

SUMMARY OF OBJECTIONS TO TRAFFIC REGULATION ORDER AND RESPONSES

SCHEME: **Birmingham Cycle Revolution A38 Bristol Road (Selly oak to city Centre)**

OBJECTION PERIOD OF TRO ADVERT: 24th March 2017 to 14th April 2017

Public and Stakeholder Consultation (non statutory) Period: 13th Feb to 24th March 2017

During the advertising of the statutory TRO Notices, the accompanying letter that was delivered to affected properties stated that the consultation;

“is being undertaken alongside the public consultation on the route design and does not pre-determine the outcome of that consultation. Responses received to date will be reviewed alongside comments received as part of this statutory process.”

Column two of the table below (Objector), makes reference to both written objections received during the statutory TRO objection period and an interpretation of negative comments received during the public and stakeholder consultation which have been treated as objections. The values include comments that:-

- Specifically object or oppose the introduction of restrictions,
- Express concerns about the introduction of restrictions,
- Were expressed in the spirit of co-operation, but may not be objections,
- When registering a ‘preference for Option 2 – no right turn into Wellington Road’ this has been treated as an objection to introducing the manoeuvre.

These comments / preferences which have been treated as objections will include an element of double or multiple counting and are likely to highly over exaggerate the actual situation with regard to TRO objections. The actual number of objections received during the statutory TRO notice period was eight.

Objections:

Ref	OBJECTOR	SUMMARY OF OBJECTION	RESPONSE
1	<u>Statutory Consultation</u> 1 local resident	Objecting to the removal of the left turn from Bristol Road into Priory Road due to the potential disruption it will cause	Traffic counts taken during the development stage of the scheme proposals showed the volume of traffic turning left at the Bristol Rd/Priory Rd junction is less than 2% of the total traffic through the junction. This is roughly 1 vehicle per minute. Removing this turn allows for a safe and controlled pedestrian and cycle crossing to run within the existing staging of the junction, otherwise they would have to run in an 'all-red' to traffic stage. This would significantly increase the delay to all users of the junction. It is considered that removing this manoeuvre to enable the implementation of improved pedestrian and cycling facilities at the junction is worth the inconvenience of additional journey distance for a small proportion of vehicular traffic. Improvements have been made to the Bristol Rd/Pebble Mill Rd and Pershore Rd/Priory Rd, junctions to address any potential problems caused by traffic re-routing.
	<u>Public and Stakeholder Consultation</u> 0	* Comments received in the public consultation about this manoeuvre are recorded in comment ref 4	
2	<u>Statutory Consultation</u> 1 local resident	Objecting to the banned turns into Priory Rd from Bristol Rd and allowing the right turn into Wellington Rd will result in increased congestion and make it more dangerous for anyone crossing the road. Suggest using the money to repair pot holes in and around Edgbaston and Harborne	Traffic counts taken during the development stage of the scheme proposals showed the volume of traffic turning at the Bristol Rd/Priory Rd junction is 5% - 6% of the total traffic through the junction, less than 3 vehicles per cycle on any arm. It is considered that by removing these manoeuvres to enable the implementation of improved pedestrian and cycling facilities at the junction is worth the inconvenience of additional journey distance. Improvements have been made to the Bristol Rd/Pebble Mill Rd, Pershore Rd/Priory Rd, Bristol Rd/Belgrave Rd and Bristol Rd/Wellington Rd junctions to address any potential problems caused by traffic re-routing. It is proposed to introduce traffic calming measures as part of the wider proposals to address any potential issue of increased 'rat running traffic on Wellington Rd. The funding has been provided by the DfT specifically to improve cycle infrastructure and cannot be used for repairing pot holes. Maintenance of the network is the responsibility of Amey PFI.
	<u>Public and Stakeholder Consultation</u> 0	* Comments received in the public consultation about these manoeuvres are recorded in comment ref 3 for Wellington Road and ref 4 for Priory Road	

3	<u>Statutory Consultation</u> Residents Association & 4 local residents	Objecting to the introduction of the proposed Right turn into Wellington Road from Bristol Road will have a detrimental effect on the area such as increased pollution and could lead to increased accidents, especially around the Priory School.	During the main scheme consultation process 2 options were considered for the Bristol Road Wellington Road junction. Analyses of responses received were split equally between the two options. As a result of changes at the Bristol Road/Priory Rd junction necessary to implement improved pedestrian and cycle infrastructure it is important to provide alternative access for residents living on Wellington Road and the surrounding area. It is therefore proposed to implement Option 1 together with the introduction of traffic calming measures to address any potential issue of increased rat running traffic and speeding on Wellington Rd.
	<u>Public and Stakeholder Consultation</u> 316	* The number recorded includes those with a 'preference to Option 2 – Right turn not introduced' in the consultation. These are not necessarily objections.	
4	<u>Statutory Consultation</u> Residents Association and 1 Community Group	Objecting to the proposed banned right turns at the Bristol Road/Priory Road junction due to the impact it will have on the surrounding highway network as traffic finds alternative ways to reach their destination	Traffic counts taken during the development stage of the scheme proposals showed the volume of traffic turning right at the Bristol Rd/Priory Rd junction is 5% - 6% of the total traffic through the junction. It is considered that removing these manoeuvres to enable the implementation of improved pedestrian and cycling facilities at the junction is worth the inconvenience of additional journey distance for vehicular traffic. Improvements have been made to the Bristol Rd/Pebble Mill Rd, Pershore Rd/Priory Rd, Bristol Rd/Belgrave Rd and Bristol Rd/Wellington Rd junctions to address any potential problems caused by traffic re-routing.
	<u>Public and Stakeholder Consultation</u> 185	* This includes all negative comments given during the public consultation about the proposals at this junction. These are not necessarily objections.	
5	<u>Statutory Consultation</u> 1 local resident	General objection to the proposed cycle facilities along the Bristol Road and the changes to traffic flow as a result of the Traffic Regulation Order changes. Specific concern about crossing at the Pershore Rd/priory Rd junction	Improvements have been made to the Bristol Rd/Pebble Mill Rd, Pershore Rd/Priory Rd, Bristol Rd/Belgrave Rd and Bristol Rd/Wellington Rd junctions to address any potential problems caused by traffic re-routing.
	<u>Public and Stakeholder Consultation</u> 0		

6	<u>Statutory Consultation</u> 0		Improvements are being made at this junction to the right turn from Bristol Road onto Pebble Mill Road to enable the removal of the right turn from Bristol Road onto Priory Road. Banning this turn simplifies the junction by removing this conflicting movement. Traffic data suggests that the majority of traffic performing the proposed banned turn is through-traffic and not local traffic
	<u>Public and Stakeholder Consultation</u> 47	* Negative comments received during the public consultation about the proposed removal of the right turn from Pebble Mill Road onto Bristol Road and the impact this may have on traffic rerouting on the surrounding highway network	
7	<u>Statutory Consultation</u> 0		Gooch Street North will return to two-way operation at the same time which allows for traffic to travel between Sherlock Street and Bristol Street if required
	<u>Public and Stakeholder Consultation</u> 1	* Objecting to making Wrentham Street one-way as this is used by traffic travelling between Sherlock Street and Bristol Street trying to avoid Belgrave Interchange	