

EXECUTIVE SUMMARY

SCHEME: Birmingham Cycle Revolution A38 Bristol Road (Selly Oak to City Centre)

OBJECTION PERIOD OF TRO ADVERT: 23rd November 2017 until 21st December 2017

INTRODUCTION

A comprehensive consultation exercise was undertaken both internally and externally as part of the development of the scheme, prior to the original Full Business Case (FBC) approval on 2nd June 2017. Full details are contained within that FBC listed in the background documents. The consultation included a wider Public Consultation exercise and also included the Statutory Consultation of the Traffic Regulation Orders associated with implementing the scheme at that time. Following approval of the FBC, a pre-action protocol letter (PAPL) was received challenging the process followed in reaching that decision, specifically in relation to the proposed Traffic Regulation Orders. This has necessitated further analysis into the potential impact of the scheme. Following completion of the further analysis a decision was taken to re-advertise all the TROs associated with the scheme and to make the information available to all consultees. The statutory consultation in respect of the TROs included the same group of residents and key stakeholders as were consulted regarding the initial TRO advertisement in February and March 2017 as well as including the Calthorpe Residents Society who had requested to be made a stakeholder of the consultation.

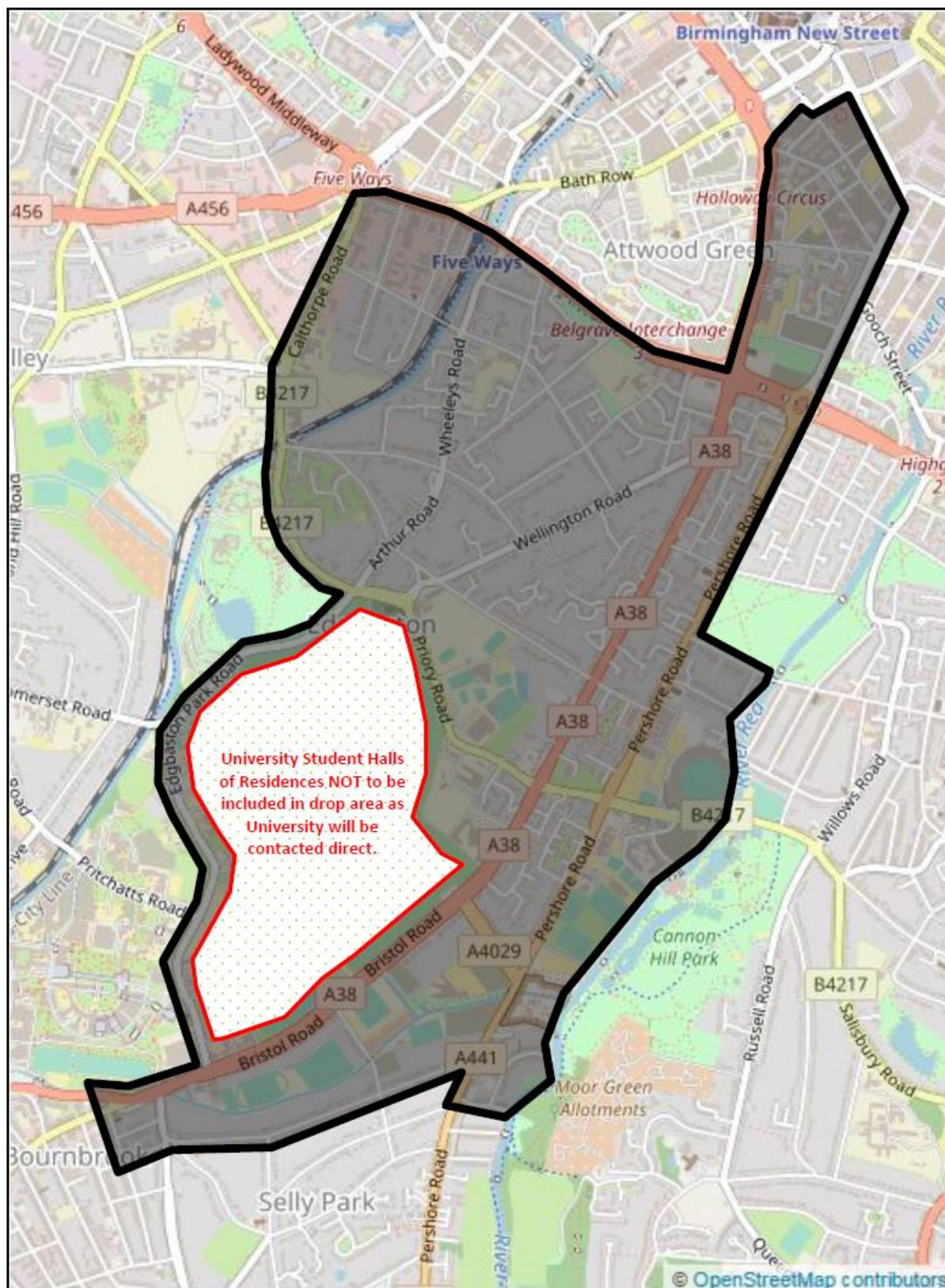
The formal consultation for the revised published TRO ran for a period of 4 weeks, from 23rd November 2017 until 21st December 2017. A range of methods were used to publicise the consultation and different ways for people to engage were made available (as outlined in Table 1.1)

ENGAGEMENT METHOD	SUMMARY INFORMATION
Leaflet distribution to Households & Businesses	Approximately 8000 leaflets (see Figure A below for distribution area)
BeHeard - Council's online Consultation Platform	Hosted consultation drawings, associated technical information and online feedback form.
Site Notices	Affixed to lighting columns along corridor.
Social Media, Online, Email	Announcement on Council web site, BCR web site and online.
Hard copy documents	Available for inspection at Council Offices

Table 1.1 – A38 Public & Stakeholder Engagement Process

At the close of the consultation period, approximately 500 responses were received. All correspondence received is attached in Appendix G of the main report. These responses were a mixture of; fully supportive, partially supportive and wholly against. As a result of the latest Statutory Consultation on the re-advertisement of the Traffic Regulation Orders required to deliver the proposed cycling measures along the A38 Bristol Road (Selly Oak to City Centre) a number of objections/comments have been received, these can be categorised into the following key areas;

- Justification for the scheme
- Proposed turning restrictions at Bristol Road/Priory Road
- Opening up of right turn off Bristol Road into Wellington Road
- Eastern Road junction
- Access/egress of Pavenham Drive (Pebble Mill Road & Elmhurst Dance School)
- Other Miscellaneous issues

A38 – TRO Letter Drop Area (November 2017)

Further details of the objections/comments and the design team responses are given in this document. All comments received to the latest TRO consultation (Appendix G) together with previous comments as part of the Full Business Case have been considered in reaching a decision.

CONSIDERATION & RECOMMENDATIONS – SPECIFIC ELEMENTS OF THE PROPOSALS

From the comments received during the consultation, various key themes were raised/ received significant feedback. These have been grouped into headings below together with the summary information how these have been evaluated and likewise the corresponding recommendations.

SPECIFIC ELEMENTS OF THE PROPOSAL TRAFFIC REGULATION ORDERS		
KEY THEMES RAISED DURING CONSULTATION	KEY ISSUES RAISED	CONSIDERATION & RECOMMENDATIONS
JUSTIFICATION FOR THE SCHEME	<ul style="list-style-type: none">• Roads are too congested to take cycle facilities and more should be done to enable vehicular traffic to flow better• Sending traffic to more minor roads is dangerous and will encourage rat-running.• Against the proposals because cycling in Birmingham is dangerous	<p>Birmingham's residents already make approximately 250,000 car journeys each day which are less than one mile in length. Given current levels of predicted economic growth, it is estimated that over 80,000 more cars will be on the City's roads by 2031, with an additional 200,000 daily car trips as a result. The existing highway network would not be able to sustain this growth. It is against this background that Birmingham Connected, the City Council's long term vision for transport, sets out a strategy for the increased use of more sustainable forms of transport, including walking and cycling. The aim is to increase the proportion of cycle trips from the level of 2% in 2013 to 5% by 2023 and 10% by 2033.</p> <p>The Birmingham Cycle Revolution (BCR) Programme has been established to deliver the infrastructure required to bring about this step-change in cycle usage. Developing a citywide enhanced & accessible cycle network means having routes within public open space, along the canal network and on the highway. In recent years routes within public open spaces and along the canal network have successfully been enhanced and cater for the more leisure/ recreational side of cycling. Whilst these are still useable during hours of darkness too, they do not have dedicated lighting along them so routes along the highway network are also necessary as part of the wider cycle network across the city. Attention is now focused on the highway network (including the A38) to offer 24 hour usable cycle routes.</p>

	<ul style="list-style-type: none"> • The scheme is a waste of money • At a time austerity how is this appropriate use of finances for so few people? The funds would be better used on 	<p>The BCR scheme from Selly Oak to the City Centre supports both Birmingham Connected and Movement for Growth objectives of delivering a shift to more sustainable and efficient modes of transport. This is an important scheme within the BCR programme having been identified as a key movement corridor for cycling, providing links to both the City Centre and Selly Oak, including the University of Birmingham and the Queen Elizabeth Hospital. Feedback from cycle users and non-cycle users during the scheme's development has identified the need for cycle facilities with a high degree of segregation from other road users. This approach is in line with current best practice both nationally and beyond.</p> <p>In order to provide the required level of segregation for cyclists along the corridor whilst maintaining the effective operation of the network within existing site constraints, it will be necessary to re-assign vehicular and other traffic at various locations along the whole (4 km) route. As a consequence of this, and in recognition of the City Council's obligations under Section 122 (1) of the Road Traffic Regulation Act 1984, specifically to secure the expeditious, safe and convenient movement of all users, it is necessary to modify junctions and part of the footways. In promoting cycling and pedestrian movement along the corridor certain manoeuvres have needed to be banned this will result in a redistribution of traffic flows on certain parts of the network. The main aim of the scheme is to promote modal shift and consequently reduce the overall traffic volume. In terms of cycle safety, Sustrans Bike Life 2017 Birmingham report states that whilst 22% of people think cycling safety is good, 78% thinks that cycling safety needs to be improved.</p> <p>The scheme is funded predominantly via Central government (Cycle City Ambition Grant) capital funding which was secured a number of years ago, this is ring fenced to these proposals</p>
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	<p>road maintenance, social care etc..., furthermore, hardly any cyclists use the current route so no demand exists.</p> <ul style="list-style-type: none"> • There are very few existing cyclists and cycle provision in the area is already adequate. • Too many conflict points and stop/ start situations in designs of the cycle track which will deter use by many people. Designs will make it dangerous for pedestrians/ increase safety issues. • Scheme does not extend far enough south to Northfield or penetrate the City Centre adequately. 	<p>and cannot be used for other means. Any unspent funds would need to be returned. Improvements to current facilities/ infrastructure through development of segregated route will cater for suppressed demand. Analysis of the Feb/ Mar 2017 scheme consultation responses indicated over 200 respondents (22%) commenting that they would use facility as it would be safe.</p> <p>‘Bike Life 2017 Birmingham’ report by Sustrans indicates that 79% of Birmingham residents support building more protected cycle lanes, even when this can mean less room for other road traffic. This shows great potential for use and likewise modal shift.</p> <p>Overall, the amount of shared use area will be reduced with the introduction of this segregated route and new pedestrian crossing(s) delivered, therefore the net level of service along this corridor will be improved (including importantly for those with visual impairments).</p> <p>The existing route along Bristol Road is shared-use, delivery of this route will provide full segregation along almost 4km with just a few short sections of shared use due to the limited space to accommodate bus facilities – therefore, providing an improvement on the existing service level for pedestrians and cyclists.</p> <p>Whilst existing confident cyclists may wish to continue using the road mixing with vehicular traffic, riders that are less confident, new to cycling and/or travelling with children that currently do not ride, as they seek to avoid mixing with traffic, will have a designated route to travel at their own pace and comfort.</p> <p>Current proposals are for the first phase of developments, extending route further south and additional permeability across the city centre alignment will follow in due course subject to funding availability.</p>
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	<ul style="list-style-type: none"> • Tree removal/ loss needs to be avoided. • There will be an increase in pollution. • A section of the cycle route will impact on the Edgbaston Conservation Area. There is an omission of any assessment of the impact of the changes, therefore arboriculture and Heritage reports are required and should have been included in the consultation documents. • The Statement of Reasons for making the TRO, that the purpose of the proposals is for preserving or improving the amenities of the area, through which the road runs, is directly at odds with the serious detriment that will be caused to the Conservation Area, contrary to national and local policies. 	<p>The designs have sought to minimise tree removal wherever possible however, owing to route alignment and safety considerations (including visibility) some localised tree removal is necessary. A 'no-dig' construction practice will be used along the route within the central reservation to protect roots of remaining adjacent trees. This has been incorporated in the design process to help minimise the overall impact on trees. As any tree removed will be replaced on a 2 for 1 basis, in total 18 trees will be removed therefore 36 new trees will be planted (at locations within the central reservation and others locally).</p> <p>Air Quality Assessment undertaken (<i>Jacobs - Nov 2017</i>), which formed part of the technical information made available during the consultation process and included as Appendix E of the main report) concluded, overall, changes in air pollutions concentrations at modelled receptors did not satisfy criteria to classify the overall scheme effects as significant. The shift to more sustainable modes of traffic is predicted to improve the environment including air quality.</p> <p>Changes to the highway are subject to different acts, such as The Road Traffic Regulation Act, Highway Act or The Road Traffic Act. As such these are permitted developments and therefore Arboriculture and Heritage Reports are not required. A summary however of the Landscape Mitigation proposals (including drawings) are outlined in Appendix A of the main report.</p> <p>The shift to more sustainable modes of traffic is predicted to improve the environment and the amenity within and outside the Conservation Area. The Council's Conservation Officer has given careful consideration to the potential impacts of the scheme on the Conservation Area (including loss of trees and coloured surfacing) and considers that the scheme would</p>
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	<p><u>Recommendation:</u></p> <ul style="list-style-type: none"> • Implement proposals. 	<p>preserve the character and appearance of the Conservation Area. The Council does not believe that the scheme will give rise to any harm in heritage and conservation terms.</p> <p>A roadside signing schedule taking into consideration existing and proposed/ revised signs (such as Advanced Directional Signs and Tourist Signage) will be part of the overall scheme. This exercise will also consider opportunities for reduction/ rationalisation of signage/ street furniture where possible.</p>
<p>PROPOSED TURNING RESTRICTIONS AT BRISTOL ROAD/ PRIORY ROAD</p>	<p>This element of the proposed TROs received significant feedback, with objections from residents and local trip generators/ commercial premises alike. Key points of objection included:</p> <ul style="list-style-type: none"> • No good reason to implement turning bans • Implement an 'all-red' stage for cyclist and pedestrians so as to avoid banning of turning movements 	<p>A number of options have been considered at this junction to deal with improving the safety for pedestrians and cyclists. This is a very busy junction. Adding pedestrian crossings to the current configuration with an 'all-red' stage, would require an extra stage within the phasing of the traffic lights. Such a change would result in significantly increased congestion with a detrimental impact on all users.</p> <p>It is therefore proposed to reconfigure the layout to allow the pedestrian and cycle crossings to run at this busy interchange during non-conflicting traffic stages. For this reason turning movements need to be banned. Whilst this will inconvenience some journeys, only 6% of vehicular traffic at the junction will be affected in this way</p> <p>This major benefit is provided within the existing site constraints and without having to acquire private land through</p>

- Access to local business and residential properties close to the junction will be restricted and affect trade
- Worsening access to BMI Hospital and other businesses on Priory Road

- Banned/ restricted turns will mean increased journey times, congestion, use of minor roads encouraging rat running, safety and air pollution.
- Will result in more traffic on already congested Edgbaston Park Road, Pebble Mill Road and Pershore Road

- Build a bridge or tunnel at this junction for cyclists.

Compulsory Purchase Orders with significant cost implications and long timescales. The inclusion of safer pedestrian facilities at this junction is a longstanding request from all concerned

Of the various multiple destinations in the vicinity that require good vehicular access such as the Priory School, Jacoby Place, Martineau Gardens, Tennis Club, Golf Club and Priory Hospital etc., this will still be possible via alternative routes albeit slightly longer journeys in some cases so permeability locally will still be maintained. It is essential that permeability to the local area and key trip generators are maintained by the use of alternative routes. Consideration of revised highway signs (Advance Directional Signs) and Tourist Information Signs for local trip attractors close to this junction have been taken into account to assist routing drivers. These signs (temporary and permanent) will be implemented as part of construction process prior to restrictions taking effect

The redistribution of traffic as a result of the banned turns will mean that vehicular traffic will use the most economical alternative routes available. Pebble Mill Road Junction will be modified to accommodate the anticipated changes in traffic flows. Improvements will also be made to the Pershore Rd/Priory Rd traffic signal timings to accommodate the change in patterns of traffic movement. To avoid unnecessary additional pressure and address the concerns of accessibility on the rest of the network, particularly Priory Road, the right turn into Wellington Road from Bristol Rd is also proposed to be opened up. These changes will help to balance the overall impact of the proposed banned turns. In addition discussions are on-going with local Ward Councillors and the local residents to address any potential local concerns.

This type of infrastructure is not considered appropriate at this location. Existing site constraints would mean the council having to acquire private land (including buildings also) through

		<p>Compulsory Purchase Orders (CPO's) to obtain adequate space/ area for construction of access & egress ramps. This would entail significant cost implications, long timescales and lengthy disruption to private occupants & businesses through loss of property, this is prohibitive. Through considered design, safe passage of cyclists and other users along the corridor at surface level is possible without major new infrastructure.</p>
<p>OPENING OF RIGHT TURN OFF BRISTOL ROAD INTO WELLINGTON ROAD</p>	<p>This element of the proposed TROs received the largest proportion of comments, nearly all of which were objections. Key points included:</p> <ul style="list-style-type: none"> • There is an existing excessive speeding problem. Increased traffic along the road will further worsen the situation. • Wellington Road and adjacent side roads will develop into 'rat-runs' becoming a by-pass for the Bristol Road, contrary to Council policy there will also be tail-backs. 	<p>Speed and passage count surveys were undertaken in 2017. These indicate that there is an existing issue with vehicles exceeding the legal limit on the road and this occurs most during times of lower traffic flows. The traffic flow is also shown to be predominantly in a North-East bound direction. Any increase in vehicle flows is likely therefore to have a positive impact on vehicle speeds. It should also be noted that there are proposals to introduce a 20 mph limit along the road as part of the Area Wide Pilot. Discussions are also on-going with local community to identify possible traffic calming measures if required.</p> <p>The proposed scheme supports both Birmingham Connected and Movement for Growth overall objectives of achieving a shift to more sustainable and efficient modes of transport (and supports a target of 5% mode share for cycling by 2023).</p> <p>Wellington Road is just one of a number of possible alternative routes providing access to local amenities and helping to mitigate against the necessary banned turns at Priory Road. The introduction of the 20 mph proposals and possible traffic</p>

- Why are we planning new rat runs to help maintain current motor traffic levels that have no benefit to cyclist or local residents when Birmingham Connected is encouraging modal shift away from motor traffic?
- This is a residential road not designed to carry such increase in traffic numbers
- Encourages rat-running along Bellevue

calming measures will help to ensure that only those vehicles requiring access to the immediate facilities will consider using the route.

For the reasons stated above it is not considered that Wellington Road will become a rat run. As well as addressing the accessibility issues identified above it will also help to address an existing safety issue of a significant number of vehicles carrying out illegal-turning manoeuvres to access Wellington Road. Addressing the illegal u – turn will reduce the number of turning movements taken by the motorised vehicles across the proposed cycle track. Wellington Road is a collector road serving the area and is geometrically suitable to undertake this function.

The road type as described in the Design Manual for Roads and Bridges would be classified as a UAP3. Taking account of the alignment and width of the road, the capacity is ~1530 vehicles per hour in each direction. The busiest surveyed hour in the 2017 traffic count in the westbound direction was 203 vehicles just west of Spring Road and 339 vehicles just west of Carpenter Road.

There is no evidence to suggest that there will be an increase in traffic using Bellevue as result of the introduction of the right turn into Wellington Road, either to access Wellington Road or proceed into the city. However this can be monitored on completion of the proposals and measures introduced to address this issue. Bellevue is subject to a left in / left out restriction at its junction with Pershore Road. For vehicles to use Bellevue as a 'rat run' they would have had to have been travelling northbound on Pershore Road anyway. It is more likely that they would have taken an alternative route to their destination such as turning at Priory Road.

- Increased traffic congestion during sporting events for both cricket and tennis.
- There are other alternative routes rather than opening up Wellington Road including not banning the turns at Priory Road etc.
- The road should not be opened and the use of wands trialled to prohibit the existing banned 'U-turn' and ban the left turn into Wellington Road.
- The technical assessments on which the decision has been based are either incomplete or unsatisfactory.

It is recognised that the opening up of the right turn will result in increased traffic flows including at times when sporting events take place, however there are only a limited number of occasions when this will be an issue in respect of such events.

As part of the scheme proposals alternative routes have been identified other than the Wellington Road right turn, which address the accessibility issues as a result of the banned turns at Priory Road. However, it is considered necessary to implement all the proposed measures to secure the expeditious, safe and convenient movement of all road users. As described above and in the FBC, a number of options were considered at Priory Crossroads to deal with improving the safety for pedestrians and cyclists. This is a very busy junction and adding pedestrian crossings to the current configuration with an 'all-red' stage, would require an extra stage within the phasing of the traffic lights. Such a change would result in significantly increased congestion with a detrimental impact on all users.

Physically stopping vehicles from U-turning and therefore allowing vehicles 'to be left to find other ways to reach their destination' is likely to result in vehicles simply trying to U-turn at an even less appropriate and more dangerous location further downstream such as private driveways and accesses and is unlikely to remove the desire and need of drivers to access the area because their destinations are local. There is also a legitimate right of access to the businesses on Bristol which would be prevented for traffic travelling on Bristol Road southbound.

Banning of the left turn would effectively prevent direct access to the Edgbaston area, between Edgbaston Park Road and the Ring Road (a distance of approximately 1.8 miles)

In the opinion of the design team the relevant technical assessment to determine whether to open up the right turn is

- Spring Road is already heavily used for traffic going to and from the Lee Bank Middleway; it is not suitable for a massive increase in traffic.
- Residents around Wellington Road do not want the right turn into Wellington Road opened. If the local people don't want it who is this option for? People in favour do not live in areas immediately around Wellington Road and Priory Road.
- There is no sensible justification for creating this turning off Bristol Road as the current arrangements are adequate
- The proposed Right turn is intended to address an issue that is not created by the proposed cycle track. Resolving an existing issue is a misuse of BCR money
- Safety at junction as a result of the right turn manoeuvre being un-signalled making people to focus on spotting gaps in traffic flow to jump through and the existing sight lines

correct. The relevant design standards applicable to the junction have been used. The cycle-led design being implemented by the BCR proposals are not outlined anywhere within the DMRB, and as such it is the control of BCC as to whether DMRB applies.

Agreed, the introduction of the right turn into Wellington Road from Bristol Road is necessary to ease the pressure on the use of already traffic calmed Spring Road, which is of a less suitable nature to take through traffic.

As a consequence of the banned turns at Priory Road as previously highlighted to avoid putting too much pressure on individual parts of the network, such as Pershore Rd/Priory Road junction it is necessary to provide alternative means of access. Businesses and organisations require reasonable access to their premises to be maintained

The current arrangements result in over 230 vehicles per day performing illegal / dangerous manoeuvres in order to gain access to the area. Removing the ability to access the area further downstream at Priory Crossroads will likely increase this demand. Introducing the right turn in an appropriate form at an appropriate location is likely to result in improved road safety and maintain accessibility for residents.

For the reasons stated above namely the need to provide alternative means of access and to address existing safety concerns specifically relating to the cycle scheme use of BCR monies is justified

The junction design meets all relevant technical standards and forward visibility conforms to design standards for the speed and nature of road. The technical report that considered the

- introducing a potential RTC hotspot.
- The Councils own Safety Auditor has criticised the right turning arrangements.
 - Reducing the island at the mouth of Wellington Road will make it more dangerous for vulnerable users such as pedestrians and cyclists.
 - The stacking capacity for the right turners is not sufficient and constant calls on the pedestrian crossing will result in delays to all traffic
 - Additional 2nd right turn exit lane from Bristol Street onto Middleway and then ability to access Spring Road/ Wellington Road means this opening is not required.
 - Safety along Wellington Road resulting in difficulties for elderly and children to cross the road particularly attending

two original options on multiple points, including safety, had Stage 1 RSA comments provided. Comments at Stage 1 of a Road Safety Audit are high level considerations that need to be dealt with through the detailed design process. This process was followed and solutions to these potential risks were included in the final design. The Stage 1 RSA also highlighted risks to the option of not introducing the right turn.

It is accepted that reducing the island at the bellmouth of Wellington Road is a problem and as such the pedestrian and cyclists crossing facility will be subject to an improved design and relocated further into the bellmouth of the junction.

The length of the right turn lane will be more than adequate to safely harbour vehicles waiting to turn right for the majority of traffic conditions. As an added safety measure, should the queue occasionally get too long, this will be detected and the traffic signals for the northbound pedestrian crossing will be called which will artificially create a gap in the opposing traffic stream and allow the queue to be cleared.

The capacity of the northbound traffic flow is dictated downstream at Belgrave Interchange and therefore the crossing being called often will still not dictate the link capacity.

With the proposed alterations/ improvements at Belgrave Interchange, it is accepted that vehicles can access Spring Road off Lee Bank Middleway easier, however, it must also be noted that Spring Road (length c. 325m) is traffic calmed with vertical alignment features and has a longer more active frontage of properties than the first 170m length of Wellington Road. There will still also be more capacity and less delay to travel ahead at Belgrave Interchange than turning right.

As a related element of the overall cycle scheme, a working group has been established over recent months (consisting of

any of the 5 Primary and other Secondary schools in the area.

- Not only will there be far greater traffic noise, but the safety of pedestrians and cyclist will be seriously endangered by the heavy speeding
- Unlikely that speed limit measures will ensure the safety of pedestrians as the residents have no confidence they will be enforced
- The area around Wellington Road/Sir Harry's Road and Priory Road is already congested in the peaks
- During school opening and closing times will enhance danger to school children from the high speeds of increased traffic, which is a grave breach of the Councils duty of care to reduce risks to school pupils
- Roads are used for parking by commuters accessing the city centre
- Wellington Road is a route marked suitable for walking and cycling, routing additional traffic will be detrimental to these users

- It's within the Edgbaston Conservation Area (and has certain restrictions on householder improvements, such as no double glazing due to Grade 2 Listed buildings).
- Many houses have no foundation and residents are taking care of these houses and maintain the unique and important nature of the area

ward councillors, resident representatives and council officers) to consider specifically what the perceived safety issues are and to develop appropriate mitigation measures if necessary. Wellington Road as a whole does not currently and is not predicted to suffer from congestion if the scheme is implemented. There are certain locations that are busy during specific times of the day, for example outside of Priory School, which is usual and to be expected.

Speed and passage count surveys were undertaken in 2017. These indicate that there is an existing issue with vehicles exceeding the legal limit on the road and this occurs most during times of lower traffic flows. The traffic flow is also shown to be predominantly in a North-East bound direction. Any increase in vehicle flows is likely therefore to have a positive impact on vehicle speeds. It should also be noted that there are proposals to introduce a 20 mph limit along the road as part of the Area Wide Pilot. Discussions are on-going with the local community to identify possible traffic calming measures if required, which could include improved crossing facilities at suitable locations if felt necessary. Footways are present on both sides of the road and therefore pedestrian safety is unlikely to alter from the existing situation. An increase in the volume of traffic would not change the category of what cycle intervention measures are appropriate for the road.

Introducing the right turn is unlikely to have any impact on parking in the area, however, if this is perceived to be an issue that requires attention, the aforementioned working group would highlight the concerns and they would be investigated.

Many of the roads subject to these TROs are within the Edgbaston Conservation Area and subject to alterations in traffic flows.

The Council's Conservation Officer has reviewed the information provided in relation to the proposed Cycle Route

	<p><u>Recommendation:</u></p> <ul style="list-style-type: none"> • Implement opening of right turn off Bristol Road into Wellington Road by modifying the design and relocating pedestrian refuge further into the bellmouth of the junction. • City Council to maintain ongoing dialogue with existing Wellington Road Working Group to agree traffic mitigation proposals to be taken to wider public consultation in early 2018. • Undertake a rationalisation of the signing/street clutter to be implemented along the route in the Conservation Area 	
EASTERN ROAD JUNCTION	<ul style="list-style-type: none"> • No-Entry restrictions will cause delay and additional travel distances. • Traffic signals are required to control all movements. • Changes to the overall network could increase traffic volumes on Eastern Road. • Objection to the banning of movements at the Eastern Road junction. <p><u>Recommendation:</u></p> <ul style="list-style-type: none"> • Implement proposed restrictions/ alterations. 	<p>The proposals at this location are to install a slight longitudinal separation in the gap across the dual carriageway and as such this requires vehicles to perform their manoeuvres at more specified locations. This is to prevent vehicles entering lanes of oncoming traffic No restriction in access is being proposed</p> <p>The volume of traffic currently and predicted to make each manoeuvre at this junction does not warrant the form of control to be by traffic signals As with any scheme, post implementation monitoring will take place and if the circumstances change, this will be reviewed.</p> <p>It is possible that traffic volumes on Eastern Road could increase as a result of implementing other TROs, but this is expected to be negligible from an already low base level.</p> <p>No movements will be banned at this junction. Changes will be made to how movements are made to improve safety.</p>
ACCESS/ EGRESS OF	<ul style="list-style-type: none"> • Proposed restrictions in this locality adversely affect residents travelling from the south east of the City or 	<p>In this instance, it is accepted that additional distances & time incurred will result however for the safe passage of all users,</p>

PAVENHAM DRIVE (PEBBLE MILL ROAD & ELMHURST DANCE SCHOOL)	<p>likewise intending to head city bound from Pavenham Drive.</p> <ul style="list-style-type: none"> • Whilst direct access into Pavenham Drive has been incorporated, localised proposed restrictions on adjacent Pebble Mill Road (Left Turn Only) will result in extended; journey times, additional travel miles and consequential effects in congestion and emissions. • Not being able to cross Bristol Road opposite Pebble Mill Road (as currently) will result in traffic needing to head in the opposite direction of intended travel until Eastern Road then perform the required U-Turn to head back towards the city and filter lane for Pavenham Drive. 	<p>these vehicular restrictions are required as designed. 2 options of access/ egress of Pavenham Drive will still be possible:</p> <ul style="list-style-type: none"> a) via filter lanes across Bristol Road central reservation opposite Eastern Road, or b) via turning into Pebble Mill Road onto Pershore Road then Priory Road. If traveling from the south east, continuing the journey along Pershore Road then turning onto Priory Road and Bristol Road will likewise provide another option (albeit with additional distance over and above current situation). <p>Air Quality Assessment undertaken (Jacobs – Nov 2017), which formed part of the technical information made available during the consultation process and included as Appendix E of the main report) concluded, overall, changes in air pollutions concentrations at modelled receptors did not satisfy criteria to classify overall scheme effects as significant. The proposed scheme therefore was not predicted to result in significant air quality effects.</p> <p>Control/ management of traffic exiting Elmhurst Dance School will be via detection loops in school driveway and smart technology linked with traffic signals at the Bristol Road / Priory Road junction.</p>
PERSHORE ROAD & PRIORY ROAD JUNCTION	<p><u>Recommendation:</u></p> <ul style="list-style-type: none"> • Implement proposed restrictions/ alterations. 	
	<p><u>Recommendation:</u></p>	<p>Traffic signal equipment upgrade is a part of the current proposals. A report was approved on 10th July 2017 releasing funding from the 2017/18 Capital Programme to commence investigation of possible options for improvements at the junction. This investigation is ongoing and the outcomes of these investigations, which will address the benefits, impacts and costs, are expected to be completed within the 17/18 financial year.</p>

	<ul style="list-style-type: none"> • Implement proposed restrictions/ alterations. 	
MISCELLANEOUS	<ul style="list-style-type: none"> • Technical queries relating to scheme engineering designs. 	<p>As these were not specifically TRO consultation related elements, they have been noted however do not form part of this TRO consultation exercise.</p>
	<ul style="list-style-type: none"> • Removal of the Right turn Ban leaving Elmhurst Dance school will need to be considered carefully as traffic will only be able to leave by waiting for the Northbound lights to turn red and then pushing across the A38 and blocking the Northbound carriageway. • The Loading restrictions from Lee Bank Middleway to Wellington Road should be 07:00 to 10:00 and 16:00 to 19:00 given how busy this section of road is on the fringes of peak times. Loading vehicles at 1615 or 0730 on a week day blocking one lane would cause traffic chaos which would probably back up across the Lee Bank Junction and the Wellington Road Junction • Retain central reservation for future tram use. • The restriction of turning movements at Pebble Mill Road and Priory Road which would remove routing options for proposed changes to bus services and also lengthen diversions during periods of disruption. 	<p>Use of 'Smart Technology' to facilitate egress from the school entrance via the use of detection loops in the school's exit which are integrated with nearby signal controlled crossing and the Priory Road Junction to enable vehicles to turn right unopposed.</p> <p>Alterations to restrictions could be considered further and the appropriate means of doing this would be the incorporate such suggestion as part of existing dialogue with the local community/ Working Group on potential traffic mitigation measure along Wellington Road.</p> <p>Whilst longer term aspirations for a tram line along A38 may exist, during the interim development of a high quality segregated cycle route is a viable part delivering a sustainable transport network across the city and will deliver modal shift.</p> <p>In this instance, is accepted that additional distances & time incurred will result however for the safe passage of all users, these vehicular restrictions are required as designed. Local manoeuvres will still be possible as follows:</p> <ol style="list-style-type: none"> a) via filter lanes across Bristol Road central reservation opposite Eastern Road, or b) via turning into Pebble Mill Road onto Pershore Road then Priory Road. If traveling from the south east, continuing the journey along Pershore Road then turning

- Introduction of right turn from Bristol Road onto Wellington Road welcomed and provides an alternative bus routing during disruption of services from the QE Hospital to City, concern this right turn if well used would restrict capacity on Bristol Road.
- Safe operation of bus infrastructure for the benefit of passengers when the cycle lane is in operation and vehicle movements on Bellevue.
- Introduction of BCR scheme removes several future opportunities for Bus/Sprint bus priority schemes.

onto Priory Road and Bristol Road will likewise provide another option (albeit with additional distance over and above current situation).

Traffic management through Belgrave Interchange and new junction opening at Wellington Road will be co-ordinated.

Situations/ movements along the corridor or at particular locations can be monitored following implementation of the scheme to assess if any future matters need to be addressed. There is no evidence to suggest that there will be an increase in traffic using Bellevue as result of the introduction of the right turn into Wellington Road, either to access Wellington Road or proceed into the city. However this can be monitored on completion of the proposals and measures introduced to address this issue. Bellevue is subject to a left in / left out restriction at its junction with Pershore Road. For vehicles to use Bellevue as a 'rat run' they would have had to have been travelling northbound on Pershore Road anyway. It is more likely that they would have taken an alternative route to their destination such as turning at Priory Road.

Birmingham's residents already make approximately 250,000 car journeys each day which are less than one mile in length. Given current levels of predicted economic growth, it is estimated that over 80,000 more cars will be on the City's roads by 2031, with an additional 200,000 daily car trips as a result. The existing highway network would not be able to sustain this growth. It is against this background that Birmingham Connected, the City Council's long term vision for transport, sets out a strategy for the increased use of more sustainable forms of transport, including walking and cycling. The aim is to increase the proportion of cycle trips from the

	<ul style="list-style-type: none"> • Construction of the scheme should not impact the provision of public transport. 	<p>level of 2% in 2013 to 5% by 2023 and 10% by 2033. Dialogue regarding Sprint or other initiatives will continue as would normally be the case to determine how such would fit within existing/ future site constraints if possible.</p> <p>The BCR scheme forms part of the overall integrated transport network in the City which includes public transport as well as walking & cycling. As per delivery of other schemes on the highway network, some localised temporary disruption maybe likely, appropriate engagement with stakeholders will take place.</p>
	<p>Comments of the David Tucker Associates (DTA) report titled 'Review of A38 / Wellington Road Junction Proposals (<i>pages 91 – 130 of Appendix G of the main report</i>)'. The DTA report draws five specific conclusions, which these comments discuss.</p> <ul style="list-style-type: none"> • The technical assessments behind the decision to pursue Option 1 over Option 2 are flawed. • They significantly overstate the operational benefits of Option 1 and do not include clear safety dis-benefits arising 	<p>These are presented below:</p> <p>It is considered that labelling the technical assessments flawed is entirely subjective. A series of evidential bases have been considered within the report and during the options appraisal and design process that support the BCC conclusions. Additionally, the DTA report states that the Full Business Case (FBC) submitted to the Cabinet Member does not amount to an FBC as expected by the Department for Transport, further stating that the assessment should use the WebTAG process. However, the DTA document contradicts this statement by outlining in Paragraph 2.2.6 that 'there is no legal requirement on BCC to follow that precise process in the DfT paper'. Therefore, the FBC process used by BCC – as per all Transport schemes within the city – was followed and widely accepted as an adopted process.</p> <p>In contrast to the above statement, the DTA report appears to understate the benefits of Option 1, when considered as part</p>

	<p>from a sub-standard junction layout.</p> <ul style="list-style-type: none"> • Furthermore, the assessment understates the benefits of Option 2 and conflates the works required for the Order (to implement the Cycle Route) with pre-existing issues in the vicinity. • There are at least two alternative localised schemes which would resolve those issues including extending the central reservation and / or closing the left turn into Wellington Road from the A38. • Option 2 is demonstrably safer and better in operational terms. 	<p>of the overall scheme (banned right turns at the Priory Road/Pershore Road junction). Whilst this will result in re-routeing, much of this will be local traffic, with the majority finding alternative access via strategic routes.</p> <p>The Stage 2 Safety Audit of the detailed design of Wellington Road raised no safety concerns with the proposed layout.</p> <p>Section 2.4.4 of the DTA report references a biased perspective regarding the favour of Option 2. To state that only the residents of Wellington Road would be directly affected by the proposal is incorrect. Motorists who are unlikely to have been captured by the letter/questionnaire drop, but likely to utilise the Wellington Road right turn would in fact see Option 1 much more favourably.</p> <p>Alternative proposals are not applicable to this assessment. However, the reference of a design in accordance with TD42/95 is not applicable. The cycle-led design being implemented by the BCR proposals is not outlined anywhere within the DMRB, and as such it is the control of BCC as to whether DMRB applies.</p> <p>This is considered a subjective statement and does not consider the wider context of the scheme. The Priory Road/Pershore Road junction has a collision record of 15 in the last five years. Whilst not all of these are attributable to the right turn, the removal of any opposing movements within the junction will add significant capacity and safety benefits. The former is specifically referenced within the DTA report (2.3.3).</p> <p>This option would maintain u-turning movements at this junction which present a safety concern with u-turning cars clashing with the cyclists on the proposed cycle route across the access to the shops on Wellington Road. There are limited</p>
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	<ul style="list-style-type: none"> • The current conclusion adopts Option 1 as a part of the scheme and therefore supporting Air Quality Assessment considers that option only. There is no assessment of Option 2. This will need to be revisited to properly consider the merits of the options. 	<p>options to stop the u-turning vehicles, as access needs to be maintained to the car park for the businesses in this location. The central reserve cannot be extended as it will block these accesses. If the right turn facility is not opened up this U-turn manoeuvre to access Wellington Road will continue and potentially put cyclists at risk (as described in more detail in the appended technical report in Appendix D).</p> <p>If option 2 were taken forward there is the potential for increased traffic levels on smaller side roads, such as Spring Road, being used to access Wellington Road via an alternative route and it has the potential to increase journey times for local residents and businesses.</p> <p>Not providing access at Wellington Road would also increase traffic passing through alternative junctions on longer diversion routes and the migration of turning movements to ill-advised locations – potentially increasing journey times, congestion and impacting on Air Quality.</p> <p>The Air Quality Assessment undertaken (<i>Jacobs - Nov 2017, which formed part of the technical information made available during the consultation process and included as Appendix E of the main report</i>) concluded, overall, changes in air pollutions concentrations at modelled receptors did not satisfy criteria to classify overall scheme effects as significant. The Proposed Scheme therefore was not predicted to result in significant air quality effects. The requirement under Section 122 of the Road Traffic Regulation Act 1984 is to assess the impact of Air Quality of the proposed scheme and not to assess all options considered in the development of the scheme.</p>
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	<ul style="list-style-type: none"> • Sufficient modelling of the junctions has not been undertaken to evaluate the scheme. 	<p>In assessing the scheme traffic counts and turning counts were undertaken at Belgrave Middleway/Bristol Street/Bristol Road and Bristol Road/Priory Road, the junction designs were modelled utilising LINSIG to analyse the performance of the junctions.</p> <p>Further counts were undertaken at Pebble Mill, Eastern Road, Edgbaston Park Road, Bournbrook Road and Aston Webb Boulevard.</p> <p>Speed and traffic counts were also undertaken on Wellington Road and a count of illegal u-turners was carried out at the Wellington Road/Bristol Road Junction in order to analyse current traffic situations.</p> <p>High level strategic modelling of the scheme was undertaken using SATURN, this was utilised to inform potential traffic flows for the Air Quality Assessment. The SATURN traffic modelling is very high level and it is considered that results from the strategic model provided worst case scenario and provided a robust base for the Air Quality Assessment.</p>
	<p><u>Recommendation:</u></p> <ul style="list-style-type: none"> • Implement proposed restrictions/ alterations. 	