treatment: To provide a 40 year service life.
Fittings: Hot dip galvanized to BS EN ISO 1461.
Method of setting posts: To be set in concrete foundations
500 x 500 x 900 mm deep.

COPPER CHROMIUM BASED PRESERVATIVE TREATMENT

Solution:-
Manufacturer: Hickson Timber Products Ltd, Sowgate Lane,
Knottingley, West Yorkshire, WF11 0BS or similar approved.
Product reference: Tanalith.
Application: High pressure impregnation.
Moisture content of wood at time of treatment: Not more than 28%.
After treatment, allow timber to dry for at least 14 days before using.

Q40/413 METAL TRIP RAIL



Example of timber/metal fencing



Example of metal trip rail

NOTE: DRAWINGS HAVE BEEN SCALED TO FIT. DO NOT SCALE FROM THESE DRAWINGS.

Merritts Brook Greenway

Walking & Cycling Route



Q10/112 & Q22/117 SURFACE DRESSED FOOTPATHS

Pedestrian sub-base/basecourse construction with spray/chip surface dressing wearing

Q23/365
Spray/chip layer
modified to
incorporate fibre
glass reinforcement

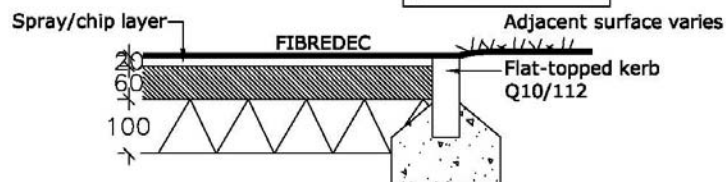


Photo of surface dressed footpath/cyclepath at New Hall Valley Country Park. This type of surfacing is proposed for the majority of the new route.

Q23/131 BREEDON GRAVEL PATH

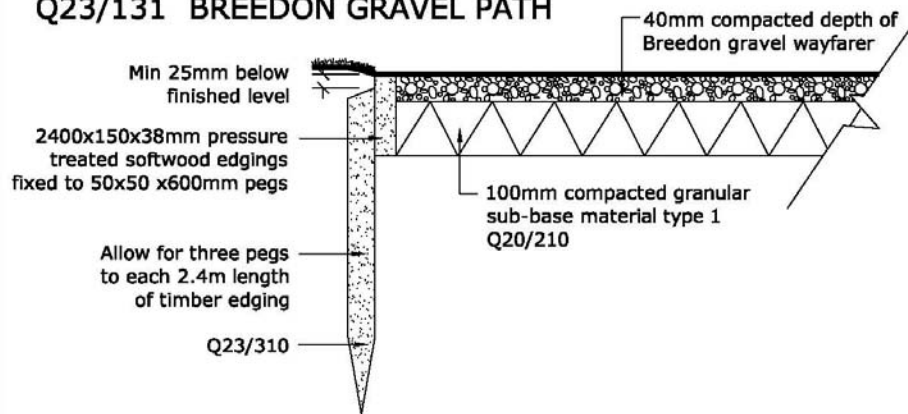


Photo of breedon gravel footpath at Withy Hill Park. This type of surfacing is proposed for the paths around Manor Farm Park Pool.

NOTE: DRAWINGS HAVE BEEN SCALED TO FIT. DO NOT SCALE FROM THESE DRAWINGS.



Merritts Brook Greenway

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8.0 Visuals



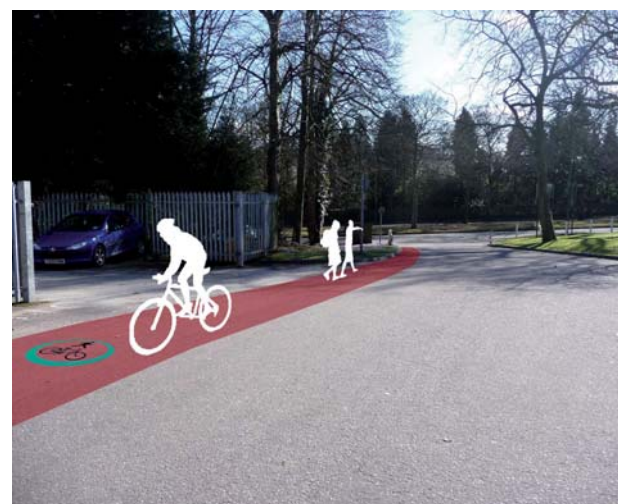
← Visual showing proposed fingerpost signage in Bournville Park Estate marking Merritts Brook Greenway and directions to Bristol Road and Manor Farm Park



← Visual showing proposed swales alongside refurbished footpath alongside pool in Manor Farm Park.



← Visual showing new entrance gateway at Manor Farm Park Depot with new pedestrian/cycling demarcation for safety and clarity.



← Visual showing new pedestrian/cycling demarcation for safety and clarity from Manor Park through Depot Car Park to Bristol Road.

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9.0 Conclusion

9.1 Route Overview

Although the proposed route as a whole will provide the widest number of links and connections from Bartley Green through to Bournville, there are parts of the route which would have greater impact than others and these would really benefit from being prioritised - a brief summary of these routes and their recommended priorities is discussed below:

Ley Hill Junior School to Ley Hill Park (costed as Phase 1)

This phase is a low priority route as though it will enhance existing links to Ley Hill School and could encourage cycling programmes within the school, there is an existing adequate pavement link.

Ley Hill Park to Shenley Lane (costed as Phase 2)

A key linking route between two major local parks Ley Hill and Manor Farm, the proposals aim to renew and bring back into use an existing grassed over path which is still clearly well used judging by the 'desire line' in the grass. Renewing this route would allow pedestrians and cyclists to use the route year round as at present there are some sections suffering from drainage issues preventing this from happening during the wettest months.

Shenley lane into Manor Farm Park (costed as Phase 3)

This implementation of this section of the route should take the highest priority as it will have the greatest positive impact on the route and surrounding area, making Manor Farm Park more accessible to all. It will provide an all-weather route for pedestrians and The 3m drop in levels between Shenley Lane and the Park itself has prevented anyone but the most able bodied to climb the existing steep, muddy and dangerous slope between the two fields here. An alternative access running along the local Social Club's fence boundary is neither attractive or safe due to its seclusion.

Two options were investigated in dealing with this change of levels - the first and most direct option was to regrade the slope entirely allowing for an accessible ramped access in this location. As an alternative to this, the second option looked at building a new stepped access on the slope and the creation of a new alternative ramped access around this utilising a position in the field where the change in levels were minimal. Although initially considered a 'cheaper' option, the additional pathway increased the route by over 200m and the cost for this far outweighs regrading the existing slope, making the first option the preferred option.

Manor Farm Park to Bristol Road (costed as Phase 4)

This route would improve pathway connections within the park, relieve drainage issues over pathways and repair/enhance existing gravel paths around the pool. New directional signage along this route and through the new Bournville Park estate will improve orientation to users and aims to publicise the Merritts Brook Greenway route, hopefully increasing usage through it. This part of the route would provide a much safer cycling route through to Bristol Road and into Bournville.

Bristol Road to Bournville Lane via Griffins Brook (costed as Phase 5)

This phase of the route is not a key priority phase as an alternative access route to Bournville can be made via Bristol Road. This is however a safer, more direct and aesthetically pleasing route which would follow an existing walking route in desperate need of repair. Costs have been calculated as far as a new pathway alongside Griffins Brook to Cob Lane. Past Cob Lane, the land is owned by Bournville Village Trust (BVT) and so only recommendations that the pathways are improved/upgraded through here in keeping with the rest of the route can be made.

It is worth mentioning that part of this route has in fact already been built, through Ley Hill Park. This former Recreation Ground has received a great deal of investment helping to transform it into a locally valued asset, which deserves more wide spread recognition. Linking this with Manor Farm Park would be an ideal start for the walking and cycling route benefiting both parks and the residents beyond.

This phase also proposes a pedestrian build out on Bournville Lane to allow for a safer and more visible crossing across it into the Valley Parkway and Bournville.



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9.2 Summary

The Merritts Brook Greenway route as proposed in this document highlights the great opportunity to link the densely populated parts of inner city Birmingham to existing areas of quality open space and the countryside beyond. It presents an exciting route which will have a dramatic effect in helping many people explore and enjoy the many quality Parks and Open Spaces available on their doorstep.

Constraints in the production of this document have meant that wider stakeholder consultation throughout the three constituencies covered by the route has not been possible to achieve.

It is however hoped that this document, which extensively details and costs the proposed route, explores alternative options and provides a robust technical study will allow client & community groups to seek wider public support and funding. To this end, the document contains Information on stakeholder groups contacted and those that would need to be contacted as part of a wider consultation.

The costings provided have been related to two separate possible methods of procurement dependent on the levels of funding likely to be available.

Schools along the route and links to them have been explored. With the exception of Ley Hill Junior School, it has not been possible to directly link the route to other schools main entrances due to current physical and educational constraints. However, there is no doubt that Merritts Brook Greenway will substantially improve existing routes and provide safer cycling and walking opportunities within the schools catchment areas.



Finally, whilst there is more stakeholder consultation to carry out and the priority now is to seek funding for the proposals, there is no doubt that the route already has widespread support from community groups and local Members alike. This, together with the fantastic potential that the route has for linking communities together should make the task of seeking funding easier.

Merritts Brook Greenway

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10.0 Contacts

contacts

Merritts Brook Greenway Contacts

Stakeholder	Name	Contact no.	Made Contact	Response
CLIENT Transportation:				
Projects Leader (Walking & Cycling)	Graham Lennard	0121 303 7195	n/a	
Projects Leader (Transportation Strategy)	Tim Hickey	0121 303 7633	n/a	
Technical Officer (Transportation Strategy)	George Bailes	0121 675 6933	n/a	
Projects Leader (Policy & Programmes)	Ann Shaw	0121 303 7493	n/a	
External Partners:				
Sustrans	Ed Healey	0121 633 5507	YES	In support of proposals
Rep from Community	Graham Andrews		YES	Working with Landscape Practice Group to help inform proposals
Landscape Practice Group:				
Project Lead	Jonathan Webster	0121 303 3937	n/a	n/a
Landscape Technician	Johnathan Stephen	0121 675 1842	n/a	n/a
Parks and Conservation:				
Biodiversity Officer	Stefan Bodnar	0121 464 1044	YES	Is in support of the proposals
Grounds Maintenance	Jerry Cummins	0121 303 3691	NO	Time deadlines have restricted detailed input. Will need details figures for reporting/detailed design stage.
Planning:				
Strategic Planner	Mark Gamble	0121 464 0900	NO	Time deadlines have restricted input

NOTE: Proposed cycle route falls within three different Constituencies and Wards. Each will have various officers and stakeholders as listed below.

Edbaston Constituency – Bartley Green Ward

Stakeholder	Name	Contact no.	Made Contact	Response
Councillors:				
	Cllr Vivienne Barton (Bartley Green)	0121 475 3067	NO	
	Cllr John Lines (Bartley Green)	0121 422 6321	NO	
	Cllr Bruce Lines (Bartley Green)	0121 475 3789	NO	
Constituency Senior Manager:				
	Nick Price/ Steve Jarvis?	?	NO	
Constituency Parks Manager:				
	Joe Hayden	0121 447 7106	YES	Proposals discussed and is in support of them.
Ward Support Officer:				
	Tina Willets	0121 464 5393	NO	
Tree Officer:				
	Paddy Holloway	0121 464 0421	YES	
Housing:				
Community/Friends Groups:				
	Daniel Bryson-Peart (Friends of Manor Farm Park)	0121 476 6329 / 0770663062	YES	Made contact with group through Lesley Pattenson at a Merritts Greenway meeting. Further discussion with group needed post feasibility.
Community Safety Officer:				
	Sue Hickin	(07817 167 668 / 675 3969)		
Schools:				
	Ley Hill Primary School	0121 464 4302	YES	Positive/in support of proposals.
	Eileen Clay (Office Manager)			

Feasibility Study

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Northfield Constituency – Weoley Ward

Stakeholder	Name	Contact no.	Made Contact	Response
Councillors:	Cllr Adrian Delaney (Weoley)		NO	
	Cllr Peter Douglas Osborne (Weoley)		NO	
Constituency Senior Manager:	Cllr Eddie Freeman (Weoley)		NO	
Constituency Parks Manager:	Karen Cheney/Richard Davies		NO	
Ward Support Officer:	Joe Hayden	0121 447 7016	YES	Yes - Is positive and is in support of proposals
Tree Officer:	Pete Cotton		NO	
Housing:	Patrick Holloway	(07766924788 / 464 0421)	YES	Emailed proposals and tree issues.L49:L50Site visit required to discuss. Lack of time prevented this from happening.
Community/Friends groups:				
Community Safety Officer:	Amelia Morris			
Neighbourhood Officer:			NO	
Schools:	Northfield Manor Primary School	0121 675 2489	NO	Distance from and links to route are impractical
	Victoria Special School	0121 476 9478	YES	Left message with Pam in school office 09.02.10. She strongly believed that the children within the school were unlikely to use cycle/walk route
	Maureen Neary			
	Longwill School	0121 475 3923	YES	Positive - In support of proposals.
	Babs Day (Head Teacher)			
Other Partners:	Crest Nicholson (Bristol Office)			

Selly Oak Constituency – Bournville Ward

Stakeholder	Name	Contact no.	Made Contact	
Councillors:	Cllr Nigel Dawkins	0121 314 8742		
	Cllr Bill Evans	0121 303 2130 (Group Office)		
	Cllr Timothy Huxtable	0121 303 2130 (Group Office)		
Constituency Senior Manager:				
Constituency Parks Manager:				
Ward Support Officer: Karen Stevens	Simon Cooper	0121 464 0406	YES	In support of proposals
Tree Officer:			NO	
Community/Friends groups:	Nick Barton	(07825 052239 / 675 0939	NO	
Community Safety Officer:				
Neighbourhood Officer:	Austin Rodriguez	(303 9744)	NO	
Schools:	Bournville Secondary School	0121 475 3881	NO	Left message with Annette Gallagher 09.02.10. Left 2nd Message with Finance officer for G.Mutton 17.02.10 - No reponse. Several further attempts unsuccessful.
	Graeme Mutton (Head Teacher)			

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11.0 Acknowledgements

This document was produced with contributions from:

Birmingham City Council Transportation
Birmingham City Council School Travel Plan Team
Birmingham City Council Urban Design Quantity Surveyors
Birmingham City Council Parks & Nature Conservation

Landscape Practice Group Contacts are noted here. Please feel free to get in touch with any of the senior managers within the Landscape Practice Group for further information.

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PRACTICE
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