

**Members are reminded that they must declare all relevant pecuniary and non-pecuniary interests relating to any items of business to be discussed at this meeting**

**BIRMINGHAM CITY COUNCIL**

**JOINT CABINET MEMBER AND CHIEF OFFICER**

**MONDAY, 05 FEBRUARY 2018 AT 00:00 HOURS**  
**IN CABINET MEMBERS OFFICE, COUNCIL HOUSE, VICTORIA**  
**SQUARE, BIRMINGHAM, B1 1BB**

**A G E N D A**

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**BCR A38 BRISTOL ROAD (SELLY OAK TO CITY CENTRE) TROS**  
**UPDATE REPORT**

Item Description





# **BIRMINGHAM CITY COUNCIL**

## **PUBLIC REPORT**

**Report to:** **CABINET MEMBER FOR TRANSPORT AND ROADS AND CABINET MEMBER FOR VALUE FOR COMMERCIALISM, COMMISSIONING AND CONTRACT MANAGEMENT, JOINTLY WITH THE CORPORATE DIRECTOR ECONOMY**

**Report of:** **ASSISTANT DIRECTOR – TRANSPORTATION AND CONNECTIVITY**

**Date of Decision:** **5<sup>th</sup> February 2018**

**SUBJECT:** **BIRMINGHAM CYCLE REVOLUTION: A38 BRISTOL ROAD (SELLY OAK TO CITY CENTRE) – TRAFFIC REGULATION ORDERS UPDATE REPORT**

**Key Decision:** **Yes / No**

**If not in the Forward Plan:** **Relevant Forward Plan Ref: N/A**  
(please "X" box) **Chief Executive approved** ☐

**Relevant Cabinet Member(s) or Relevant Executive Member:** **O&S Chair approved** ☐  
**Councillor Stewart Stacey – Transport and Roads**  
**Councillor Majid Mahmood – Commercialism, Commissioning and Contract Management**

**Relevant O&S Chair:** **Councillor Zafar Iqbal – Economy, Skills and Transport**  
**Councillor Mohammed Aikhlaq – Corporate Resources and Governance**

**Wards affected:** **Ladywood, Nechells, Edgbaston, Selly Oak**

### **1. Purpose of report:**

- 1.1 To provide the Cabinet Members and the Corporate Director with the additional information for the proposed Traffic Regulation Orders on the A38 Bristol Road (Selly Oak to City Centre), and to seek re-confirmation of the decision to implement the scheme as set out in the Full Business Case approved on 2<sup>nd</sup> June 2017 and included as Appendix C of this report.
- 1.2 To fully consider the requirements of Section 122 of the Road Traffic Regulation Act 1984. This amended report now provides the information that was not presented previously. The Cabinet Members and Corporate Director must consider the matter afresh in light of this revised information.

### **2. Decision(s) recommended:**

That the Cabinet Members for Transport and Roads and for Commercialism, Commissioning and Contract Management jointly with the Corporate Director, Economy:

- 2.1 Having considered the further information contained in this report in relation to the Traffic Regulation Orders, confirm the decisions made on 2<sup>nd</sup> June 2017 to approve the Full Business Case for the Birmingham Cycle Revolution: A38 Bristol Road (Selly Oak to City Centre) scheme and to proceed with implementation of the Traffic Regulation Orders advertised on the 23<sup>rd</sup> November 2017 notwithstanding the objections received and subject to the minor amendments to the scheme identified in Appendix F as a consequence of the consultation process.

**Lead Contact Officer(s):** Varinder Raulia – Head of Infrastructure Projects  
**Telephone No:** 0121 303 7363  
**E-mail address:** varinder.raulia@birmingham.gov.uk

### **3. Consultation**

Consultation should include those that have an interest in the decisions recommended

#### **3.1 Internal**

- 3.1.1 Officers from City Finance, Procurement and Legal and Governance have been involved in the preparation of this report.

#### **3.2 External**

- 3.2.1 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 2<sup>nd</sup> June 2017. Full details are contained within that FBC listed as Appendix C. The consultation included a wider Public Consultation exercise and also included the Statutory Consultation of the Traffic Regulation Orders associated with implementing the scheme.
- 3.2.2 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; see Section 5 of this report for further details. This has necessitated further analysis into the potential impact of the scheme.
- 3.2.3 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.
- 3.2.4 There were two changes to the re-advertisement of the TROs from the original set that were advertised in February and March 2017. These reflect the proposed layouts at the Eastern Road and Pavenham Road junctions approved as part of the original FBC in June 2017, but not previously advertised. The re-advertised TROs were also posted on the Birmingham BeHeard website enabling residents and members of the wider public to view plans and technical reports and make comments on line.
- 3.2.5 Letters issued to residents made it clear that previous comments, support and objections on the scheme that were received under the original Public and Statutory Consultation would be considered along with any new responses against the second round of the Statutory Consultation.
- 3.2.6 A summary of comments, support and objections received together with BCC's response regarding the re-advertised TROs are included in Appendix F "TRO Consultation Summary (November/December 2017)". A record of all the latest communications received during the statutory consultation period is included in Appendix G "All initial Communications on TRO Consultation (November/December 2017)". All previous correspondence including BCC's responses is included in the original FBC report (Appendix C)

#### **4. Compliance Issues:**

- 4.1 Are the recommended decisions consistent with the Council's policies, plans and strategies?
  - 4.1.1 Compliance issues were addressed in Section 4 of the original FBC document, which is appended to this report (Appendix C). Nothing has changed in this regard since the earlier report.
- 4.2 Financial Implications (How will decisions be carried out within existing finances and Resources?)
  - 4.2.1 Financial information was provided in the original public and private agenda reports and FBC approved on 2<sup>nd</sup> June 2017, The public documents are appended to this report (Appendix C). The contents of this report do not impact on the previous budget approvals.
- 4.3 Legal Implications
  - 4.3.1 Legal issues were addressed in Section 4 of the original FBC document which is appended to this report (Appendix C). Nothing has changed in this regard since the earlier report.
- 4.4 Public Sector Equality Duty (see separate guidance note)
  - 4.4.1 This was considered in Section 4.4 of the public agenda report for the FBC approved on 2<sup>nd</sup> June 2017, which is appended to this report (Appendix C). Nothing has changed in this regard since the earlier report.

#### **5. Relevant background/chronology of key events:**

- 5.1 Background
  - 5.1.1 The 'Birmingham Cycle Revolution (BCR): A38 Bristol Road (Selly Oak to City Centre)' Full Business Case (FBC) was approved on 2<sup>nd</sup> June 2017 by the Cabinet Member for Transport and Roads and the Cabinet Member for Value for Money and Efficiency, jointly with the Corporate Director, Economy.
  - 5.1.2 Subsequently a 'request for call in' was lodged by two of the Edgbaston Ward Councilors challenging the Cabinet Members' and Corporate Director's decision to approve the Business Case. The 'call in' was considered by Economy, Skills and Transport Overview and Scrutiny Committee on 15<sup>th</sup> June 2017 when the Committee resolved not to proceed with the call in request.
  - 5.1.3 On 12<sup>th</sup> July 2017 a pre-action protocol letter (PAPL) for Judicial Review was submitted by Ladders Solicitors representing a resident of Wellington Road, Edgbaston. The letter challenged *'the decision of the Cabinet Member for Transport and Roads to make the City of Birmingham (Bristol Road etc.) (Traffic Regulation) Order 1971 (Variation) Order ... and to proceed with works associated therewith in advance of the statutory publication of the TRO'*.
  - 5.1.4 Having considered the PAPL, the City Council recognised that full consideration had not been given particularly in respect of Section 122 of the Road Traffic Regulation Act 1984 before reaching the 2<sup>nd</sup> June 2017 decision. In light of this, the City Council have

subsequently re-advertised all relevant Traffic Regulation Orders having regard to the specific requirements of Section 122. This report provides additional information in relation to the Traffic Regulation Orders with reference to the matters to be considered. Section 5.2 below addresses the matters to be considered pursuant to Section 122 of the Road Traffic Regulation Act 1984 and Section 5.3 addresses all comments received in respect of the re-advertised Traffic Regulation Orders.

## 5.2 Road Traffic Regulation Act 1984

### 5.2.1 Section 122 of the Road Traffic Regulation Act 1984 details areas which must be considered by a decision-maker in relation to a decision on a TRO. An extract of Section 122 is set out below:

#### **122 Exercise of functions by strategic highways companies or local authorities.**

- (1) It shall be the duty of every strategic highways company and local authority upon whom functions are conferred by or under this Act, so to exercise the functions conferred on them by this Act as (so far as practicable having regard to the matters specified in subsection (2) below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway or, in Scotland the road.
- (2) The matters referred to in subsection (1) above as being specified in this subsection are:
  - (a) the desirability of securing and maintaining reasonable access to premises;
  - (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
  - (bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
  - (c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
  - (d) any other matters appearing to the strategic highways company or the local authority to be relevant

### 5.2.2 In addressing each element of Section 122, the City Council has given specific consideration to the issues as set out below:

#### 5.2.3 *(1) It shall be the duty of every strategic highways company and local authority upon whom functions are conferred by or under this Act, so to exercise the functions conferred on them by this Act as (so far as practicable having regard to the matters specified in subsection (2) below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway or, in Scotland the road*

Birmingham's residents already make approximately 250,000 car journeys each day which are less than one mile in length. Furthermore, 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, which the existing highway network would not be able to sustain. 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 cycling. The target is to increase the proportion of cycle trips from the level of 2% in 2013 to 5% by 2023 and 10% by 2033.

The Birmingham Cycle Revolution (BCR) Programme has been established to deliver the

infrastructure required to precipitate this step-change in cycle usage. Bristol Road 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 other stakeholders during the scheme's development has identified the need for cycle facilities with a high degree of segregation from other road users, this in line with current best practice both nationally and beyond.

In order to provide the required level of segregation for cyclists along the Bristol Road whilst maintaining the effective operation of the network, it will be necessary to ban a number of turning movements at key locations along the 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 vehicular traffic, it has been deemed necessary to propose alternative access to sections of the network, in particular to the area of Edgbaston west of Bristol Road between Priory Road and the Ring Road.

5.2.4 (2)(a) the desirability of securing and maintaining reasonable access to premises

In developing the scheme, the City Council has given due consideration to the desirability of maintaining reasonable access following the banning of turns at the Bristol Road/Priory Road junction. The revocation of the banned right turn from Bristol Road into Wellington Road provides a local access point for residents and businesses in the area that would have previously accessed at the Bristol Road and Priory Road junction. This provides a relatively local alternative access point and avoids longer diversion routes. If Wellington Road were to remain closed residents and businesses would have to undertake longer diversion routes via Pebble Mill, Pershore Road and Priory Road to access the area increasing vehicle journey times. Other consequences may include quieter and smaller residential streets such as Spring Road being utilised to access the area.

A major benefit of the scheme is to provide safe controlled crossing facilities for pedestrians and cyclists at the Priory Road /Bristol Road junction and to increase accessibility for these modes in the area. Currently the junction has limited pedestrian facilities and acts as a barrier to pedestrian access in the area.

As a consequence of banning turns at Priory Crossroads, access to Priory Road and Edgbaston Road are being improved on the route via Pebble Mill Road. This is being achieved by banning the right turn out of Pebble Mill Road and the signalisation of the right turn into Pebble Mill Road.

The revoking of the one-way order on Gooch Street North improves the access to premises on this road and also provides an alternative access routing from the east, to premises on the short section of Wrentham Street that is being converted to one-way and to Henstead Street via Bromsgrove Street.

(2)(b) *the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run*

From the correspondence received during consultation specific objections and a number of key issues were raised and are considered under the title of 'amenities':

i. Air Quality

- ii. Noise
- iii. Increased Congestion
- iv. Vibration
- v. Frequency of heavy commercial vehicles
- vi. Parking
- vii. Trees
- viii. Conservation Area

(i) Air Quality

The impacts on air quality of imposing the TROs for the scheme has been assessed and results are included in Section (2)(bb) below and full results are in Appendix E. On the basis of this assessment the report concluded that the scheme has no significant impact on air quality.

(ii) Noise

The Design Manual for Roads and Bridges Part 7HD 213/11 Noise and Vibration cites the main factors influencing noise level on a road comprising freely flowing traffic is traffic volume, speed and composition (% heavy vehicles) and road gradient and surface characteristics. Noise impacts would be considered under the Noise Insulation Regulations 1975 (NIR) and these apply to new highways and amended highways e.g. with additional carriageways, and under the proposed scheme none of these apply.

As a result of implementing the TROs for the scheme there is the potential for increased traffic flows on roads such as Pebble Mill Road, Wellington Road, Pershore Road and Priory Road (between Pershore Road and Bristol Road). All of these roads carry existing traffic and increases in volume are not predicted to be such to trigger a perceptible change in noise levels.

This scheme does not include any proposed changes in speed limits as part of the proposals; however there are proposals in place to reduce speed limits on roads in the area as part of an area wide pilot to introduce 20 mph speed limits on predominantly residential roads.

There are no changes proposed to the existing road gradient and surface characteristics.

It should also be noted that mitigation measures are currently being assessed for the junction of Pershore Rd/Priory Road and for Wellington Road (which may include a proposal to restrict the weight limit).

As a result it is not considered that implementing the cycling scheme on the A38 will have an overall detrimental impact in terms of noise.

(iii) Increased Congestion

The main aim of the scheme is to promote modal shift and consequently reduce traffic volumes. At the opening of the scheme there is no predicted change in traffic volumes overall on the network as a result of the proposals however; in promoting cycling and pedestrian movements along the corridor certain manoeuvres have had to be banned. This will result in an increase in volume on

certain parts of the network. Improvements will be undertaken at the Pershore Road/Priory Road traffic signals to manage any changes in demand via the introduction of Microprocessor Optimisation Vehicle Actuation (MOVA). The junctions at Belgrave Middleway and Bristol Road/Priory Road are to be modified to balance the needs of vehicles and other users, such as cyclists and pedestrians.

Against the background of concerns raised by local residents a working group has been set up with local residents and chaired by the Edgbaston Ward Councillors to develop traffic calming measures for Wellington Road which could be implemented if required. The aim of the working group is to consult on a preferred option in early 2018 and to implement an agreed proposal either during or following the completion of the main works. The proposal will seek to make Wellington Road a less attractive 'through route' whilst maintaining accessibility for local residents and businesses.

(iv) Vibration

There is no predicted increase in Heavy Commercial Vehicles (HCV's) as a result of these works across the scheme, as such it is not considered that implementing the scheme will have a detrimental impact on Vibration.

As part of the Wellington Road working group one of the options being considered is the addition of a weight limit on the stretch of Wellington Road between the Bristol Road and Spring Road to prevent HCV's from using Wellington Road as an alternative route.

(v) Parking

The proposed TROs associated with the scheme have no loss of parking.

(vi) Frequency of heavy commercial vehicles

It is not envisaged that by implementing the scheme there will be an increase in the frequency of Heavy Commercial Vehicles (HCVs) on the network.

As part of the proposals to introduce traffic calming measures on Wellington Road there will be the option to insert a weight limit of 7.5 Tonnes on the stretch of Wellington Road between the Bristol Road and Spring Road junctions to prevent HCV's from using Wellington Road as a through route.

(vii) Trees

To maintain adequate width and directness for the proposed cycle route the scheme will result in the loss of 20 highways trees along the Bristol Road Corridor. Landscaping proposals have been developed to replace all trees removed on a 2 for 1 basis. New tree species will be chosen to maintain the character of the corridor including part of the Edgbaston Conservation area that runs along the A38. Plans of the Landscaping Proposals for the scheme are included in Appendix A of this report. There are a total of 40 new trees to be replanted wherever possible in the same locality from where they have been removed.

All of the affected trees are highway trees and as such can be removed under

Permitted Development rights. An application for Planning Permission is not required.

Ordinarily, the planning requirement for proposals involving tree works in a conservation area is for a survey as part of BS5837:2012 to accompany a Planning Application. However, as the works are covered by Permitted Development rights there is no requirement for a Planning Application to deliver these proposals.

The Planning Authority only requires an Arboricultural survey in connection with planning applications where there is Statutory Tree Protection in place. None of the trees impacted by the proposals have a Tree Preservation Order associated with them and the highways scheme does not require Planning Permission so there is no requirement for a survey of the trees to be undertaken.

It is open to the Council to protect the trees that will be affected through imposing Tree Protection Orders. However, it is not considered that this step is necessary in light of the anticipated impact upon trees.

The removal of trees has not been included within Air Quality assessment works, as the removal is not likely to have a significant effect on air quality. Also considering the proposals to plant two trees for every one removed, there should be a long term benefit

(viii) Conservation Area

Following reform of the Planning system there is no longer a need for a separate Conservation Area Consent so the scheme is still covered under permitted development

Nevertheless the Council's Conservation Officer has given careful consideration to the potential impacts of the proposed scheme on the Conservation Area (including tree removal), and considers that the scheme would preserve the character and appearance of the Conservation Area, pursuant to section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. The Council does not believe that the proposal will give rise to any harm in heritage and conservation terms.

*(2) (bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);*

Below is the Executive Summary from the results of the Air Quality Assessment as a result of implementing the TROs required to build the A38 Bristol Road (Selly Oak to City Centre) Cycle Route. The details of the full report are included in Appendix E.

Executive Summary

Birmingham City Council (BCC) plan to undertake highway works to deliver a segregated cycle route along the A38 between Selly Oak and Birmingham City Centre. This will involve the introduction of a number of Traffic Regulations Orders (TROs), which will result in the restricting of vehicle movements along the Bristol Road (A38) corridor. These restrictions to turning movements are necessary to install the proposed segregated cycle route.



This report details the assessment of air quality effects associated with the implementation of the TROs for the Bristol Road A38 Cycle Scheme (the Proposed Scheme), which has the potential to affect air quality concentrations as a result of changes to vehicle movements (and therefore emissions).

In consideration of Road Traffic Regulation Act 1984, Section 122, Subsection (2), with regard to air quality, the assessment was carried out in accordance with the Design Manual for Roads and Bridges (DMRB) HA207/07 Air Quality, associated Highways England (HE) Interim Advice Notes (IANs) and The Department for Environment, Food and Rural Affairs (DEFRA) Local Air Quality Management Technical Guidance (LAQM.TG16), where appropriate.

Two traffic datasets (one factored from AM and Inter-Peak (IP) traffic model [AMIP], and one factored from AM, IP and PM traffic models [AMIPPM]) were modelled using Atmospheric Dispersion Modelling Software ADMS-Roads 4.1 to evaluate the potential impact of the Proposed Scheme upon local air quality.

Roads included within the assessment were those identified by qualifying criteria published in HA207/07 based on changes between Do Minimum (DM) and Do Something (DS) scenarios, as follows:

- Horizontal road alignment will change by 5m or more;
- Daily traffic flows will change by  $\geq 1,000$  Annual Average Daily Traffic (AADT);
- Heavy Duty Vehicle (HDV) flows will change by  $\geq 200$  AADT;
- Daily average speed will change by  $\geq 10$ kph; or
- Peak hour speed will change by  $\geq 20$ kph.

The assessment showed that between 30 and 35 properties that were predicted to exceed the annual mean air quality objective (AQO) for nitrogen dioxide (NO<sub>2</sub>) were also predicted to receive small increases in pollutant concentrations, while between 2 and 4 properties that were predicted to exceed the annual mean AQO for NO<sub>2</sub> were also predicted to receive small decreases in pollutant concentrations.

Overall, changes in air pollution concentrations at modelled receptors did not satisfy criteria to classify overall scheme effects as significant. The Proposed Scheme therefore is not predicted to result in significant air quality effects.

*(2)(c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.*

The only area where buses are affected is at Pebble Mill Road, one bus per hour (Diamond Bus route 146 from Redditch to Birmingham inbound) makes the right-turn into Bristol Road. Transport for West Midlands were consulted during the advertising of the TRO that will ban traffic movement turning right from Pebble Mill Road into Bristol Road and no objection was received. The alternative route available for this service is to carry on along Pershore Road up to Priory Road where it would turn left and then right onto Bristol Road at Priory Crossroads.

A meeting was held with Travel for West Midlands and National Express during the TRO consultation and measures were discussed to integrate proposals for the cycling scheme with future bus service provisions along the corridor.

*(2)(d) any other matters appearing to the strategic highways company or ... the local authority ... to be relevant*

No other significant relevant issues have been identified.

### 5.3 Consultation Feedback

5.3.1 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) proposals 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 and Elmhurst dance school)
- Other Miscellaneous issues

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

5.3.3 Notwithstanding all the objections/comments received it is proposed to implement the proposed TROs and continue with the delivery of the scheme as approved in the Birmingham Cycle Revolution: A38 Bristol Road (Selly Oak to City Centre) Full Business Case report of the 2<sup>nd</sup> June 2017 (Appendix C), subject to any minor amendments identified in Appendix F.

### 5.4 Programme

5.4.1 Following approval of this report works are programmed to commence in late February/early March 2018, with completion by the end of the year.

## **6. Evaluation of alternative option(s):**

6.1 The A38 Bristol Road scheme could be cancelled and as a result no TRO changes would be required. However, this would lead to a failure to improve conditions for cyclists on this corridor, and approved policies would not be implemented.

6.2 The A38 Bristol Road scheme could be implemented within the existing site constraints without any changes to TROs, with all traffic movements remaining as existing. However, this would create a significant reduction in traffic capacity at the main signal junctions particularly at Priory Road and Belgrave Middleway. Implementing the cycling facilities and providing the safe pedestrian crossing facilities at these junctions would increase delays across the immediate transport network. This could lead to an increase in 'rat run' traffic on Wellington Road and other side roads along the corridor. It would also mean that cyclists would be less segregated from traffic at the main junctions and so the main benefits of the scheme would not be realised. This goes against the Road Traffic Regulation Act 1984 which is concerned with the 'expeditious movement of traffic'.

6.3 The A38 Bristol Road scheme could be implemented as originally approved, except that the reopening of the right turn into Wellington Road could be deleted from the scheme. However:

- 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.
- It has the potential to increase journey times for local residents and businesses
- Not providing access at Wellington Road would also increase traffic passing through alternative junctions on longer diversion routes – potentially increasing journey times, congestion and impacting on Air Quality.
- 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 options to stop 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).

## 7. Reasons for Decision(s):

7.1 The approval of this TRO addendum report for the A38 Bristol Road (Selly Oak to City Centre) scheme will allow the Traffic Regulation Orders to be made and the scheme to proceed.

<b>Signatures</b>	<b><u>Date</u></b>
Councillor Stewart Stacey Cabinet Member for Transport and Roads .....	.....
Councillor Majid Mahmood Cabinet Member for Commercialism, Commissioning and Contract Management .....	.....
Waheed Nazir Corporate Director, Economy .....	.....

### **List of Background Documents used to compile this Report:**

- Birmingham Cycle Revolution Bristol Road Corridor Highway Schemes – Full Business Case 20<sup>th</sup> October 2015
- Birmingham Cycle Revolution Phase 3 Programme Definition Document Report of the Deputy Chief Executive to Cabinet 16th March 2015
- Birmingham Cycle Revolution Delivery Strategy and Highway Works for Phase 1a, 1b, 2 and 3. Report of the Interim Assistant Director for Transport and Connectivity to Cabinet member for Commissioning, Contracting and Improvement, jointly with the Deputy Chief Executive 25<sup>th</sup> September 2015
- Birmingham Cycle Revolution (BCR): Progress Update and Programme Revision Report of the Strategic Director for Economy to Cabinet 13<sup>th</sup> December 2016
- Birmingham Cycle Revolution (BCR): A38 Bristol Road (Selly Oak to City Centre) Full Business Case – 2<sup>nd</sup> June 2017

### **List of Appendices accompanying this Report (if any):**

1. Appendix A – BCR A38 Landscape Mitigation Plan.
2. Appendix B – Excerpt from Road Traffic Regulation Act 1984.
3. Appendix C – Birmingham Cycle Revolution (BCR): A38 Bristol Road (Selly Oak to City Centre) Full Business Case – 2<sup>nd</sup> June 2017.
4. Appendix D – Bristol Road Wellington Road Technical Report.
5. Appendix E – A38 Bristol Road (Selly Oak to City Centre) Air Quality Assessment Report
6. Appendix F – TRO Consultation Summary (November/December 2017).
7. Appendix G – All Communications on TRO Consultation (November/December 2017).

## **PROTOCOL PUBLIC SECTOR EQUALITY DUTY**

- 1 The public sector equality duty drives the need for equality assessments (Initial and Full). An initial assessment should, be prepared from the outset based upon available knowledge and information.
- 2 If there is no adverse impact then that fact should be stated within the Report section 4.4 and the initial assessment document appended to the Report duly signed and dated. A summary of the statutory duty is annexed to this Protocol and should be referred to in section 4.4 of executive reports for decision and then attached in an appendix; the term 'adverse impact' refers to any decision-making by the Council which can be judged as likely to be contrary in whole or in part to the equality duty.
- 3 A full assessment should be prepared where necessary and consultation should then take place.
- 4 Consultation should address any possible adverse impact upon service users, providers and those within the scope of the report; questions need to assist to identify adverse impact which might be contrary to the equality duty and engage all such persons in a dialogue which might identify ways in which any adverse impact might be avoided or, if avoidance is not possible, reduced.
- 5 Responses to the consultation should be analysed in order to identify:
  - (a) whether there is adverse impact upon persons within the protected categories
  - (b) what is the nature of this adverse impact
  - (c) whether the adverse impact can be avoided and at what cost – and if not –
  - (d) what mitigating actions can be taken and at what cost
- 6 The impact assessment carried out at the outset will need to be amended to have due regard to the matters in (4) above.
- 7 Where there is adverse impact the final Report should contain:
  - a summary of the adverse impact and any possible mitigating actions (in section 4.4 or an appendix if necessary)
  - the full equality impact assessment (as an appendix)
  - the equality duty (as an appendix).

## Equality Act 2010

The Executive must have due regard to the public sector equality duty when considering Council reports for decision.

The public sector equality duty is as follows:

- 1 The Council must, in the exercise of its functions, have due regard to the need to:
  - (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Equality Act;
  - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
- 2 Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:
  - (a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
  - (b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;
  - (c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.
- 3 The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.
- 4 Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:
  - (a) tackle prejudice, and
  - (b) promote understanding.
- 5 The relevant protected characteristics are:
  - (a) marriage & civil partnership
  - (b) age
  - (c) disability
  - (d) gender reassignment
  - (e) pregnancy and maternity
  - (f) race
  - (g) religion or belief
  - (h) sex
  - (i) sexual orientation

**80405 BCR Cycleway A38 Bristol Road.  
Notes on the existing trees.  
Landscape mitigation.**

**Bristol Road A38 Planned new cycle way**

To achieve the cycleway proposal as outlined a number of existing trees will need to be removed. To compensate for this loss, in keeping with BCC highway policy two new trees will be planted for every one lost.

The existing trees and Landscape mitigation proposals are illustrated on the attached Landscape Practice Group plan drawings, numbers 80405 LO1-13 Rev A

**Landscape Context**

The A38 Bristol Road is a major arterial route situated on the south side of the city running through the district of Edgbaston. On the section where the new cycle route is proposed, (between the city centre and Selly Oak) the road is characterised by the generally mature avenue planting running along both sides of the vehicular route. In some areas (Pebble Mill to the University) there is a generous green central reservation running between the north and south vehicular lanes, this reserve is also planted with an established avenue of mainly deciduous trees.

The trees are generally large scale, mature in stature with some now nearing over maturity. There have been some removals in recent years and the resultant gaps in the avenues are generally being replanted. Species used on the route have been restricted to large deciduous upright canopied specimens spaced out along the edge of the vehicular routes.

**Existing Planting**

The majority of the species used are Lime. *Tilia cordata*. These are generally appropriate to the context as they are not too dense and have mainly ascending branches so conflict with the traffic is kept to a minimum. Due to the conditions and the space available there are some problems in the paved surfaces with shallow root growth and suckers growing out of the tree boles near to the ground.

Some of the trees on the central reserve are coniferous Scots Pine. *Pinus sylvestris* these are generally elevated above the adjacent road and in some locations have resulted in some extreme gradients and unstable surfaces. They have been planted relatively close to each other and as a result are quite tall and thin.

There are some other species planted along the route, Horse chestnut, *Aesculus* and London Plane *Platanus*. The avenue tree canopies are often overcrowded and conflicting, with domestic planting spilling into the carriageway over residential boundaries. In some of the areas where the trees are to be removed to accommodate the new function, space is limited and new trees cannot be sensibly located immediately adjacent to them.

**New tree planting**

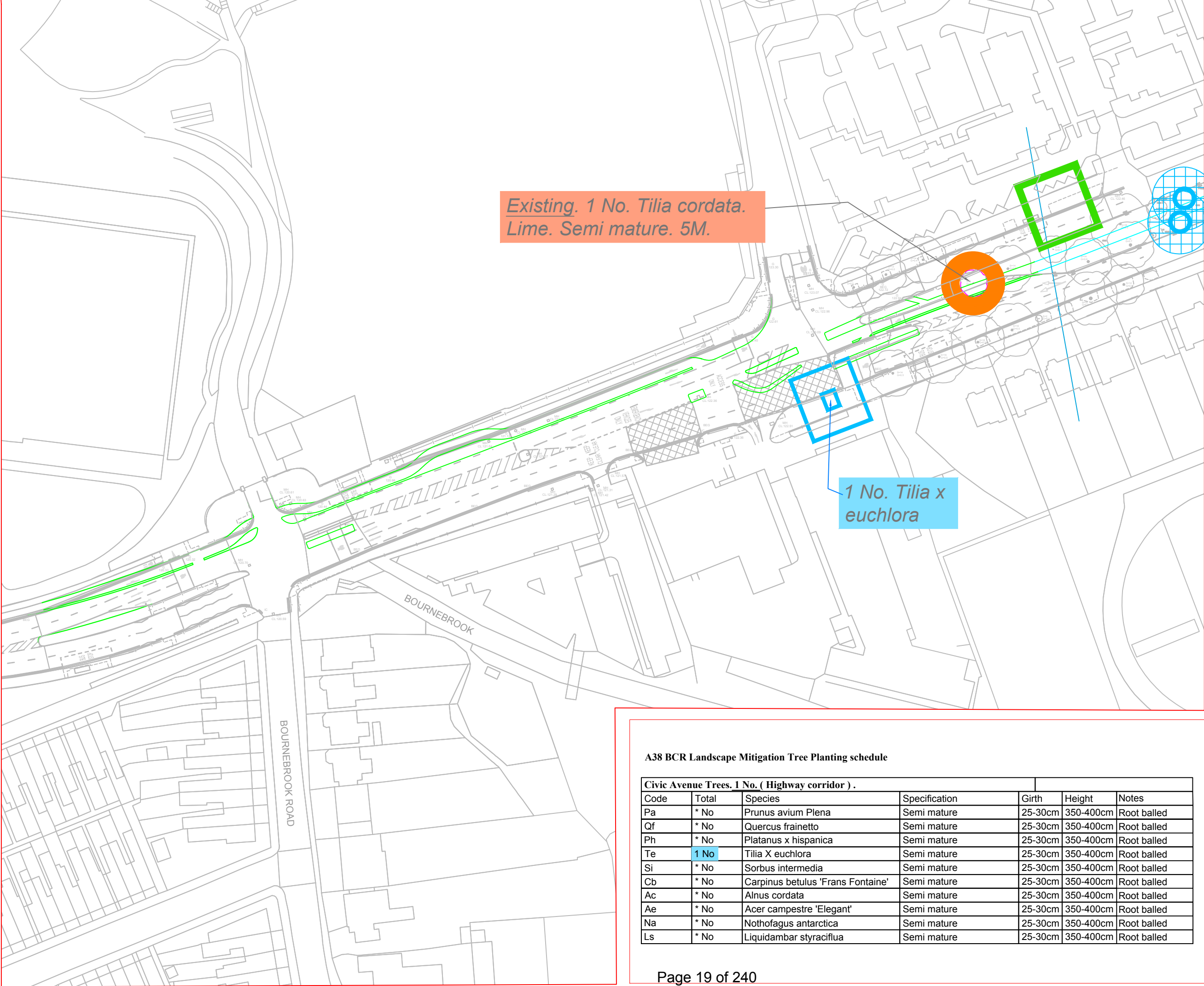
New trees have been chosen to fill any gaps in the avenues where space allows, thus maintaining the existing character of the location. Tree species have been selected to be in accord with the existing context. Similar species to those existing have been proposed, upright canopies, to avoid any future conflict with traffic, are proposed.

The new trees will be planted at suitable established sizes to give early impact and to avoid any susceptibility from vandal damage.

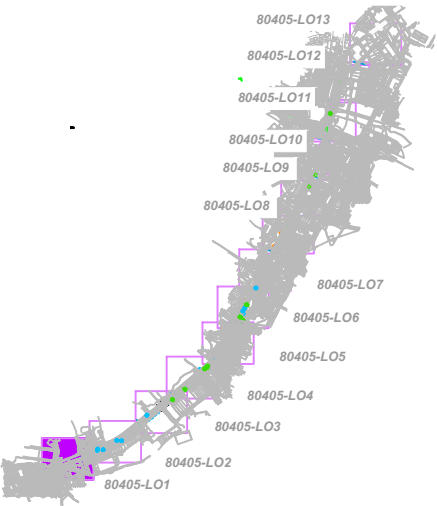
The tree pits and technical details will be specifically designed to suit the locations and are of optimum proportions to ensure the continued future health of the trees.

In some positions they will be located beneath the new cycleway and will allow the trees to get sufficient air, nutrients and water into the future while maintaining a true, safe and robust paved surface.





A38 BCR Context N.T.S.



- Key
- Trees to be removed
  - New trees, BCR landscape.
  - New trees, Amey scheme.
  - New Trees in Hard Landscape
  - New Trees in soft Landscape.
  - Surplus additional tree pits.

A38 BCR Landscape Mitigation Tree Planting schedule

Civic Avenue Trees. 1 No. ( Highway corridor ) .						
Code	Total	Species	Specification	Girth	Height	Notes
Pa	* No	Prunus avium Plena	Semi mature	25-30cm	350-400cm	Root balled
Qf	* No	Quercus frainetto	Semi mature	25-30cm	350-400cm	Root balled
Ph	* No	Platanus x hispanica	Semi mature	25-30cm	350-400cm	Root balled
Te	1 No	Tilia X euchlora	Semi mature	25-30cm	350-400cm	Root balled
Si	* No	Sorbus intermedia	Semi mature	25-30cm	350-400cm	Root balled
Cb	* No	Carpinus betulus 'Frans Fontaine'	Semi mature	25-30cm	350-400cm	Root balled
Ac	* No	Alnus cordata	Semi mature	25-30cm	350-400cm	Root balled
Ae	* No	Acer campestre 'Elegant'	Semi mature	25-30cm	350-400cm	Root balled
Na	* No	Nothofagus antarctica	Semi mature	25-30cm	350-400cm	Root balled
Ls	* No	Liquidambar styraciflua	Semi mature	25-30cm	350-400cm	Root balled

Revision Inserts

A	18/01/11	existing trees added	JOS	JW
rev	date	revisions	drawn	chk

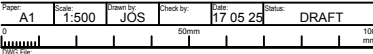
The Landscape Practice Group  
Birmingham City Council  
PO Box 16937  
Lancaster Circus  
Queensway, Birmingham B4 7DU  
T 0121 303 3000  
E log@birmingham.gov.uk

Client: BCC Highways

Project: BCR A38 Landscape Mitigation

Title: Landscape Base Tree Planting Plan Proposals

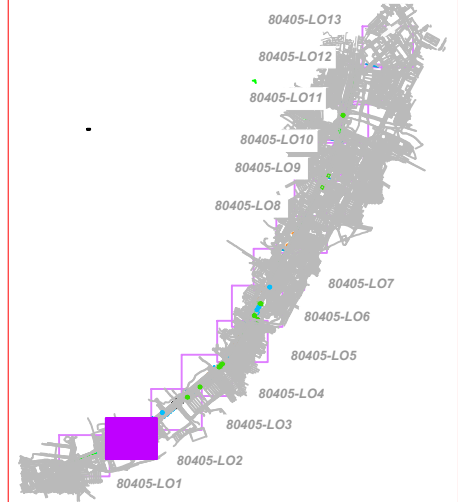
Drawing Number: 80405-LO1 Revision: A










Civic Avenue Trees. 5 No. ( Highway corridor ) .						
Code	Total	Species	Specification	Girth	Height	Notes
Pa	* No	Prunus avium Plena	Semi mature	25-30cm	350-400cm	Root balled
Qf	1 No	Quercus frainetto	Semi mature	25-30cm	350-400cm	Root balled
Ph	* No	Platanus x hispanica	Semi mature	25-30cm	350-400cm	Root balled
Te	2 No	Tilia X euchlora	Semi mature	25-30cm	350-400cm	Root balled
Si	1 No	Sorbus intermedia	Semi mature	25-30cm	350-400cm	Root balled
Cb	* No	Carpinus betulus 'Frans Fontaine'	Semi mature	25-30cm	350-400cm	Root balled
Ac	* No	Alnus cordata	Semi mature	25-30cm	350-400cm	Root balled
Ae	* No	Acer campestre 'Elegant'	Semi mature	25-30cm	350-400cm	Root balled
Na	1 No	Nothofagus antarctica	Semi mature	25-30cm	350-400cm	Root balled
Ls	* No	Liquidambar styraciflua	Semi mature	25-30cm	350-400cm	Root balled

Existing. 1 No. *Tilia cordata*.  
Lime. Mature. 20M.

**A38 BCR Context N.T.S.**



-  Key
-  Trees to be removed
-  New trees, BCR landscape.
-  New trees, Amey scheme.
-  New Trees in Hard Landscape.
-  New Trees in soft Landscape.
-  Surplus additional tree pits.

## Revision Inserts

A	18/01/11	existing trees added	JOS	JW
rev	date	revisions	drwn	chk



Client: **BCC Highways**

Project: **BCR A38**  
**Landscape Mitigation**

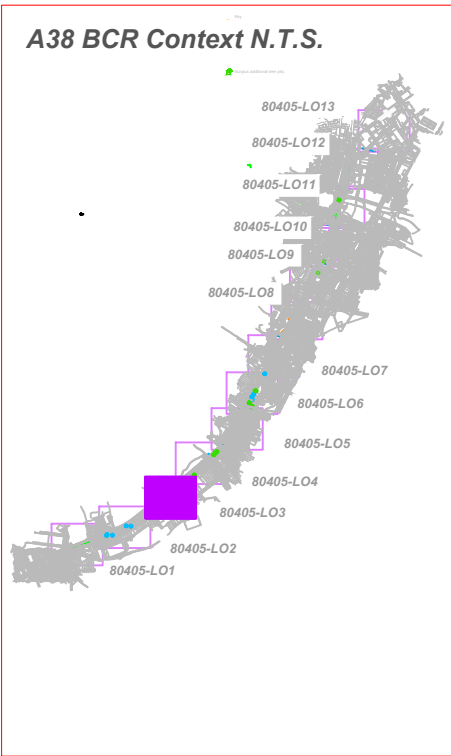
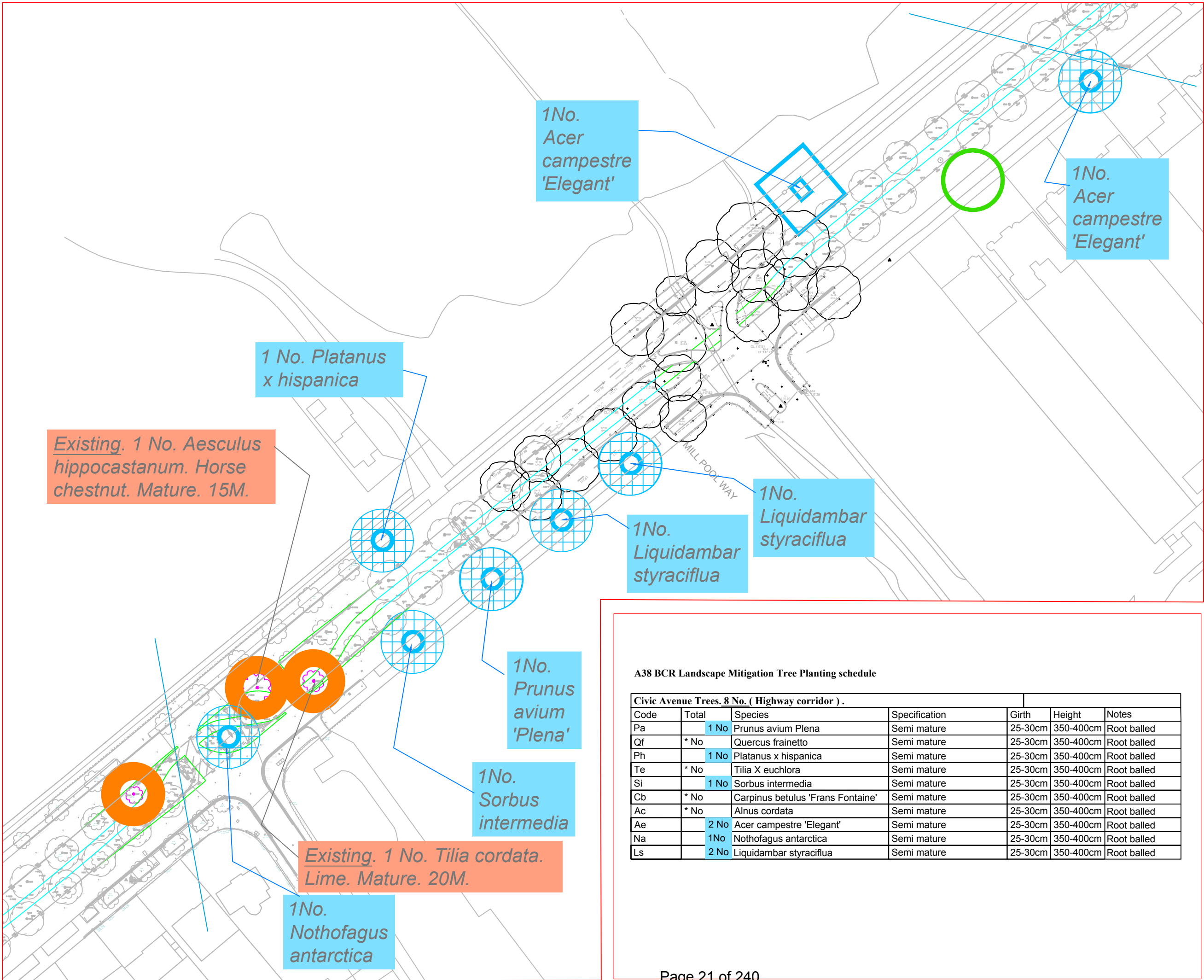
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Tree Planting Plan Proposals**

Drawing Number: **80405-LO2** Revision: **A**

Paper:	Scale:	Drawn by:	Check by:	Date:	Status:
A1	1:500	JOS		17 05 25	DRAFT

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- Key
- Trees to be removed
  - New trees, BCR landscape.
  - New trees, Amey scheme.
  - New Trees in Hard Landscape
  - New Trees in soft Landscape.
  - Surplus additional tree pits.

A38 BCR Landscape Mitigation Tree Planting schedule

Civic Avenue Trees. 8 No. ( Highway corridor ) .						
Code	Total	Species	Specification	Girth	Height	Notes
Pa	1 No	Prunus avium Plena	Semi mature	25-30cm	350-400cm	Root balled
Qf	* No	Quercus frainetto	Semi mature	25-30cm	350-400cm	Root balled
Ph	1 No	Platanus x hispanica	Semi mature	25-30cm	350-400cm	Root balled
Te	* No	Tilia X euchlora	Semi mature	25-30cm	350-400cm	Root balled
Si	1 No	Sorbus intermedia	Semi mature	25-30cm	350-400cm	Root balled
Cb	* No	Carpinus betulus 'Frans Fontaine'	Semi mature	25-30cm	350-400cm	Root balled
Ac	* No	Alnus cordata	Semi mature	25-30cm	350-400cm	Root balled
Ae	2 No	Acer campestre 'Elegant'	Semi mature	25-30cm	350-400cm	Root balled
Na	1No	Nothofagus antarctica	Semi mature	25-30cm	350-400cm	Root balled
Ls	2 No	Liquidambar styraciflua	Semi mature	25-30cm	350-400cm	Root balled

Revision Inserts

18/01/11

existing trees added

JOS

JW

rev

date

revisions

drawn

checked

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Birmingham City Council

Client: BCC Highways

Project: BCR A38 Landscape Mitigation

Title: Landscape Base Tree Planting Plan Proposals

Drawing Number: 80405-LO3

Revision: A

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A1

Scale: 1:500

Drawn by: JOS

Check by: JW

Date: 17.05.23

Status: DRAFT

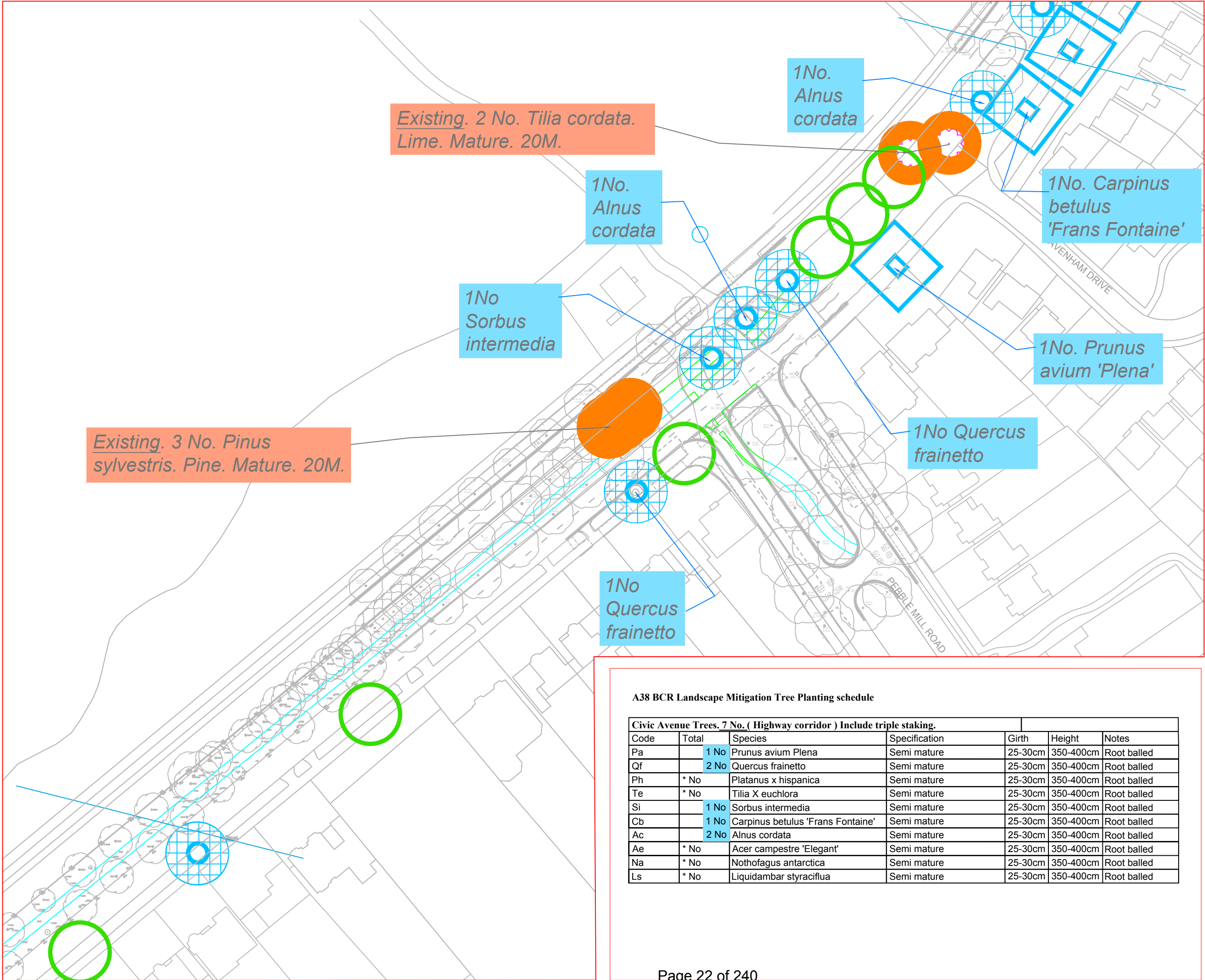
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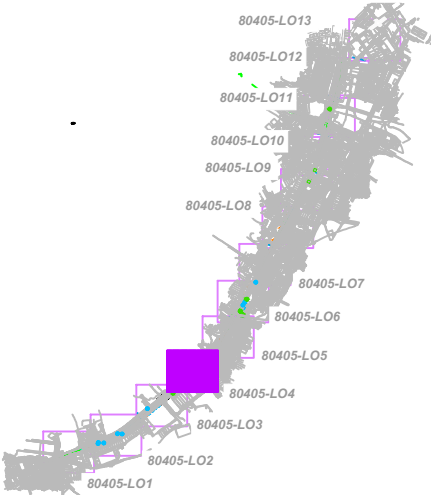
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A38 BCR Context N.T.S.



- Key
- Trees to be removed
  - New trees, BCR landscape.
  - New trees, Amey scheme.
  - New Trees in Hard Landscape
  - New Trees in soft Landscape.
  - Surplus additional tree pits.

A38 BCR Landscape Mitigation Tree Planting schedule

Civic Avenue Trees, 7 No. ( Highway corridor ) Include triple staking.						
Code	Total	Species	Specification	Girth	Height	Notes
Pa	1 No	Prunus avium Plena	Semi mature	25-30cm	350-400cm	Root balled
Qf	2 No	Quercus frainetto	Semi mature	25-30cm	350-400cm	Root balled
Ph	* No	Platanus x hispanica	Semi mature	25-30cm	350-400cm	Root balled
Te	* No	Tilia X euchlora	Semi mature	25-30cm	350-400cm	Root balled
Si	1 No	Sorbus intermedia	Semi mature	25-30cm	350-400cm	Root balled
Cb	1 No	Carpinus betulus 'Frans Fontaine'	Semi mature	25-30cm	350-400cm	Root balled
Ac	2 No	Alnus cordata	Semi mature	25-30cm	350-400cm	Root balled
Ae	* No	Acer campestre 'Elegant'	Semi mature	25-30cm	350-400cm	Root balled
Na	* No	Nothofagus antarctica	Semi mature	25-30cm	350-400cm	Root balled
Ls	* No	Liquidambar styraciflua	Semi mature	25-30cm	350-400cm	Root balled

Revision Inserts

A

18/01/11

existing trees added

JOS

JW

rev

date

revisions

drawn

chkd

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Birmingham City Council

Client:

BCC Highways

Project:

BCR A38 Landscape Mitigation

Title:

Landscape Base Tree Planting Plan Proposals

Drawing Number:

80405-LO4

Revision:

A

18/01/11

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JOS

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JOS

Date

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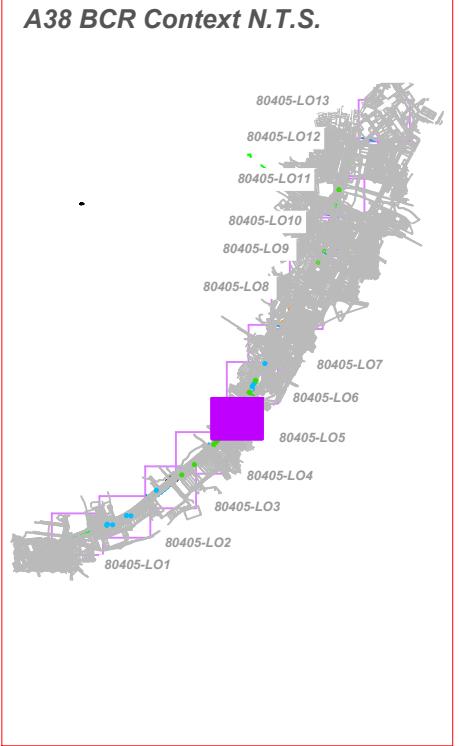
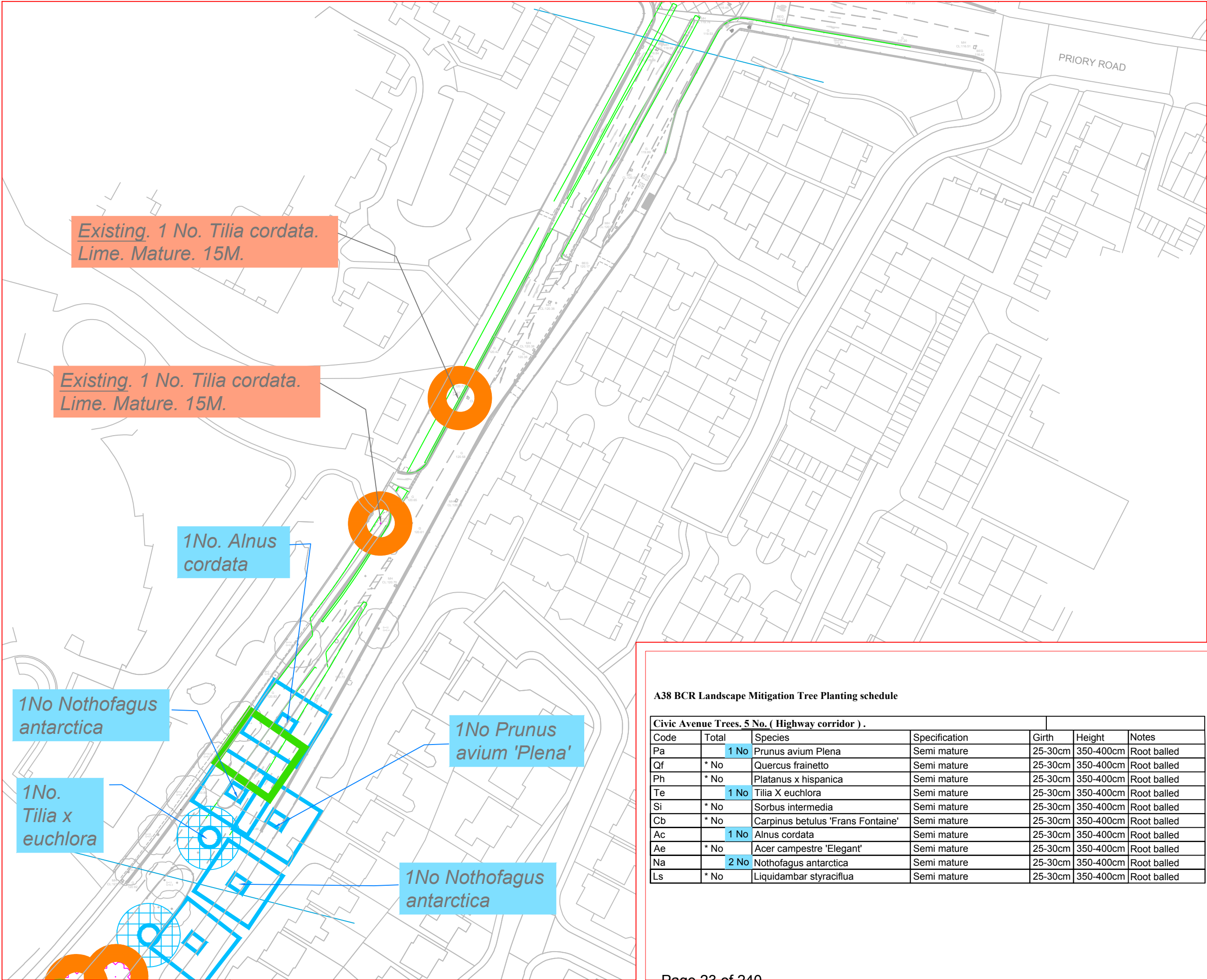
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- Key**
- Trees to be removed
  - New trees, BCR landscape.
  - New trees, Amey scheme.
  - New Trees in Hard Landscape
  - New Trees in soft Landscape.
  - Surplus additional tree pits.

**A38 BCR Landscape Mitigation Tree Planting schedule**

Civic Avenue Trees. 5 No. ( Highway corridor ) .						
Code	Total	Species	Specification	Girth	Height	Notes
Pa	1 No	Prunus avium Plena	Semi mature	25-30cm	350-400cm	Root balled
Qf	* No	Quercus frainetto	Semi mature	25-30cm	350-400cm	Root balled
Ph	* No	Platanus x hispanica	Semi mature	25-30cm	350-400cm	Root balled
Te	1 No	Tilia X euchlora	Semi mature	25-30cm	350-400cm	Root balled
Si	* No	Sorbus intermedia	Semi mature	25-30cm	350-400cm	Root balled
Cb	* No	Carpinus betulus 'Frans Fontaine'	Semi mature	25-30cm	350-400cm	Root balled
Ac	1 No	Alnus cordata	Semi mature	25-30cm	350-400cm	Root balled
Ae	* No	Acer campestre 'Elegant'	Semi mature	25-30cm	350-400cm	Root balled
Na	2 No	Nothofagus antarctica	Semi mature	25-30cm	350-400cm	Root balled
Ls	* No	Liquidambar styraciflua	Semi mature	25-30cm	350-400cm	Root balled



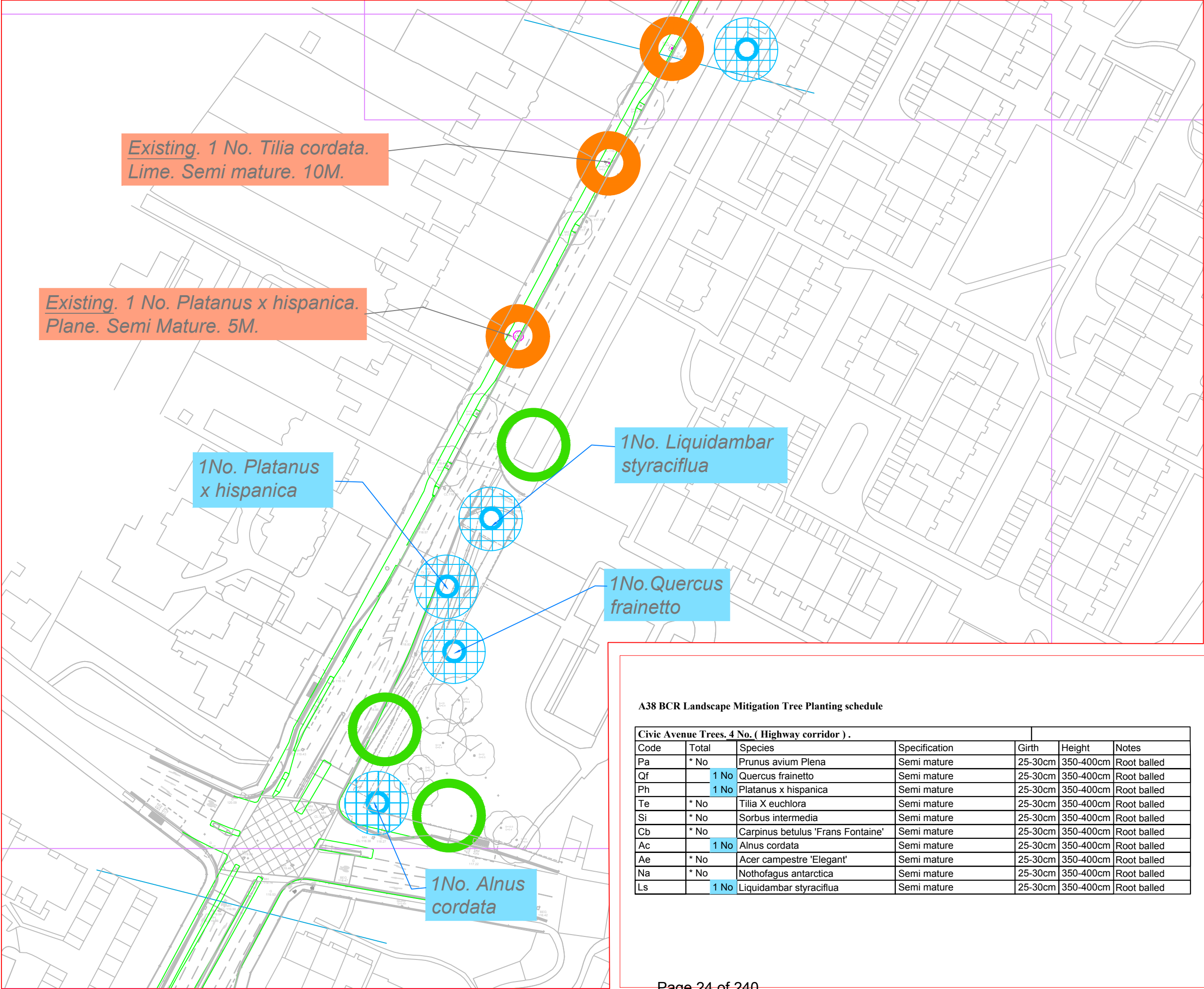
Client: BCC Highways

Project: BCR A38 Landscape Mitigation

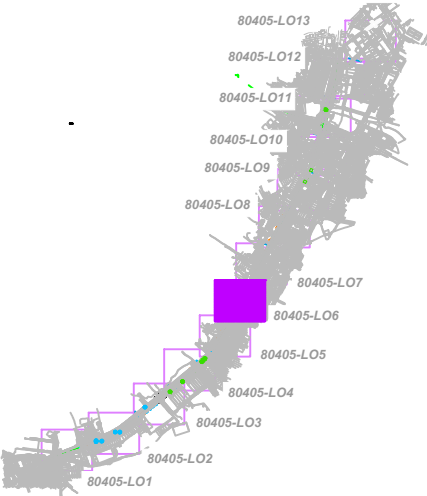
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Drawing Number: 80405-LO5 Revision: A

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A38 BCR Context N.T.S.



- Key
- Trees to be removed
  - New trees, BCR landscape.
  - New trees, Amey scheme.
  - New Trees in Hard Landscape
  - New Trees in soft Landscape.
  - Surplus additional tree pits.

A38 BCR Landscape Mitigation Tree Planting schedule

Civic Avenue Trees, 4 No. ( Highway corridor ) .						
Code	Total	Species	Specification	Girth	Height	Notes
Pa	* No	Prunus avium Plena	Semi mature	25-30cm	350-400cm	Root balled
Qf	1 No	Quercus frainetto	Semi mature	25-30cm	350-400cm	Root balled
Ph	1 No	Platanus x hispanica	Semi mature	25-30cm	350-400cm	Root balled
Te	* No	Tilia X euchlora	Semi mature	25-30cm	350-400cm	Root balled
Si	* No	Sorbus intermedia	Semi mature	25-30cm	350-400cm	Root balled
Cb	* No	Carpinus betulus 'Frans Fontaine'	Semi mature	25-30cm	350-400cm	Root balled
Ac	1 No	Alnus cordata	Semi mature	25-30cm	350-400cm	Root balled
Ae	* No	Acer campestre 'Elegant'	Semi mature	25-30cm	350-400cm	Root balled
Na	* No	Nothofagus antarctica	Semi mature	25-30cm	350-400cm	Root balled
Ls	1 No	Liquidambar styraciflua	Semi mature	25-30cm	350-400cm	Root balled

Revision Inserts

A

18/01/11

existing trees added

new

date

revisions

JOS

JW

DRW

CHK

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Client:

BCC Highways

Project:

BCR A38 Landscape Mitigation

Title:

Landscape Base Tree Planting Plan Proposals

Drawing Number:

80405-LO6

Revision:

A

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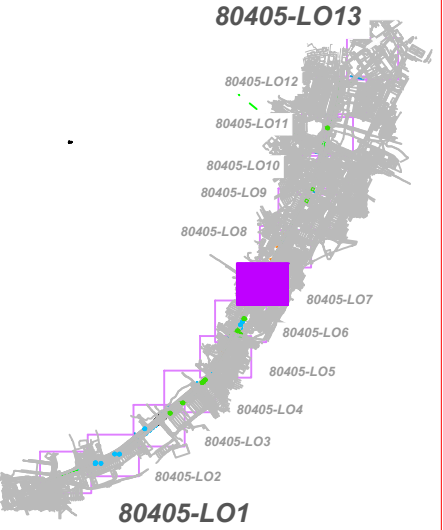
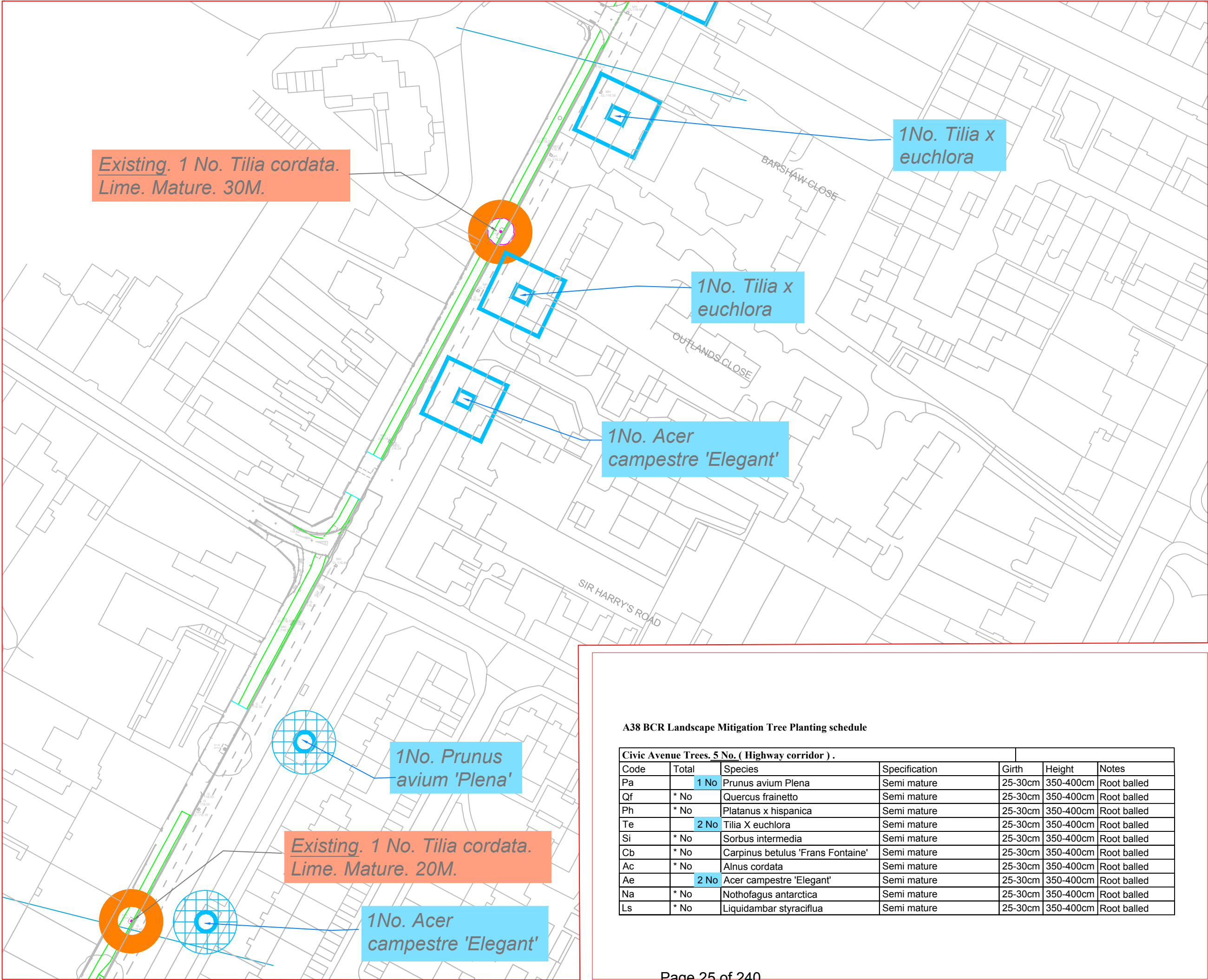
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Page 24 of 240

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- Key
- Trees to be removed
  - New trees, BCR landscape.
  - New trees, Amey scheme.
  - New Trees in Hard Landscape
  - New Trees in soft Landscape.
  - Surplus additional tree pits.

A38 BCR Landscape Mitigation Tree Planting schedule

Civic Avenue Trees. 5 No. ( Highway corridor ) .						
Code	Total	Species	Specification	Girth	Height	Notes
Pa	1 No	Prunus avium Plena	Semi mature	25-30cm	350-400cm	Root balled
Qf	* No	Quercus frainetto	Semi mature	25-30cm	350-400cm	Root balled
Ph	* No	Platanus x hispanica	Semi mature	25-30cm	350-400cm	Root balled
Te	2 No	Tilia X euchlora	Semi mature	25-30cm	350-400cm	Root balled
Si	* No	Sorbus intermedia	Semi mature	25-30cm	350-400cm	Root balled
Cb	* No	Carpinus betulus 'Frans Fontaine'	Semi mature	25-30cm	350-400cm	Root balled
Ac	* No	Alnus cordata	Semi mature	25-30cm	350-400cm	Root balled
Ae	2 No	Acer campestre 'Elegant'	Semi mature	25-30cm	350-400cm	Root balled
Na	* No	Nothofagus antarctica	Semi mature	25-30cm	350-400cm	Root balled
Ls	* No	Liquidambar styraciflua	Semi mature	25-30cm	350-400cm	Root balled

Revision Inserts

A18/01/11

existing trees added

JOS

JW

rev

date

revisions

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Birmingham City Council

Client:

BCC Highways

Project:

BCR A38  
Landscape Mitigation

Title:

Landscape Base  
Tree Planting Plan Proposals

Drawing Number:

80405-LO7

Revision:

A

Paper:

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Scale:

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JOS

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JOS

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17 05 23

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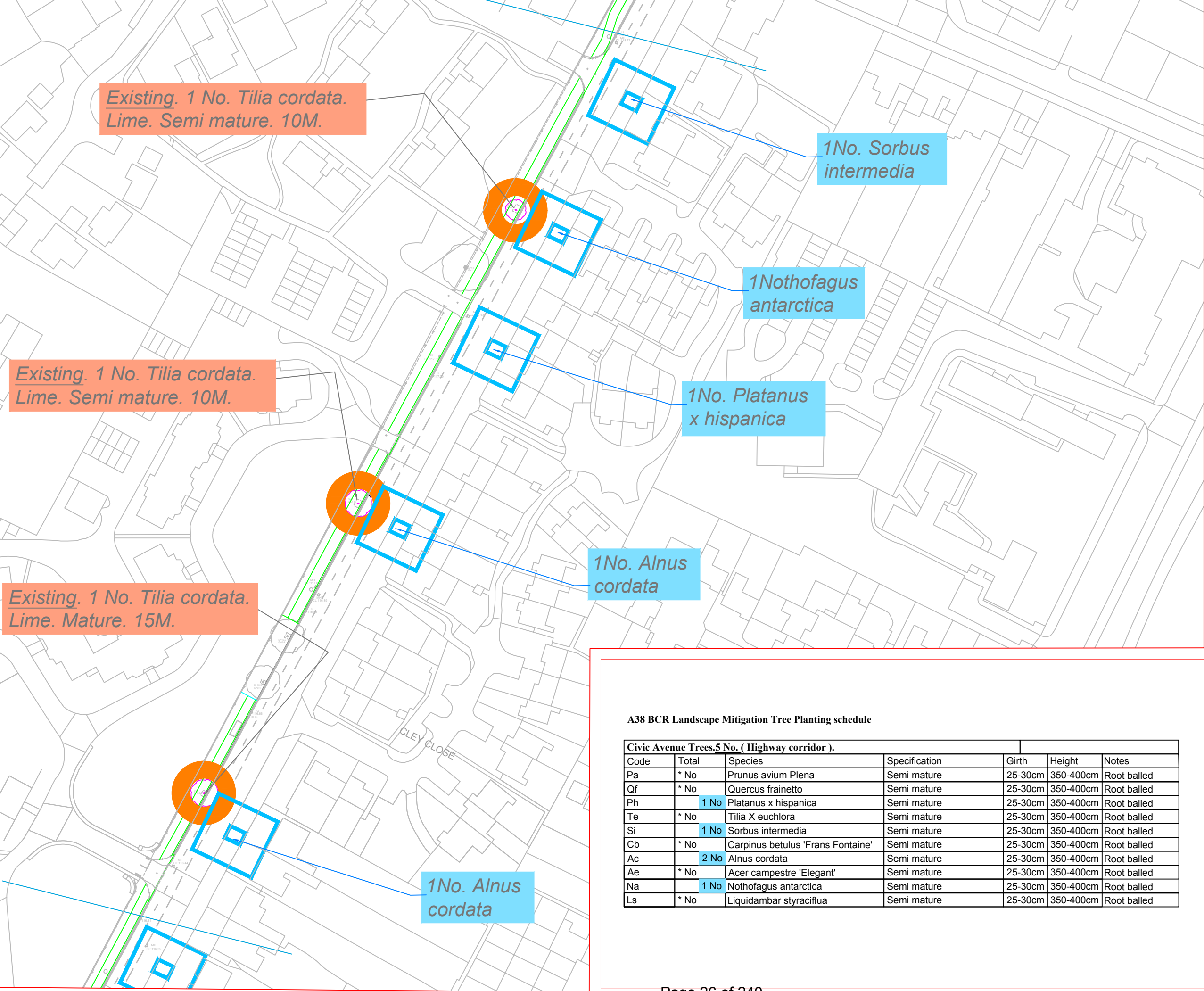
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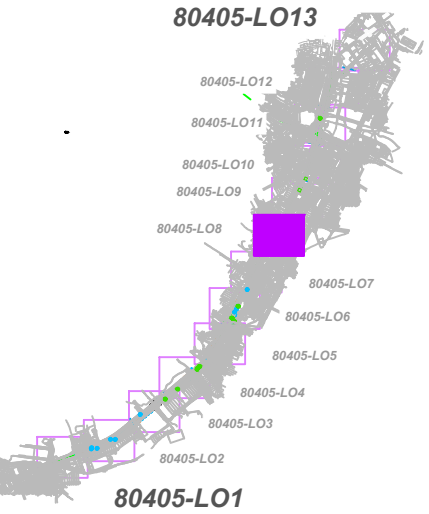
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A38 BCR Context N.T.S.



- Key
- Trees to be removed
  - New trees, BCR landscape.
  - New trees, Amey scheme.
  - New Trees in Hard Landscape
  - New Trees in soft Landscape.
  - Surplus additional tree pits.

A38 BCR Landscape Mitigation Tree Planting schedule

Civic Avenue Trees.5 No. ( Highway corridor ).						
Code	Total	Species	Specification	Girth	Height	Notes
Pa	* No	Prunus avium Plena	Semi mature	25-30cm	350-400cm	Root balled
Qf	* No	Quercus frainetto	Semi mature	25-30cm	350-400cm	Root balled
Ph	1 No	Platanus x hispanica	Semi mature	25-30cm	350-400cm	Root balled
Te	* No	Tilia X euchlora	Semi mature	25-30cm	350-400cm	Root balled
Si	1 No	Sorbus intermedia	Semi mature	25-30cm	350-400cm	Root balled
Cb	* No	Carpinus betulus 'Frans Fontaine'	Semi mature	25-30cm	350-400cm	Root balled
Ac	2 No	Alnus cordata	Semi mature	25-30cm	350-400cm	Root balled
Ae	* No	Acer campestre 'Elegant'	Semi mature	25-30cm	350-400cm	Root balled
Na	1 No	Nothofagus antarctica	Semi mature	25-30cm	350-400cm	Root balled
Ls	* No	Liquidambar styraciflua	Semi mature	25-30cm	350-400cm	Root balled

Revision Inserts

A

18/01/11

existing trees added

JOS

JW

rev

date

revisions

2/11

chc

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Birmingham City Council

Client:

BCC Highways

Project:

BCR A38  
Landscape Mitigation

Title:

Landscape Base  
Tree Planting Plan Proposals

Drawing Number:

80405-LO8

Revision:

A

Paper:

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Drawn by:

JOS

Check by:

JOS

Date:

17 05 25

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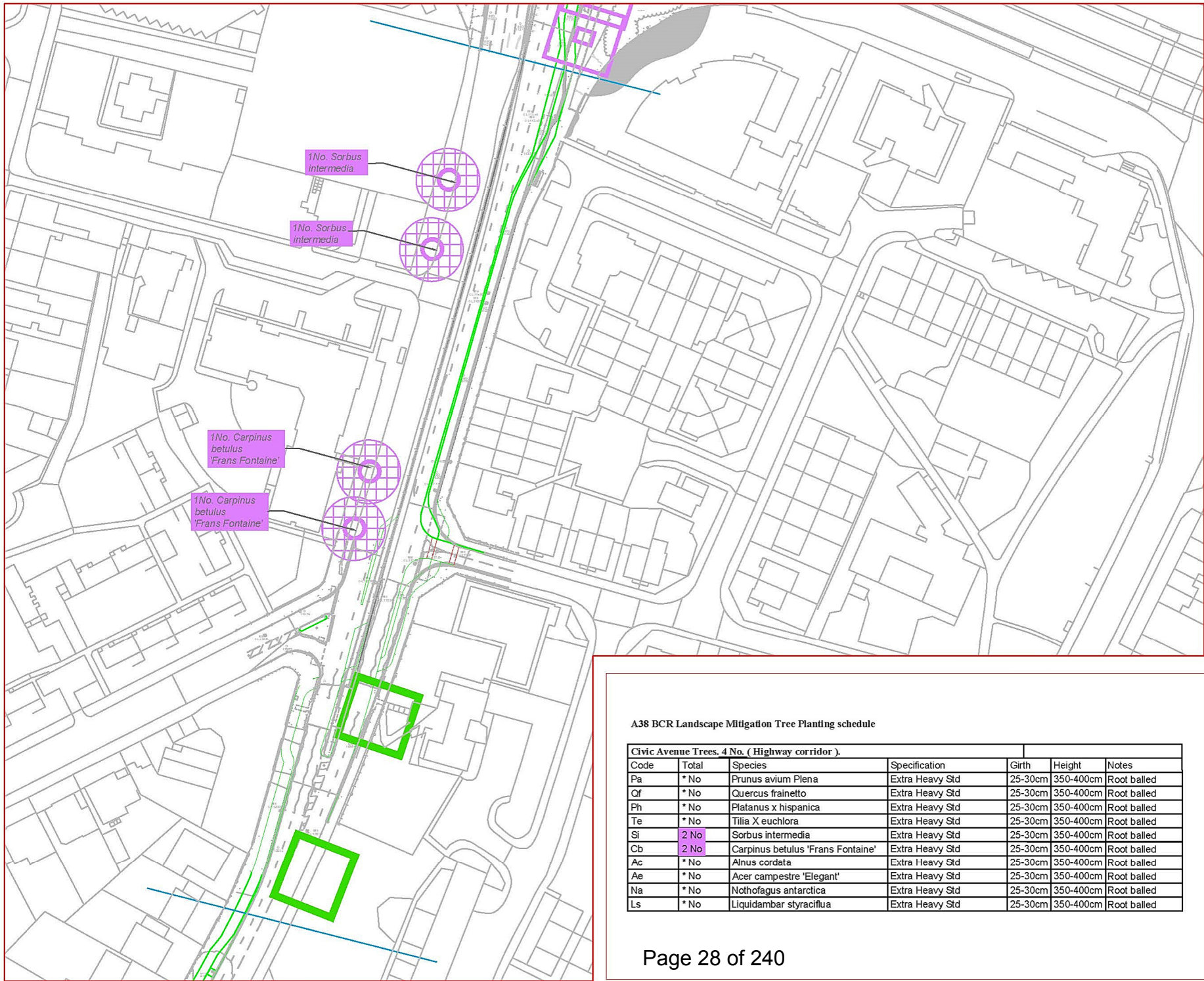
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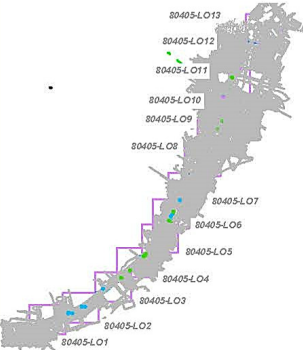








A38 BCR Context N.T.S.



- Key
- Trees to be removed
  - New trees, BCR landscape.
  - New trees, Arney scheme.
  - New Trees in Hard Landscape
  - New Trees in soft Landscape.
  - Surplus additional tree pits.

A38 BCR Landscape Mitigation Tree Planting schedule

Civic Avenue Trees, 4 No. ( Highway corridor ).						
Code	Total	Species	Specification	Girth	Height	Notes
Pa	* No	Prunus avium Plena	Extra Heavy Std	25-30cm	350-400cm	Root balled
Qf	* No	Quercus frainetto	Extra Heavy Std	25-30cm	350-400cm	Root balled
Ph	* No	Platanus x hispanica	Extra Heavy Std	25-30cm	350-400cm	Root balled
Te	* No	Tilia X euchlora	Extra Heavy Std	25-30cm	350-400cm	Root balled
Si	2 No	Sorbus intermedia	Extra Heavy Std	25-30cm	350-400cm	Root balled
Cb	2 No	Carpinus betulus 'Frans Fontaine'	Extra Heavy Std	25-30cm	350-400cm	Root balled
Ac	* No	Alnus cordata	Extra Heavy Std	25-30cm	350-400cm	Root balled
Ae	* No	Acer campestre 'Elegant'	Extra Heavy Std	25-30cm	350-400cm	Root balled
Na	* No	Nothofagus antarctica	Extra Heavy Std	25-30cm	350-400cm	Root balled
Ls	* No	Liquidambar styraciflua	Extra Heavy Std	25-30cm	350-400cm	Root balled

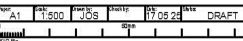


Client: BCC Highways

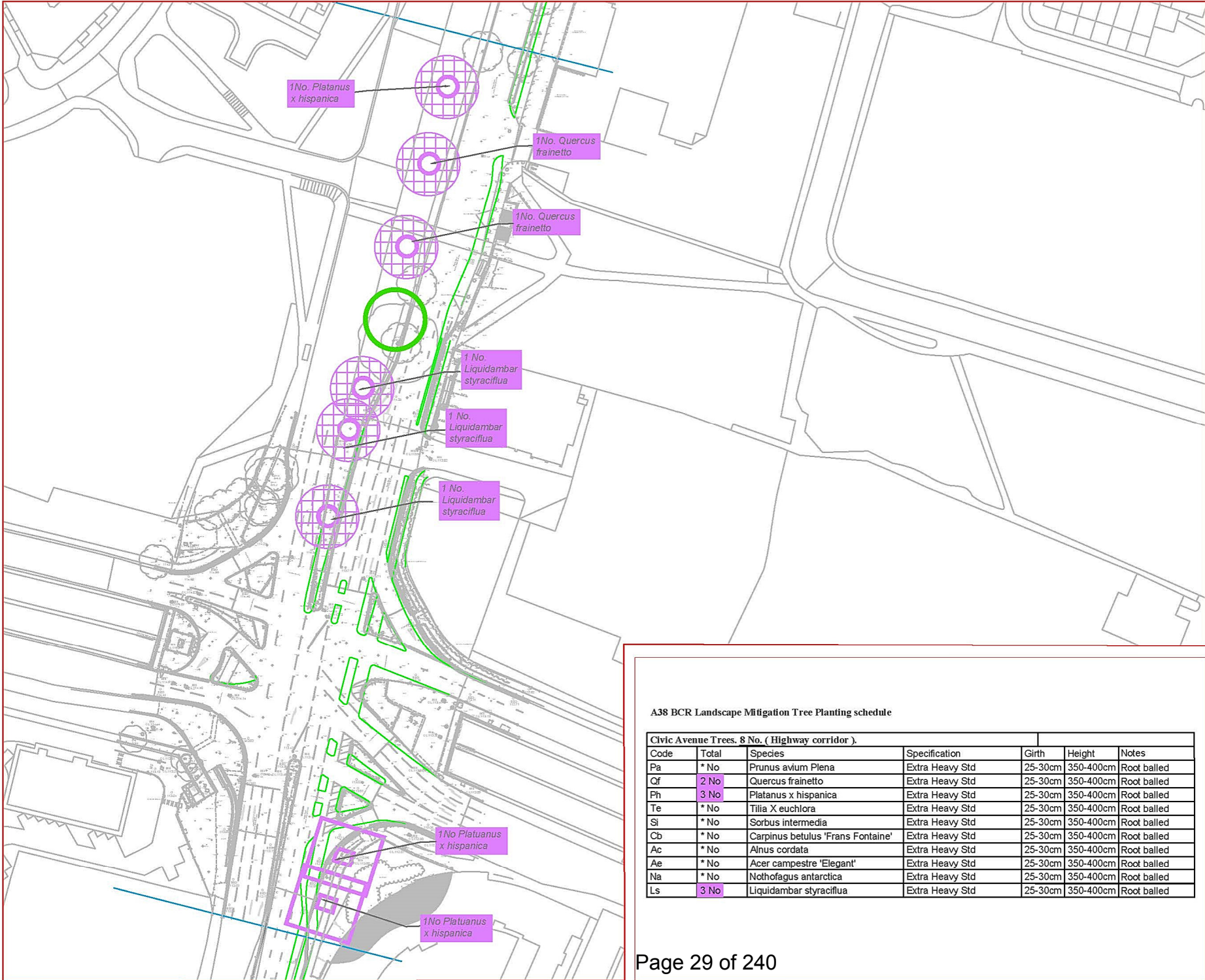
Project: BCR A38 Landscape Mitigation

Title: Landscape Base Tree Planting Plan Proposals

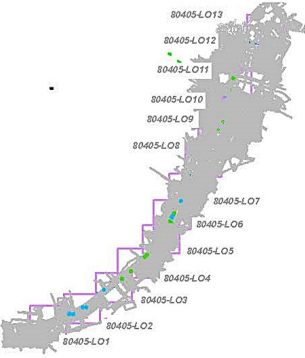
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A38 BCR Context N.T.S.



Key

- Trees to be removed
- New trees, BCR landscape.
- New trees, Amey scheme.
- New Trees in Hard Landscape
- New Trees in soft Landscape.
- Surplus additional tree pits.

A38 BCR Landscape Mitigation Tree Planting schedule

Civic Avenue Trees, 8 No. ( Highway corridor ).						
Code	Total	Species	Specification	Girth	Height	Notes
Pa	* No	Prunus avium Plena	Extra Heavy Std	25-30cm	350-400cm	Root balled
Qf	2 No	Quercus frainetto	Extra Heavy Std	25-30cm	350-400cm	Root balled
Ph	3 No	Platanus x hispanica	Extra Heavy Std	25-30cm	350-400cm	Root balled
Te	* No	Tilia X euchlora	Extra Heavy Std	25-30cm	350-400cm	Root balled
Si	* No	Sorbus intermedia	Extra Heavy Std	25-30cm	350-400cm	Root balled
Cb	* No	Carpinus betulus 'Frans Fontaine'	Extra Heavy Std	25-30cm	350-400cm	Root balled
Ac	* No	Alnus cordata	Extra Heavy Std	25-30cm	350-400cm	Root balled
Ae	* No	Acer campestre 'Elegant'	Extra Heavy Std	25-30cm	350-400cm	Root balled
Na	* No	Nothofagus antarctica	Extra Heavy Std	25-30cm	350-400cm	Root balled
Ls	3 No	Liquidambar styraciflua	Extra Heavy Std	25-30cm	350-400cm	Root balled



Client: BCC Highways

Project: BCR A38 Landscape Mitigation

Task: Landscape Base Tree Planting Plan Proposals

Drawing Number: 80405-LO11

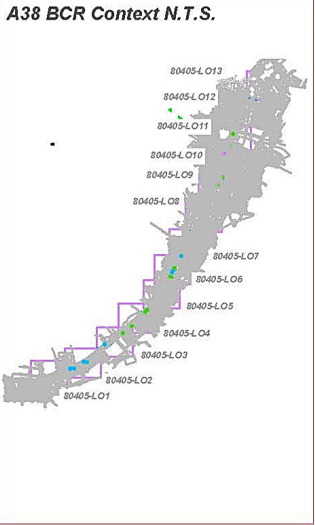
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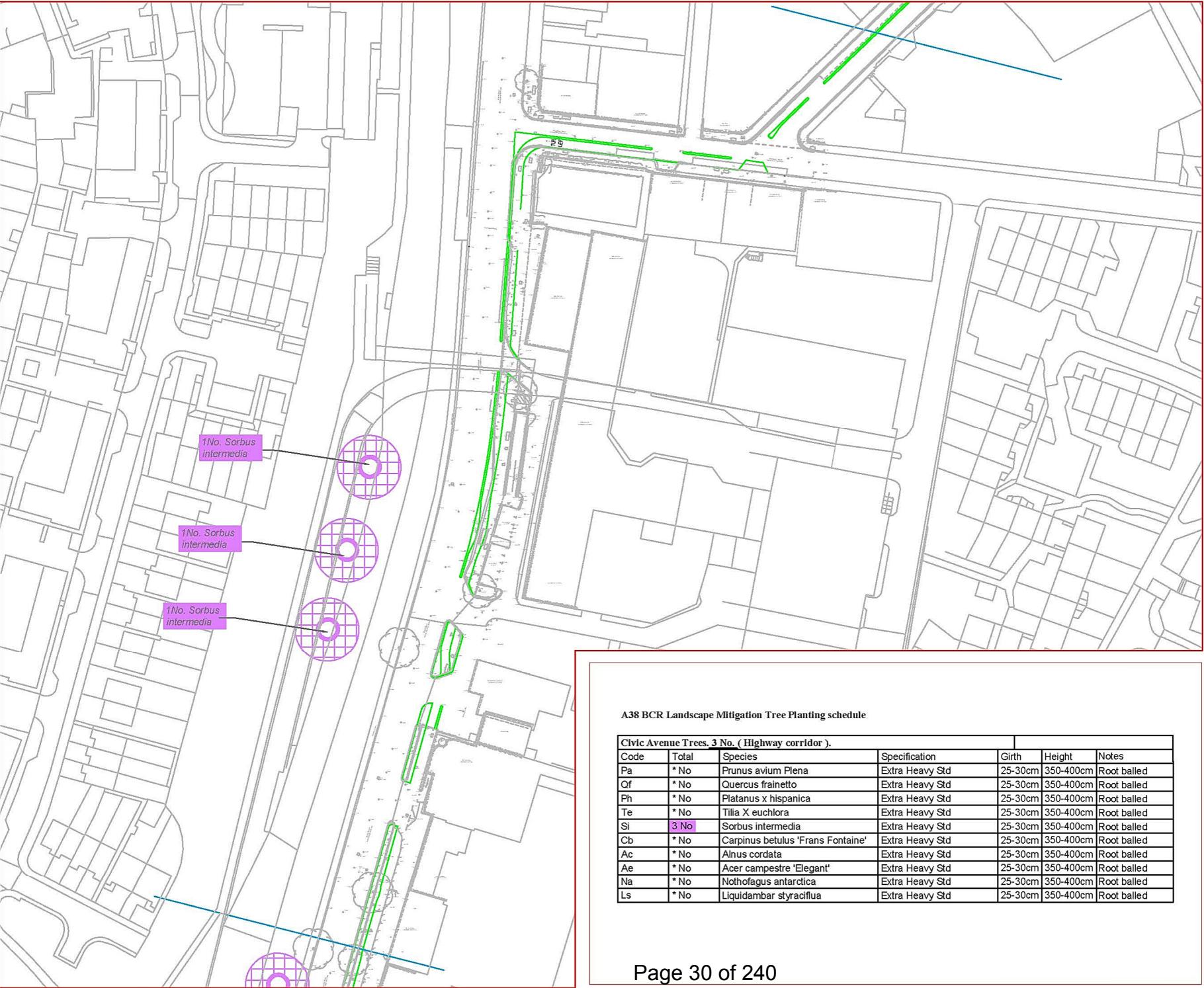
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Date: 17.05.23

Status: DRAFT



- Key
- Trees to be removed
  - New trees, BCR landscape.
  - New trees, Amey scheme.
  - New Trees in Hard Landscape.
  - New Trees in soft Landscape.
  - Surplus additional tree pits.



A38 BCR Landscape Mitigation Tree Planting schedule

Civic Avenue Trees, 3 No. ( Highway corridor ).						
Code	Total	Species	Specification	Girth	Height	Notes
Pa	* No	Prunus avium Plena	Extra Heavy Std	25-30cm	350-400cm	Root balled
Qf	* No	Quercus frainetto	Extra Heavy Std	25-30cm	350-400cm	Root balled
Ph	* No	Platanus x hispanica	Extra Heavy Std	25-30cm	350-400cm	Root balled
Te	* No	Tilia X euchlora	Extra Heavy Std	25-30cm	350-400cm	Root balled
Si	3 No	Sorbus intermedia	Extra Heavy Std	25-30cm	350-400cm	Root balled
Cb	* No	Carpinus betulus 'Frans Fontaine'	Extra Heavy Std	25-30cm	350-400cm	Root balled
Ac	* No	Alnus cordata	Extra Heavy Std	25-30cm	350-400cm	Root balled
Ae	* No	Acer campestre 'Elegant'	Extra Heavy Std	25-30cm	350-400cm	Root balled
Na	* No	Nothofagus antarctica	Extra Heavy Std	25-30cm	350-400cm	Root balled
Ls	* No	Liquidambar styraciflua	Extra Heavy Std	25-30cm	350-400cm	Root balled

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Birmingham B4 7UU  
T 0121 303 3000  
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BCC Highways

Project: BCR A38  
Landscape Mitigation

Title: Landscape Base  
Tree Planting Plan Proposals

Drawing Number: 80405-L012

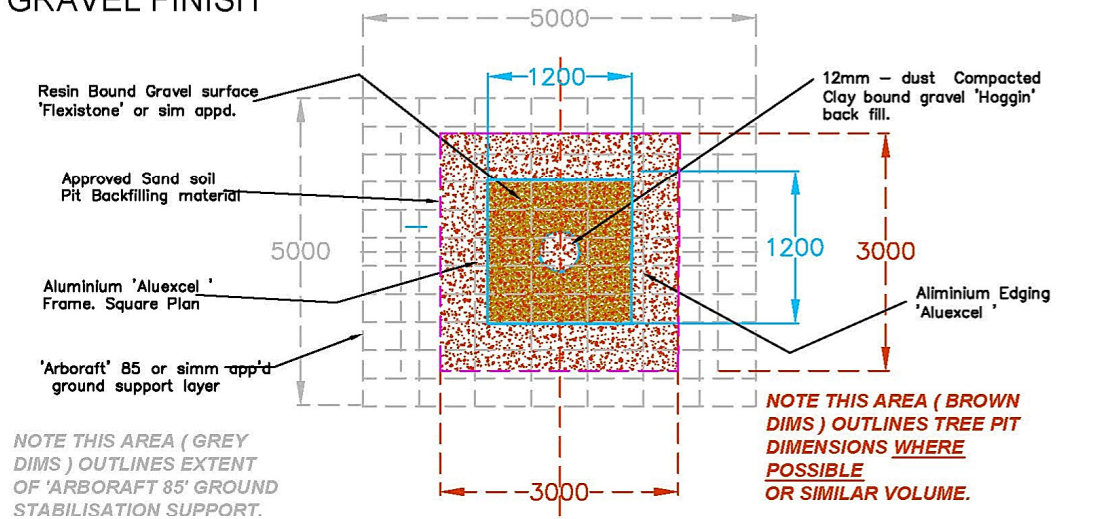
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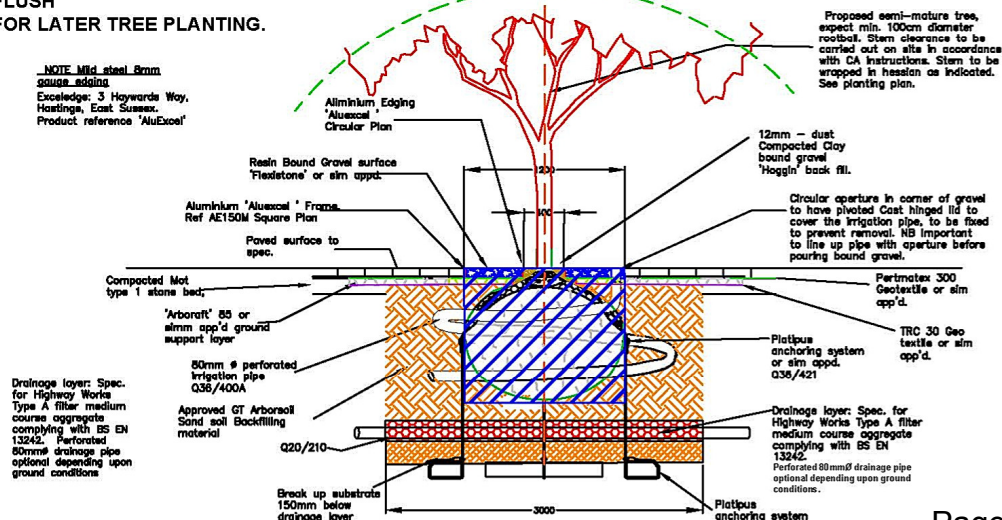


**NOTE THIS AREA ONLY (BLUE DIMS) LIFTED TO FACILITATE TREE PLANTING. ABORAFIT<sup>®</sup> REPLACED AFTER TREE INSTALLED. FINISHED WITH RESIN BOUND GRAVEL SURFACE.**



( PROVISIONAL INSTALL DRAINAGE )

**NOTE, PHASING OPERATIONS, LCF CONTRACT  
PHASE TWO. DURING FOLLOWING DORMANT  
SEASON  
LIFT TEMPORARY SURFACE  
CAREFULLY LIFT SUPPORT ARBORAFRUIT LAYERS  
EXCAVATE SOIL TO ACCOMMODATE ROOTBALL  
TRACE SUPPORT CABLES  
PLANT TREE TO SPEC, INSTALL IRRIGATION PIPE  
FINISH TREE SUPPORT, BACKFILL  
REPLACE ARBORAFRUIT GROUND SUPPORT LAYERS  
INSTALL POROUS RESIN SURFACE FLUSH.**



Civic Avenue Trees, Total Required, 41 No. BCR, 15 No. Amey TOTAL TREES REQUIRED = 56 No.						
Code	Total	Species	Specification	Girth	Height	Notes
Pa	5 No	<i>Prunus avium</i> 'Plena'	Extra Heavy Std	18-20cm	450-500cm	Root balled
Qf	6 No	<i>Quercus frainetto</i>	Extra Heavy Std	18-20cm	450-500cm	Root balled
Ph	6 No	<i>Platanus x hispanica</i>	Extra Heavy Std	18-20cm	450-500cm	Root balled
Te	6 No	<i>Tilia X euchlora</i>	Extra Heavy Std	18-20cm	450-500cm	Root balled
Si	9 No	<i>Sorbus intermedia</i>	Extra Heavy Std	18-20cm	450-500cm	Root balled
Cb	3 No	<i>Carpinus betulus</i> 'Frans Fontaine'	Extra Heavy Std	18-20cm	450-500cm	Root balled
Ac	6 No	<i>Alnus cordata</i>	Extra Heavy Std	18-20cm	450-500cm	Root balled
Ae	4 No	<i>Acer campestre</i> 'Elegant'	Extra Heavy Std	18-20cm	450-500cm	Root balled
Na	5 No	<i>Nothofagus antarctica</i>	Extra Heavy Std	18-20cm	450-500cm	Root balled
Ls	6 No	<i>Liquidambar styraciflua</i>	Extra Heavy Std	18-20cm	450-500cm	Root balled

Top of tree support to finish just below lowest branch

3 no. Suitable rubber spacer sleeves 1000mm height from ground

Cut a neat circle in turf around the base of the new tree

Back fill tree pit as Q31/50/5D

at least 300

300

150

3 no. Stakes at angle to create 'tripod' support

1000

Scarify sides of tree pit

Break up base of tree pit to a depth of 150mm to ensure free drainage

300 NTS

3 no. Suitable rubber spacer sleeves 1000mm height above ground

Tree centrally positioned when fully guyed

Indication of root-ball size

3 no. 50x25x400mm Timber cross spar.

All 3 stakes to be spaced at least 100mm clear of root-ball and driven at an angle

400

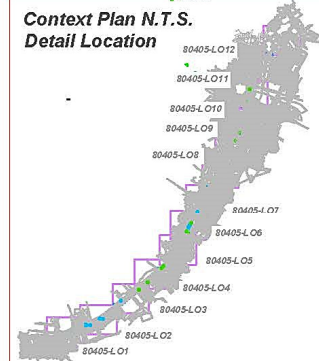
210

**TREE PIT AND STAKING PLAN**  
PLAN NOT TO SCALE







**505D TREE PITS FOR EXTRA HEAVY STANDARD TREES :**  
Excavate with slightly raised centre. Retain topsoil for re-use where specified. In sloping ground, maintain horizontal bases and vertical sides with no less than minimum depth throughout.  
Size(s): [Tree pits to be 3000 x 3000 x 650 mm deep but should always be 150 mm deeper and 300 mm diameter wider than the natural root spread of individual trees.]  
Break up bottoms of pits to a depth of [150 mm, to ensure free drainage] and scarify sides.  
Backfilling material: [50% approved topsoil (existing or imported as section Q28)  
50% Hensby Biotech Natagro peat free compost or equivalent approved  
125 gms Fisonic Fisonic 70 g plant  
Broadleaf P4 at a rate of 1 gram per litre of soil in accordance with the manufacturer's recommendations.]

**535A STAKING GENERALLY:**  
**Stakes:** PTSW softwood, peeled chestnut, larch or oak, free from projections and large or edge knots and with pointed lower end.  
**Nails:** To BS 1202:Part 1, galvanized, minimum 25 mm long and with 10 mm diameter heads.  
**Minimum stake sizes:**  
 [Extra Heavy Std] [3500 mm]  
 [75 mm diameter]

567 LONG TRIPLE STAKING FOR [FOR EXTRA HEAVY STANDARD TREES]:  
Drive stakes as shown on drawing at least 300 mm into bottom of pit on either side of tree position before planting.  
Consolidate material round stakes during backfilling.  
Cut stakes off just below lowest branch of tree. Connect stakes at their top using 3no 50x25x400mm timber with nails.  
Secure tree firmly using suitable rubber strapping nailed to all three stakes at a height of 1000mm to the approval of the CA



Key

-  Trees to be removed
-  New trees, BCR landscape.
-  New trees, Amey scheme.
-  New Trees in Hard Landscape.
-  New Trees in soft Landscape.
-  Surplus additional tree pits.



Title: **Landscape Details  
Tree Planting Plan Proposals**

Drawing Number: 80405-LO13

Report	Scale	Drawn by	Check by	Date	Title
A1	1:500	JCS		17 05 25	DETAIL



**Appendix B**  
**Excerpt from Road Traffic Act 1984**

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*Changes to legislation: There are outstanding changes not yet made by the legislation.gov.uk editorial team to Road Traffic Regulation Act 1984. Any changes that have already been made by the team appear in the content and are referenced with annotations. (See end of Document for details)*

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## Road Traffic Regulation Act 1984

### 1984 CHAPTER 27

#### PART X

##### GENERAL AND SUPPLEMENTARY PROVISIONS

**122 Exercise of functions by [<sup>F1</sup>strategic highways companies or] local authorities.**

- (1) It shall be the duty of [<sup>F2</sup>every][<sup>F3</sup>strategic highways company and] local authority upon whom functions are conferred by or under this Act, so to exercise the functions conferred on them by this Act as (so far as practicable having regard to the matters specified in subsection (2) below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off [<sup>F4</sup>the highway or, in Scotland the road].
- (2) The matters referred to in subsection (1) above as being specified in this subsection are—
- (a) the desirability of securing and maintaining reasonable access to premises;
  - (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
  - <sup>F5</sup>[(bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);]
  - (c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
  - (d) any other matters appearing to [<sup>F6</sup>the strategic highways company or]<sup>F7</sup> . . . the local authority . . . to be relevant.

<sup>F8</sup>[(3) The duty imposed by subsection (1) above is subject to the provisions of Part II of the Road Traffic Act 1991.]



*Changes to legislation: There are outstanding changes not yet made by the legislation.gov.uk editorial team to Road Traffic Regulation Act 1984. Any changes that have already been made by the team appear in the content and are referenced with annotations. (See end of Document for details)*

## Annotations:

### Amendments (Textual)

- F1** Words in s. 122 heading inserted (5.3.2015) by Infrastructure Act 2015 (c. 7), s. 57(1), **Sch. 1 para. 96(4)**; S.I. 2015/481, reg. 2(a)
- F2** Word in s. 122(1) substituted by Local Government Act 1985 (c. 51, SIF 81:1), ss. 1, 2, 8(1), Sch. 5 para. 4(34)
- F3** Words in s. 122(1) inserted (5.3.2015) by Infrastructure Act 2015 (c. 7), s. 57(1), **Sch. 1 para. 96(2)**; S.I. 2015/481, reg. 2(a)
- F4** Words in s. 122(1) substituted (1.11.1991) by New Roads and Street Works Act 1991 (c. 22, SIF 59, 108), s. 168(1), **Sch. 8 para. 71**; which is in force for Scotland only by S.I. 1991/2286, art. 2(2), **Sch. 2** and for England and Wales only by S.I. 1991/2288, art. 3, **Sch.**
- F5** S. 122(2)(bb) inserted (1.2.1996) by 1995 c. 25, s. 120(1), **Sch. 22 para. 36(3)** (with ss. 7(6), 115, 117); S.I. 1996/186, art. 2
- F6** Words in s. 122(2)(d) inserted (5.3.2015) by Infrastructure Act 2015 (c. 7), s. 57(1), **Sch. 1 para. 96(3)**; S.I. 2015/481, reg. 2(a)
- F7** Words in s. 122(2)(d) repealed by Local Government Act 1985 (c. 51, SIF 81:1), ss. 1, 102(2)(3), **Sch. 17**
- F8** S. 122(3) added (1.10.1991) by Road Traffic Act 1991 (c. 40, SIF 107:1), s. 81, **Sch. 7**, para. 7; S.I. 1991/2054, art. 3, **Sch.**

### Modifications etc. (not altering text)

- C1** S. 122 excluded by Local Government Act 1985 (c. 51, SIF 81:1), ss. 1, 2, 8(2), Sch. 5 para. 9
- C2** S. 122 applied by Road Traffic Act 1988 (c. 52, SIF 107:1), s. 19A (8) (as inserted by Road Traffic (Consequential Provisions) Act 1988 (c. 54, SIF 107:1), s. 4, **Sch. 2 para. 22(1)**)
- C3** S. 122 applied (3.7.2000) by 1991 c. 40, s. 74(11) (as inserted (3.7.2000) by 1999 c. 29, s. 284 (with **Sch. 12 para. 9(1)**); S.I. 2000/801, art. 2, **Sch.**)
- C4** S. 122(2)(c) modified (24.7.2001) by S.I. 2001/3627, art. 53(5)  
 S. 122(2)(c) modified (11.2.2005) by the Merseytram (Liverpool City Centre to Kirkby) Order 2005 (S.I. 2005/120), {art. 46(5)} (with arts. 65, 66)  
 S. 122(2)(c) modified (22.3.2005) by The Midland Metro (Wednesbury to Brierley Hill and Miscellaneous Amendments) Order 2005 (S.I. 2005/927), art. 44(5) (with art. 51)  
 S. 122(2)(c) modified (S.) (27.4.2006) by Edinburgh Tram (Line Two) (asp 6), {s. 58(5)} (with s. 75)  
 S. 122(2)(c) modified (S.) (8.5.2006) by Edinburgh Tram (Line One) (asp 7), {s. 58(5)} (with ss. 76, 84)
- C5** S. 122(2)(c) modified (9.6.2009) by The Nottingham Express Transit System Order 2009 (S.I. 2009/1300), art. 49(5) (with art. 84, Sch. 16)
- C6** S. 122(2)(c) modified (6.11.2013) by The Transport for Greater Manchester (Light Rapid Transit System) (Second City Crossing) Order 2013 (S.I. 2013/2587), arts. 1, 40(5) (with arts. 42, 43)
- C7** S. 122(2)(c) modified (14.6.2016) by The Midland Metro (Birmingham City Centre Extension, etc.) (Land Acquisition and Variation) Order 2016 (S.I. 2016/545), arts. 1, 33(5) (with art. 39)
- C8** S. 122(2)(c) modified (2.8.2016) by The Midland Metro (Wolverhampton City Centre Extension) Order 2016 (S.I. 2016/684), arts. 1, 42(5) (with arts. 46, 47, Sch. 9 para. 4, Sch. 10 para. 12(2))
- C9** S. 122(2)(c) modified (24.11.2016) by The Transport for Greater Manchester (Light Rapid Transit System) (Trafford Park Extension) Order 2016 (S.I. 2016/1035), arts. 1, 41(5) (with arts. 43, 44)



**Changes to legislation:**

There are outstanding changes not yet made by the legislation.gov.uk editorial team to Road Traffic Regulation Act 1984. Any changes that have already been made by the team appear in the content and are referenced with annotations.

**Changes and effects yet to be applied to the whole Act associated Parts and Chapters:**

- Act modified by S.S.I. 2017/342 art. 5 sch. 3

Whole provisions yet to be inserted into this Act (including any effects on those provisions):

- s. 17(3B) inserted by 2017 c. 4 Sch. 6 para. 36(3)
- s. 17(3ZAA) inserted by 2017 c. 4 s. 26(2)
- s. 17(3ZCA) inserted by 2017 c. 4 Sch. 6 para. 36(2)
- s. 25(7) inserted by 2017 c. 4 s. 26(3)(b)
- s. 64(6A) inserted by 2017 c. 4 s. 26(4)(b)
- s. 65(5) inserted by 2017 c. 4 Sch. 6 para. 37(6)
- s. 81(3)(aa) inserted by 2017 c. 4 Sch. 6 para. 39(2)
- s. 83(4) inserted by 2017 c. 4 Sch. 6 para. 40
- s. 85(7A) inserted by 2017 c. 4 Sch. 6 para. 41(2)
- s. 86(7)(aa) inserted by 2017 c. 4 s. 26(5)(b)
- s. 87(1)(a) words omitted by 2015 c. 20 s. 50(2)(a) (This amendment not applied to legislation.gov.uk. This amendment is to be applied to the version of s. 87 that is prospectively substituted by 2006 c. 49, s. 19)
- s. 87(1)(a) words substituted by 2013 c. 22 Sch. 8 para. 29(3)
- s. 87(1)(b) words substituted by 2017 c. 4 s. 26(6)(a)
- s. 87(1)(c) word inserted by 2015 c. 20 s. 50(2)(c) (This amendment not applied to legislation.gov.uk. This amendment is to be applied to the version of s. 87 that is prospectively substituted by 2006 c. 49, s. 19)
- s. 87(1)(aa) inserted by 2015 c. 20 s. 50(2)(b) (This amendment not applied to legislation.gov.uk. This amendment is to be applied to the version of s. 87 that is prospectively substituted by 2006 c. 49, s. 19)
- s. 87(7) inserted by 2017 c. 4 s. 26(6)(b)
- s. 88(7A)(aa) inserted by 2017 c. 4 s. 26(7)(b)
- s. 88(8A) inserted by 2017 c. 4 Sch. 6 para. 42(2)
- s. 88(11A)(11B) inserted by 2017 c. 4 Sch. 6 para. 42(3)
- s. 134(3B) inserted by 2017 c. 4 Sch. 6 para. 43(2)
- s. 134(9)-(13) inserted by 2017 c. 4 Sch. 6 para. 43(3)



### **Appendix C**

For a copy of the Birmingham Cycle Revolution: A38 Bristol Road (Selly Oak to City Centre) – Full Business Case Report Approved 2<sup>nd</sup> June 2017, click on the link below and scroll down the screen to item 3.

<https://birmingham.cmis.uk.com/birmingham/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/9727/Committee/10/Default.aspx>



# **Bristol Road / Wellington Road - Technical Report**

Peter Howarth – May 2017

## **Existing Situation**

Wellington Road joins Bristol Road with a priority 'T' junction onto a dual carriageway section of Bristol Road. The permitted manoeuvres are left into and left out of Bristol Road off and on the Northbound carriageway. The footways on both sides of Bristol Road are unsegregated shared Use for pedestrians and cyclists. There is a two-stage signal controlled Toucan crossing across Bristol Road just to the south of the junction. There are two dropped kerb access points to the South of the crossing which access the shops forecourt / car park.

## **Proposed Cycle Scheme**

The Bristol Road cycleway will run from the city centre to Selly Oak. From the city centre it runs on the East side of Bristol Street, across Belgrave Interchange and along Bristol Road. It is proposed to switch to the west side at the location of the existing Toucan crossing where there is the available width to be able to install the track down towards Priory Road. This will be achieved through a slight realignment of the crossing including separating out the pedestrian and cycling provision to run side by side rather than shared. Changes are proposed at the Priory Crossroads to install controlled facilities for cyclists and pedestrians. This requires the right turn to be banned from Bristol Road into Priory Road.

## **Other Considerations**

The proposed cycleway runs in front of two access points for the shop car park on the corner of Wellington Road and Bristol Road. A traffic count undertaken on a weekday in March 2017 found that 230 vehicles turned right into the shop car park from Bristol Road southbound and then turned around and immediately exited the shop car park to proceed along Bristol Road northbound and up Wellington Road or back towards the city centre. There were also 41 vehicles performing the illegal 'U' turn at the same location, but staying on the highway. This amounts to  $(230 \times 2) = 460$  unnecessary vehicle movements crossing the cycle-track.

Wellington Road is ~9m wide and almost 1km in length with a very straight geometry. These geometric aspects make it a road capable of taking large volumes of traffic if required.

## **Road Safety**

The five year accident statistics for this short section of road include 13 recorded incidents, three of which were serious. Of the recorded incidents, two were caused by illegal 'U' turns and one by a right turn into the shop car park.

Option 1 would have theoretically prevented five of these incidents, as the right turn to the shops and U turn would be physically blocked off.

Option 2 would have theoretically prevented two of these incidents, which were caused by three lanes merging to two.

Comments from a Road Safety Auditor were as follows:

Option 1:

- Increases in right turners as a result of the banned right turn at Priory Crossroads could lead to queueing back onto the mainline carriageway
- The proximity of the crossing to the junction means that right turning motorists may use the protection of the crossing – when on red signal – to perform their manoeuvre. However, this may also lead to misjudgements of oncoming vehicles (i.e. is a vehicle slowing for the crossing, or other reasons).

Option 2:

- The existing situation remains, which as evidenced in the collision data currently requires mitigation
- The introduction of a 'high quality', segregated cycle facility through this section will lead to an additional level of conflict across the dropped kerb access. Failure to provide protection may leave cyclists exposed, particularly given the tight accesses requiring sharp manoeuvres.

## **Traffic Re-routing / Modelling**

Predicting what the demand to turn right at Wellington Road would be as a consequence of banning the right turn at Priory Road is very difficult as there are a number of factors to consider:

1. What are the origins and destinations of the vehicles that currently turn right into Priory Road? What other factors have affected their route choice? Would they still find themselves on Bristol Road or in the knowledge that this manoeuvre is no longer permitted, change their overall route further afield (e.g. Pershore Road or Hagley Road)?
2. What is the effect of a significantly improved right turn from Bristol Street to Lee Bank Middleway at Belgrave Interchange? i.e. would vehicles like to turn earlier, but do not because the delay is significant so opt to travel along Bristol Road and then right at Priory Road? A journey time survey at the end of March showed that the right turn at Belgrave Interchange during the AM peak hour took 18 minutes to perform. If the scheme is implemented and Wellington Road right turn was not opened up would traffic still migrate to Wellington Road via the improved right turn at Belgrave Interchange and Spring Road?
3. What is the suppressed demand to turn right at Wellington Road? A traffic turn count survey in March counted 223 vehicles in one day either performing an illegal 'U' turn or turning into the shop car park and then coming back out to head up Wellington Road. 41 of these movements took place during the PM peak hour alone
4. Would this additional route choice encourage further traffic to rat-run that currently does not need to access the Edgbaston area?

Points 1 and 2 are likely to reduce the number of vehicles within an estimation and points 3 and 4 are likely to increase the number within an estimation.

Data has been extracted from BCC's city centre strategic traffic model and the results of this suggest that of the traffic that turns right at Priory Crossroads, just over half in the AM and just under half in PM, has a destination around Priory School with the remaining having a destination around Harborne / QE Hospital. A calculated assumption would therefore be that ~40 of the 77 vehicles that turn right in the AM peak hour and ~30 of the 67 vehicles that turn right in the PM peak hour would use Wellington Road instead (because their destination is around the top of the road) and the rest would route elsewhere.

The existing number from survey that currently 'turn right' at Wellington Road in the AM peak hour is 23 vehicles and in the PM peak hour is 41 vehicles.

The improved right turn at Belgrave Interchange is likely to reduce the 'demand' to turn right at Wellington Road, but the fact that there would be a new route choice for other vehicles is likely to increase usage. Both of these are difficult to quantify but are likely to be small numbers so it is assumed that one and the other 'net off'.

A calculated assumption for the number of vehicles that would turn right at Wellington Road and the proportional impact of increase in traffic on the road is given in the table below:

Period	New right turners	Existing 'illegal' right turners	Total	Existing vehicles on Wellington Rd
08-09 hrs	40	23	63	420
17-18 hrs	30	41	71	328

## **Pros and Cons**

The table below highlights the Pros and Cons of introducing the right turn

<b><u>PROS</u></b>	<b><u>CONS</u></b>
Creates a more permeable network with wider route choice	Could encourage rat-running from alternate routes
Reduces vehicle mileage and congestion leading to improved air quality	Queue length could block back into A38 2 <sup>nd</sup> lane
Safely accommodates an existing demanded (and illegally used) manoeuvre	
Will reduce vehicular accidents associated with the U-turn through the car park	
Removes safety issue of conflict between cyclists and vehicles across the dropped kerb access to the shops.	
Reduces the number of times vehicles cross over the proposed cycleway by around 460 per day	

## **Conclusion**

**Traffic Demand** – There is a significant suppressed demand for this movement as evidenced by the high number of illegal and dangerous manoeuvres that currently take place. This is likely to be because the destination for those vehicles is local to the area. It is anticipated that as a consequence of banning the right turn at Bristol Road / Priory Road, there may be an increase in traffic on Wellington Road. The geometric aspects of Wellington Road would easily cater for this increase. It is recommended that traffic calming be introduced if considered necessary after a period of monitoring.

**Road Safety** – Introducing an appropriately designed right turn facility that is designed to current highway standards will reduce the likelihood of accidents. Three out of the 13 accidents at this location over the last five years may have been prevented if this facility was implemented. It will also reduce the number of times a vehicle crosses over the proposed cycleway by around 460 times per day. The comments from the road safety audit should be taken into account during the

detailed design process and deal with the potential scenario of the right turn lane having enough stacking capacity.

**Health and Environment** – Increasing permeability and network route choice is likely to reduce the number of vehicles queueing or idling on Bristol Road. This will reduce the amount of CO and Nx pollutants which are detrimental to the environment and public health.

The technical considerations of the two options conclude that Option 1 – Introduce the right turn, is the better option.



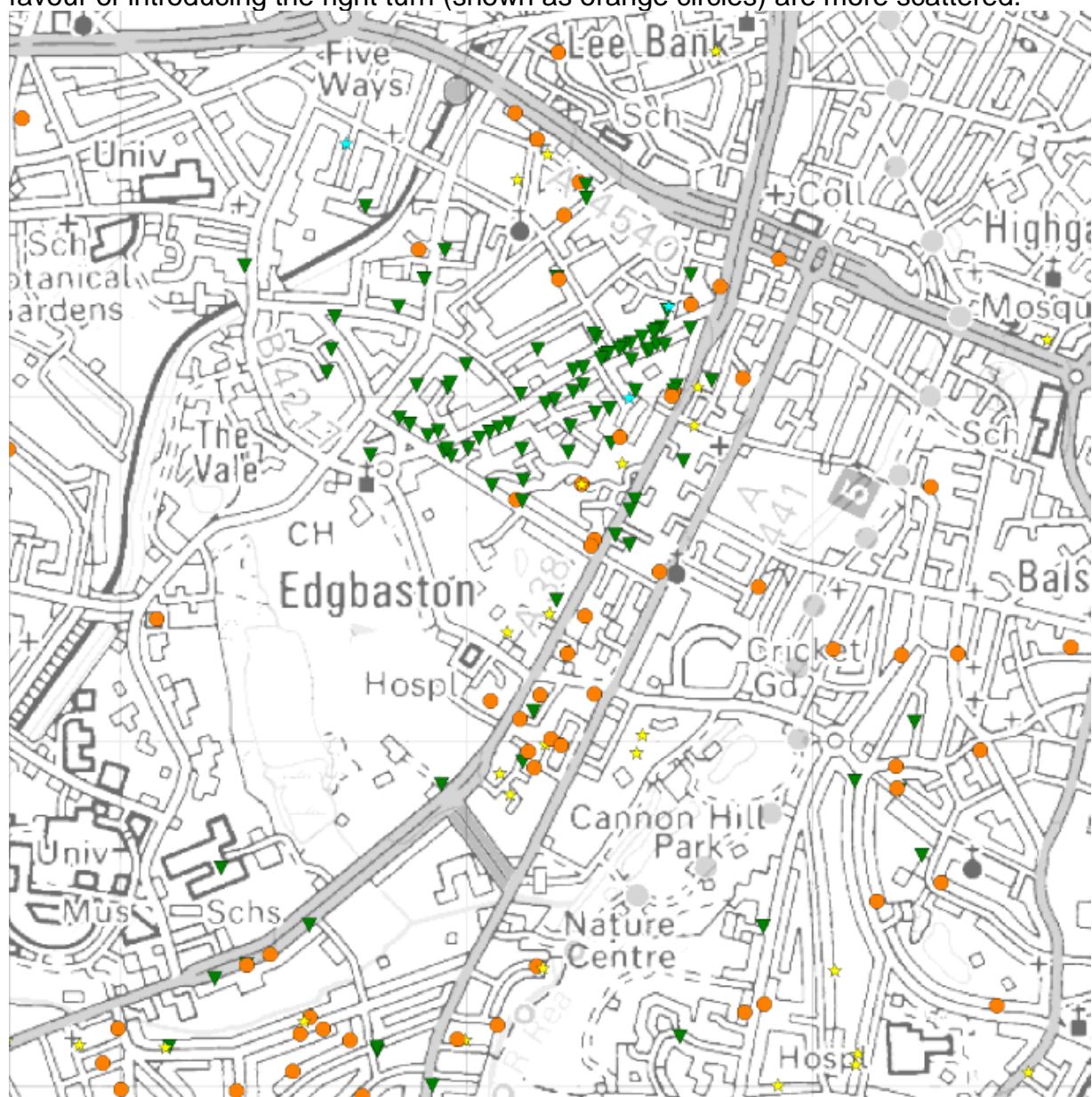
## Appendix A – Public Consultation

As part of the public consultation questionnaire, a specific question was asked about Wellington Road “There is currently no right turn for cars and general traffic from the A38 Bristol Road into Wellington Road. One of the options proposed would open up this right turn. Which option do you prefer?”. The responses were as follows:

Option	Responses	%
Option 1 - right turn from A38 into Wellington Road is introduced	307	32%
Option 2 - no right turn from A38 into Wellington Road	298	31%
Don't know/no opinion	325	34%
Not Answered	18	2%
<b>Grand Total</b>	<b>948</b>	<b>100%</b>

Of the respondents, 57 gave an address on Wellington Road and all 57 chose Option 2, to not introduce the right turn.

Plotting the responses geographically suggests that the residents directly affected by the option are all against (shown as green triangles), whereas the respondents in favour of introducing the right turn (shown as orange circles) are more scattered.







## Birmingham Clean Air Zone A38 Junction Amendment

Birmingham City Council

### Air Quality Assessment Report

B2309007\_A38\_AQ Report | 1

21 November 2017

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## Appendix A. Model Verification And Adjustment

### A.1 Assessment Verification

## Appendix B. Air Quality Modelling Results

## Executive Summary

Birmingham City Council (BCC) plan to undertake highway works to deliver a segregated cycle route along the A38 between Selly Oak and Birmingham City Centre. This will involve the introduction of a number of Traffic Regulations Orders (TROs), which will result in the restricting of some vehicle movements along the Bristol Road (A38) corridor and the removal of other turning manoeuvre restrictions. These alterations to turning movements and the TROs are necessary to install the proposed segregated cycle route.

This report details the assessment of air quality effects associated with the implementation of the TROs for the Bristol Road A38 Cycle Scheme (the Proposed Scheme), which has the potential to affect air quality concentrations as a result of changes to vehicle movements (and therefore emissions).

In consideration of, Road Traffic Regulation Act 1984, Section 122, Subsection (2), with regard to air quality, this assessment was carried out in accordance with the Design Manual for Roads and Bridges (DMRB) HA207/07 Air Quality, associated Highways England (HE) Interim Advice Notes (IANs) and Defra's Local Air Quality Management Technical Guidance (LAQM.TG16), where appropriate.

Two traffic datasets (one factored from AM and Inter-Peak (IP) traffic model [AMIP], and one factored from AM, IP and PM traffic models [AMIPPM]) were modelled using Atmospheric Dispersion Modelling Software ADMS-Roads 4.1 to evaluate the potential impact of the Proposed Scheme upon local air quality.

Roads included within the assessment were those identified by qualifying criteria published in HA207/07 based on changes between Do Minimum (DM) and Do Something (DS) scenarios, as follows:

- Horizontal road alignment will change by 5m or more;
- Daily traffic flows will change by  $\geq 1,000$  Annual Average Daily Traffic (AADT);
- Heavy Duty Vehicle (HDV) flows will change by  $\geq 200$  AADT;
- Daily average speed will change by  $\geq 10$ kph; or
- Peak hour speed will change by  $\geq 20$ kph.

The assessment showed that between 30 and 35 properties that were predicted to exceed the annual mean air quality objective (AQO) for nitrogen dioxide (NO<sub>2</sub>) were also predicted to receive small increases in pollutant concentrations, while between 2 and 4 properties that were predicted to exceed the annual mean AQO for NO<sub>2</sub> were also predicted to receive small decreases in pollutant concentrations.

Overall, changes in air pollution 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.

## 1. Introduction

Birmingham City Council (BCC) plan to undertake highway works to deliver a segregated cycle route along the A38 between Selly Oak and Birmingham City Centre. This will involve the introduction of a number of Traffic Regulations Orders (TROs), which will result in the restricting of some vehicle movements along the Bristol Road (A38) corridor and the removal of other turning manoeuvre restrictions. These alterations to turning movements and the TROs are necessary to install the proposed segregated cycle route.

This report details the assessment of air quality effects associated with the implementation of the TROs for the Bristol Road A38 Cycle Scheme (the Proposed Scheme), which has the potential to affect air quality concentrations as a result of changes to vehicle movements (and therefore emissions) on the local road network. The Proposed Scheme has the potential to increase emissions from vehicle traffic, and change ambient air quality concentrations at nearby receptors.

A detailed air quality assessment has been undertaken to establish the potential air quality effects of the Proposed Scheme on local air quality at identified selected receptors. This report describes the assessment, and the operational effects arising from the Proposed Scheme.

Air quality is a term used to describe concentrations of specific pollutants in ambient air, taking into account their effects on sensitive receptors, which are made up of human-health receptors and vegetation / ecosystem receptors. As specified in DMRB HA207/07, the main pollutant of concern in the local air quality assessment is associated with vehicle exhaust emissions, primarily nitrogen dioxide (NO<sub>2</sub>) for human-exposure.

## 2. Legislation and Guidance

International, national and local legislation and guidance exist that are relevant to air quality. Those relevant to the air quality assessment are provided as follows.

### 2.1 Legislation

This assessment considers the relevant air quality legislation and the process of Local Air Quality Management (LAQM). Key air quality legislation is detailed in Table 1.

Table 1 Summary of Key Legislation

Legislation	Description
<b>European Legislation</b>	
The European Union Directive 2008/50/EC Ambient Air Quality and Cleaner Air for Europe	This Directive was published to consolidate previous European Directives on ambient air quality. These European Directives form the basis for UK air quality legislation. Although published in 2007, the Air Quality Strategy is consistent with The Air Quality Standards Regulations (England) 2010.
<b>National Legislation</b>	
The Environment Act 1995, Part IV	Introduced a system of LAQM in the UK. This requires local authorities to review and assess air quality within their boundaries regularly and systematically against Air Quality Objectives (AQOs), appraise development and transport plans against these assessments and make plans to meet the AQOs where these are exceeded.  Where relevant, the air quality assessment would demonstrate the potential interaction with the LAQM process being undertaken by local authorities.
The Air Quality (Wales) Regulations 2000; Air Quality (Amendment) (Wales) Regulations 2002	Legislates for the AQOs for pollutants set out in the 2000 Air Quality Strategy, which was revised in 2007. (Department for Environment, Food and Rural Affairs (Defra, 2007).  AQOs exist for a variety of pollutants including nitrogen oxides (NO <sub>x</sub> ) and NO <sub>2</sub> . These are established for both the protection of human-health and the protection of vegetation and ecosystems (see Table 2) for AQOs relevant to this assessment).  The air quality assessment makes a comparison between the predicted concentrations of these pollutants resulting from the proposed works against their relevant AQOs, taking existing levels into account.
Air Quality Standards Regulations 2010	Transposes the air quality Limit Values set out in the European Union (EU) ambient air quality directive 2008/50/EC (European Commission, 2008) to UK law. The UK Government is responsible to the European Commission (EC) for ensuring that it complies with the provisions of EU Directives. On the UK Government's behalf, the Department for Transport and Defra have Public Service Agreements relating to EU Limit Values.

The UK government is responsible to the EC for ensuring that it complies with the provisions of the EU Directives. The UK government and governments of other member states are currently in negotiations with the EC over breaching Limit Values for NO<sub>2</sub>.

The responsibilities of Local Authorities with respect to meeting air quality standards are not the same as the responsibilities of the UK Government to the EC. Local Authorities do have statutory duties for LAQM, but are not obliged to ensure AQOs are met but are worked towards in the shortest practical time.



It is important to recognise the difference between the EU Limit Values (for which compliance is determined at a national level by Government) and the AQOs (for which compliance is determined at a local level by local authorities under the LAQM regime). Whilst the Limit Values and AQOs for the relevant pollutant ( $\text{NO}_2$ ) are set at the same concentration value (e.g.  $40 \mu\text{g}/\text{m}^3$ , as an annual mean) the means of determining compliance are fundamentally different, and they must be considered separately.

Article 3 of the EU Directive requires Member States to nominate the competent authority for the assessment of air quality (which in the UK is the Secretary of State for the Environment) and it may be interpreted that only the competent authority can determine compliance with the Limit Values. Compliance is determined via the national monitoring network and national model (the Pollution Climate Mapping (PCM) model), and there are a number of important differences between this and the monitoring / modelling carried out by local authorities to determine compliance with the AQOs.

Because of these differences, there are many locations across the UK where the national compliance with the Limit Values, and local compliance with the AQOs, is not in agreement. For the purpose of this assessment, they are treated separately.

The AQOs for  $\text{NO}_x$  and  $\text{NO}_2$  in the latest National Air Quality Strategy are detailed in Table 2.

**Table 2 Relevant National Air Quality Objectives**

Pollutant	Air quality objective		To be achieved by and maintained thereafter
	Concentration	Measured as*	
Nitrogen dioxide ( $\text{NO}_2$ )	$200 \mu\text{g}/\text{m}^3$	1-hour mean not to be exceeded more than 18 times per year	31/12/2005
	$40 \mu\text{g}/\text{m}^3$	Annual Mean	31/12/2005
Nitrogen oxides applies to sensitive habitats only ( $\text{NO}_x$ )	$30 \mu\text{g}/\text{m}^3$	Annual mean	19/07/2001

For sensitive habitats, critical loads are used to assess the level of nitrogen deposition that would have harmful effects on the particular ecosystem / habitat being considered. Critical Loads are therefore site, ecosystem and habitat specific. Where necessary, the Air Pollution Information System (APIS) website (APIS, 2017) was used to determine relevant critical loads.

## 2.2 Guidance

The air quality assessment was undertaken in line with the key guidance summarised in Table 3.

**Table 3 Summary of Key Guidance**

Document	Description
<i>Land-Use Planning and Development Control: Planning For Air Quality</i> (Environmental Protection UK and Institute of Air Quality Management (EPUK and IAQM), 2017).	This document contains advice on the need for an air quality assessment with regard to traffic emissions and combustion plant, selection of modelling methodologies, how to describe air quality effects, and advice on determining the significance of air quality effects.
DMRB, Volume 11 Environmental Assessment, Section 3 Environmental Assessment Techniques, Part 1 HA207/07 Air Quality (Highways Agency, 2007).	This document provides guidance on the assessment of the impact that road projects may have on local and regional air quality.
<i>Interim Advice Note (IAN) 174/13 Evaluation of Significant Local Air Quality Effects</i> (Highways Agency, June 2013).	Updated advice for evaluating significant local air quality effects for users of DMRB Volume 11, Section 3, Part 1 Air Quality (HA207/07)
<i>IAN 170/12v3 Updated air quality advice on the assessment of future NO<sub>x</sub> and NO<sub>2</sub> projections</i> (Highways Agency, October 2013)	Updated air quality advice on the assessment of future NO <sub>x</sub> and NO <sub>2</sub> projections for users of DMRB Volume 11, Section 3, Part 1 'Air Quality
<i>LAQM.TG(16)</i> Defra and the devolved administrations (Defra, 2016).	This is designed to guide local authorities through the LAQM process and includes detailed technical guidance on air quality screening, modelling and assessment. It also provides guidance on where the AQOs apply.

### 3. Methodology

This assessment has been undertaken in accordance with DMRB HA207/07, associated Highways England (HE – *formerly Highways Agency*) IANs and LAQM.TG16, where appropriate. This assessment has been carried out using the latest Defra Emissions Factor Toolkit (EFT) [Version 7.0] and Advanced Dispersion Modelling Software ADMS-Roads [Version 4.1], developed by Cambridge Environmental Research Centre (CERC).

The key elements of the assessment are as follows:

- Consideration of relevant local authorities' Local Air Quality Review and Assessment documents
- Baseline assessment of existing local air quality conditions through a review of available air quality monitoring data for the study area
- Local air quality assessment for NO<sub>2</sub> at human-exposure receptors within 200m of affected roads using dispersion modelling

The assessment identifies potential air quality effects by predicting changes in air quality pollutant concentrations resulting from the combination of background concentrations with the contributions from the roads in the study area, including the Proposed Scheme.

This assessment conforms to the standard practice of EIA, whereby the baseline is established, and then the situation with the development in place (Do Something - DS) is compared to the situation without it (Do Minimum - DM).

#### 3.1 Assessment Scenarios

The assessment of local air quality included the following scenarios:

- Baseline - without the Proposed Scheme (DM) 2016 (AMIP and AMIPPM)
- Do Something – with the Proposed Scheme (DS) 2016 (AMIP and AMIPPM)

In order to assess the performance of the air quality model, the results of the base year modelling were compared with appropriate local authority monitoring data collected between January-December 2016, in a process known as model verification and adjustment. This process identified that adjustment of the model was required, and this was undertaken following guidance in LAQM.TG (16). The model adjustment has been applied to the assessment results presented in this report. For a more detailed methodology behind the model verification refer to Appendix A.

#### 3.2 Traffic Data

The traffic data utilised for the modelling scenarios has been provided by Saturn traffic models produced by Jacobs. The base year air quality modelling uses traffic data, pollution measurements and meteorological measurements from 2016.

Two traffic datasets were used in the assessment, as follows, and considered for sensitivity-testing purposes:

- AMIP (traffic data factored from AM and IP time period traffic model data)
- AMIPPM (traffic data factored from AM, IP and PM time period traffic model data)

Traffic data that represent the average conditions occurring in specific time periods were provided for the periods specified in Table 4.

Table 4 Annual Average Weekday Time Periods Used In The Assessment

Traffic Period	Time Period
Annual Average Daily Traffic (AADT)	00:00 – 23:00
Annual Average Weekday Traffic (AAWT) AM peak (AM)	07:00 – 09:00
AAWT inter-peak (IP)	10:00 – 15:00
AAWT PM peak (PM)	16:00 – 18:00
AAWT off peak (OP)	19:00 – 06:00

For each time period, the following traffic data parameters were provided:

- Total traffic flow, defined as vehicles/hour
- Percentage Heavy Duty Vehicles (HDV)
- Vehicle speed, in kilometres per hour (kph)

### 3.3 Meteorological Data

The effect of meteorological conditions on dispersion is given a complex treatment within the model. The most significant factors in the dispersion of emitted pollutants are wind speed and direction. The meteorological data site considered to be most representative of conditions across the study area was Birmingham Airport. A 2016 meteorological dataset was used in the assessment.

### 3.4 Vehicle Emissions

The ADMS-Roads takes into account the emissions produced by Light Duty Vehicles (LDV), less than 3.5 tonnes; and HDV, greater than 3.5 tonnes, travelling at speed along a section of road over an average hour. Vehicle emissions are calculated using the Defra EFT. Emissions for the road links HDV and LDV component are then inputted into the dispersion model.

### 3.5 Human Exposure Receptors

Within the study area, residential properties and where present other sensitive receptors (such as schools and nursing homes) have been considered. Building usage has been determined using the Ordnance Survey Address Base Plus dataset, and calculations made at the nearest façade to the busiest road.

A total of 1,408 receptors (for the AMIP scenario), and 1,422 receptors (for the AMIPPM scenario) were identified within the study area and were selected using professional judgement for being:

- Close to the affected roads
- Representative of the maximum effects of the Proposed Scheme in that region
- Risk of exceeding AQOs

The receptors were used in the assessment at 'ground-floor' level (i.e. not accounting for first floor properties where air quality concentrations have the potential to be lower).

### 3.6 Designated Sites

Within the study area, nature conservation sites designated at an International, European or National level have been considered. A desktop assessment identified the Edgbaston Pool Site of Special Scientific Interest (SSSI) as the only identified designated site in the vicinity of the Proposed Scheme. However, the site is not within 200m of the affected road network and is therefore not considered further in this assessment.

### 3.7 Background Concentrations

'Background' air quality is a concept used to enable assessments of the effects of particular emissions sources, without the need for all sources in the area to be considered explicitly. For the purposes of this assessment, the background air quality is the boundary condition of the road emissions pollution model. The road derived pollution is added to the background pollution concentration.

Defra provides empirically-derived national background maps, providing estimates of background pollutant concentrations on a 1km x 1km grid square resolution. Background mapping data have been obtained from Defra (<http://www.laqm.Defra.gov.uk>) for NO<sub>x</sub> and NO<sub>2</sub> and is derived from a base year of 2013 (dataset available at time of the assessment) from which future years are projected.

The 'in-grid square' contribution trunk 'A' road and primary 'A' road sectors have been removed from the background annual mean NO<sub>x</sub> concentration estimates, and background annual mean NO<sub>2</sub> estimates have been corrected using the Defra's Background NO<sub>2</sub> Calculator. This process has been undertaken to avoid double counting of road traffic emissions included in the dispersion model. Where predicted concentrations for specific receptors are presented, the sector-removed background concentrations used are also presented. The predicted background concentrations across the study area are within the relevant AQOs.

### 3.8 Assessment of Impact Magnitude and Overall Significance of Effects

The dispersion model results were used to assess the likelihood of significant effects as a result of the Proposed Scheme. Highways England's approach to air quality assessment identifies and assesses sensitive receptors near roads where air quality might be affected, and is set out in IAN 174/13 (Highways Agency, 2013b). Consequently, areas where national AQOs might be expected to be exceeded are considered, which includes Air Quality Management Areas (AQMAs).

The dispersion model results were interpreted to identify if receptors were in exceedance of AQOs in either the DM or DS scenario. These are the only receptors which were considered in the judgement of significance. The change in predicted concentration was then calculated as the difference between DS and DM model results at these receptors.

Where the difference in concentrations was less than 1% of the AQO e.g. less than 0.4 µg/m<sup>3</sup> for annual mean NO<sub>2</sub>, then the change at these receptors was considered to be imperceptible, and they were scoped out of the judgement of overall scheme significance.

Highways England has developed a framework to provide guidance on the number of receptors for each of the magnitude of change categories that might result in a significant environmental effect. However, they are guideline values only, and are to be used to inform professional judgement on significant effects of the Proposed Scheme. The significance categories and guideline property numbers are summarised in Table 5.

**Table 5 Significance Categories and Guideline Property Numbers for Air Quality**

Magnitude of Change in Annual Mean NO <sub>2</sub> or PM <sub>10</sub> Concentration (µg/m <sup>3</sup> )	Number of Receptors with:	
	Worsening of AQO already above objective or creation of a new exceedance	Improvement of an AQO already above objective or the removal of an existing exceedance
Large (>4)	1 to 10	1 to 10
Medium (>2)	10 to 30	10 to 30
Small (>0.4)	30 to 60	30 to 60

### 3.9 Assumptions and Limitations

The air quality impact assessment is based on a series of computer models containing forecasted future conditions. The process relies on the modelling of future traffic flows, which is subject to limitations and uncertainties. This traffic data is used to compare future air quality conditions both with and without the Proposed Scheme. The air quality model draws on a number of other trends and parameters that must be projected into the future.

As with any computer model that seeks to predict future conditions, there is uncertainty in the predictions made. Whilst being the best predictions available, elements of impact prediction such as the specific concentration of a given pollutant at a given property, or whether an exceedance of the Air Quality Objectives (AQOs) would or would not occur at a specific location, are not precise and are always subject to a margin for error. Some margins of error have been estimated by undertaking model verification and is detailed in Appendix A.

## 4. Baseline Environment

The baseline conditions have considered information and data from the following sources:

- Defra background mapping for projected background concentrations in the assessment years (Defra, 2016)
- Birmingham City Councils' Local Air Quality Management (LAQM) reports
- Scheme specific monitoring data
- Human-exposure receptors were identified using Ordnance Survey (OS) Address base Plus dataset

### 4.1 Study Area

The study area for the assessment of local air quality has been defined in line with the guidance contained in the DMRB Volume 11, Section 3, Part 1 HA207/07. This provides criteria by which certain changes in traffic information on the road network are then classed as 'Affected Roads', based on the changes between Base / DM and DS scenarios that would occur as a result of the Proposed Scheme being implemented, as follows:

- Horizontal road alignment will change by 5m or more
- Daily traffic flows will change by  $\geq 1,000$  Annual Average Daily Traffic (AADT)
- Heavy Duty Vehicle (HDV) flows will change by  $\geq 200$  AADT
- Daily average speed will change by  $\geq 10$ kph
- Peak hour speed will change by  $\geq 20$ kph

Road links that meet any of the criteria above are therefore deemed an 'affected road', which forms the air quality study area (or Affected Road Network (ARN)). Sensitive receptors within 200m of the ARN are then identified. Beyond 200m, the contribution of vehicle emissions to local pollution levels is considered to be not significant. The study area is presented in Figure 1.

### 4.2 Air Quality Management Areas

Under Local Air Quality Management responsibilities, local authorities continually monitor and review air quality concentrations within their areas. Where concentrations identify an exceedance of AQS objectives, an AQMA is declared, and an action plan put in place for improvement. Birmingham City Council has declared one city wide AQMA for annual mean  $\text{NO}_2$  and 24-hour mean  $\text{PM}_{10}$ . The AQMA includes the Proposed Scheme location.

### 4.3 Background Concentrations

Background annual mean pollutant concentration estimates for 2016 across the study area are presented in Table 6.

.



Table 6 Background Annual Mean NO<sub>2</sub> Pollutant Concentrations (AQO = 40 µg/m<sup>3</sup>)

OS Grid Squares (X_Y)	2016 Annual Average NO <sub>2</sub> (µg/m <sup>3</sup> )
403500_280500	18.8
403500_282500	20.1
404500_282500	23.1
404500_283500	30.2
404500_285500	22.2
404500_286500	22.9
405500_280500	21.5
405500_281500	20.8
405500_282500	21.4
405500_283500	22.4
405500_284500	22.7
405500_285500	26.0
405500_286500	26.3
406500_283500	20.5
406500_284500	22.2
406500_285500	24.4
406500_286500	32.2
407500_283500	22.3
407500_284500	23.8
407500_285500	26.7
407500_286500	32.3

#### 4.4 Monitoring Data

Air quality monitoring data within the study area have been collated and reviewed for use in the assessment. BCC manages a network of NO<sub>2</sub> diffusion tubes, including locations in the vicinity of the study area.

Sites with suitable data capture (≥75%), and where the exact monitoring location could be confirmed have been used to inform the air quality assessment, and verify dispersion modelling results (see Appendix A). These are provided in Table 7.

Table 7 Birmingham City Council NO<sub>2</sub> Monitoring Data In The Vicinity Of the Proposed Scheme

Site	Address	Coordinates		Type	Data Capture	2016 Annual mean* (µg/m <sup>3</sup> )
		X	Y			
BHM8	Broad Street - O'Neills	406036	286490	UT	92%	48.4
BHM20	641 Bristol Road	404445	282885	UT	83%	38.8
BHM29	Suffolk Street Queensway	406583	286729	UT	83%	55.4
BHM31	Holiday Street	406564	286685	UT	75%	52.4
BHM33	Severn Street	406703	286514	UT	83%	52.0

UT – Urban Traffic

\* 2016 annual mean NO<sub>2</sub> concentrations bias adjusted

## 5. Impact Assessment and Significant Effects

While Base / Do Minimum dispersion modelling has indicated a reasonable overall agreement between predicted concentrations and measured concentrations at the monitoring locations, they also show a slight over-estimate of total pollutant concentrations. Details of the model verification exercise are provided in Appendix A.

To support a conservative evaluation of the Proposed Scheme's impacts, interpretation has been undertaken using the worst-case (i.e. non-adjusted results). Results that have been adjusted for model over-estimation of total pollutant concentrations are provided in Appendix B.

The potential effects of the operation of the Proposed Scheme on local air quality along affected roads in the study area are presented below.

### 5.1 AMIP Model Scenario

Of the 1,408 local air quality receptors assessed for the local air quality assessment, 171 were predicted to exceed the NO<sub>2</sub> annual mean AQO in the Do Something scenario. Thirty-four (34) of these were predicted to receive changes in pollutant concentrations >0.4 µg/m<sup>3</sup> and are presented in Table 8 and illustrated in Figure 2.

**Table 8 Do Something Air Quality Assessment Results (Annual NO<sub>2</sub>) : AMIP Scenario**

Receptor ID	Coordinates		NO <sub>2</sub> Annual mean* (µg/m <sup>3</sup> )		Change in Concentration (µg/m <sup>3</sup> )
	X	Y	Base / Do Minimum	Do Something	
NEWR1267	406752	286516	64.1	64.6	0.5
NEWR1294	406780	286480	63.9	64.5	0.6
NEWR1302	406854	286395	61.1	61.6	0.5
NEWR1264	406802	286460	57.6	58.0	0.4
NEWR1259	406926	286250	54.8	55.7	0.9
NEWR778	406916	286272	54.4	55.1	0.7
NEWR1277	406914	286277	54.3	55.1	0.8
NEWR739	406919	286266	54.1	54.9	0.8
NEWR1307	406928	286002	52.8	53.7	0.9
NEWR155	406928	286000	52.6	53.5	0.9
NEWR1314	407076	285407	51.3	51.9	0.6
NEWR1312	406896	286154	49.3	49.7	0.4
NEWR305	406927	285993	45.9	46.9	1.0
NEWR559	406923	285936	45.9	46.8	0.9
NEWR341	406924	285951	45.7	46.7	1.0
NEWR126	406926	285978	45.6	46.6	1.0
NEWR308	406927	285989	45.5	46.5	1.0
NEWR560	406924	285946	45.4	46.4	1.0
NEWR340	406925	285961	45.4	46.3	0.9
NEWR1320	406926	285973	45.3	46.2	0.9
NEWR154	406927	285984	45.1	46.1	1.0
NEWR1288	406924	285940	45.2	46.0	0.8
NEWR306	406925	285956	45.1	46.0	0.9
NEWR307	406926	285968	44.9	45.8	0.9
NEWR752	405492	286261	44.7	44.2	-0.5
NEWR397	407019	286349	43.1	43.5	0.4
NEWR1309	405497	286258	43.9	43.4	-0.5
NEWR632	405474	286274	43.3	42.8	-0.5

Receptor ID	Coordinates		NO <sub>2</sub> Annual mean* (µg/m <sup>3</sup> )		Change in Concentration (µg/m <sup>3</sup> )
	X	Y	Base / Do Minimum	Do Something	
NEWR1298	405481	286270	43.1	42.7	-0.4
RR715	406888	285092	40.0	41.6	1.6
NEWR1006	405510	280462	40.4	40.8	0.4
NEWR503	405501	280448	40.4	40.8	0.4
NEWR150	407005	285303	39.9	40.4	0.5
NEWR151	407002	285297	39.7	40.2	0.5

The highest DS concentration was predicted to be 64.6 µg/m<sup>3</sup> and occur at NEWR1267. The greatest increase in pollutant concentration was predicted to be 1.6 µg/m<sup>3</sup> and occur at RR715; whereas the greatest reduction in pollutant concentration was predicted to be 0.5 µg/m<sup>3</sup> and occur at NEWR1309, NEWR632 and NEWR752.

Four new exceedances of AQOs were predicted to occur as a result of the Proposed Scheme and no exceedances were predicted to be removed in this model scenario.

## 5.2 AMIPPM Model Scenario

Of the 1,422 local air quality receptors assessed for the local air quality assessment, 154 were predicted to exceed the NO<sub>2</sub> annual mean AQO in the Do Something scenario. Thirty-seven (37) of these were predicted to receive changes in pollutant concentrations >0.4 µg/m<sup>3</sup> and are presented in Table 9 and illustrated in Figure 3.

Table 9 Do Something Air Quality Assessment Results (Annual NO<sub>2</sub>) : AMIPPM Scenario

Receptor ID	Coordinates		NO <sub>2</sub> Annual mean* (µg/m <sup>3</sup> )		Change in Concentration (µg/m <sup>3</sup> )
	X	Y	Base / Do Minimum	Do Something	
NEWR1006	405510	280462	40.6	41.2	0.6
NEWR1314	407076	285407	49.5	50.1	0.6
NEWR1259	406926	286250	54.2	55.1	0.9
NEWR559	406923	285936	45.5	46.7	1.2
NEWR305	406927	285993	45.4	46.7	1.3
NEWR341	406924	285951	45.3	46.5	1.2
NEWR126	406926	285978	45.2	46.5	1.3
NEWR1307	406928	286002	52.2	53.4	1.2
NEWR778	406916	286272	53.8	54.3	0.5
NEWR308	406927	285989	45.0	46.3	1.3
NEWR155	406928	286000	52.0	53.3	1.3
NEWR560	406924	285946	45.0	46.2	1.2
NEWR739	406919	286266	53.6	54.1	0.5
NEWR340	406925	285961	44.9	46.2	1.3
NEWR1277	406914	286277	53.8	54.3	0.5
NEWR1320	406926	285973	44.8	46.0	1.2
NEWR1288	406924	285940	44.7	45.9	1.2
NEWR154	406927	285984	44.6	45.9	1.3
NEWR306	406925	285956	44.6	45.8	1.2
NEWR307	406926	285968	44.5	45.7	1.2
NEWR1303	406122	285907	43.2	42.8	-0.4
NEWR1257	406118	285911	42.7	42.3	-0.4

Receptor ID	Coordinates		NO <sub>2</sub> Annual mean* (µg/m <sup>3</sup> )		Change in Concentration (µg/m <sup>3</sup> )
	X	Y	Base / Do Minimum	Do Something	
NEWR1194	405493	280436	41.2	41.8	0.6
NEWR122	404843	286009	40.2	40.6	0.4
NEWR1263	405495	280439	41.0	41.6	0.6
NEWR1310	404956	286011	43.2	43.7	0.5
NEWR397	407019	286349	42.8	43.5	0.7
NEWR1319	407334	286074	42.4	42.0	-0.4
NEWR250	405507	280457	40.4	40.9	0.5
NEWR1291	407061	286341	40.7	41.2	0.5
NEWR411	405498	280444	41.1	41.6	0.5
NEWR433	405413	280237	52.3	52.7	0.4
NEWR441	405491	280432	40.9	41.4	0.5
NEWR503	405501	280448	40.6	41.2	0.6
NEWR890	405488	280429	42.1	42.6	0.5
NEWR923	405504	280453	40.8	41.4	0.6
RR715	406888	285092	39.1	40.2	1.1

The highest DS concentration was predicted to be 55.1 µg/m<sup>3</sup> and occur at NEWR1259. The greatest increase in pollutant concentration was predicted to be 1.4 µg/m<sup>3</sup> and occur at NEWR305, NEWR126, NEWR308, NEWR155, NEWR340, NEWR154; whereas the greatest reduction in pollutant concentration was predicted to be 0.4 µg/m<sup>3</sup> and occur at NEWR1303, NEWR1257 and NEWR1319.

Two new exceedances of AQOs were predicted to occur as a result of the Proposed Scheme and no exceedances were predicted to be removed in this model scenario.

## 6. Significance of Effects

Tables 10 and 11 allocate the number of properties predicted to exceed AQOs and receive changes in pollutant concentrations  $>0.4 \mu\text{g}/\text{m}^3$  according to HE Impact Magnitude classes for assessment of overall scheme significance.

**Table 10 Summary of Significance of Effects : AMIP Scenario**

Impact Magnitude		No. Receptors Exceeding Annual Mean Air Quality Objective for NO <sub>2</sub> (40 $\mu\text{g}/\text{m}^3$ )			
		Worsening	Improving	Net (Worsening minus Improvement)	Guideline
$\geq 4 \mu\text{g}/\text{m}^3$	Large Impacts	0	0	0	1-10
$\geq 2 \mu\text{g}/\text{m}^3$	Large and Medium Impacts	0	0	0	10-30
$\geq 0.4 \mu\text{g}/\text{m}^3$	Large, Medium and Small Impacts	30	4	26	30-60

**Table 11 Summary of Significance of Effects : AMIPPM Scenario**

Impact Magnitude		No. Receptors Exceeding Annual Mean Air Quality Objective for NO <sub>2</sub> (40 $\mu\text{g}/\text{m}^3$ )			
		Worsening	Improving	Net (Worsening minus Improvement)	Guideline
$\geq 4 \mu\text{g}/\text{m}^3$	Large Impacts	0	0	0	1-10
$\geq 2 \mu\text{g}/\text{m}^3$	Large and Medium Impacts	0	0	0	10-30
$\geq 0.4 \mu\text{g}/\text{m}^3$	Large, Medium and Small Impacts	35	2	33	30-60

The significance of effects interpretation shows that the Proposed Scheme is unlikely to have a significant effect on air quality in either traffic data scenario.

## **7. Mitigation**

The significance of effects interpretation shows that the Proposed Scheme is unlikely to have a significant effect on air quality in either traffic data scenario. As such, there is no requirement to implement impact mitigation.



## **8. Residual Effects**

As there is no requirement to implement impact mitigation, it is concluded that Residual Effects are also likely to be Not Significant.

## **9. Summary and Conclusions**

A detailed air quality assessment has been undertaken to assess the potential for air quality impacts at sensitive receptors as a result of the Bristol Road A38 Cycle Scheme, using ADMS-Roads dispersion modelling software. The assessment has shown the changes in air quality concentration at receptors that were included in the judgement of significance do not meet the criteria to classify the effects as significant.

Therefore, the Proposed Scheme was not predicted to result in significant air quality effects, nor require impact mitigation to be implemented. Consequently, it is concluded that Residual Effects are also likely to be Not Significant.

## Appendix A. Model Verification and Adjustment

The comparison of modelled concentrations with local monitored concentrations is a process termed 'verification'. Model verification investigates the discrepancies between modelled and measured concentrations, which can arise due to the presence of inaccuracies and/or uncertainties in model input data, modelling and monitoring data assumptions. The following are examples of potential causes of such discrepancy:

- Estimates of background pollutant concentrations
- Meteorological data uncertainties
- Traffic data uncertainties
- Model input parameters such as 'roughness length'
- Overall limitations of the dispersion model

### Model Precision

Residual uncertainty may remain after systematic error or 'model accuracy' has been accounted for in the final predictions. Residual uncertainty may be considered synonymous with the 'precision' of the model predictions (i.e. how wide the scatter or residual variability of the predicted values compare with the monitored true value once systematic error has been allowed for). The quantification of model precision provides an estimate of how the final predictions may deviate from true (monitored) values at the same location over the same period.

Suitable local monitoring data for the purpose of verification is available for concentrations of NO<sub>2</sub> at the locations shown in Figure 1. This monitoring data have been used to validate the dispersion model prediction and obtain adjustment factors, which can be applied to predictions of pollutant concentrations in the base and future years.

### Model Performance

An evaluation of model performance has been undertaken to establish confidence in model results. LAQM.TG(16) identifies a number of statistical procedures that are appropriate to evaluate model performance and assess the uncertainty. The statistical parameters used in this assessment are:

- Root mean square error (RMSE)
- Fractional bias (FB)
- Correlation coefficient (CC)

A brief for explanation of each statistic is provided in Table 12.

**Table 12 Model Performance Statistics**

Statistical parameter	Comments	Ideal value
RMSE	<p>RMSE is used to define the average error or uncertainty of the model. The units of RMSE are the same as the quantities compared.</p> <p>If the RMSE values are higher than 25% of the objective being assessed, it is recommended that the model inputs and verification should be revisited in order to make improvements.</p> <p>For example, if the model predictions are for the annual mean NO<sub>2</sub> objective of 40µg/m<sup>3</sup>, if an RMSE of 10µg/m<sup>3</sup> or above is determined for a model it is advised to revisit the model parameters and model verification.</p> <p>Ideally an RMSE within 10% of the air quality objective would be derived, which equates to 4µg/m<sup>3</sup> for the annual mean NO<sub>2</sub> objective.</p>	0.00

Statistical parameter	Comments	Ideal value
FB	It is used to identify if the model shows a systematic tendency to over or under predict.  FB values vary between +2 and -2 and has an ideal value of zero. Negative values suggest a model over-prediction and positive values suggest a model under-prediction.	0.00
CC	It is used to measure the linear relationship between predicted and observed data. A value of zero means no relationship and a value of 1 means absolute relationship.  This statistic can be particularly useful when comparing a large number of model and observed data points.	1.00

These parameters estimate how the model results agree or diverge from the observations.

These calculations have been carried out prior to, and after, adjustment and provide information on the improvement of the model predictions as a result of the application of the verification adjustment factors.

### A.1 Assessment Verification

The verification process involves a review of the modelled pollutant concentrations against corresponding monitoring data to determine how well the air quality model has performed. Depending on the outcome it may be considered that the model has performed adequately and that there is no need to adjust any of the modelled results (LAQM.TG(16)).

Alternatively, the model may perform poorly against the monitoring data. There is then a need to check all the input data to ensure that it is reasonable and accurately represented in the air quality modelling process.

Where all input data, such as traffic data, emissions rates and background concentrations, have been checked and considered as reasonable, then the modelled results require adjustment to best align with the monitoring data. This may either be a single verification adjustment factor to be applied to the modelled concentrations across the study area, or a range of different adjustment factors to account for different zones in the study area (e.g. motorways, local roads).

A summary of the verification results, and adjustment factors for both traffic scenarios is provided in Table 13.

**Table 13 Summary of Verification and Adjustment Model Performance**

	AMIP Scenario		AMIPPM Scenario	
	No Adjustment	With Nox Roads Adjustment	No Adjustment	With Nox Roads Adjustment
RMSE	3.686	2.276	3.279	2.515
Correlation	0.969	0.974	0.974	0.977
Fractional Bias	-0.045	0.014	-0.028	0.017
Adjustment Factor	0.815		0.854	

The model verification review identified a NO<sub>x</sub> adjustment factors of 0.815 (AMIP) and 0.854 (AMIPPM) should be applied to the modelled concentrations to achieve a realistic representation of monitored NO<sub>2</sub> concentrations.

## Appendix B. Air Quality Modelling Results

Table 14 Modelled Receptors Air Quality Modelling Results (With NO<sub>x</sub> Adjustment) : AMIP Scenario

Modelled Receptor ID	X	Y	Annual Mean NO <sub>2</sub> concentration (µg/m <sup>3</sup> )		
			Base	DS	Change (DS-DM)
NEWR1267	406752	286516	58.9	59.3	0.4
NEWR1294	406780	286480	58.8	59.2	0.4
NEWR52	406761	286507	56.7	57.1	0.4
NEWR1302	406854	286395	56.4	56.8	0.4
NEWR1264	406802	286460	53.4	53.8	0.4
NEWR1314	407076	285407	47.2	47.7	0.5
NEWR1259	406926	286250	51.0	51.8	0.8
NEWR559	406923	285936	42.3	43.1	0.8
NEWR305	406927	285993	42.3	43.1	0.8
NEWR341	406924	285951	42.1	43.0	0.9
NEWR126	406926	285978	42.1	42.9	0.8
NEWR1307	406928	286002	49.3	50.1	0.8
NEWR778	406916	286272	50.6	51.3	0.7
NEWR308	406927	285989	42.0	42.8	0.8
NEWR155	406928	286000	49.1	49.9	0.8
NEWR560	406924	285946	41.9	42.7	0.8
NEWR739	406919	286266	50.5	51.1	0.6
NEWR340	406925	285961	41.8	42.7	0.9
NEWR1277	406914	286277	50.6	51.2	0.6
NEWR1320	406926	285973	41.7	42.6	0.9
NEWR1288	406924	285940	41.7	42.4	0.7
NEWR154	406927	285984	41.6	42.4	0.8
NEWR306	406925	285956	41.6	42.4	0.8
NEWR307	406926	285968	41.4	42.2	0.8
NEWR1309	405497	286258	40.9	40.5	-0.4
NEWR397	407019	286349	41.2	41.6	0.4
NEWR752	405492	286261	41.6	41.2	-0.4

The highest DS concentration was predicted to be 59.3 µg/m<sup>3</sup> and occur at NEWR1267. The greatest increase in pollutant concentration was predicted to be 0.9 µg/m<sup>3</sup> and occur at NEWR341, NEWR340 and NEWR1320; whereas the greatest reduction in pollutant concentration was predicted to be 0.4 µg/m<sup>3</sup> and occur at NEWR1309, and NEWR752.

Table 15 Modelled Receptors Air Quality Modelling Results (with NO<sub>x</sub> Adjustment) : AMIPPM Scenario

Modelled Receptor ID	X	Y	Annual mean NO <sub>2</sub> concentration (µg/m <sup>3</sup> )		
			2016 Base	20X DS	Change (DS-DM)
NEWR1314	407076	285407	46.5	47.1	0.6
NEWR1259	406926	286250	51.3	52.1	0.8
NEWR559	406923	285936	42.7	43.7	1.0
NEWR305	406927	285993	42.6	43.8	1.2
NEWR341	406924	285951	42.5	43.6	1.1
NEWR126	406926	285978	42.4	43.6	1.2
NEWR1307	406928	286002	49.6	50.6	1.0
NEWR778	406916	286272	51.0	51.4	0.4
NEWR308	406927	285989	42.3	43.4	1.1
NEWR155	406928	286000	49.4	50.5	1.1
NEWR560	406924	285946	42.3	43.3	1.0
NEWR739	406919	286266	50.8	51.2	0.4
NEWR340	406925	285961	42.2	43.3	1.1
NEWR1277	406914	286277	50.9	51.4	0.5
NEWR1320	406926	285973	42.1	43.2	1.1
NEWR1288	406924	285940	42.0	43.0	1.0
NEWR154	406927	285984	42.0	43.1	1.1
NEWR306	406925	285956	41.9	43.0	1.1
NEWR307	406926	285968	41.8	42.9	1.1
NEWR1275	406766	286258	44.3	44.7	0.4
NEWR1310	404956	286011	40.5	40.9	0.4
NEWR397	407019	286349	41.4	41.9	0.5
NEWR1319	407334	286074	41.0	40.6	-0.4

The highest DS concentration was predicted to be 52.1 µg/m<sup>3</sup> and occur at NEWR1259. The greatest increase in pollutant concentration was predicted to be 1.2 µg/m<sup>3</sup> and occur at NEWR305 and NEWR126; whereas the greatest reduction in pollutant concentration was predicted to be 0.4 µg/m<sup>3</sup> and occur at NEWR1319.



FIGURE 1

# Legend

- BCC Monitoring Data
- Sensitive Receptors
- Affected Road Links : AMIP
- Affected Road Link : AMIPPM

0	14/01/17	Initial Issue	ALB	MC	MC	BP
Rev	Date	Purpose of revision	Drawn	Check'd	Rev'd	Appr

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Project  
Bristol Road (A38) BCR

Drawing Title  
Air Quality Assessment  
Affected Roads and Monitoring Data

Drawing Status  
Scale @ A3 1:37,500 DO NOT SCALE

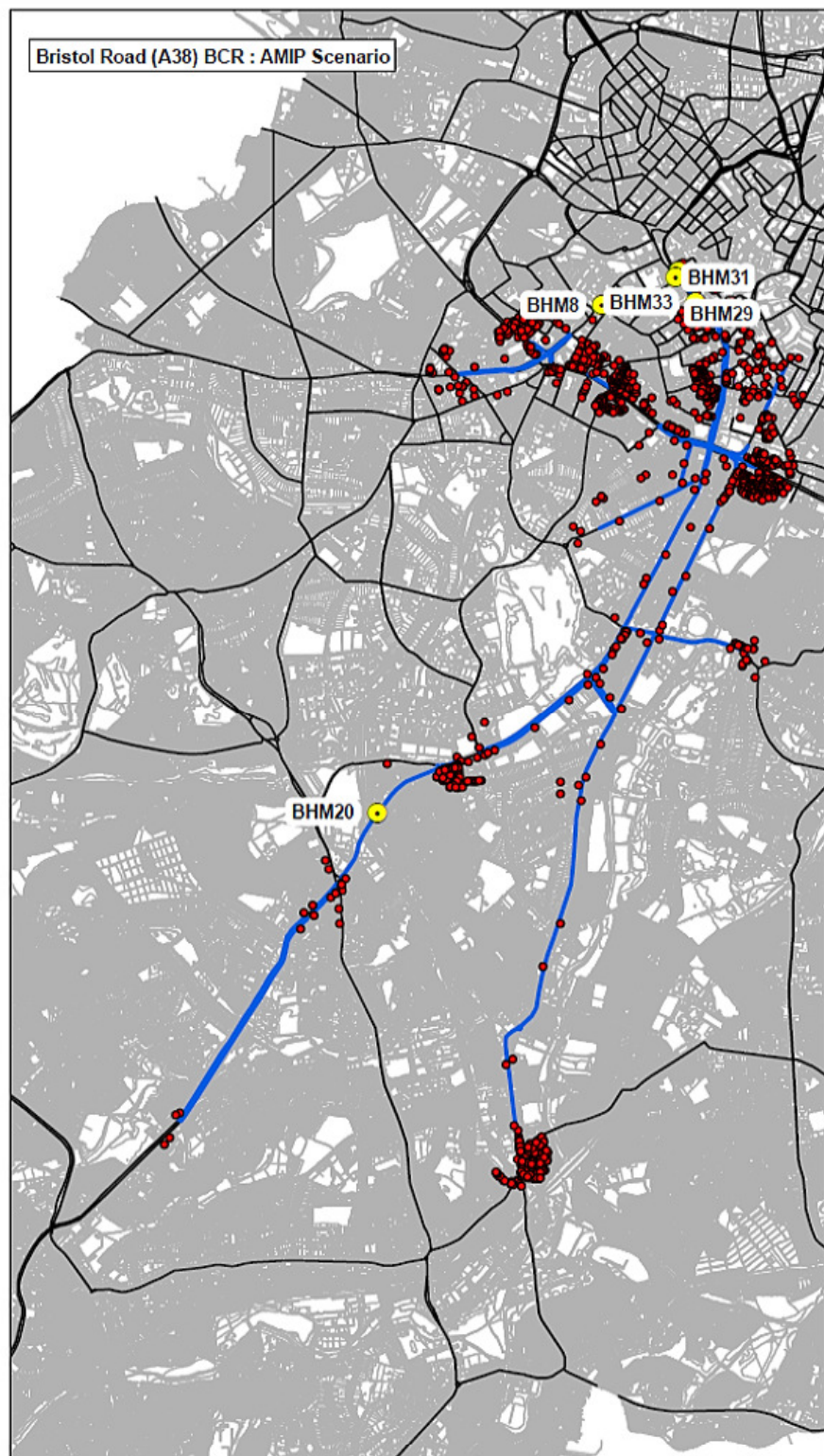
Jacobs No. B2309007

Client No.

Drawing No. B2309007\_AQ\_A38\_FIG01

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Bristol Road (A38) BCR : AMIP Scenario



Bristol Road (A38) BCR : AMIPPM Scenario

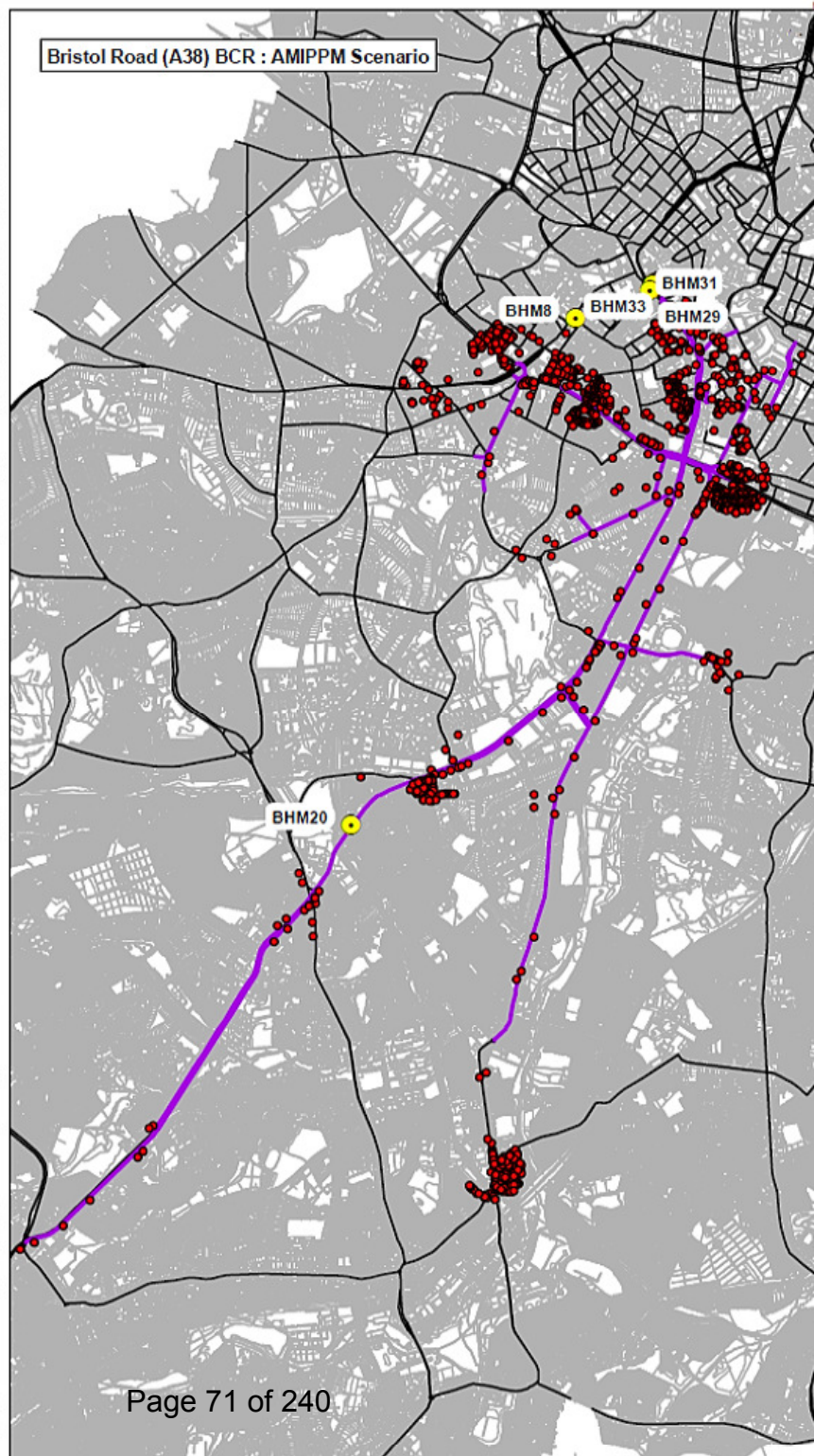




FIGURE 2

# Legend

— Affected Road Links : AMIP

## Change in NO2 Conc (ug/m3)

- > -10
- -4 to -10
- -2 to -4
- -1 to -2
- -0.4 to -1
- -0.4 to +0.4
- +0.4 to +1
- +1 to +2
- +2 to +4
- +4 to +10
- > +10

0	NOV 17	Initial Issue	ALB	MC	MC	BF
Rev	Date	Purpose of revision	Drawn	Check'd	Rev'd	Appr'd
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Client						
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Project						
Bristol Road (A38) BCR						
Drawing Title						
Air Quality Assessment : AMIP Scenario Change in Annual Mean NO2 Concentration Receptors in Exceedance						
Drawing Status						
Scale @ A3		1:26,637	DO NOT SCALE			
Jacobs No.		B2309007				
Client No.						
Drawing No.		B2309007_AQ_A38_FIG02				

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FIGURE 3

## Legend

— Affected Road Links : AMIPPM

### Change in NO<sub>2</sub> Conc (ug/m<sup>3</sup>)

- > -10
- -4 to -10
- -2 to -4
- -1 to -2
- -0.4 to -1
- -0.4 to +0.4
- +0.4 to +1
- +1 to +2
- +2 to +4
- +4 to +10
- > +10

0	NOV 17	Initial Issue	ALS	MC	MC	SF
Rev	Date	Purpose of revision	Drawn	Check'd	Rev'd	Appr

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Drawing Title  
Air Quality Assessment : AMIPPM Scenario  
Change in Annual Mean NO<sub>2</sub> Concentration  
Receptors in Exceedance

Drawing Status  
Scale (A3) 1:28,010 | DO NOT SCALE

Jacobs No. B2309007

Client No.

Drawing No. B2309007\_AQ\_A38\_FIG03

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## 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 2<sup>nd</sup> 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.

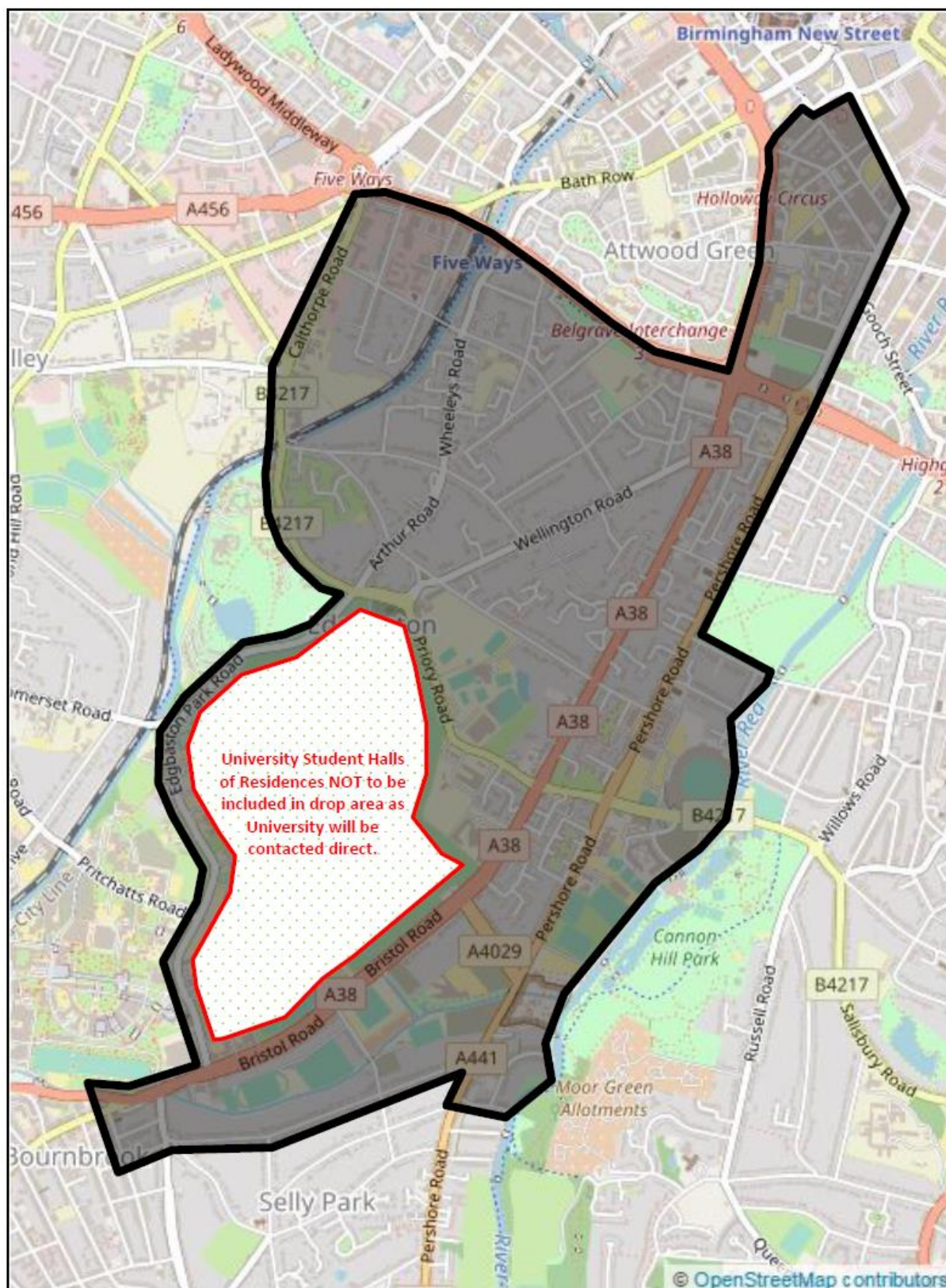
The formal consultation for the revised published TRO ran for a period of 4 weeks, from 23<sup>rd</sup> November 2017 until 21<sup>st</sup> December 2017. A range of methods were used to publicise the consultation and different ways for people to engage were made available (as outlined in Table 1.1)

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"><li>• Roads are too congested to take cycle facilities and more should be done to enable vehicular traffic to flow better</li><li>• Sending traffic to more minor roads is dangerous and will encourage rat-running.</li><li>• Against the proposals because cycling in Birmingham is dangerous</li></ul>	<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 &amp; 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"> <li>• The scheme is a waste of money</li> <li>• At a time austerity how is this appropriate use of finances for so few people? The funds would be better used on</li> </ul>	<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"> <li>• There are very few existing cyclists and cycle provision in the area is already adequate.</li> <li>• 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.</li> <li>• Scheme does not extend far enough south to Northfield or penetrate the City Centre adequately.</li> </ul>	<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"> <li>• Tree removal/ loss needs to be avoided.</li> <li>• There will be an increase in pollution.</li> <li>• 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.</li> <li>• 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.</li> </ul>	<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><b><u>Recommendation:</u></b></p> <ul style="list-style-type: none"> <li>• <b>Implement proposals.</b></li> </ul>	<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><b>PROPOSED TURNING RESTRICTIONS AT BRISTOL ROAD/ PRIORY ROAD</b></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"> <li>• No good reason to implement turning bans</li> <li>• Implement an 'all-red' stage for cyclist and pedestrians so as to avoid banning of turning movements</li> </ul>	<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 &amp; egress ramps. This would entail significant cost implications, long timescales and lengthy disruption to private occupants &amp; 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><b>OPENING OF RIGHT TURN OFF BRISTOL ROAD INTO WELLINGTON ROAD</b></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"> <li>• There is an existing excessive speeding problem. Increased traffic along the road will further worsen the situation.</li> <li>• 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.</li> </ul>	<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><b><u>Recommendation:</u></b></p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• Undertake a rationalisation of the signing/street clutter to be implemented along the route in the Conservation Area</li> </ul>	
<b>EASTERN ROAD JUNCTION</b>	<ul style="list-style-type: none"> <li>• No-Entry restrictions will cause delay and additional travel distances.</li> <li>• Traffic signals are required to control all movements.</li> <li>• Changes to the overall network could increase traffic volumes on Eastern Road.</li> <li>• Objection to the banning of movements at the Eastern Road junction.</li> </ul> <p><b><u>Recommendation:</u></b></p> <ul style="list-style-type: none"> <li>• Implement proposed restrictions/ alterations.</li> </ul>	<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>
<b>ACCESS/ EGRESS OF</b>	<ul style="list-style-type: none"> <li>• Proposed restrictions in this locality adversely affect residents travelling from the south east of the City or</li> </ul>	<p>In this instance, it is accepted that additional distances &amp; time incurred will result however for the safe passage of all users,</p>

<b>PAVENHAM DRIVE (PEBBLE MILL ROAD &amp; ELMHURST DANCE SCHOOL)</b>	<p>likewise intending to head city bound from Pavenham Drive.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> </ul>	<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"> <li>a) via filter lanes across Bristol Road central reservation opposite Eastern Road, or</li> <li>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).</li> </ul> <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>
<b>PERSHORE ROAD &amp; PRIORY ROAD JUNCTION</b>	<p><b><u>Recommendation:</u></b></p> <ul style="list-style-type: none"> <li>• Implement proposed restrictions/ alterations.</li> </ul>	
	<ul style="list-style-type: none"> <li>• Re-routing traffic into this junction will further exacerbate the existing traffic and pedestrian crossing problems. Implement pedestrian &amp; cycle facilities at this junction.</li> </ul>	<p>Traffic signal equipment upgrade is a part of the current proposals. A report was approved on 10<sup>th</sup> 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>
<p><b><u>Recommendation:</u></b></p>		

	<ul style="list-style-type: none"> <li>• <b>Implement proposed restrictions/ alterations.</b></li> </ul>	
<b>MISCELLANEOUS</b>	<ul style="list-style-type: none"> <li>• Technical queries relating to scheme engineering designs.</li> <li>• 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.</li> <li>• 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</li> <li>• Retain central reservation for future tram use.</li> <li>• 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.</li> </ul>	<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> <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 &amp; 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> <ul style="list-style-type: none"> <li>a) via filter lanes across Bristol Road central reservation opposite Eastern Road, or</li> <li>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</li> </ul>



- 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"> <li>• Construction of the scheme should not impact the provision of public transport.</li> </ul>	<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 &amp; 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"> <li>• The technical assessments behind the decision to pursue Option 1 over Option 2 are flawed.</li> <li>• They significantly overstate the operational benefits of Option 1 and do not include clear safety dis-benefits arising</li> </ul>	<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"> <li>• 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.</li> <li>• 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.</li> <li>• Option 2 is demonstrably safer and better in operational terms.</li> </ul>	<p>of the overall scheme (banned right turns at the Priory Road/Pershore Road junction). Whilst this will result in re-routing, 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"> <li>• 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.</li> </ul>	<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"> <li>• Sufficient modelling of the junctions has not been undertaken to evaluate the scheme.</li> </ul>	<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><b><u>Recommendation:</u></b></p> <ul style="list-style-type: none"> <li>• Implement proposed restrictions/ alterations.</li> </ul>	



## **APPENDIX G**

### **A38 TRO Consultation**

<b>Comments received during public consultation (Nov – Dec 2017)</b>
<p>Strongly Support the scheme.</p> <p>Strongly Agree with the introduction of banned turns at Priory Road, Eastern Road, Pebble Mill Road, Pavenham Drive, Mill pool way etc</p> <p>Strongly support the priority being given to the cycleway at road junctions such as Eastern Road and the splitting of this junction. This is a dramatic improvement</p> <p>Strongly Support all three raised hump crossings. It is a shame that more of these are not proposed to access small residential roads or the Elmhurst Dance school.</p> <p>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.</p> <p>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. It is important that whilst cars are sitting for a long time waiting for a gap to turn right they do not block the cycle path. Clear Markings/ colouring of the cycle path will be needed for this, potentially with keep clear markings.</p>
<p>This should have been built already.</p>
<p>In favour of the proposal. Safe segregated cycle lanes are a must to encourage more people to leave their cars at home. Less air pollution and traffic congestion. Improvement in people's health and less stress on the NHS I.</p>
<p>Broadly support the proposals, particularly the pedestrian improvements to the Bristol Road/Priory Road junction. The right turn from Bristol Road into Wellington Road is unnecessary and will lead to rat-running along Wellington Road. This is not cycling infrastructure, and will make Wellington Road less safe for cyclists.</p> <p>Unclear how cyclists are supposed to get between the cycleway and Edgbaston Park Road?</p>
<p>I full support the proposal for a segregated cycle way along the A38. I feel this is the first real investment in a proper safe segregated cycle way. More of this is needed is needed in the council is committed to dealing with the horrendous congestion which will continue to worsen in the city</p>
<p>I can't wait to see this full segregated cycle infrastructure built between the city centre and the university. It will be a brilliant step forward.</p> <p>There will be negative criticism, this is Birmingham. I would however urge the council in the strongest possible sense to hold their nerve and deliver world class infrastructure.</p> <p>What we know from case studies across the globe is that real segregated infrastructure enables mass modal shift. Please don't have bikes stopping at every junction. Cyclists should have an assumed right of way .</p> <p>I look forward to riding the route in the very near future.</p>
<p>The proposed route would make it much safer for cyclists in Birmingham. This has my full support.</p>
<p>This is a great idea. I would certainly be interested in using the route. More segregated cycle paths please.</p>
<p>Overall the plans seem excellent in general and this would make a fantastic addition to Birmingham's transport network.</p>
<p>Good , please get on and build this new transport infrastructure and help alleviate vehicle congestion along this vital corridor</p>
<p>Bristol rd &amp; Priory Rd junction</p> <p>How are you meant to turn onto Priory rd from Bristol rd if you get rid of the turns. This will have a knock on effect increasing the traffic on the adjoining roads whilst also increasing travelling time</p>



<p>I think the plans are great and would like to see this actually implemented in a reasonable timescale. This will improve cycling and pedestrian options between the University and Selly Oak, the new dental hospital/school and the city centre. The improvements at Priory Road and Bristol road junction are especially appreciated.</p> <p>I still have concerns about the motor vehicle right turn from Bristol Road onto Wellington Road as this is not going to benefit cyclists and will worsen Wellington Road for cyclists.</p> <p>I am also slightly concerned about some of the shared-use stuff, as that creates conflict between cyclists and pedestrians and people do not know how to behave appropriately in either role. Ideally this should be minimised as much as possible even if that detracts things for motor traffic as pedestrians and cyclists should take priority!</p>
<p>Generally I favour the whole project. It is good that segregated cycleways be made available especially on major roads and that they are coherent: e.g. they go from one place to another on a route that people would want to use, they are continuous, they do not take significant deviations and are on ground level where possible. These proposals appear to fulfil most of these requirements- the first time any cycleway in Birmingham will have true segregation (apart from the short shared use sections- a great pity but I imagine unavoidable).</p> <p>The proof will be in the use that's made of the cycleway. Where cycleways exist I will use them unless they're not coherent, speeds are too restricted by need to take account of the safety of shared-use users, or that they are not maintained.</p> <p>If you intend to maintain this route with a good tarmac surface then I guess it will be a success.</p> <p>I would say that the cycle routes on the A38 leading to the southern end of these proposals are woefully inadequate having poor demarcation or shared use with the dreaded (and should be illegal) 'Cyclist Dismount' signs and a plethora of street furniture in the middle of the lane. An object lesson on how not to do bike lanes and something that I view from the main carriageway as I go past on my bike.</p>
<p>Very supportive of this proposal and hope to see many more such schemes</p>
<p>I am incredibly supportive of the proposals. More high quality infrastructure is what this city needs to shift people out of their cars.</p> <p>What is not clear from consultation is how many times cyclists will have to stop when using the track for lights and crossings. This is key to the success of the scheme as if it gets watered down and cyclists are not given priority it will make it less appealing.</p> <p>Please be strong in the face of any opposition to these proposals and be brave with your decision making. And please start soon - would be incredible to have this open during the summer so people can start using it in the sunshine rather than it opening in the winter and perhaps not being quite so well used.</p>
<p>This is not an anti-cyclist issue - I could not agree more that roads need to be safer for cyclists but it looks as though no-one has thought carefully about the impact it will have on traffic congestion. - there needs to be a U-turn near Pavenham Drive, for traffic travelling from Selly Oak to city centre, as traffic will need to travel down to Wellington road to turn left so they can travel down Priory road in order to turn right at Bristol road to gain entry to Pavenham drive and Pebble mill road. The congestion at peak times is bad enough as it is, this will only make things worse, especially around Wellington road with the proposed right turn from Bristol Road towards city centre.</p> <p>- The new permit for the right turn into Bristol Road from Elmhurst School - is this going to be managed by traffic lights?-The area around Priory road and Wellington Road will be very difficult to manage especially during periods of activities at the Cricket ground, Cannon Hill park and Tennis tournaments and also during road closures for marathons. That area will be much more busy and dangerous for the residents in Wellington Road and the schools nearby despite a 20 mile speed limit.- There will be an extra burden when the student accommodation, the new private hospital and health club open up at the Pebble Mill science Park - no parking provisions for the accommodation block?- What is going to be done about the increase in congestion on Pebble Mill Road and Pershore Road turning left towards city centre?- What happens when the Pebble Mill / Pershore Road junction is closed off due to flooding?There needs to be a balance between the safety of cyclists, cycle routes and traffic, it should not be detrimental to the other.</p>
<p>I commute into Birmingham every day and would love to cycle from the station to work but currently can't as there is no safe way to do so. This scheme would greatly improve the capacity of Bristol Rd and give me confidence to cycle to work instead of spending loads of money on taxis.</p>
<p>As a regular cyclist who often travels into the city centre on the current road network from the S and SW of the city, I both applaud and support these proposals in full.</p>

Main objections are with the proposal to add right turns into Wellington Road from Bristol Road and also to prohibit the left and right turns onto Priory Road. No real risk assessment has been put into how all of the side roads of Wellington Road will become a bypass for the Bristol Road which they are not designed for that type of flow of traffic 24 hours a day. The high risk to the residents and the chaos from vehicles which are being diverted to use roads such as Spring Road, Woodview Drive, Charlotte Road etc is a major issue to residents. There are too many properties and parked vehicles on these roads many which include cul de sacs and one way traffic. Spring Road in particular is already congested especially during the morning and afternoon peak where vehicles are using it as a short cut. This in turn causes problems when vehicles are waiting to turn right onto Stone Road (one way traffic), which they then selfishly block the road for oncoming traffic travelling along Spring Road in the direction of Wellington Road. Diverting the traffic onto Wellington Road causes too much strain on too many residential Roads which Priory Road can easily deal with as it is not as residential as the other roads, nor does it lead off to many different side roads, mainly just access to a small amount of properties, a hospital and school, which can be accessed off the roundabout at the top of Priory Road. Restricting the access onto Priory Road is only benefitting the minority and not the majority as allowing this along with a right turn onto Wellington Road will lead to endangering too many residents and a heavy traffic flow so there are huge safety concerns as it will not be safe to cross at most times of the day for the elderly and children in particular who use the local schools and shops. It seems a pedestrian crossing will also be a requirement on the affected roads of put in place. There are parked cars on these roads off Wellington Road which generally only allow 1 car to pass at a time due to lack of space, it will also mean parking (on driveways in particular) will be made more dangerous due to the much increased traffic flow on all of the surrounding roads. Whoever made this proposal spared no thought to the realistic picture of what putting a right turn onto Wellington Road will actually do. All the motorists will be looking for an escape route and once they turn off they can divert onto many side roads, many which have bends, one way system or dead ends as well as parked vehicles. To the person unfamiliar with the area who is just generally looking for an escape route from the traffic on Bristol Road, this will open up the way for more chaos and confusion. I personally experience problems at the peak times as I have to wait for a safe gap to try to reverse onto my drive and this then (if busy would totally stop the traffic flow due to lack of space). On many occasions there is a queue of traffic, which I unnecessarily have to wait in just to try to position myself to get onto my drive, this does not happen when the road is quiet as there is the space to do it safely, but when I and other residents have to consider the queue of traffic, plus the oncoming traffic from other direction who will not be considering what is happening, it causes problems. There are already parking problems on these roads, hence the reason I paid for a dropped kerb and changed my front garden to a driveway to try to ease the pressure. I will still encounter issues with the driveway being blocked/partially blocked but again with the increased traffic flow only going to be created from trying to divert the traffic onto Wellington Road which already has issues with speeding and congestion at peak times (especially to get back onto Bristol Road), with restricted access to Priory Road, all that is being done is creating a problem elsewhere, with other issues, only to try to benefit the minority. The cycle route could easily be diverted onto the quieter side roads but instead the proposals are quite ludicrous and instead the suggestion is to make the quieter roads have to deal with the traffic flow from a dual carriageway and allow it to cause congestion on roads which are way too small for it, when Priory Road is fine as it is and can actually cope with the traffic from Bristol Road as well as being a main route to areas such as Harborne and Bearwood etc. It is not safe or necessary to use Wellington Road to take on board right turns from Bristol Road, those that wish to access that road can use Belgrave junction or turn at Priory Road as it is currently and is much safer. The right turns at Belgrave are already congested (mostly to go to Five Ways and McDonalds), but the main flow of traffic then has the option to use much more suitable roads other than on the proposals. The cabinet member making the decision on this will not be directly affected but the locals will be on a daily basis and the cyclists can already cycle on the road as it currently is. If it is about safety, then pedestrians need to be considered also in terms of realistically the amount of traffic you are potentially directing onto side streets which are not dual carriageways. Has it actually been considered that the cyclist path could use roads such as Wellington Road (if designed correctly for cyclists only) but the creation of adding more motorists to many residential streets benefits no one at all and in particular the residents.

I wholeheartedly approve of the proposals in their entirety, and I would definitely make good use of them. As a cyclist and car driver, I believe the existing arrangements are unsafe.

The drawings are a little difficult to decipher across the whole but any effort to improve the arrangements and safety for cyclists on this dangerous stretch of road is to be welcomed.

This is probably the worst idea and waste of funds that this Council has come up with, and that is saying something. The Bristol Road is bad now and your plans or more like obsession with a Cycle Track, Birmingham is and always will be a city built on the motor trade. This Council has managed to make our roads the worse they have ever been

and all your plans seem to be determined to stop people going into the City. You have already been the cause of Birmingham dropping behind the likes of Manchester, Liverpool, Newcastle, and others in status so please start thinking of improving our great City and bringing it back where it belongs, rather than personal accolade for out of touch Councilors ON SOMETHINK VERY EXPENCIVE THAT WILL GET LITTLE USE

I support all of the proposals except for 1 point - the junction of Bristol Road and Wellington Road. I am very strongly in favour of the cycle track - it will be brilliant for local cycle users and it is something that I will be using regularly every week. However I do not believe that it is necessary to open up the right turn onto Wellington Road:(1) Apart from motor traffic on Bellevue, all of the motor traffic that would turn right there will have come from the Bristol Road / Middleway junction. All that motor traffic could instead go onto Spring Road and access the area around Wellington Road from there. (2) I think that this will encourage rat-running along Bellevue, as motor traffic will be able to use Bellevue to access Wellington Road and miss out the junction of Pershore Road and the Middleway. If there is an increase of motor traffic on Bellevue, that will impact on the cycle users using the new cycle track.(3) The plans will reduce the island at the mouth of Wellington Road, making it more dangerous for pedestrians and cycle users to cross there. I regularly cross Wellington Road at that point, and I would continue to do so even if the cycle track is installed - so that I can go up the Middleway more easily towards Five Ways. The plans as they stand will make that more dangerous for me because I will lose that safe space on the traffic island.(4) The initial consultation showed that the residents around Wellington Road did not want this option. If the local people don't want it, then who is this option for? Is it being installed for the benefit of commuters trying to reach the University of Birmingham and the hospitals? We should not be making it easier for commuters to rat-run along residential streets.(5) The idea behind Birmingham Connected and the reallocation of road space is to achieve a modal shift away from motor traffic towards active travel and public transport. Why are we planning new rat-runs to help maintain current motor traffic levels? Isn't that going against the policies of Birmingham City Council?(6) The plans are for an uncontrolled junction, where motor traffic wanting to turn right into Wellington Road only has a give way sign to control it. That is introducing a turning action of the type that is being removed in several other locations along Bristol Road because of the high number of RTCs at those locations. Why are we introducing a potential RTC hotspot when we are removing others? It just does not make sense.Please do not introduce this right turn onto Wellington Road. The local residents do not want it, the cycle track does not need it, it goes against the Birmingham Connected policy and it is dangerous.

Proposed right turn into Wellington Road strikes me as unnecessary as it will compromise the safety of the cycle lane and, perhaps, introduce more rat running traffic into a residential road. I understand that it will not be traffic light controlled and therefore lead to potential unsafe manoeuvres by motorists.

I am opposed to the proposal to permit traffic from the Bristol Road to enter Wellington Road because this will increase the volume of non-resident commuter traffic into Edgbaston, worsen congestion at the Priory Road/Edgbaston Park Road/Church Road/Arthur Rd intersections. We already have excessive levels of pollution during the morning and evening rush hours (particularly diesel pollution) and these proposals can only make things worse. The proposals might benefit cyclists, but will represent a decrement in quality for residents and pedestrians, for whom the City Council seems to have little consideration.

Yes absolutely we need a safe cycle way. We don't need a new right turn into Wellington Road as part of this proposal which would benefit and encourage car driving not cycling.

I fully support the implementation of the new cycleway, and do not think that a right turn should be opened up onto Wellington Road. Birmingham City Council should be looking at ways to reduce car use as well as encouraging cycling.

The proposals are, on the whole, brilliant! I look forward to cycling on the new cycleway next year! I oppose the right turn into Wellington Road for motor traffic. The cycleway does not require this right turn to be included in the scheme. Please press ahead with the rest of the cycleway, but abandon the new right turn for cars. Including the right turn will only encourage more drivers to use Wellington Road as a 'rat run'.

I fully support the proposals for the cycle route.

As a regular visitor to Birmingham who would like safe cycleways, I support all proposed traffic restrictions.

Looks safer!

I can see another cycle road south from the city would be good in general and as a cyclist would support this. I do wonder whether the road junction changes at Priory Road are required though as they seem fairly severe for road users. Would phased lights to allow cyclists across during their own phase not be possible? I do know though it is a very busy junction.

It does seem that the council have been slow in getting this scheme off the ground and I don't understand why perhaps the southern end might already have been started if its the end nearer the city that is contentious

<p>I feel that the right turn off the Bristol Road into Wellington Road (map 17) is dangerous not only for cyclists but also for normal traffic and will make Wellington Road into a rat run for traffic to the University and hospitals.</p>
<p>I fully support the scheme and hope that BCC can get started asap. It's a high visibility scheme on a major road that will prevent cycle casualties.</p> <p>I do not support the Wellington Road vehicle access as this will encourage rat running. locals use Spring Road. Cars going to the University and QE should use the Bristol Rd.</p>
<p>I support the dedicated cycle-way.</p> <p>I believe the right turn into Wellington Road is unnecessary, dangerous and contrary to the objectives of the LTP "Movement for Growth".</p>
<p>This looks like a huge step forward for the city and the safety of cyclists. This would be my new route in and out of the city by bike. Thank you for taking action.</p>
<p>I write as a resident of Pavenham Drive. It is appropriate that access has been maintained from Bristol Road inbound, but I am concerned at the repercussions for traffic in the wider area of the proposed traffic orders at Pebble Mill Road and Priory Road crossroads. With the closing of the gap at the Pebble Mill Road/Bristol Road junction to reach the City Centre I shall need to turn left into Pebble Mill Road and then onto Pershore Road. No great problem. But this will also need to be the route used by traffic coming into the city along the Bristol Road heading for anywhere on the No. 1 bus route, whether along Edgbaston Road towards Moseley or Priory Road towards Five Ways or Harborne. Pebble Mill Road already has problems with parking for the Dental Hospital and these will be increased when the new Circle Hospital is built. There are already difficulties with the exit from Pebble Mill Road to Pershore Road with heavy traffic at peak times; if traffic can no longer use Pebble Mill Road to access Bristol Road with the No Right turn at the junction with Bristol Road, then the flow of traffic on Pershore Road at that point will not be less. Local residents have for some time been concerned about the safety of pedestrians crossing at the Pershore Road/Edgbaston Road crossroads. It can be foreseen that, as a consequence of the proposed traffic orders at the Priory Road/Bristol Road junction, the situation at the Pershore Road will be worse. It is to be regretted that nothing is proposed to help safeguard pedestrians at this point. This is an interchange point between bus routes and on pedestrian routes to shops in Hollies Croft and the Aldi store in Edgbaston Road as well as to Cannon Hill Park and Edgbaston Stadium. The proposed cycle route does not seem to be integrated with existing cycle ways through Cannon Hill Park and along the River Rea. I am concerned that the associated restrictions on traffic movements will have a harmful effect on congestion in the vicinity and will do little to encourage people to go on foot rather than use their car.</p>
<p>New right turn from Bristol Road A38 into Wellington Road.</p> <p>Drawing No. CA-02752_S7_5014</p> <p>I object strongly to this proposal.</p> <p>It is completely unnecessary, and it would be very dangerous indeed for motorists, cyclists and pedestrians alike. This proposal must be withdrawn.</p>
<p>Please move as quickly as you can. This long over due facility to make the lives of people wanting to cycle, both those who do now and will only do so when they have a decent facility, so much better and safer. There may well be imperfect locations but let's build a decent facility in the city. I am happy with what is proposed.</p>
<p>Good &amp; Bad !! I'm sure these diagrams are very precise and accurate, but they've not been reviewed by any experienced cycle persons, otherwise you would have an introductory context and overview. To have any idea if this is going to worth a penny, you need to provide a real context, which users can easily relate too not just the obligatory technical diagrams. So if you have any experience of cycle commuting these are some of the questions you'll already have detailed answers to; 1) will it be the mickey mouse child lanes or will these be fit for purpose spacious adult cycling lanes 2) will the surface quality be smooth and clear of dangerous leaf falls 3) how clearly will the lane markings be 4) will there be lighting 5) how effectively maintained will they be 6) what capacity do they have for peak periods 7) what signage and courtesy rules will be indicated at the car / cycle interfaces 8) what style of junctions will be applied where cycles meet other traffic 9) how will the cycle experience work 10) what diagrams have been made available to share the user experience at street level Many Thanks for the idea, but please don't imagine this tick box exercise is anywhere near the mark !</p>

**OBJECTION TO THE PROPOSAL FOR A RIGHT-TURN FROM A38 BRISTOL ROAD ONTO WELLINGTON ROAD** I have been resident in the Gough Road area of Edgbaston on the Calthorpe Estate for many years. There has been a relentless increase in rat-running at speed by non-resident commuters and nuisance parking by drivers bringing their cars into the city who are unwilling to pay for parking nearer the centre. Such practices are leading to a serious deterioration in the quality of life of city residents and in particular pose an increasing threat to the children who attend the concentration of schools in this area and the growing population of elderly people in the expanding number of residential care homes and retirement developments. Generally I applaud the cycle-route scheme and the careful thought that has gone into it. Reducing car journeys and increasing pedestrian and cycle traffic and use of public transport is the only viable policy for the future for the well-being and health of the city. As I understand it, the Birmingham Connected White Paper reflects the widespread agreement on this issue. All the more bizarre and contradictory then that the cycle scheme plans inexplicably provide for opening up a right turn from the A38 Bristol Road onto Wellington Road. This brings no benefit to cyclists nor local residents (who have entirely adequate access already), but it encourages and prioritises car journeys and rat-running, quite contrary to the Council's own professed policy and the overwhelming wishes of the city's population. The Council must listen to its own constituency, its electorate, not the car-using commuters who abuse its residential areas and sneer at cyclists and public transport links. If car users are being positively encouraged by such proposals to take short cuts and race through side-streets, they will rightly conclude that it is more convenient to use their cars more frequently in future, not less. The proposal for a right-turn onto Wellington Road undermines the very purpose and ambition of the cycle scheme. Attempts to impose 20 mph speed limits are a sop to objectors and will make no material difference to the car-driver's logical response to the signal the right-turn proposal sends to them. In my experience low speed areas are simply ignored by the motorist and not enforced by the police anyway. A second, even more obvious objection is the high risk of traffic accidents that a right turn onto Wellington Road would create. The Bristol Road is busy and cars accelerating away out of the city from the preceding major junction will suddenly find themselves slowed or blocked by vehicles braking and then waiting to use the right-turn, causing log-jams or collisions with traffic coming from either direction. Please reject the right-turn onto Wellington Road.

It would be of more use to more commuters to turn the proposed segregated cycle lane into tram tracks. This would take far more cars off the road than would a cycle lane.

**OBJECTION TO A RIGHT-TURN FROM A38 BRISTOL ROAD ONTO WELLINGTON ROAD AND TO A TOUCAN CROSSING**

I am aware that the speed limits have never been obeyed on my road or the roads around it particularly by cars finding their way around traffic congestion in the rush hours: and I have also been the victim of crime when someone was speeding down my own road on just such an occasion. I am also aware of various police speed monitoring exercises over the years on Wellington Road. There is also an unchecked plague of illegal quad bike racing which comes from housing over Belgrave Middleway and zooms around my block particularly in Summer. On top of this, we have a growing retirement population from four nearby care homes and we are situated in the middle of a nexus of schools (Priory, St. James, EHS, West House, Hallfield, etc etc) and students. Residents have dogs, cats, small children and brittle bones in assorted variety. We do not want more traffic ignoring the speed limit and endangering life and property.

If you allow this right turn all these problems will become worse and no speed limits will be obeyed. The right turn will do nothing for your cycle plans and is completely unnecessary for them. Do not do anything to increase traffic in my road or its neighbouring roads.

I am also very nervous of the toucan crossing. When walking, I am constantly having to dive out of the way because cyclists use pedestrian crossings with no regard to the impact of their weight and velocity on normal human anatomy - it is really dangerous to mix people with bicycle traffic. The number of pedestrians killed by cyclists has doubled since 2006 and the Government has started a review of the safety of mixing cyclists and pedestrians after the tragic case of Mrs Kim Briggs. By all means give cyclists their own lanes but keep them away from me, my children, my animals and my elderly relatives. Steam should give way to sail but cyclists arrogantly zoom through pedestrians with no regard at all to the ghastly physics of their speed and weight. In fact, when I catch the bus on Wellington Road to go to work, there are two cyclists every morning going at 20-30 mph along the pavement, endangering lives and scaring everyone. Toucan crossings are a terrible idea.

I object to some of these proposals although not totally against the cycle route, but it must be noted that the cyclists can ride freely as the road is already and to restrict the movement of the motor vehicles along a route that is already congested is totally wrong. My main objection is to introduce a right turn from Bristol Road to Wellington Road as it will turn the side streets into main roads which they are not suited for and will mainly endanger the pedestrians/residents who wish to use the streets to walk safely. If you are considering safety for the cyclists by having a dedicated route, then serious consideration is required for residents/pedestrians safety on Wellington/Spring Road and all the other side roads off Wellington Road (all of which are unsuitable for the flow of Bristol Road traffic. The air quality has not realistically been considered in the affected area by Wellington Road and no consideration to why there is no right turn in the first place (mainly as it endangers and congests the side roads), which already are used as short cuts during the morning and afternoon peak times and cause noise pollution and havoc just to try to park due to unwanted queues. The main danger is going to be caused to pedestrians and the many elderly and young residents as the side roads will no longer be safe to cross as again no consultation regarding safe crossing places has been implemented. The cycle route could easily be diverted onto the side roads as part of the scheme, as the inconvenience to many people is not wanted for the sake of trying to increase cycling by a small percentage. It does not and should not inconvenience pedestrians who chose to want a safe place to walk (in a quiet residential area, to take a walk to a local shop or park etc, all of which are situated off Wellington Road. My other objection is to restrict the left and right turns onto Priory Road as again this only leaves all the traffic to use Wellington Road when Priory Road is more than suitable and a principal route to Harborne, Bearwood etc. These proposals need to be seriously looked at again as many people are anxious about these proposals. Priory Road and Wellington Road need to stay as they are with just an improved pedestrian crossing at Priory Road which I believe is in the plans. Residents do not wish to have our side streets turned into a main route so that the cyclists will be safer but not the pedestrians. This is wrong on so many levels.

What is the benefit to restricting traffic on a busy road congested on a daily basis to directing that traffic to much smaller roads only to cause more congestion and potential danger to pedestrians. As someone who uses public transport along the Bristol Road who also cycles locally and sees the congestion in the car, I just as a resident feel totally unsafe at the idea of traffic turning right onto Wellington Road. I personally prefer to use the crossing at the Wellington Road end rather than the Belgrave junction as it is not so intimidating, but with the stupid idea of making traffic turn right into Wellington Road, this section will now be just as bad. There has been much discussion locally of how inconsiderate a decision to propose this actually is. The main thought is only for the cyclists safety but not for the pedestrians and to restrict the motor vehicles is only unfortunately going to lead to more inconsiderate behaviour on the roads which only endangers the pedestrian as a lapse of concentration from a motorist in frustration or tiredness will be the cause of many an accident to an innocent pedestrian. As locals we are seriously concerned at this and do not want right turning traffic onto Wellington Road as it is already having a problem at times with speeding but that could easily be rectified with the improvement of the speed limit awareness sign already installed to an average speed camera as it has a school on the road and many side roads are narrow and have parked cars. My household experiences issues already with getting onto the drive when being closely pursued by other vehicles as there is no space to wait without restricting traffic, so at busy times it is hard to park but generally there will not be an issue to get onto driveway unless someone has parked in front of driveway who h does happen. If the right turn goes ahead it is going to cause problems for all the side roads off Wellington Road as the motorists try to find escape routes from the congestion, only to cause noise and air pollution on the residential side streets. No one can understand why the restrictions are being thought of at Priory Road to move it all to Wellington Road as Priory Road is not as residential as Wellington Road and it's surrounding roads, also Priory Road does not have any side roads to filter onto just entrances to hospital and a small amount of properties with the school at the 2nd exit of the roundabout. Human error is going to cause many problems on these side roads if restrictions are made onto Priory Road and we do not wish to become statistics for a decision made by one person (cabinet member) not going to be affected by these proposals who has not realistically assessed the dangers of such a stupid decision and how it affects people's daily lives. The cyclists will not be forced to use the cycle lane so they will still use the other lanes but residents can see common sense in diverting parts of the route onto the side roads and leaving priory road as it is as it is much more suited for heavy traffic and potentially allowing cyclists only to turn onto Wellington Road for example and rejoin Bristol Road traffic from Belgrave junction. There are much more suitable options and as some of these routes seem to take up pavement space It is logical for it to have suitable road markings if it needs to end and start again elsewhere. All road users should be accounted for, not just the cyclists. So if cyclists wish to be safe then so do pedestrians who have to tackle the right turning traffic potentially onto Wellington Road and also as a motorist there are already a lot of restrictions on Bristol Road and in an emergency it does not help if traffic needs to be diverted as the area will be gridlocked. No more restriction



should be put onto Bristol Road/Priory Road and Wellington Road is unsuitable and is not a principal road, neither are the side streets off it. It will not work in the short or long term and is only going to endanger other road users for the benefit of the cyclist. There have got to be other ways to encourage safety for all road users and not just a minority who are vulnerable, but so are pedestrians who are endangered by frustrated motorists who encounter restrictions on roads where they could potentially be stuck for hours. I have seen many road blocks on Bristol Road due to accidents/emergencies and the yearly road closures from charity events etc and that is too much as it is.

I object to the right turn at Wellington Road and the restrictions to turns onto Priory Road, but do think the cycle route is a good idea. I do not wish to suffer from the noise and daily congestion on my road as a result of traffic turning right onto Wellington Road. This will be a daily concern for me who walks in the local area and will feel unsafe at the increase in traffic with HGV's and many motor vehicles speeding along the road which is mostly quiet and I can walk at ease apart from the morning and afternoon rush where there is a huge difference to my road. These roads are not designed for mass traffic flow and if the cyclists are vulnerable now and the aim is to "protect" them, then reside he want this same treatment and this means this right turn cannot go ahead. If the restrictions are placed on Priory Road then this leaves no alternative for traffic but to use Wellington Road when Priory Road is the better alternative and does not affect so many residents in a small area to be made to be a potential victim to the motorist who will only be speeding on a road which has limited space and a 2 one way streets off it (Stone Road and Woodview Drive). Many of the side roads are unsuitable for Bristol Road traffic but will be subjected to endure it whilst drivers search for alternative routes. It is a wrong decision and dangerous and the cycle route on this section needs to be thought out more carefully as it endangers more residents than cyclists by using side roads as main roads.

Drawing 5004: You need to make stronger provision against northbound A38 traffic illegally turning left into Sir Harry's Road westbound, particularly given the left turn will be banned at Priory Road. Vehicles currently drive along the footway, taking advantage of gaps in the bollards, or make the turn using the road but clipping the kerb. The southern kerbline of Sir Harry's Road needs to be built out further north, to reduce opportunities for illegal turns.

This response is on behalf of the University of Birmingham and not just XXXXXXXXXXXXXXXX. The University is very supportive of the proposal to provide high quality cycle infrastructure along the A38. Our staff and students regularly cite the lack of safe cycling infrastructure as the predominant reason they do not cycle to campus. In order for this route to be attractive to people who currently do not cycle and enable modal shift there is a need for it to be as safe and as easy to access as possible. The University would welcome connectivity improvements from the Pershore Road as well as Edgbaston side of the campus especially around Edgbaston Park Road. There is a need for people to be able to get to the route safely in order to then use it. Overall the university welcomes this proposal and is keen for it to be built as soon as possible. In order to achieve the biggest modal shift the university would welcome an extension of the route out towards Longbridge. A large percentage of our staff live in this direction and this would have an even larger impact on getting people to switch from their cars to active travel and hopefully freeing up some capacity on public transport locally.

We recently received notification regarding the A38 Selly Oak to City cycle track. In principle, we would support the city in its attempts to improve the traffic into & out of the city and the stimulation of a more healthy lifestyle (i.e. cycling instead of driving). However, we will be objecting to two proposed changes and restrictions on the Bristol Road and Priory Road intersection/crossroads. We believe that this will cause undue stress and pressure to persons wanting to proceed (workers, doctors, patients and family visitors) to the Priory hospital. We also believe that the Priory tennis club will be adversely affected by these restrictions (no left turn, no right turn from either direction going into or out of the city). Edgbaston Priory tennis club is still trying to establish itself as one of the UK's primeur lawn tennis clubs (Aegon Women's Classics) it also has in excess of 3,000 members of which a large number will now find the restrictions both annoying and confusing especially those with younger children. We also shop often at the Aldi (opposite the cricket ground) and will find it more difficult to get there. We fully understand the purpose of the cycle path and the need to make this public fairway safe and easy to use, but these changes will cause more issue than they would resolve as people will find a way to circumvent these restrictions in order to save time. I strongly object to the city restricting my traveling options to and fro on the Priory road and will be formally placing an objection.

I strongly support the construction of this segregated cycleway. Please get this built as quickly as possible. However, the addition of a new right turn onto Wellington road is neither beneficial to local residents or cyclists, nor is it actually necessary for access to the area. This feature should be removed. Additionally, having sections where the path is to be shared with pedestrians getting on or off busses is not particularly safe.

Whilst I support the scheme in general, I object to the proposed opening of the right turn into Wellington Road. BCC has a policy (Birmingham Connected) to contain the growth of car use, but creating a new route for motor vehicles will simply encourage car use. This has been known for decades. Whilst the cycleway will involve the closure of the right turn into Priory Road, it is now also known that if motor traffic routes are closed, motor vehicle use goes down (Cairns, Goodwin, Metz, et al); it does /not/ remain the same. Some people will realise that perhaps their journey was completely necessary, or that it can be combined with another journey. Others will switch to a different form of transport, such as the new cycleway. That is why TfL, like other local authorities around the world, has found that building protected cycleways reduces motor traffic congestion (<http://road.cc/content/news/233370-londons-cycle-lanes-ease-congestion-rather-cause-it-cycling-keeps-growing>). Modelling that does not include that modal shift is simply wrong, and BCC should not be building new motor traffic routes based on the erroneous assumption that motor traffic levels will remain the same following the construction of a high quality cycleway. The methods for traffic reduction are tried, tested, proven, and published. Opening the right turn into Wellington Road goes against that proven best practice.

New right turn from Bristol Road A38 into Wellington Road (Drawing No.CA-02752\_S7\_5014)I very, very strongly oppose to the changes being proposed for Wellington Road. When I was little, growing up on Wellington Road, it was always a safe, wide road for us to play out on, walk through, and meet up with friends at. It has always been a friendly area for regular cyclists and children alike - we would ride up and down the road all through summer when playing, and I have always, always seen commuters or recreational cyclists along our road. In recent years, and throughout the 7 years during which I would walk up the entire length of Wellington Road to get the bus to school from Church Road, it has indeed become much more busy, congested, and overall dangerous. I can't put into numbers the amount of times my brother and I were almost knocked over on our walk to school - crossing the road at the Carpenter Road section to kick the leaves on the other side when the coast was clear, to find cars speeding round corners at over 60mph and missing us by inches. We have regularly walked by car 'races' on our road, crashes, and accidents for motorists, pedestrians, and cyclists alike - and we have managed this by extra speed monitoring measures and the local community coming together to enforce the speed limits and spread awareness. The proposed plans would obliterate the moderate calm that we have established and turn our peaceful and beautiful road into a busy, fast, and more importantly dangerous rat run for commuters. Moreover - it is not necessary! I know that the proposed plans would make a lot of people unhappy too - almost all of the young people living in the surrounding area travel up Wellington Road to the bus stops to go to school - when I attended school last year, kids from Camp Hill, KES, Solihull School, Bishop Chanellor, Queensbridge, and Swanshurst, would all take this route. We would all have to cross the road, walk up it, and many young and old cyclists would travel past us. It was a beautiful route, a calm one (albeit more busy than it used to be) and we could all enjoy the fresh air, leaves and trees, and the quiet peaceful oasis before getting into the stress of school or home time later on. I know that this is true because I was one of them taking this path, and I knew the other kids who did too and we all went to the same bus stop, up Wellington Road, every day. I have had a taste of what our road will be like if these plans go ahead. On Cricket days, or the Aegon tennis tournaments at the Priory, or busy German Market days in Town, our road becomes hemmed in on both sides by parked cars taking advantage of the width of the road (unfortunately this width does not usually actually suffice for 2 lanes of passing cars when both pavements are parked on, and so here commences a battle between the incoming and outgoing traffic) while they walk to their events at the cricket ground/priory or get the bus/train into Town via the 61/63/x64 bus whose stop by the bottom of Wellington Road on the Bristol Road, or Five Ways train station, just up the road. Not only is this hugely unpleasant for residents and passers by (such as all of the school kids that walk the route of Wellington Road) but it becomes dangerous. When the road becomes gridlocked at times like this, anger and frustration rises and scrapes, bumps, and even accidents happen. Furthermore, cyclists are put in serious danger. What is usually a loved and appreciated calm and wide road for cyclists becomes a mine field. At times when passing traffic subsides but cars are still parked all along the sides, individual cars drive at impossibly high speeds (over 60-70mph, I have seen many at 80-90) through this gangway, and risk huge and devastating crashes - especially at the bend at the top of the Road where it becomes Church Road. My brother, the other school kids, and I have been almost run over many times at this point due to this on normal days alone by commuters (let alone if it becomes a heavy commuting road!) - we have to cross from Wellington Road onto what we call 'The Triangle' (Church Road and Ampton Road) and then again at the other side

of 'the triangle'. Cars zooming round from Wellington Road who wish to turn at the triangle often fail to indicate due to their speed and we are either left waiting for many minutes before it is safe to cross the road, or we cross when it seems safe and a car (often more than one) zooms round from their drag race up Wellington Road and almost kills us. I wrote a letter to the Council about this when I was 13, because it affected me so much. Nothing has changed, and this problem will only get worse. I dread the day a child, just like the school-child-me, or a cyclist on their way to work or school, will die at the triangle, just like we almost did so many times. I do not know if the people proposing these plans realise the extent of the effects. These plans will not just make the road ugly, polluted, and fundamentally change the way we have lived here for years. Our problem with the plans is not just aesthetic. It is not petty. These plans will kill. It is an unnecessary (really - it is not necessary!) risk, that is not worth taking. The deaths of schoolchildren crossing the road, motorists crashing at high speed and in congestion, and cyclists being thrown off their bikes and ran over - these deaths will be on your shoulders. I promise, these deaths will happen if this proposal goes ahead. And it will all be traced back to these plans. I can guarantee this. Please - do not take this risk. No lives are worth risking for a plan that simply does not actually need to be put in place. If so many people drive up Wellington Road - it could a pedestrian, a cyclist, or even a motorist that you know, someone that you love, that is the unlucky one. Don't play with their lives.

I fully support the building of the segregated cycle route, the addition of pedestrian crossings and removal of turnings at the Bristol Road/priory road junction and the removal of the u-turn on the Bristol Road nearby this junction.

I am opposed to the introduction of a right turn from the Bristol Road south into Wellington Street as this will create a rat run on that road. Drivers needing to access Wellington Street can already do so by turning right at Belgrave Interchange and then left by the McDonalds.

I support the introduction of a second right turning lane at the Belgrave Interchange junction from Bristol Road south onto the ring road.

A good use of the central reservation.> The crossing from the central reservation to the lane at edge of carriageway should be signalised.> Cyclists shouldn't have to give way at side roads, the give way lines should be brought back to give cycle priority or the same arrangement like Bellevue> Cyclists should have a 5 second green phase head start at intersections.> There should be no shared pedestrian and cycle facilities. If this is to avoid removing trees then the minimum width should be 3 metres, if this can't be achieved then the tree should go and a replacement be planting in a more suitable location. Or widen the facility behind the trees like in the case of Viceroy Close where you have the capacity to do so. > The facility near the Wellington Road junction, Wrentham St, Bristol St should be a Tiger Crossings> What happens to the cycle route on Kent St it just ends. You wouldn't build a road for cars that just ends would you?> Cyclists should get a green phase to completely cross the junction at Belgrave Middleway rather than stop starting and being stranded in the middle of the carriageway inhaling traffic fumes.> Contraflow cycle lanes (Kent St) are great and should be on every one way within the city where practical. The section of Wrentham St could be two way for cyclists.> The last plan at Elmhurst School the give way should be brought back so cyclists don't have to stop and give way, please give cycle priority.> It takes a lot of effort to ride a bike especially when cyclists have to keep stopping and starting, whereas all a motorist has to do is push a couple of peddles. Therefore cyclists should have priority wherever practical i.e. over side roads/entrances, over junctions with few stopping points as possible and push button green phases should be fairly rapid, so cyclists and pedestrians don't have to wait an age to cross the road and breathe in all those nasty toxins from traffic.

These plans which deliberately seek to increase motorised traffic through the Edgbaston Conservation Area is organised vandalism. Whilst safe cycling is important, and a safe cycle way from the City Centre to the south west of the city is advantageous in many ways, what is completely unacceptable is the poorly thought through plans to vastly increase the impact of traffic at the right turn with Wellington Road. My young family live in Carpenter Road. My children walk to school. This road is already clogged with standing traffic at the rush hours of the day, it is blocked by non-resident parking servicing BCU on Westbourne Road, and acts as a free park and ride site for people taking a No 1 or No 98 bus into town. Air quality and increasing speed due to the volume of traffic has changed exponentially over the 7 years we have lived in this road. This is a road where all houses bar two are Grade 2 Listed Buildings. So the inevitable and vast increase in traffic flow from Bristol Road, Wellington Road, and into Carpenter Road to reach Harborne and Quinton will impact property security, air quality yet further, and the unique nature of the Edgbaston Conservation Area. It is completely crucial that the no right turn out of town into Wellington Road is retained. There is NO logic whatsoever for closing the right turn from the city into Priory Road, and indeed the left turn from the south into Priory Road. For those needing to access the BMI Priory Hospital which is located 200 yards from the junction, adding about 1 mile to the journey and adding confusion to access to a hospital is irresponsible. There are FAR FAR MORE PATIENT VISITS TO THE BMI PRIORY HOSPITAL THAN THERE ARE CYCLISTS using or likely to use this expensive cycle route. Therefore a controlled left and right turn for vehicles at the Priory Road junction must be retained. The impact of opening a right turn into Wellington Road and closing the right and left turns at Priory Road have the impact of: 1) Violating the Edgbaston Conservation Area with vastly increased traffic 2) Degrading Air Quality in the Edgbaston Conservation Area 3) Preventing logical access to the BMI Priory Hospital at its most accessible point. 4) Presenting a threat due to increased traffic movements to five primary schools: Hallfield School, St George's School, Priory School, West House School, and Edgbaston high School for Girls. In combination this impacts 2000 children at schools in and abutting the Edgbaston Conservation Area. In addition the King Edward VI School and KES VI School for Girls will be impacted bringing a further 1800 children into threat of air quality impact and increased traffic movements in their immediate environment. This is an ill conceived plan. The cycle way should proceed, but with amendments which will have little impact on cyclists and massive positive impact on traffic flow on the A38 and on restricting traffic flow through the Edgbaston Conservation Area. Failure to make this amendment would be institutionalised vandalism of which Birmingham City Council should be ashamed.

I am very pleased to see this proposal. The drivers in Birmingham are awful, they do not care about cyclists and do not leave enough room for them when overtaking. My view also comes from being a driver as well as a cyclist. I do not use the A38 when cycling home because it is too dangerous and offers no protection for cyclists. This proposal could hugely improve that.

I'd welcome more proposals like this around Birmingham (Pershore Road, Stratford Road etc).

LIKE THE IDEA BUT WHY DOES THE SEGREGATED ROUTE STOP AT BOURNBROOK? IT SHOULD BE EXTENDED ALONG THE A38 THOUGH SELLY OAK TO NORTHFIELD WHERE BOTH ROAD OBSTRUCTIONS AND STRETCHES OF FAST MOVING TRAFFIC ARE A PERIL TO CYCLISTS

I think its wonderful to be planning some segregated cycle infrastructure at last and it looks like its far better than anything that exists in Birmingham at present.

The only thing I don't like is allowing the right turn on to Wellington Road for cars, I don't see why its part of a cycle scheme.

I think that the plans for the proposed cycle route between the bottom of Priory Road and Edgbaston Park Road are ludicrous. The problems incurred by cyclists are when they come in to conflict with traffic, and your proposal means that cyclists need to cross the flow of traffic no fewer than ten times. If the pavement on the northern side of the road was upgraded (and it carries very few pedestrians) there will be no interaction with traffic apart from five driveways which are used with intermittent regularity. There are many other things upon which the funds you are earmarking for this project could, more sensibly be spent. Traffic lights at the junction of Eastern Road and Bristol Road would certainly ease traffic congestion in the morning rush-hour when traffic is backing up along Eastern Road beyond the junction with Oakfield Road.

In addition to being a car driver, I am a cyclist. I, for one, would prefer to use the road than the proposed cycle route. If I am not the only one, it would seem that your project will be a hugely expensive white elephant at a time when the council can ill-afford to waste money!

There needs to be a continuation of the ability to turn left into Priory Road when approaching the city and this can mean that there is no need for a left turn into Wellington road.

Traffic along Wellington road will be massively increased and this is a residential road whereas Priory Road is mainly Business and can cope.

i am totally against this proposal which will create even more chaos than there is at the moment. cycling in this city is extremely dangerous and there has been much more accidents related to cycling since the 2012 olympics in london. where is the point ?

I believe the no right turn from the Bristol Road along Priory Road coming out of town, and directing that traffic along Wellington Road is likely to lead to significant disruption and traffic jams.

Please let me know if:

1. The impact of has been simulated and if so,
2. What the predicted impact will be?

Priory road junction with Bristol RoadI believe that the banning vehicles from turning left into Priory road from Bristol Road is ill advised without making sensible provision for access into Edgbaston. (i am less concerned with the right turn into Priory Road, as this can be accessed from Smallbrook Queensway, though the road linking to Wellington road is narrow and should have no parking on it if it is to become a major route).Traffic arriving down the Bristol road would i think have to use far smaller roads exiting on edgbaston Park road, (already overly busy) or turning at Sainsbury's and going via the access road to the QE/ university (? Farqhar Road). These are routes already used extensively by bikes and they are narrow and dangerous with existing traffic levels.Your options are to allow turning leftput a bridge or a tunnel for bikes to cross Priory roador possibly find another route to direct traffic across the Bristol Road (ie make it turn left possibly onto Pebble Mill) adding to the traffic on the Pershore road in order that they can then turn left at the cricket ground and go straight over onto Priory road.Interfering in such a major way with traffic flow will be very difficult to model or predict. Personally this would be inconvenient as i use that route daily. In the mornings and evenings i would expect the proposed change to produce a queue all the way back to the Bristol Road for the full length of Edgbaston park Road, with knock on effects causing gridlock around the university and QE hospital.My suggestion would be to put a tunnel under Priory road as a bridge would restrict vans and lorries (though these potentially could be redirected, being a smaller number than cars) unless it were so high as to be impractical for cyclists to cross without dismounting.Whilst Wellington Road is indeed a wide road and able to take more traffic. The issue arises at the Priory School whence all the routes are narrower and already reasonably congested.Bikes are good and the need for a safer and easier access for them into the city is not being disputed but the solution has to be one which is a win / win, ie take the bikes off the roads where they are in danger but also cause a hazard to vehicles (who after all pay for the privilege of using the roads which bikes do not); but do not in so doing make the drivers life any more difficult, slow or stressful than it already is. Removing bikes form major arterial routes into the City would enable traffic to move more freely and should be welcomed but not if it ends up producing gridlock, extending journey times and increasing stress, which would be damaging to the environment for all and an additional strain on the NHS locally through the additional time it would take their staff and emergency services to access the QE. In summary it is a poor trade to enable cyclists who are and are likely to remain a minority to get to work quicker at the expense of the rest of the paying road users, be they drivers or using public transport. This has a direct impact on business productivity and the quality of life for commuters.My final suggestion is that cyclists should have to be registered and their bikes logged and licensed. Ideally with an obligatory road test. i am both a driver and a cyclist. There is some awful driving out there but it frustrates me enormously the way in which cyclists often use the roads totally ignoring the rules which apply equally to them as they do to other road users. Nobody wants to knock a cyclist over but they really do have a responsibility in avoiding accidents as much, if not more than drivers, given that they are clearly more vulnerable.

I have lived in Birmingham for 14 years and am one of the few who cycle to work. Birmingham is in need of major change to get people out of their cars and either onto public transport and/or using bikes. London has seen the enormous benefit of this thanks to cycle friendly mayors who have pushed through wave after wave of cycle route investment and as a result people now feel safe cycling around the city.

If Birmingham is to be considered asa Major MODERN City, it needs to follow this example and this initial scheme should be applauded and should not be watered down by NIMBY's. I am a member of The Priory Tennis Club and cannot believe the negative attitude of both the Management and some elements of the membership to this scheme. Instead of worrying about the effect on them of driving to and from the club, they should be thinking of the opportunity that opens up to them of cycling to their Fitness club plus the opening up of opportunity for all to cycle in a safer environment along the Bristol road.

I would suggest that the Hagly Road needs a similar scheme and I say well done lets have more of these schemes.

<p>I am against the proposed changes because 1) Many cyclists in our area ride at night without lights and often wear dark clothing making them almost and sometimes totally invisible. There is a need to educate cyclists before trying to increase use of bicycles. Police should give on the spot fines to offenders. 2) The proposed turn into Wellington Road will create tailbacks and increase congestion. 3) Whilst agreeing that the turn from Wellington Road into Priory Road is dangerous when exiting the city due to restricted visibility of oncoming vehicles the proposals do not appear to give an adequate alternative.</p>
<p>At the moment, the Bristol Road just south of the university up to Edgbaston Park Road (map 3 of the proposed changes) and the roads leading to it in the Selly Oak area (Bournbrook and Serpentine) are almost gridlocked from 7.30 am to 9.30 am in the morning; and the roads trying to avoid this area (e.g., Raddlebarn) are the same from about 4 pm to 6pm in the afternoon. For example getting on to the Bristol Road from Selly Wick Road takes 20 to 25 minutes in the morning and a similar amount of time is required to get to Selly Oak station around 5 to 6pm. There are also severe traffic build ups at the Priory Road Junction (map 6) morning and evening, often to as late as 7.30 pm. The Pershore Road is almost as bad. This addition to the current road system will only make this situation much worse and I predict soon we will have total gridlock. Spend the money on making the flow of vehicular traffic easier; including making roads safe for bikes. This plan if it encourages more people on to bikes will increase accidents because of the problems of cycling on the other heavily congested roads where bike lanes come and go with startling frequency (and that often have parked cars on them too).</p>
<p>RO201 Junction of Priory Road and A38. The removal of the right turn for those travelling away from the city will result in an increase in vehicles attempting U turns on Priory Road after turning left off the A38. Some thought needs to go into how that will affect traffic patterns in the area.</p> <p>Overall comments on the plans: These plans will not get many people out of their cars with the crossing back and forth to opposite sides of the A38 at different points making it unattractive. Some of the existing cyclists using the A38 will cycle on the road in the expectation that there will be less stop-start than on the cycle path. However, with two teenage sons cycling on these sections daily, I support the plans overall.</p>
<p>Wellington Road is already a rat run. Forcing more traffic will make life hell for everyone. It is awful negotiating the school traffic, and the Edgbaston Priory Club users.</p> <p>I have terrible problems exiting my drive as the traffic is so dense.</p> <p>Add to this the people who use the road as a car park from 6 m , and then catch buses into the city, then factor in the EDGBASTON CRICKET Ground. Users and you should get some idea of the problem.</p> <p>Bear in mind the homeowners, who live in Grade II listed buildings are not able to install double glazing into their homes, by law. How would any of you like to live with that situation.</p> <p>At the very least, try using the Road yourself, as it is now, during rush hour. Then you will understand why the problem is.</p>
<p>While in general welcoming proposals to improve cycle access to the City Centre and possible cycling commuting routes, I am unsure how proposals for the A38 Bristol Road north of Selly Oak provide a safe route for cyclists all the way into the city centre while balancing the needs of other road users - in particular removing the turns into Priory Road and how drivers are to access Priory Road</p>
<p>New right turn from Bristol Road A38 into Wellington Road - plan number CA-02752_S7_5006 Please note my strong objection to the proposed right turn into Wellington Road. This proposed right turn does not appear to be in any way relevant to the stated purpose of the TRO, namely, the creation of a cycleway. Furthermore there appears to be no sensible justification for creating this turning off the A38 into a residential area. The current arrangements are perfectly adequate. There is no benefit to your proposed removal of the right turn onto Priory Road which presumably you are seeking to replace with the new right turn onto Wellington Road. The proposed right is completely unnecessary and also dangerous to road users, pedestrians and the community. It will also turn the entire neighbourhood into a commuter rat run.</p>
<p>Very Strongly object to the proposal to turn right from Bristol Road to Wellington Road.</p> <p>This will turn the quiet residential area into a hazardous rat-run, with traffic cutting across to get to Harborne, Quinton and Bearwood.</p> <p>This is completely unnecessary and will be dangerous to motorists, cyclists and pedestrians.</p>
<p>Very Strongly object to the proposal to turn right from Bristol Road to Wellington Road.</p> <p>It will ruin a beautiful residential area with lots of traffic flowing through a currently quiet Wellington Road</p>



<p>Very Strongly object to the proposal to turn right from Bristol Road to Wellington Road.</p> <p>This is completely unnecessary and will be dangerous to motorists, cyclists and pedestrians.</p> <p>THIS IS A VERY BAD DECISION</p> <p>PLEASE DO NOT GO AHEAD WITH IT</p>
<p>Strongly object to the proposal to turn right from Bristol Road to Wellington Road. This will turn the quiet residential area into a hazardous rat-run, with traffic cutting across to get to the other side of the city. Totally unnecessary and will be dangerous to motorists, cyclists and pedestrians. Should NOT go ahead with the scheme. You will ruin the area</p>
<p>I would like to strongly object to the proposed right turn into Wellington Road from Bristol Road.</p> <p>This will be very dangerous for residents, cyclists, pedestrians and motorists.</p> <p>Traffic is being directed from a very busy Bristol Road to a very quiet Wellington Road and will ruin the neighbourhood.</p>
<p>My elderly parents live on Wellington road and it is a busy road and the proposals will make it dangerous through fare!!</p>
<p>I strongly object to the no left turn from Bristol Road into Priory Rd heading into town. This will require driving up to Wellington Rd to turn left &amp; will be a long detour, contributing to traffic &amp; pollution on this residential road. It will also affect Edgbaston Priory Club as a business as access will be extremely difficult. Traffic going up Edgbaston Park Rd will undoubtedly increase and there are already long queues there at the junction with Church Rd. Traffic into town on Pershore Rd will also increase and this is single lane only. Traffic queues in Selly Park &amp; Edgbaston are already severe at rush hour and I fear this will result in gridlock. The proposal does not include any alternative routes for traffic and is ill thought through. A tunnel or bridge for cyclists at this junction is the only realistic solution.</p>
<p>The TRO'S resulting G in the restricting of vehicle more events along the Bristol Road (A38) corridor are totally unnecessary as the road and whole area is already congested and in an emergency situation and/or if any accidents/incidents occur it will leave the area in total gridlock, as where is all this traffic going to be able to go? It is already an issue as it is, with many annual road closures on or near by which has a huge affect on the area anyway, so closing off access to areas such as Priory Road is too much of a detriment to vehicle users and is not going to benefit anyone (but the cyclist). The cycle route might increase numbers by a very small percentage over a long period of time, but will never exceed the larger numbers of vehicles that there will be on the road. People want safe and convenient options all round, for example you can see the benefit of bus lanes as it benefits a large number of people and allows the vehicles to run to a time schedule, but to propose a cycle route where the flow of "traffic" will be a few bikes using it to detriment the larger proportion of other road users is unacceptable. It is a stupid proposal and a more convenient alternative within that vicinity must be reached as other road users lifestyles and safety has to be considered. My main concerns are the restriction to Priory Road as it is a main route to Harborne etc and the proposed right turn onto Wellington Road as the safety of pedestrians is a cause for concern. These roads are just side streets which are not as well lit at night as the A38 and also are fully residential with many smaller side roads which will be used by drivers of that right turn is allowed. The road is restricted for a reason so why open it up to endanger others. Drivers already illegally do the right turn to access the shops and to turn onto Wellington Road and there is no consideration for pedestrians who are vulnerable whilst walking on the pavement or crossing as these manoeuvres are done in a rush to beat the traffic. There are too many side roads off Wellington Road which are not suited to the flow of traffic from a main road and already get used as a rat run during peak hours anyway. Within the very residential area there is elderly people, a nursery, school and community centre, a park, local shops and for a cycle route all of these proposals to put a right turn from a major road directing traffic onto small side streets is dangerous. The cyclist route must not endanger residents. They petition for safer routes and as a driver and pedestrian I petition also for safer routes that do not affect the cyclist whatsoever. Priory road must remain as it is and the cycle route must be either diverted in this area or stop and start again like bus lanes do. There is no logical reason for the cycle route to make such a major detrimental impact on the area in the long term.</p>
<p>I object strongly to the proposed right turn into wellington road.</p> <p>It is already a busy road in a residential area.</p> <p>This will clearly be hazardous for the population and pedestrians on the road. it will be too dangerous for the cyclists who currently enjoy a relatively safer ride on the road presently.</p> <p>This is very shortsighted and in nobodies interest. This will also be a hazard to the children of Priory school.</p> <p>This is a very serious waste of public money which surely could go to more deserving causes.</p> <p>This proposal must be abandoned.</p>

<p>I object strongly to the proposed right turn into Wellington Road. Because it is a residential area and it would be very dangerous indeed for motorists, cyclists, pedestrians and residents alike. This will be quite dangerous for children of Priory School who cross the road and will also cause lots of trouble for them to commute to school as there will be horrendous traffic condition. This is a serious waste of public funds as it will be causing a lot of trouble rather than easing the lives of the citizens. This proposal, which will create a hazardous commuter rat run must be abandoned.</p>
<p>NO right turn from Bristol Road into Wellington Road for vehicles, only cyclists, please.</p> <p>Reduce road and railway congestion by following best practice in Nottingham but, instead of electric trams use hybrid and electric buses to replace diesel buses. Plus, 100% bus lanes on bus routes with a nearside lane and slash fares. Better, give fareless buses to everyone and not just the elderly like me. Direct correlation with higher parking charges to get low or free bus travel for ALL!</p> <p>Reduce railway congestion by completing (that means putting the trains and stations back) on the unused but, almost fully built half, of the Black Country Railway.</p>
<p>I object strongly to the proposed right turn into Wellington Road. Wellington Road already carries a considerable amount off traffic usually exceeding the speed limit. The turn is not necessary and will increase traffic going up to and past the three schools.</p> <p>Wellington Road is in a conservation area and filtering traffic off the A38 will have an adverse effect on the area. It will merely create a new rat run through a residential area.</p>
<p>I consider there are a number of flaws in the proposals. Firstly The cycle route proposed is aimed at relatively long cycle journeys from Selly Oak to Birmingham city centre. Currently there are almost no cyclists on this route and surely the first option would be to encourage cyclists to make short local journeys. This could be a white elephant until many multiples of the number of current cyclists use all or part of the system.</p> <p>The second problem with this proposal is to make the A38 a route used almost exclusively by through traffic making it difficult for local residents to use this road efficiently.</p> <p>Finally the proposal to turn right into Wellington Road will make it a rat run with the likelihood of the priory road roundabout becoming a large bottleneck.. I notice that speed humps are proposed for Spring Road and Sir Harrys Road but none for Wellington Road. There are many more speeding cars on Wellington Road than either of the side roads . I suggest that the Spring Road and Sir Harrys road bumps be transferred to Wellington Road. Local residents can access Wellington Road via Spring road when coming from the centre of the city. These proposals will make access to Selly Oak from the side roads complicated and difficult. I think the proposal should be abandoned until the percentage of cycle traffic approaches that of the netherlands rather than making life difficult and more dangerous for many locals.</p>
<p>I object strongly to the proposed right turn from Bristol Rd into Wellington Rd. This turn would pose even more hazard to cyclists, motorists and pedestrians than the existing turn at Priory Rd. The increase in through-passing traffic on Wellington Rd would pose a risk to school children at the other end of Wellington Rd, attempting to cross the road. I remain personally worried about crossing the road under the new conditions, whilst walking between my home and Queen Elizabeth Hospital. The developments that may follow such a change in traffic flow also give cause for concern. Bus routes may alter and necessitate cutting of overhanging tree branches - this would be a sad development in this conservation area with a number of protected trees. I already have to remove litter dropped by passers-by from my front garden. Clearly increased traffic transit will exacerbate this. Parking restrictions that may also follow give further concern.</p> <p>The combination of adverse effects on road users safety, school children's safety, residents' enjoyment of their property and the environmental effects necessitate the Council reviewing its decision and looking for alternative solutions for the problem they seek to address.</p>
<p>PROPOSED RIGHT TURN INTO WELLINGTON ROAD FROM BRISTOL ROAD A38: I object in the strongest way to the proposed right turn into Wellington Road. It is completely unnecessary and would be very dangerous for pedestrians, cyclists and motorists. It will increase the death rate at this point in the roadway. It is also a common junction used by elderly to cross to the pharmacy on the corner and the Bellevue Medical Centre across the road. These elderly folk and mums with push chairs will be at most danger. In the interest of local residents and democracy, please ensure my view is fully aired and understood. This right turn is detrimental overall to the locality and must be abandoned.</p>
<p>I object strongly to the proposed right turn into Wellington Road. It is completely unnecessary and it would be very dangerous indeed for motorists, cyclists, pedestrians and residents alike. This proposal, which will create a hazardous commuter rat run must be abandoned.</p>

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<p>I am commenting on the proposals for extra traffic from the Bristol Road coming up Wellington Road near to Priory School.</p> <p>At school times, especially at the start and finish of school days, there is total chaos in the area next to the school due to very inconsiderate parking of staff and parent's cars, often on the corners. If extra traffic is soon to be coming up Wellington Road it is important that parking restrictions are introduced on the roads near the school. This especially includes the top end of Sir Harry's Road as this part of the road is very narrow and is always congested. There should be parking restrictions on Sir Harry's Road from the Wellington Road junction to Kesteven Close.</p>
It is imperative that this scheme is implemented without any further delay, both for the health and safety of current and future bicycle users, and to begin achieving the modal shift away from private cars that Birmingham so desperately needs. The proposed rat run on Wellington Road is unnecessary, offers nothing for cycling, and is rightly controversial and unpopular with local residents. It should be dropped from the scheme to prevent further delays. There are no reasonable objections to the remainder of the scheme and construction should begin immediately while the plans for Wellington Road are finalised.
Mine is a general comment in support of the cycle route. Please get moving with these TROs, and begin this great project. I cycle every day to work, and also escorting my child to school by bicycle. The only safe way to go into town at the moment is via the canal towpath, which is often crowded. Another route along the Bristol Road would be a great alternative.
<p>New right turn from Bristol Road A38 into Wellington Road Drawing No. CA-02752_S7_5014</p> <p>I think this is a poorly thought out proposal and strongly object. Wellington Road is a residential road which is already subjected to speeding motorists entering and exiting the city. At the top end of the road there is a large school and in its proximity the road becomes congested at rush hour in the morning when pupils are dropped off and again in the late afternoon when they are picked up - both with traffic and parked cars - sometimes causing a grid lock at the adjoining traffic island. The school also operates a manned pedestrian crossing for pupils which is concealed when approaching from Wellington Road and already constitutes a safety issue; increased traffic will exacerbate this hazard. Turning right off the Bristol Road into Wellington Road would itself represent a hazard. It is unclear how it is intended to be implemented, but even if controlled by traffic lights the increased frequency of accidents caused by drivers jumping lights speaks for itself. Surely the new turn will also cause backing up on the Bristol Road just after the traffic lights on the ring road and exacerbating the congestion that occurs before these fourway controlled lights. It is a dangerous scheme which prejudices drivers, the city's bus service and pedestrians for some limited perceived advantage to a relatively few cyclists who will themselves be endangered by the scheme being implemented on such a busy commuter route into the city. Rather than implementing an expensive scheme for the few it would be better if the city improved the provision of public transport access into and out of the city - travelling by bus in London is a pleasure, they are clean, frequent and passenger friendly, not so in Birmingham.</p>
<p>The effect of removing of no right turn on Bristol road (out of the city) its junction with Wellington road would increase the traffic and pollution onto one of Birmingham's best known and oldest residential roads and consequently increase traffic throughout this beautiful residential area of the Calthorpe estate.</p> <p>The majority of the houses in this area are built with no foundations and so more traffic vibrations could considerable long term damage .</p> <p>The residents in this area are care taking these historic houses at their own expense to ensure the future of Birmingham as an attractive city to live in .</p> <p>It is clearly important for Birmingham's future and reputation to preserve this unique and important residential area so close to the city centre .</p> <p>It is my understanding that Birmingham city council have a statutory obligation to give special consideration to the preservation and enhancement of character and appearance of this area.</p>
I object to the right hand turn being proposed into Wellington Road. There is already an inordinate amount of fast and dangerous driving and this proposal will only add to the problems. it appears to be a waste of time and taxpayers money

Proposed right turn into Wellington Road is both unnecessary and only going to compound existing reckless driving on Wellington Road. It will create additional traffic and be more dangerous for pedestrians and cyclists.
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I must today of all days put in my complete objections to the proposed right turn from Bristol Road onto Wellington Road and also the restricting of traffic turning into priory road from Bristol Road. The adverse weather conditions are one typical example of how Wellington Road and it's surrounding side roads will suffer from this idea. All day vehicles have been struggling to drive along the road with people having to push or just hearing constant wheel spinning due to the hill. Directing the traffic along Wellington Road will only cause severe problems with traffic flow and the safety of residents/pedestrians. Even in normal weather conditions the traffic and noise will be too much for minor road and cause parlimh problems amongst other issues which can easily be avoided if the layout stays as it is. The cycle route will just have to use the side roads in some locations or come to an end and start again on Bristol road/Bristol st.
<p>I am very much against the incorporation of a right hand turn from Bristol Road onto Wellington Road. This will lead a massive increase in traffic flow along the road and in turn into edgbaston which is within a conservation area therefore destroying the quite nature of the area .</p> <p>This will lead to "rat runs" for traffic through edgbaston and especially along the vicinity of egdbaston girls school, St. George's school, hall field school and especially priory school. This is dangerous, and dare I say it will lead to the fatality of a child. I am sure the council would not want to have responsibility for this. As a resident of edgbaston I have personally seen some very potentially seriousness incidents involving children due to speeding cars and this will only get worse.</p> <p>Cyclists who at present use Wellington road will be disadvantaged and discouraged and will be at risk due to the congestion, speeding and an increase in two way traffic.</p> <p>Wellington road is a residential road and not intended to be a major thoroughfare into the city.</p> <p>As a residential road children live on the road which will become dangerous due to the increased traffic.</p> <p>Wellington road is unsuitable as a major route into the city by its layout. It is a long straight road which is flat. This allows drivers to see at a distance and allows the exceleration of vehicles along the whole length of the road. This is not possible on many other roads. I have seen cars being driven on Wellington road in excess of 70-80 MPH. This will only increase and the road will become a death trap.</p> <p>New developments of old people's housing and nursing care have opened on church road and addition cars on Wellington road will feed into church road causeing danger to old and infirm residents.</p> <p>The local amenity of the area will be destroyed.</p>
<p>New right turn from A38 into Wellington Rd</p> <p>I strongly object to this proposal. Traffic is already speeding up and down this road and there is often severe congestion at both ends. In particular the area surrounding the Priory School is highly congested at school drop -off and pick-up times. The proposal to have a residential conservation area turned into a rat run is ill-conceived and potentially extremely dangerous. There are also health issues with the increased pollution from vehicles travelling up a hill from a standing start.</p>

No right or left turn at junction of Bristol Road and Priory Road & New right turn from Bristol Road into Wellington Road

I object strongly to these measures which will transfer traffic from Priory Road, a largely non-residential road, onto Wellington Road in the heart of a housing area. It is completely unnecessary and makes no sense. It will negatively impact far more residents of Birmingham than it benefits. My reasons for objecting are:

1. Increased Congestion on Bristol Road

Traffic, which would now turn left from the Bristol Road onto Priory Road, will stay on the Bristol Road until Wellington Road. This will add to congestion on the Bristol Road, which is already severe at certain times of the year and cause major inconvenience and delay when events at Edgbaston Cricket Ground or Priory Tennis Club are on.

2. Diverting Traffic from a non-residential road onto a residential road.

The increased traffic on Wellington Road will have a significant detrimental effect on the ability of residents of Wellington Road and surrounding housing estates to maintain the quality of their lives. Movement will be more difficult, air quality will be made worse and safety will be reduced. It makes no sense to reduce traffic on Priory Road with few residents and increase traffic through a residential area.

3. Changing the nature of a conservation area and unique feature of Birmingham

Previous administrations of Birmingham City Council have taken significant measures to protect the nature of Edgbaston as an asset of the City e.g. listing buildings, planning controls etc. By making Wellington Road a very busy thoroughfare much of this will be put at risk.

4. Negative Impact on Pedestrian Safety

Pedestrian crossing of Wellington Road at its junction with Bristol Road is busy, for access to bus stops, shops etc. far busier than pedestrian crossing of Priory Road at its junction with Bristol Road. The planned right turn from Bristol Road into Wellington Road and increased traffic entering Wellington Road will make that crossing more hazardous for pedestrians. Also crossing Wellington Road for Edgbaston Residents, which is already difficult at peak times, will become more dangerous. There is little pedestrian movement on Priory Road.

5. Negative impact for cyclists on Wellington Road

Wellington Road is popular with cyclists, it is relatively safe and provides good access for cyclists to University, UHB, Priory Club etc. Increasing traffic on Wellington Road and the need for associated traffic management measures will make it less safe and attractive for cyclists. This is not in keeping with Cycle Revolution.

I object strongly to the proposed right turn into Wellington Road. It is completely unnecessary, and it would be very dangerous indeed for the motorists, cyclists, pedestrians and residents alike. This proposal, which will create a hazardous commuter rat run must be abandoned.

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No left or right turn from Bristol Road onto Priory Road & New Right Turn into Wellington Road from Bristol Road I object strongly to the proposed changes which diverts traffic from Priory Road, a largely non residential road, onto Wellington Road in a residential area. It is completely unnecessary and will negatively impact more Birmingham residents than it benefits. It will make Wellington Road a hazardous road. My grounds for objecting to these proposals are:

1. Increased Congestion on Bristol Road Traffic, which would now turn left from the Bristol Road onto Priory Road, will stay on the Bristol Road until Wellington Road. This will add to congestion on the Bristol Road, which is already severe at certain times of the year and cause major inconvenience and delay when events at Edgbaston Cricket Ground or Priory Tennis Club are on. In addition the right turn from Bristol Road into Wellington Road is likely to create a queue of traffic on Bristol Road (out of city) which will add to congestion on Bristol Road and in turn impact the junction of Bristol Road and Lea Bank Middleway.
2. Diverting Traffic from a non-residential road onto a residential road. The increased traffic on Wellington Road will have a significant detrimental effect on the ability of residents of Wellington Road and surrounding housing estates to maintain the quality of their lives. Movement will be more difficult, air quality will be made worse and safety will be reduced. It makes no sense to reduce traffic on Priory Road with few residents and increase traffic through a residential area.
3. Changing the nature of a conservation area and unique feature of Birmingham Previous administrations of Birmingham City Council have taken significant measures to protect the nature of Edgbaston as an asset of the City e.g. listing buildings, planning controls etc. By making Wellington Road a very busy thoroughfare much of this will be put at risk.
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5. Negative impact for cyclists on Wellington Road Wellington Road is popular with cyclists, it is relatively safe and provides good access for cyclists to University, UHB, Priory Club etc. Increasing traffic on Wellington Road and the need for associated traffic management measures will make it less safe and attractive for cyclists. This is not in keeping with Cycle Revolution.

Pleased to see significant amount of segregated cycle lane. Would be good to see facilities to allow cyclists to turn into and out of Selly Oak on B384 - a dedicated cycle phase, or at least advanced stopping lines. At crossing of the ring road, there should be a 'green wave', so active users don't have to wait for a green man/bike at every single crossing point.

I objected in the earlier consultation process and have not changed my mind since. Putting a right turn at that section of Bristol Road makes no sense as there is even less room than the Priory Road junction which is to be closed for 'safety reasons'. I attended a discussion group with the council and it was said the main reason was to stop people turning into the shopping area) to effectively not stop at the shops but to use as a short cut) by that 'junction'.

I am objecting to the new right turn from Bristol Road into Wellington Road. It will add to congestion on the Bristol Road and create an additional hazard for cyclists/pedestrians and cars alike. The closure of the right turn into Priory Road has been done for 'safety' reasons and to move the 'danger' to the junction with Wellington Road makes no sense. The additional turning lane at the junction 200 Mt away improves flow of traffic and to add a turn at Wellington Road with limited road width just makes no sense.

New right turn from Bristol Road A38 into Wellington Road

I object to the right turn into Wellington Road. I do not believe that it is necessary. Residents of Wellington Road & surrounding areas already use a number of alternative routes to Wellington Road - and do not rely on the Priory road turn. For example, turning onto Middleway at the traffic lights on Bristol Road and then up Spring Road. So the main users of the turn will be commuters who do not know the local roads and are using the road as a rat run. Which is not necessary or appropriate.

I also object on the grounds that the increased traffic will cause dangers for the pupils of the Priory School. Traffic around the school and the roundabout outside the school is already busy in the mornings and afternoons. Increased traffic will make this area dangerous to school children walking to the school from the surrounding area and from



the bus stops outside the nearby church.

If this proposal is not removed it will be essential to include traffic calming measures on Wellington Road. Because the road is wide and straight there is already considerable speeding on this road. Increased traffic is likely to make this worse. Traffic calming measures would at least mitigate this.

The new right turn from Bristol Road A38 into Wellington road is

- 1) Unnecessary - access is already available (eg via Spring road)
- 2) Undesirable because of particulate pollution - Wellington road is residential road with a school at the far end (Priory)
- 3) Dangerous -it creates a straight road rat run encouraging excess speed..

Two lanes for right turn for out of city traffic from A38 into Middleway is an improvement. The traffic lights here are on a cycle of about 3 minutes, after this wait it will frustrate motorists if they come to a stop behind traffic waiting to turn right into Wellington Rd. This crossing of incoming traffic will be dangerous both for cyclists and motorists. The increase in traffic up Wellington Rd will detract from a historic Conservation area. As a resident, I wish to object. The pollution report is based on unknown traffic types or volumes and so is worthless! The cycle track passing so many private driveways will be a danger both to cyclists and those trying to enter/exit their properties on Bristol Rd. These proposals will cause major changes to traffic flow over a wide area - for Birmingham University, The major QE hospital complex, as well as residential Edgbaston. Further thought and wider consultation would be prudent.

1. Eastern Road in and out crossing. The new plans may help slightly but this is a very active crossing point especially during rush hour. Safety of the cyclists can not be guaranteed as the motorists have to be really quick crossing the fasted part of the Bristol Road (often speeding well over 40 mph) There will be less space for cars at the crossing points.

Coming out of Eastern Road there are already huge queues I would suggest that a lane is created for cars to turn left that would ease the situation and allow traffic to cross to turn up Edgbaston Park Road as they no longer can turn at the Priory Road junction and will add to the volume of traffic to turn at Wellington Road.

2. I still disagree with the proposals for the Bristol Road/ Priory junction. It's a major junction and it becomes very difficult for drivers heading to the city not being able access Jacoby Place, The Priory Hospital, Martineau Gardens, The Priory Tennis Club, Edgbaston Old Church and golf club without going onto the proposed Wellington Road route equally coming out the city without using the Edgbaston Park Road route. No turn right is also very inconvenient.

3. Wellington Road. Using Wellington Road as a way of turning right out of the city would be a good idea in many ways. But unfortunately the volume of traffic will have a knock on effect at the top of Sir Harry's Road, by the Priory school and the roundabout. It's already a bottle neck!

I am writing about wellinton road. It is already busy due to close proximity to school, Priory club edgbaston, Edgbaston church and golf club. During school starting and finishing times the cars can be seen on either side of the road to make it seriously congested.

To create a cycle route along wellington road is an expensive mistake.

wellington road, where is live, is already busy with school runners and service providers doing short cuts. cyclist would be risking their lives here.

New right turn from Bristol road A38 into Wellington road or Drawing No CA-02752\_S7\_5014

I object strongly to the proposed right turn into Wellington road. It is completely unnecessary, and would be very dangerous for motorists, cyclists, pedestrians and residents alike. This proposal will create a hazardous commuter rat run and must not go ahead!

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<p>My first observation is unchanged from my previous comments made earlier in the year.</p> <p>First of all I think it is a complete waste of money, time and effort to spend on cyclists and if this track is only 4 km long what happens before and after cyclists get on it..</p> <p>Have you ever driven along the Bristol Road from Selly Oak into Birmingham City Centre and vice versa during the rush hour. If so, you will know there is a huge volume of traffic which it appears will be more stop start than it is already courtesy of U turns, no turns and crossing lights.</p> <p>If cars can't turn up Priory Road going into Birmingham then they will be going along Edgbaston Park Road thus making this part of Edgbaston even worse. Why would you want to live in Wellington Road if traffic coming out of Birmingham can turn up there because they can't turn right at Priory Road. The top of Wellington Road/Sir Harry's Road is congested enough as it is with the Priory School there and their parking. What if I want to turn right at the Bristol Road/Priory Road Junction coming from Selly Oak - I have to go down Pebble Mill and then turn left onto the Pershore Road and then right at the lights there - ridiculous. I don't quite understand why cars can't turn left or right up Priory Road if cars are going straight on up there from the Moseley direction.</p> <p>There seem to be a lot of junctions where cyclists are not allowed to turn right or left - what is the point of that.</p> <p>The chances of many cyclists wanting to just cycle down the track for the entire 4 k are unlikely I would imagine and why do they want to go down to the back of Wrentham Street etc.</p> <p>The only positives I feel are at the junctions such as Eastern Road where you are considering U turns.</p> <p>You state that this will preserve or improve the amenities of the area through which the track runs - not in Edgbaston Park Road or Wellington Road it won't.</p>
<p>New Turn right from bristol road a38 into Wellington Road.</p> <p>I strongly object to the proposed right turn onto Wellington Road. It is unnecessary, and would be very dangerous to motorists, cyclists and pedestrians. I walk my son to school along this road which already suffers from speeding cars, I have seen numerous accidents on Wellington Road.</p>
<p>I consider the whole proposal ridiculous. It will cause traffic chaos on a monumental scale just for the benefit of a very small minority. Bikes are not the solution to traffic problems considerably improved public transport is the only solution. Not allowing vehicles to turn at major junctions is going to put excessive amounts of traffic on other roads which are not designed for this purpose.</p> <p>A bike lane was put in over the bridge at the end of Somerset Road. Cyclists do not use it. Like many of these projects a complete waste of money.</p>
<p>New right turn from Bristol Rd A38 into wellington Rd</p> <p>Drawing ca-02752_57_5014</p> <p>I object to the right turn proposed onto wellington Rd it is not necessary and in my opinion is dangerous for motorists and cyclists and residents.this will create a new commuter route in a residential area and you need to abandon this proposal.</p>
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New right turn from Bristol Rd A38 into wellington Rd

Drawing ca-02752\_57\_5014

I object to the right turn proposed onto wellington Rd it is not necessary and in my opinion is dangerous for motorists and cyclists and residents. this will create a new commuter route in a residential area and you need to abandon this proposal.

On drawing/page 9, cars should not be allowed to turn right into Wellington Road. This will lead to "rat-running" with the turn for Priory Road being closed. Residents can turn right earlier at Belgrave Middleway and use Spring Road if needed

As a resident, I object to quite a few of the proposals, although think the cycle route itself is a good idea. The main objections for many is the total disruption to the main Bristol Road with too many restrictions for vehicles as well as mainly the safety and suitability of all the traffic being directed toward roads such as Wellington Road, Spring Road, Charlotte Road etc all of which are completely unsuitable to be used as main through roads for vehicles who would be able to turn right off Bristol Road. Restricting the vehicle movements on Bristol Road will just add to the congestion and if there is an accident or any road closure, the restrictions which may be implemented will be no benefit to any road users at all. I must ask why one cycle route should dominate so many other road users when it will not be utilised by half as many people who will be driving and or walking. The options should be convenient for all users and certainly the majority, not in this case the minority. This proposed cycle route could be devised in so many other ways which would not impose on local residents side roads being disrupted as well as allowing the traffic to flow as freely as possible and not making journey times even longer. Where is all the traffic going to go if the TRO's are going to introduce a No Entry at over 7 junctions along the Bristol Road, namely, Priory Road, the biggest cause for concern, Wellington Road, another major concern as it leads the traffic towards too many streets which cannot deal with mass traffic and already get busy at peak times, removing the mandatory left turn on Bellevue, so does that mean traffic will also be able to turn right at this junction as this alone will cause problems in an already congested area. There are 5 proposed No Entry TRO's potentially going to be introduced to close the gaps at Pavenham Drive, Pebble Mill Road, Eastern Road, which is unnecessary but yet a decision to add a right turn to wellington Road to allow the traffic to use these side streets has been suggested. How safe are pedestrians going to be on all of these surrounding roads, even as it is now, there are issues with traffic speed and flow on what would otherwise be a pleasant quiet road during the day due to the fact that there is a restricted traffic flow currently. The people who will suffer the most is the ones who have to live on the affected road, which is totally unjust, as the tranquility of the road would very much have been a factor in choosing to reside somewhere for a lot of people and why should we all have to suddenly transition from a quiet road with not so much noise pollution, to a major route which will only benefit a few cyclists. in the short and long term. Even if there is a slight increase in numbers, it will never outweigh the amount of drivers, pedestrians and local residents who will be most affected by this for generations to come. There is much local outrage at such proposals, made only by people who quite frankly will not be affected by this. With this recent bout of bad weather encountered in the area ( December 2017), too many vehicles have been witnessed, struggling to use these roads and regardless of the weather, these types of roads cannot cater for an alternative route to continue off the A38 (Bristol Road). The cycle route cannot and should not affect these residential streets, unless it is the cyclists who will be diverted onto these roads for health and safety concerns of others who will be affected by the mass increase in traffic. More consideration to many other factors needs to be implemented, as this is an idea which only looks good on paper, but is certainly not practical in the real world., so for that reason the cycle route must not go ahead in this section until a reasonable solution is put forward to benefit all as there are too many restrictions on the motorist on an already restricted road and the pedestrians and local residents are being put at major risk by the increase in traffic with no thought to the lighting on these side roads, the facilities on these roads, such as schools, nursery, local shops and no safe crossing facilities on these plans within the areas affected. Besides the fact that many local have not even received much legible information regarding these major changes in the area, as I can only think of one newsletter from my local councillors and am still awaiting more details to date on this particular matter, as they were also against these proposals, but I am not aware of anything they are doing to make residents aware.

We strongly oppose the proposal to prohibit left and right turns into Priory Road for traffic travelling towards the City and right turns for traffic travelling away from the City. Forcing northbound traffic requiring access to the Church Road area into Edgbaston Park Road (rather than spreading it between that road and Priory Road) will increase traffic flow and create even greater pressure on the right turn at the Church Road traffic lights - already a somewhat difficult junction because of the limited sight across the junction from Edgbaston Park Road. The small Church Road "circle" already has to cope with traffic for the Church, the school, and the University residences, as well as the Club. Closing access to Priory Road from the Bristol Road will also mean that traffic currently accessing our neighbours at Priory Hospital and the Tennis Club will be forced either on to the Pershore Road or up (once again) through the Church Road "circle". We consider that poses additional risks to pedestrians and cyclists using the "circle" and the surrounding area (as well as the designated cycle route on Edgbaston Park Road). Given the current, very congested, traffic situation around the area of the "circle" and in surrounding roads at peak times, the proposals could choke the area altogether affecting the business of the Club and its visitors and customers. The Club provides a venue for external meetings, social events and weddings as well as facilities for members and we believe they will all be adversely affected by the increased traffic. Access to the Club (and the Church, school and surrounding properties) could well become impossible at certain times of the day. We are also very concerned at the impact of the proposals at the time of major sporting and other events at the Edgbaston Stadium and the Priory Tennis Club, particularly the Aegon tournament and Test and major cricket fixtures

Not being able to turn left up Priory Road from the Bristol Road is detrimental and I disagree wholeheartedly. Cars going towards town on the Bristol Road will either add to the already congested Edgbaston Park Road and the dangerous traffic lights at the top of the hill where you can't see traffic coming the other way until you're in the middle of the junction (and the lights only give a right turn filter occasionally not every time they change) or you continue along an extremely narrow dangerous section of the Bristol Road between Priory Road and Wellington Road to turn left up Wellington Road which will lead to an increase in accidents on both stretches. There are more houses, people and cars coming out of driveways etc than on Priory Road so Priory Road ought to be the main road for the area giving access to Priory hospital, the golf club, the schools in the area etc.

I drive past the cricket ground regularly and along the Bristol Road dual carriageway stretch (passing the ballet school and Eastern Road) and the cycle pavement is not used by cyclists. They remain on the road. I have yet to be convinced that they will adhere to any cycle path. I think the pavement is wide enough into town for them to cycle along and the only thing that needs changing is the lights setting to allow pedestrians and cyclists to cross at the Priory Road junction.

That will save thousands and thousands of pounds and allow cyclists to cross in safety along with pedestrians at Priory Road. I can't believe that BCC is considering such an expensive project when there are cutbacks everywhere else.

New right turn from Bristol Road A38 into Wellington Road.

Drawing No. CA-02752\_S7\_5014

I strongly oppose this plan.

This will be more dangerous and constantly busy. This is a side road and it will be like a main road. We cannot see any benefits to this new system.

New right turn from Bristol Road A38 into Wellington Road

Drawing No:

CA-02752\_S7\_5014

I strongly oppose this dangerous plan. It will be more dangerous and constantly busy. This is a residential side road and it will be like a main road. I cannot see any benefits to this new system.

I object to the restriction of left or turn from Bristol Road on to Priory Road. This will cause increase in congestion and will impact me directly as I normally drop my son off at King Edwards School Edgbaston and drive down Bristol Road and then I turn left to go to the Priory School.

I find it difficult to comprehend why a council with limited resources should think that it would be a sensible option to spend a considerable sum of money on a project with is ill conceived and seems to benefit very few and adversely affect many,

As a member of the Edgbaston Priory Club and a frequent shopper in the immediate vicinity the proposals seem destined to cause traffic chaos and congestion in the adjacent roads.

Vehicles travelling from the University will redirect to Pershore Road in order to access Priory Road with inevitable congestion in adjacent roads. Or, an alternative will be to divert up Edgbaston Park Road and make your way around that way to Priory and Sir Harry's Road. This will increase traffic dramatically for this road, which passes a major access to the University and for both King Edward Schools.

An alternative is to travel towards the City centre to access Wellington Road. It is also proposed to permit traffic travelling from the City Centre to turn right into Wellington Road which seems destined to turn this into a dangerous junction. This will considerably increase the traffic flow along Wellington Road, which I understand is part of a Conservation Area. It will become a dangerous and congested road to the detriment of the residents of this and contiguous streets.

I believe that Cycling and Road Safety Organisations are opposed to these proposals. The Council is also under a legal duty to protect the safety of its voters and to maintain the character and beauty of Conservation Areas. Implementation of these proposals is a dereliction of legal duty. Please abandon these proposals and so introduce a degree of common sense to this situation.

No comment about the actual area the cycle lane is planned to be introduced, but actually disappointing that the cycle lane does not carry on further than Selly Oak. As an employer trying to encourage staff to cycle to work, a segregated lane up to at least The Royal Orthopaedic Hospital in Northfield and even down to Bournville College/Longbridge would be beneficial to help the city as a whole improve air quality.

I like many others very much object to the proposed right turn into Wellington Road.

This is a totally residential road and the huge increase in traffic will cause danger to all. There will be increased noise and fumes and I can see many accidents occurring at the various junctions with side roads off it. It will make a residential road comparable to the Bristol Road as so much traffic will use it to get to other parts of Birmingham. Traffic already backs up going into town so there will be difficulty and accidents as residents attempt to back from their drives into continuous traffic.

Since most students use the canal cycle path which is far safer and pleasanter, I doubt if the number of cyclists will increase. Few students go into town for study along the Bristol Road and the commercial and residential traffic that passes along the Bristol Road is very unlikely to use a bike instead. The alternative for residents is more likely to be a bus which if the service was improved and safer would be used more. The suspension of several bus stops has added to the problem.

Since cyclists are allowed to use the wide pavements along the Bristol Road anyway, I see absolutely no reason to change. This very expensive use of public money for a very unpopular cause seems ridiculous and similar to the pink trams that always appear empty.

Cycle lanes a good idea. Stopping traffic turning into Priory Road a disastrous idea. The congestion is already severe and this will only add to the congestion on the roads around the KES school, University, Priory Club, Edgbaston Golf club New sports facility on Edgbaston park Road, Hospital in Harborne. Accessing Priory Hospital, Priory Club, Two churches and the golf club as well as the areas around church road will be extremely difficult if this no turn onto Priory Road is implemented. There will be motorist after motorist doing U turns on Bristol Road to access Priory Road. I genuinely wonder if planners ever look at the impact on traffic when these schemes are planned. This would be another in a long line of traffic issues inflicted on anyone who has drive along the A38.

The proposed Cycle track on the Bristol road is a terrible idea and will have a negative impact on the city centre, the route and the residential roads around it.

The Bristol Road is already very busy and heavily used at all times. losing lanes to vehicles for the sake of very few cycles ( I lived at 83 Bristol road for 4 years and hardly saw any cyclists) will mean the main arterial road in and out of city from the south will come to a stand still at peak times. This will have the effect of sending traffic to the residential side roads such as Wellington Road, Arthur Road and Pershore Road, where there will be far more accidents and fatalities to residents and cyclists there.

There is already adequate cycle provision in the area and the huge expense involved in doing this then maintaining it would be far better used in road maintenance and lighting for all users.

I and anyone who I have talked to about this scheme think it is a really bad idea and can not believe the proposers and planners can not see how badly it would affect Birmingham, its workers and residents. The proposed Cycle track on the Bristol road is a terrible idea and will have a negative impact on the city centre, the route and the residential roads around it. The Bristol Road is already very busy and heavily used at all times. losing lanes to vehicles for the sake of very few cycles ( I lived at XX Bristol road for 4 years and hardly saw any cyclists) will mean the main arterial road in and out of city from the south will come to a stand still at peak times. This will have the effect of sending traffic to the residential side roads such as Wellington Road, Arthur Road and Pershore Road, where there will be far more accidents and fatalities to residents and cyclists on those smaller and more densely populated roads There is already adequate cycle provision in the area and the huge expense involved in doing this then maintaining it would be far better used in road maintenance and lighting for all users.

<p>I support the introduction of cycle lanes into the city and the introduction of residential 20mph zones.</p> <p>I object to the proposed right turn off the A38 into Wellington Road as this will increase traffic on Wellington and Edgbaston Park roads. Priory school and the King Edward schools are on these roads. The UK has one of the worst statistics for road child injuries and fatalities in the EU. It is, in my view, irresponsible for the Council to propose increased traffic volumes in an area of high School density and should urgently rethink its proposal.</p>
<p>I strongly oppose the proposal to prohibit left and right turns into Priory Road for traffic travelling towards the City and right turns for traffic travelling away from the City. Forcing northbound traffic requiring access to the Church Road area into Edgbaston Park Road (rather than spreading it between that road and Priory Road) will increase traffic flow and create even greater pressure on the right turn at the Church Road traffic lights - already a somewhat difficult junction because of the limited sight across the junction from Edgbaston Park Road. The small Church Road "circle" already has to cope with traffic for the Church, the school, and the University residences, as well as the Edgbaston Golf Club.</p> <p>Closing access to Priory Road from the Bristol Road will also mean that traffic currently accessing Priory Hospital and the Tennis Club will be forced either on to the Pershore Road or up (once again) through the Church Road "circle". I consider that poses additional risks to pedestrians and cyclists using the "circle" and the surrounding area (as well as the designated cycle route on Edgbaston Park Road).</p> <p>Given the current, very congested, traffic situation around the area of the "circle" and in surrounding roads at peak times, the proposals could choke the area altogether affecting the business of the Golf Club and its visitors and customers. The Golf Club provides a venue for external meetings, social events and weddings as well as facilities for members and I believe they will all be adversely affected by the increased traffic. Access to the Golf Club, the Church, school and surrounding properties could well become impossible at certain times of the day.</p> <p>I am also very concerned at the impact of the proposals at the time of major sporting and other events at the Edgbaston Stadium and the Priory Tennis Club, particularly the Aegon tournament and Test and major cricket fixtures.</p>
<p>New right turn from Bristol Road A38 into Wellington Road Drawing No. CA-02752_S7_5014</p> <p>I strongly oppose this foolish proposal. This proposal is totally unnecessary. The proposed junction is very dangerous indeed. This will also create a high speed rat run along a residential road in a major conservation area that it is your duty to protect. The volume of traffic will increase far more than your projections, and this road will become much more dangerous. You would be better advised to take steps to prevent the illegal u-turn outside the Spar shop on the Bristol Road which is incredibly dangerous now, and will be much worse, for cyclists, when the cycle way arrives.</p>
<p>New right turn from Bristol Road A38 into Wellington road-I strongly object to this proposal of a right turn into Wellington Road and believe it will be dangerous for motorists, cyclists and pedestrians. It will make Wellington Road a dangerous rat race and it is completely unnecessary.</p>
<p>New right turn from Bristol Road A38 into Wellington RoadI object to the proposed right turn into Wellington Road. I don't drive but am a pedestrian and I often cross Wellington Road. As a pedestrian I find many of the roads in this area difficult to cross because of the high volume of traffic and poor planning. I believe that the proposed right turn into Wellington Rd is yet another example of poor planning and will be hazardous for pedestrians and for motorists and cyclists. I believe this proposal should be dropped.</p>
Wellington Rd is congested already
to busy already
wellington rd to busy already
wellington rd is to busy already
<p>I strongly oppose the plans being suggested., especially to stop traffic turning right onto Priory Rd from Bristol Rd. There are few ways to access Sir Harry's Rd, which aside from being my home, is the main access to Edgbaston Priory. These plans would add to congestion on other nearby roads, increase journey times &amp; increase pollution due to extra long winded ways around trying to get to Sir Harrys Road. I urge you to listen to the residents &amp; the businesses and local schools in the area who I understand are all in opposition to these plans. Please re-think &amp; re-plan your scheme. There is a high volume of people who need to access these places - Edgbaston Golf Club being another example who's business &amp; members would clog up other roads &amp; adding to higher travel times &amp; adverse climate impact. I support plans for better cycle lanes &amp; better pedestrian access in the area. My son goes to King Edwards School Edgbaston &amp; sadly, it is unsafe for him to walk to school due to the lack of pedestrian crossing at Bristol Rd &amp; Priory Rd...making simpler less radical changes such as this would be much more sensible than the</p>



ideas being proposed. I would however support the closure of the Bristol Rd / Sir Harry's Rd (currently one way) as traffic comes down (and sometimes illegally up) far too fast.

#### A38 proposed cycle route

I strongly object to the plan to make major changes to the A38 in order to create a cycle lane.

The Bristol Road is a main road for traffic travelling from the Selly Oak area towards the city centre, and vice versa, a large proportion of which turns into other roads, such as Eastern Road and Priory Road. If people cannot turn into Priory Road they will exit the A38 at other junctions with consequent congestion and pollution in those roads eg Edgbaston Park Road, Wellington Road, Bournebrook Road, Oakfield Road, Eastern Road etc.

Turning into Priory Road leads to the Priory Hospital, Edgbaston Golf Club, the Edgbaston Priory Club and the Priory School all of which are much used by a very large amount of people who live in this area as well as by visitors from outside Birmingham. A change which would send that volume of traffic towards the city centre or numerous, side roads seems to be completely at odds with sensible or workable planning.

The alternative of using Wellington Road as an entrance to this area, asking traffic to drive a large loop through already congested residential roads to arrive at the places mentioned in the para above, is to deliberately create rat-runs and to send considerably more traffic through roads which are unsuitable. The resulting traffic jams and stopping and starting of cars will also add to the air pollution of this primarily residential/ conservation area.

Furthermore, the places mentioned in para 2 plus Elmhurst are ones frequently used by visitors to Birmingham (for hospital use, to watch tournaments/shows, to participate in competitions etc.) The city already has a reputation for being difficult to find places; imagine the nightmare when, instead of a straightforward turn up Priory Road from the A38, people are required to wind their way through residential roads to arrive at these venues.

The plan appears to be trying to encourage cyclists to use the main A38 to travel into the city centre, which I suggest very few are likely to do - and at the same time will considerably increase motor traffic/air pollution on roads which cyclists and walkers currently do use. It seems to be an ill thought out and potentially dangerous plan.

I strongly object to the proposed turn into Wellington Road. It is completely unnecessary and it would be very dangerous indeed for motorists, cyclists, pedestrians and residents alike. This proposal, which will create a hazardous commuter rat run must be abandoned. The current arrangements seem to work perfectly well and the traffic goes down a largely non residential road at Priory Road. To alter this to make Wellington Road a major thoroughfare would be ridiculous, as would creating a right turn, which would lead to further congestion on the main artery into the city which is already heavily congested during the rush hour. There is also a danger that traffic will start using Sir Harry's Road which is a narrow residential street in addition to Wellington Road should these proposals go through.

## A38 Cycleway – Scheme Amendments wrt Eastern Road Junction

### General

As cyclist I am generally in favour cycles having priority over motor vehicles. However, I do not think that the proposals for the Eastern Road junction will work. . Traffic lights would appear to be the only feasible solution for safe and efficient operation of this junction.

### General

If the cycle track is well used, it would be very difficult for vehicles to cross, leading to grid-lock (and possible frustration which could endanger cyclists). In any case, with the amount of turning and U-turning traffic at this junction, it will frequently get grid-locked.

Traffic jams in Bournbrook frequently back up past Eastern Road. Even if it is possible cross the cycleway, it would be extremely difficult to U-turn into Bristol Road in order then to turn into Eastern Road (at it is at present, backed-up traffic will usually make space to allow vehicles to cross into Eastern Road).

### Operation of Junction

I have studied the diagram on the reverse of the cover letter (your reference TMS/TROs/CH/P16170691) together with plans CA-02752-S7-5001 & CA=02752-S7-5011 & CA-02752-S7-5025. From these I am not completely clear how it is proposed the junction will operate.

Will crossing vehicles (A) stop at the cycleway and have to wait before proceeding onto Bristol Road until BOTH the cycleway is clear (in both directions) AND there is no traffic coming along Bristol Road in the relevant direction; or (B) stop at the cycleway, wait until the cycleway is clear, then proceed to the edge of Bristol Road and wait for a gap in the traffic before proceeding onto Bristol Road? It is not clear which is proposed, but both pose problems.

A would be difficult and dangerous, as it would mean that drivers (especially with the dog-leg in the cycle track) would need to watch over their right shoulder for approaching bikes and over their left shoulder for approaching bikes, whilst also watching left through the trees for traffic coming along Bristol Road, before proceeding, without stopping, over the cycleway and onto Bristol Road. It can be difficult enough at present to join the Bristol Road.

Interpretation A would make it even more difficult and dangerous.

B would result in vehicles blocking the cycle path whilst they waited for a safe opportunity to join Bristol Road.

### Pedestrians

It is not clear what provision there is for pedestrians crossing Bristol Road to the bus stop opposite Eastern Road. There is no indication of a refuge between the cycleway and the northbound carriageway. In any case, a heavily used cycle track might prove difficult to cross on foot.

### Traffic Lights

I note it is stated that "The aim of these amendments is to reduce the level of conflict between the cycletrack and turning vehicles." However, for the reasons outlined above, in respect of the Eastern Road junction they do not and cannot succeed in this objective. Given the large and increasing numbers of turning and U-turning vehicles (far greater than at the Over Mill junction), and the hoped for heavy use of the cycleway, the only solution for the safe and efficient operation of the Eastern Road junction is traffic light control..

Make Wellington Road one way towards town or block off the end of the road to motor vehicles altogether. Examples Greenfield Road Harborne, Park Hill, Moseley, Please hurry up.

I strongly object to the proposed right turn on Bristol road into wellington road. It is unnecessary and dangerous. The proposal will create a hazardous commuter rat run and must be abandoned.

i object strongly to the proposed right turn into wellington road, its dangerous and totally unnecessary and increase the traffic unnecessarily on wellington road and around Edgbaston.

I believe the ability for vehicles to turn right into Wellington Road coming from the city and the changes to the Priory Road/Bristol Road junction will encourage / force more traffic to use the Edgbaston / Harborne area and in particular the "ratrun" along Somerset and Barlows Roads. These roads, in particular, and this area were not designed to be major commuting routes which they have become and this will be further exacerbated by these measures. The extra traffic will impact traffic and pedestrian safety in this residential area.

Commuting traffic should be retained on major roads.

The whole area, in my view, with the continuing increasing sizes of the QE Hospital, Womens Hospital, Universities etc will also become totally grid locked at times of the day with a massive impact on local residents and services. In addition these roads are actually used by a significant numbers of cyclists who will be significantly impacted from a safety view point with the increase in traffic on them.

Whilst I support the councils wish to encourage cyclists to commute, I believe the changes to the junctions outlined above will have a detrimental effect on the Harborne/Edgbaston area and cause significant risk to cyclists and

residents in the area.

I look forward to the council revising its plans.

Proposed prohibition - turns into Priory (North) from Bristol Rd; Proposed new right turn into Wellington Rd from Bristol Rd. 1. I object strongly to the proposal to allow out of town traffic to turn right into Wellington Rd. It is unnecessary and will increase significantly the dangers to all users of Wellington Rd, whether motorists, cyclists, pedestrians or residents. It already carries more traffic than is consistent with a Conservation Area, with much of it at excess speed. Trying to cross the road at current rush hours is already very difficult and, at times, simply dangerous. 2. In addition to the danger to local residents, allowing more traffic to use this road will increase the dangers to children and parents of the Priory School. The speed at which many cars approach the school is already dangerous and this situation will be exacerbated if traffic levels increase. 3. Preventing turns into Priory Rd from Bristol Rd will increase the traffic on Edgbastion Park Rd - which is already heavily clogged at peak times and will increase the risk of accidents at the Church Rd junction at which there are already too many because of the poor sight lines over the brow of the hill. 4. In summary I object strongly to the proposed right turn in to Wellington Rd on the grounds of safety; and I object too to the idea to limit turns into Priory Rd because of increased traffic congestion.

I strongly object to the opening up of Wellington Road. It flies in the face of the councils Be Connected strategy. Please do not encourage more traffic into a Conservation area. The proposed junction creates an extra hazard for cyclists and does not have the capacity for such a busy road. I do however support the general concept of the A38 cycleway. It is just the Wellington Road proposal which seems crazy.

I object strongly to the proposed right turn into wellington road .It is completely unnecessary and would be dangerous for motorists cyclists , pedestrians and cyclists .this proposal which will create a very hazardous commuter rat run must be abandoned . This will make life very difficult for the residents .I find it shocking that the council is even contemplating this step .

New right turn from Bristol road A38 into wellington road  
I object strongly to the proposed right turn , It will create a commuter rat run which be hazardous to motorists , residents cyclists and pedestrians . this is completely unnecessary as there a right turn already at the end of Bristol road into priory road , so it doesn't serve any purpose.  
this proposal is so hazardous it must be abandoned immediately .

I am unhappy about the proper route. Wellington Road already has ridiculous levels of traffic and speeding as it is a wide road. It is a residential road, so totally inappropriate to use as a major traffic route. It is also in a conservation area, with a School at one end.  
I am also concerned that then traffic will also filter onto Charlotte and St James Road. Drivers are weaving their way through to Harborne trying to find a quicker route. These roads are totally unsuitable for high traffic volumes, and we already see lengthy traffic jams with weekly accidents at the junction of Pakenham Road with Charlotte Road. This scheme is poorly thought through, and will make our road even more dangerous than it currently is.

New right turn from Bristol Road A38 into Wellington Rd. I am a keen supporter of more cycling routes. However I object strongly to the proposed right turn into Wellington Rd, which is poorly thought through. The current right turn for cars into Priory Rd is more suitable as it is not residential; creating a right turn into Wellington Rd turns this into a commuter rat run. Wellington Rd is alive with children walking to school and walking up from the bus stops on the Bristol Rd every morning and evening. Many of them walk alone and their safety from traffic is critical. ( not just for Priory School at the top of Wellington rd, I see children in many different uniforms walking to and from school. ) Because Wellington Rd is a wide, straight road it is tempting for cars to speed on it and we have witnessed a number of accidents here. Two vehicles crashed through our front fence a few years ago and one of them missed our sycamore tree by a foot- the driver would have been killed if he had hit it.

<p>Wellington Road already had bad traffic and dangerous speeding as well as being a residential area. The traffic diverts to Charlotte Road to get to Harborne. Already weekly crashes, at Charlotte road. There have been unfair deaths (they've been on the pavement) at the junction between Wheelys road and St James' road. This will just get worse and is very upsetting.</p>
<p>Drawing CA-02752_S7_5014 Shows the proposal for the turn into Wellington Road. This is purely to enable cyclists to cross the Bristol road and will result in traffic chaos especially to us residents in our conservation area and a huge number of journey changes.</p> <p>The solution is as we have seen in Copenhagen. Lights on the Bristol road halfway between Middleway and Priory Road activated specifically by and for Cyclists as for a pedestrian crossing.</p> <p>A simple solution!</p>
<p>I as</p> <p>I oppose the proposed changes to traffic flow in the Wellington Road area. There is already heavy traffic on Wellington Road and the danger from heavier traffic would be compounded. Traffic will divert to Charlotte Road in order to get to Harborne which is wholly unsuitable for this. It is already dangerous for pedestrians around the area with regular and tragic deaths. There are schools, disabled homes and a Halfway house in the area, these children should not be put at risk. The proposal appears to make this residential area less safe, I already avoid cycling because of the inadequate traffic regulation and the new proposal would make cycling in the area a death wish.</p>
<p>I strongly object to the proposed right turn into Wellington Road. It is completely unnecessary and it would be very dangerous for motorists, cyclists, pedestrians and residents alike. This proposal which will be create a hazardous commuter rat run must be abandoned.</p>
<p>I strongly object to the proposed right turn into Wellington Road. This is a quiet residential area and this change will make it into a dangerous noisy commuter road. It will no longer be safe for all members of the community to walk around, cross roads and enjoy the beautiful conservation of Edgbaston. This proposal must be abandoned.</p>
<p>I strongly object to the proposed right turn into Wellington Road. It is completely unnecessary and it would be very dangerous for motorists, cyclists, pedestrians and residents alike. This proposal which will be create a hazardous commuter rat run must be abandoned.</p>
<p>I object strongly to the new right turn from Bristol Road A38 into Wellington Road. This will be dangerous for pedestrians and school children especially. It is unnecessary : Wellington Road leads into Priory Road and Church Road both of which are already extremely busy. Where is the logic? Surely it would be safer for all to keep the main flow of traffic on the Bristol Road.</p>
<p>New right turn from Bristol road a38 into Wellington road drawing no. CA-02752_S7_5014</p> <p>I object strongly to the proposed right turn into Wellington road. It is completely unnecessary, and it would be very dangerous for school children/ parents, motorists, cyclists, pedestrians and residents alike. This proposal will create an even more dangerous traffic problem where one already exists with overuse happening between 3.30-7pm due to nearby schools, tennis and golf club congestion during rush hour. This is a residential road design and can't take the strain of a38 traffic.</p>
<p>Martineau Gardens is a Community Garden at 27 Priory Road B5 7UG.</p> <p>We welcome over 10,000 visitors a year, provide Environmental Education to Birmingham school children and provide volunteering opportunities to people with mental health issues and learning disabilities with our therapeutic Horticulture service.</p> <p>We heartily support cycling, half of our staff (including me) use bicycles to come into work, as do many of our visitors and volunteers.</p> <p>We are concerned that by preventing vehicles from turning left or right off the Bristol Road onto Priory Road, this plan is making it hard for our visitors to find the Gardens and increasing road traffic on surrounding roads. We fear that the number of visitors will reduce as people get lost around other routes.</p> <p>Please find a way to make cycling safe at the junction, without banning vehicles from turning off the Bristol Road.</p>
<p>New right turn from Bristol Road A38 into Wellington Road:</p> <p>Drawing No. CA-02752_S7_5014:</p> <p>I object extremely strongly to this proposal, which is clearly extremely ill-thought out. Wellington Road is a residential road throughout its entire length with houses all the way up on both sides from Bristol Road to the top of the road at Priory School. The road is already busy and because it is long, very wide and straight the speeds which many vehicles achieve on this road are excessive and dangerous. As a resident I have seen over many years dangerous overtaking manoeuvres and speeds in excess of 70mph by drivers who simply don't care about pedestrian safety. Several years ago a car crashed into my front garden fence while performing a dangerous</p>

overtaking manoeuvre and caused considerable damage to my property as a result. Now, astonishingly, the council seriously propose to dramatically increase the number of vehicles using this residential road when all their efforts should indeed be aimed at reducing the traffic flow here in the interests of all the residents of this area. Any suggestion from the council that speed limitation measures will ensure the safety of pedestrians on this street are simply wishful thinking. As I have indicated, Wellington Road is very wide (easily wide enough for three cars abreast) and even if one vehicle is abiding by speed limits and traffic calming measures other vehicles which are in a hurry will not be prevented from overtaking them at high speed. The more traffic on this road, the more vehicles who will travel at dangerously excessive high speeds. This danger will undoubtedly lead to injuries and fatalities in future if this proposal gets the go ahead. Priory school is at the top of Wellington Road and young pupils walk all the way up the road on their way to and from the school. The pavements are busy with pedestrians at all times. To suggest that more traffic should be allowed on to Wellington Road will put the lives of all pedestrian users in increased danger. At the moment traffic is permitted to turn right from Bristol Road up Priory Road but my understanding is that the council want to close this existing right turn in favour of vehicles turning right into Wellington Road. Has it escaped the council's attention that Priory Road is not residential and therefore few people are directly affected by traffic on that road? Priory Road has the grounds of Edgbaston Priory Club on one side and the grounds of the Edgbaston Golf club on the other. There are no houses. Yet the council seriously suggests that traffic should be diverted from a non-residential road on to a residential road (and in a conservation area at that)? What possible justification can there be for that? This proposal from the council cannot have been thought through clearly because if it had been it would have been stopped in its tracks. If this scheme goes ahead there will be a large increase in the volume of traffic on Wellington Road putting the lives of residents and pedestrians, including schoolchildren, at great risk. It should not go ahead.

New right turn from Bristol Road into Wellington Road  
My wife and I object to these proposals because it will introduce significantly more traffic into Wellington Road which can be very busy with rapid cars at times already. It is sometimes extremely difficult to cross as a pedestrian going towards Sir Harrys Road for example. We suggest you introduce a zebra crossing somewhere near the top of Wellington Road and limit the increase of traffic in Wellington Road  
Turning right at the junction will be more dangerous than the current straight on flow of traffic.  
Danger to pedestrians and cyclists crossing or using Wellington and to motorists trying to turn or those going a bit too fast straight on along Bristol Road  
I do not see why the existing right turn out of the city at the bottom of Priory Road cannot continue

Pros:

Gets cyclist off the road.

Cons:

Cost;

Can the cost be justified for the amount of cyclist using the route or likely to use the route? The route should be tolled/charge to recover the cost. This will be done if the number of cyclist using the route achieve for what seem to be envisaged numbers for the justification of this route.

Will the route be gritted and cleared of snow/ leaves? The cost of doing so been factored in.

Congestion Delays;

Will cause more delays and congestion along the route while the proposed route is put in place. No work should be started until works in the city centre are completed. As the cost of these delays been factored in the cost of the route.

Cost to council tax payers;

Can the cost be justified when the council is seeking to cut cost to vital services?

Signage route markings;

Is there any need to waste money on road markings signage etc along the route. Cyclist mostly ignore such marking signage. Or are ignorant of their meaning as they not required to pass any formal test. Keep signage marking to warning of danger/hazard only.

Will the cyclists be prohibited from using the road where the route is put in place?

Improvement to traffic flow;

Will the carriage way between Priory rd and Wellington rd be widen?

Will 30mph restrictions on dual carriage ways be remove and 40mph re-enstated? As there cyclist will be removed from the road.

Pebble Mill Road Junction;

Drawing indicate 5012 that on the junction on A38 and Pebble Mill rd that there will be no right turn on to the A38 from Pebble Mill rd.

<p>Removal of this will result in more congestion along side roads leading off along Pershore rd, and increase in congestion at the Priory rd junction.</p> <p>Also when a road closure/restriction occur on Priory rd, and Edgbaston Rd. There will be no viable alternative route around such and again the side road along Pershore rd will become blocked with traffic.</p> <p>Why not use existing pedestrian crossing</p> <p>Eastern Road Junction</p> <p>Drawing indicates 5011 that there will be no right turn on to A38 see previous and doing this will push congestion further up toward Selly Park and Selly Oak side roads - Raddle Barn, Bourn Brook and all roads leading to these.</p> <p>Conclusion;</p> <p>Good idea to get cyclist off the road.</p> <p>However no thought has been paid how the changes to the road way will affect the traffic along the route. Particular the impact on the side roads. No thought to the vehicle drivers stuck in more congestion. and more importantly to the resident who's road will be clogged with extra traffic.</p> <p>The cost does not seem to be justified for the amount of cyclist liable to using the route.</p> <p>Yet another waste of council money.</p> <p>Money would be better spent on reducing congestion instead of creating more. If you have spend it on the roads. There is a better route along the Blrmingham Worcester canal from Selly Oak to the City centre for cyclist to use.</p>
<p>I think it a massive sum of money to spend on a project that spans such a short distance. I cycle all the time and find the current cycle lanes wholly inappropriate. They have people, signage and interruptions to the flow of movement. Cyclists should use roads, and the money should be used to improve roads for cyclists, by calming car traffic, reducing on road parking, improving curb side road conditions, and making safe existing provision made for cyclists around the whole city road network system. Please take a more holistic approach to what is available for cycle transport before beginning a major project that will only benefit a few cyclists as a leisure facility.</p>
<p>The proposal is unnecessary and dangerous.</p>
<p>Strong objection causing increase in traffic along Wellington Rd which will cause danger to residents, cyclists, pedestrians, drivers. Speed of many motorists already excessive but this is likely to cause danger to all. Will also have significant impact on surrounding roads.</p>
<p>Increase in traffic around Wellington Rd and surrounding roads. Vehicles already travel at speed and the right turn itself and additional travel will be a danger to pedestrians, residents, cyclists and motorists.</p>
<p>New right turn from Bristol Road A38 into Wellington Road (Drawing No CA-02752_S7_5014)</p> <p>I object strongly to the proposed right turn on Bristol Road into Wellington Road. This is completely unnecessary and would create a dangerous junction so close to the major intersection of the A38 and Middleway during the rush hour periods, causing traffic queue on the A38. Moreover, it would significantly increase traffic using Wellington Road, a road which serves and is bounded by residences and thus making it dangerous for local motorists, cyclists and pedestrians. Essentially Wellington Road will be made into a busy 'rat run' increasing danger, noise and pollution in a conservation area which the Council has a duty to protect. Increased traffic using Wellington Road to Priory road/Church Road will significantly increase congestion during peak periods around the Priory School and traffic going onto the Univesity. This is already a busy and sometimes dangerous junction.</p> <p>Re-directing traffic from Priory Road to Wellington Road - by removing the right turn from Bristol Rd at Priory Road and allowing a right turn on to Wellington Road- shifts increased traffic use along a residential road. Priory Road is NOT a residential road yet proposals will reduce traffic here at the expense of Wellington Road. This contradicts any noise, safety and clean air objectives, in fact it is perverse. A proper right turn filter traffic light system at the junction of Bristol Road and Priory Road would secure safety for cyclists while maintaining the use of Priory Road as the main route , not the residential road of Wellington Road. These proposals MUST be abandoned.</p>
<p>As a regular user of Edgbaston Priory Club the removal of the right turn into Priory Road from the Bristol Road , when travelling towards Selly Oak will force traffic up Wellington Road increasing the congestion in the area especially around the Priory School and increase the likelihood of accidents and possible deaths when parents are delivering and collecting children.</p>
<p>I am concerned about the further congestion this will cause around my home and the potentially dangerous new traffic routes. I do not feel this cycle route is appropriate .</p>



In principle, I am in favour of improving cycling opportunities in Birmingham. However, for the planned A38 Cycleway I am opposed to the proposed changes to the Priory Road/Bristol Road junction and the opening up of an outbound right turn into Wellington Road and the associated changes. The consequences of these proposals will adversely affect traffic flow in the area, introduce new accident risks for pedestrians and vehicles and, because of congestion and delays, increase pollution. Additionally, the changes seem to show no consideration for the natural environment; removing many trees and showing no regard for the Edgbaston Conservation area. In particular, I raise the following points in objection:

1. Priory Road/Bristol Road Junction – For in-bound traffic, preventing left and right turns will force traffic to take other more complex and more damaging routes. Inbound traffic heading for the Priory Hospital, the Priory Club, Priory School, Edgbaston Golf Club, Edgbaston High School, Hallfield School, Edgbaston Lawn Tennis Club, Birmingham Botanical Gardens and Edgbaston will be forced to take less suitable routes.
  - a. Edgbaston Park Road is narrow and winding and already very busy. It is a main route into the University campus. It also serves the two King Edward Schools and the BMI hospital as the route up Vincent drive is already total chaos. Additional traffic here will add to the dangers and congestion.
  - b. Turning up Wellington Road will take a lot more traffic into a relatively quiet residential road in the Edgbaston Conservation Area. Traffic using this route will then have to cross in front of Priory School; the current dangers here, especially at school starting and finishing times, are well-known. Adding more traffic cannot be right.
  - c. Turning right into Pebble Mill Road, left along Pershore Road and then left into Priory Road will again take traffic through a very residential area and then add to the congestion that already exists on Pershore Road. Surely this will make the pollution problems even worse. In comparison Priory Road is more open and traffic usually moves freely because there are few entrances. For outbound traffic, eliminating the right turn into Priory Road will force vehicles to turn right at the proposed new junction for Wellington Road or continue on and use the Pebble Mill Road or Edgbaston Park Road options. As there will be no traffic lights at Wellington Road, drivers will have to 'run the gauntlet' across the inbound lanes. It is proposed there will be space for six vehicles to wait at this junction at which point the pedestrian crossing will be triggered to allow cars to turn. If the outbound A38 is busy, this triggering of lights will be frequent and either inbound traffic will be impeded by the constant stops or outbound traffic will be impeded as traffic queues waiting for the lights to be triggered. The further increased traffic flow along Wellington Road will make the situations noted above even worse. And travelling on to Pebble Mill Road or Edgbaston Park Road just adds to those problems.
2. Pershore Road/Bristol Road junction: There are major plans for major developments at this corner including a further increase in housing. There seems to be no consideration of the increased traffic and congestion this will bring. The right turn off Bristol Road into Priory Road is very busy. It takes traffic heading for the Cricket ground, MAC and Moseley. This traffic will now be coming through Pebble Mill Road and turning right at the Pershore Road/Priory Road junction, adding to the traffic that is currently doing this. Turning right is always a slower activity and will add to the overall problems at this junction.
3. The refusal to add sensible pedestrian crossings at the junctions of Priory Road with Pershore Road and Bristol Road is foolish. These are very dangerous crossings now, the proposals only add to the risks.
4. For the whole scheme, there is no assessment of the impact of the changes on any aspects of the Edgbaston Conservation Area.
5. I also note that a large number of trees are to be removed to make way for the cycleway. There are no comments about efforts to minimise the number of trees removed or other environmental damage and there is no commitment to replace the trees lost.

I am deeply concerned about the proposed Birmingham Cycle Revolution Scheme - specifically referring to the right turning out of the city into Wellington Road. Having 2 major right turns within a relatively short distance ( the Middleway and Wellington Road ) with no right turn then until Edgbaston Park Road will severely disrupt the traffic flow throughout the whole of the Edgbaston area to the South West of the Hagley Road. Similarly coming into the city, should anyone wish to visit the Priory Hospital, they cannot take the simple and quick option of turning left into Priory Road - they need to travel on to Wellington Road to turn left and then have to do almost a complete circle to get to the Priory Hospital. The other option is to turn left before Priory Road into Edgbaston Park Road then up to the traffic lights at Church Road, round the island outside The Priory School down into Priory Road and then eventually down to the Priory Hospital. What an absolute mess. This whole scheme has just not been thought through and will just cause traffic chaos. The South West traffic flow out of the City currently is extremely poor without adding considerably to this chaos. Please rethink.

The Bristol Rd is a congested thoroughfare at the best of times. Reducing the width with a protected cycle way will further impede the traffic flow. The process of building such a cycleway will cause enormous disruption with potential economic effects for the city. I have experienced these problems in Kingston onThames, where my daughter lives, which built such a cycleway over the last 18 months.

Very few people cycle along the Bristol Rd. Encouraging more cycling along this route is not sensible, in view of the pollution to which they would be exposed.

How do you propose that people west of the Bristol Rd access Mac, the cricket ground, and for that matter Aldi? Encouraging the development of rat runs round the currently quiet streets of Wellington Rd., Carpenter Rd. etc. and giving the wealthy inhabitants of Edgbaston a taste of the problems experienced in poorer parts of the city is doubtless appealing( I speak as a member of the Labour Party) but as these roads already experience serious parking problems-particularly around the Priory School- I would suggest it creates a potential for accidents.

The proposals will create unnecessary congestion all around the Edgbaston area for very little benefit. The routing will create potentially serious complications for our major event venues such as Edgbaston cricket, The Mac Edgbaston Golf not to mention the craetion of many more rat runs on relatively minor roads.

The restrictions on turning off the Bristol Road will render a main arterial route of little value to Many commuters who will then have to turn to minor roads to get to and from work.

If better cycling facilities are the purpose of these changes why not develop the good routes that already exist along the canal paths rather than cause major disruption all over a major suburban area of the city.

In short the proposal is an unnecessary waste of money which will never enhance or credit this part of the city

I strongly object to the proposed removal of the existing No Right Turn on Bristol Road (out of city) at its junction with Wellington Road. This will invite a lot more traffic which will build up outside Priory school causing a safety hazzard. There will be huge tailbacks from the small island at the junction of Wellington Road and Priory Road. If drivers think they will be taking a short cut towards Harborne they will soon become frustrated.

This is already a horrible part of the system, even if you know it in advance. The proposed road turn onto Wellington Rd will be particularly dangerous. Turning right by car as you come away from town at the main junction (into Ladywood Middleway) is already such a nightmare I won't do it.

The proposal significantly increases traffic passing through the Wellington Road, Carpenter Road area. The area served by the original turn off and the proposed turn off from the A38 houses numerous schools. The initial turn off at Priory road is not a predominantly residential road. The new routes affected are residential roads. These roads already have a problem with cars speeding through at over the assigned speed limits. I am sure you are aware of a major traffic accident that occurred on Carpenter Road a few weeks ago. The road does not need to have further commuter traffic diverted through it endangering the young children that actually walk to and fro from school. It would appear that the traffic through flow to the area is being prioritised over and above the safety of the walking/cycling public again. Successful ways of reducing traffic flow in and out of a city have been shown to introduce charges for entering the city or improving public transport links. Have the potential impacts of these been looked at?

I strongly object to the proposal to create a right turn from Bristol Road into Wellington Road. This seems to me ill conceived!

Having lived in nearby Pakenham Road for some 37 years and very familiar with the area, I cannot understand what possible benefit would be achieved in increasing the traffic flow on Wellington Road. This is already a "rat run" on to Bristol Road and to increase traffic flow can only prove an unnessary hazard both along the Road and at the right turn on Bristol Road. It will be dangerous for motorists, cyclists and for pedestrians alike.

Furthermore, Wellington Road is an important part of the character of this small and limited conversation area of the City which needs to be preserved. Birmingham has already destroyed so many quality dwellings of architectural merit and so few remain.

What possible logic would seek to destroy this important and small part of this second city. Such properties need special consideration.

I fail to understand what highway considerations could possibly justify such propoals which have clearly been put forward without proper thought or by parties totally blinkered to the consequences outlined above.

I repeat again my most strong objection to the proposals.

I strongly object to the proposed removal of the existing No Right Turn on Bristol Road (out of city) at its junction with Wellington Road. Wellington Road is a residential road. where there are already problems with speeding motorists. Extra traffic will cause danger to pupils coming and going from Priory school which is at the junction of Wellington Road and Priory Road. The traffic island outside the school is already congested and there are long tailbacks at busy times. Traffic will back up all along Wellington Road right down to Bristol Road which will then

have its own tailback right up to the junction with the Middleway. Therefore the free flow of traffic along Bristol Road will be compromised.

This proposal immediately loses credibility because the first map has been displayed counter-intuitively with South at the top (ie. it is "upside down" ). For what purpose ? Most of the other maps have North at the top. If this is the level of care taken to produce this proposal, it is not surprising that the rest of it is ill-considered.

But to get to the point, I was shocked to see that it is proposed for out-bound traffic to turn right into Wellington Road, to embark on a tour round the Priory Tennis Club and Martineau Gardens before queuing for a right turn at the traffic lights near the Priory Hospital. Two extra right turns for outbound traffic in the evening rush hour will cause road chaos and more air pollution.

I object strongly to the proposed right turn into Wellington Road. It is unnecessary and will be very dangerous for pedestrians, cyclists and residents, turning Wellington Road, Spring Road and Charlotte Road into a hazardous high speed rat run.

I am very concerned that the left and right turns into Priory Road will be discontinued (CA-02752\_S7\_5013). These turns are needed to allow access to Priory Hospital, Edgbaston Priory Club, The Vale, several schools and Edgbaston Village, Edgbaston Golf Club, the parish church and the Martineau Centre. It will also hugely inconvenience property owners in Priory Road. If you prevent these turns, all the traffic to these locations will have to use Edgbaston Park Road or Wellington Road, together with the minor roads ); none (particularly Wheelleys/Arthur Road, Ampton Road & Carpenter Road) are suitable for the increase in traffic level, with several often already grid-locked due to inconsiderate parking. The increase in pollution in these residential areas will be considerable and in busy times it will be impossible for residents to access or leave their homes. The addition of a right-turn INTO Wellington Road (CA-02752\_S7\_5014) is going to cause another massive increase of traffic into a residential road with many houses fronting directly onto it that necessitate on-street parking. In addition, there is already a parking issue on a daily basis, so the increase in traffic is going to be a danger to residents and pedestrians on Wellington Road. Again, this road is also grid-locked at times from existing traffic, so any increase is going to cause a rise in pollution and consequent health issues to residents, pedestrians and local cyclists. In addition, because the queue to the lights on the into town side are often well past this junction, there are going to be issues at the crossing point; box-junctions are notoriously badly observed in Birmingham, so there will be no 'right of passage' for anyone turning right from Bristol Road into Wellington Road. The queue on the out-of-town side will consequently build up and there will be grid-lock at the main junction. The junction at Belgrave Middleway ((CA-02752\_S7\_5015) already generates significant delays on cross-city journeys; it is not uncommon to have to wait for three or four light sequences to move between Wellington Road and the Belgrave Middleway intersection. Any increase in the number of phases in a sequence, such as would be required to accommodate the cycle crossing is going to increase delays, and cause economic loss to the city. In conclusion, it is a pity that one of the busiest routes across the city, a vital artery for buses and delivery vehicles is to be disrupted for the benefit of the few cyclists who are likely to use this route. Cyclists already have ready access to the city using the canal towpaths; if this scheme goes ahead, the economic loss (both loss of revenue and loss of productivity) to the city will be considerable and the increase in traffic will damage the health and quality of life of residents, as well as affecting trees and wildlife living in a Conservation area.

To add to my objections to the proposed restrictions along Bristol Road/Priory Road and also to potentially allow right turns from Bristol Road to Wellington Road, the tragic incident which occurred today (17/12/17) nearby along Belgrave Middleway is a classic example of why these proposals should not happen.

The volume of traffic is way too much for Wellington Road/Spring Road etc to cope with and the danger is too high to the public.

Today Spring Road was blocked due to the incident and had the right turn already been accessible, it would have been chaos on these side streets.

The main roads cannot manage as it is and any emergency which may occur always has a major impact on the area as it was witnessed today where a driver used Stone Road from Bristol Road (which is one way!!) to get out of the Bristol Road congestion.

Residents must not be put at risk for this project at all.

I fully support the bike lanes, but without lots of detailed explanation your PDF based consultation is much too complex to understand.

<p>This is a dangerous and completely unnecessary change to traffic flow which will turn the residential streets of Wellington Road bd Charlotte road into a rat run. There are many families and children constantly crossing these roads and cars already speed along both. These measures will cause a dramatic and unnecessary increase in the traffic.</p>
<p>I consider the proposed cycle scheme is a great idea. However I am totally opposed to the proposed right hand turn into Wellington Road. It is totally unnecessary and will not benefit the cycle scheme it will however cause an increase in pollution and increased risk of accidents and increased traffic in a quiet residential road. I consider this part of the scheme should be abandoned.</p>
<p>These changes will slow traffic so increasing driver frustration and anger at the same time as increasing fuel consumption with related costs and worsening of air quality. I am also of the opinion that this scheme will not be safe for the cyclists and will increase the general accident rate. If you must have a scheme please come up with something better than this.</p>
<p>I strongly object to the proposed right turn into Wellington Rd from Bristol Rd A38- drawing no: CA-02752_S7_5014. The road is part of a conservation area and will become even more of a major traffic route to and from the city centre, creating problems and dangerous situations for motorists, cyclists, pedestrians and residents alike. I would much prefer that the Council made it impossible to turn right via the forecourt in front of the shops on the corner of Wellington Rd, that the right turn filter light at the traffic lights at the major intersection with Lee Bank Middleway, coming from the city centre was operational for longer and that the same applied at the intersection of Bristol Rd and Priory Rd.</p>
<p>New right turn from Bristol Road A38 into Wellington Road: I am strongly opposed to this proposal. IT will increase the flow of traffic through Edgbaston which is already congested with through-traffic to the detriment of residents. It will add to the pollution levels which already exceed permitted limits. It will not help cyclists and will certainly make life worse for pedestrians.</p>
<p>The proposal to permit a right turn from Bristol Road (out of city) into Wellington Road is potentially dangerous as it is too close to the junction with Lee Bank Middleway with an insufficient length of slip road for vehicles turning right, not to mention the increased traffic along Wellington Road. The proposal to prevent A38 traffic into the city from turning left or right at Priory Road will lead to unnecessarily lengthened journey times, increased pollution and busier side roads in the vicinity. This, coupled with the proposed closure of the right turn into Priory Road for out of city traffic on A38 will mean much increased access difficulties to BMI Priory Hospital, the apartments on Jacobi Place and the Priory Road entrance to Edgbaston Priory Club. The proposal to permit a right turn out of Elmhurst Ballet School is potentially very dangerous, which is why it wasn't permitted in the first place. This is only proposed now as a consequence of the totally unsatisfactory proposals for the nearby Bristol Road/Priory Road junction. Keeping the junctions mentioned above as they are and building cycle/pedestrian bridges would be a more practical, greener and safer solution for all road users.</p>
<p>Drawing No.CA-02752_S7_5014 I am greatly concerned at these proposals. I have been a resident of Wellington Road since 1983 and feel that the proposed right turn into Wellington Road is completely unnecessary and will pose a hazard to residents,pedestrians, cyclists and motorists.Traffic is already heavy at times on Wellington Road and this proposal will further exacerbate this by creating additional traffic. I urge the Council to rethink.</p>
<p>i live in Church Road which already is a very busy feeder road into the A38 Bristol Road and would oppose any restriction to the flow of traffic along the A38 Bristol Road caused by cycle lanes. We already have very serious delays along Church Road caused by the flow of traffic being interrupted by parents collecting/dropping off their children at the two schools at either end of Church Road. Cycle lanes along the A38 would only compound this and add to the risk of children being involved in a traffic accident.</p>
<p>New right turn from Bristol Road A38 into Wellington Road Drawing No. CA-02752_S7_5104 This proposal is very likely to result in greatly increased traffic on Wellington Road. Has an equalities impact assessment been made with respect to this change? If this change goes ahead it will be a decision by a majority-white council that adversely affects a residential road whose residents are majority ethnic-minority. Furthermore these residents are among the more successful members of their ethnic groups and this measure is likely to be seen as racially motivated. My real fear is that it might be as there is no real for this proposal has been made that makes any sense at all.</p>

I have concerns that the stitching of the cycle lane from either side of the Bristol road into the central reservation area. The trees in that area are an important historical feature of the area and must be preserved at all costs. The increase in standing traffic will increase the pollution in the area making the trees ever more important. I have noticed an increase in my asthma symptoms due to the increased standing traffic on Pershore road due to the introduction of the unnecessary bus lanes and now this will be compounded by Bristol road. You mention in the air pollution report on the scheme that the levels of toxic fumes will rise.

There are two perfectly good cycle paths either side of bristol road, the pavement is big enough for cyclist and pedestrians. They just need re surfacing for a fraction of the cost of inserting a ridiculous lane in the middle of an important area of wildlife. I am a regular user of my bike along Bristol road and see no need for this extravagant unnecessary white elephant.

Yes lets make the roads safer but increasing the further interruption of traffic is unnecessary.

Given the current plans I will no longer be able to safely ride into town from my road.

I am keen to keep myself fit and healthy and feel these proposal will significantly comprise my ability to do this due to increased possible pollution, in ability to gain access to priory road and the edgbaston priory club from my direction and get home again. Please just repair the existing cycle lanes and promote them.

You are going to cause major, major traffic problems.

It is a good idea, but, our roads were not constructed for this type of passage.

You will also cause major disruption to residents in the areas you are going to add traffic congestion, in residential areas.

I travel frequently by car from Birmingham airport to my home and use the BRISTOL Rd after Smallbrook Ringway out of town to get to my home in Edgbaston. Under new proposals, I would turn right off the Bristol Rd into Wellington Road. at certain times the traffic flow in the opposite direction is exceptionally fast and heavy, making this a hazardous junction and creating congestion due to traffic waiting for an opportunity to make the turn. More traffic accidents will be the result with injury and possible death of drivers and/or passengers. At best, this waiting traffic will be emitting exhaust fumes which will further reduce the air quality. I further wish to campaign for a pedestrian crossing to be provided at the site of the traffic lights at the Pershore Rd./ Edgbaston Rd junction which, at present is unacceptably dangerous due to the increased traffic into Pebble Mill Road following the closure of the left turn into Priory Road which puts pedestrians and cyclists in danger as witnessed by the recent, tragic, death of Dr. Suzanna Bell

As an experienced cyclist of more than 50 years and an Edgbaston resident of 35 years I have to say that the plans seem to lack a logical thread. For anyone who understands as I do the mentality of cyclists and the need to segregate cyclists from other forms of traffic (including pedestrians) it is difficult to see how these plans are supposed to work. It is important to state that I am not just speaking from a personal view but from many years observing the behaviour of other cyclists on our roads. If anything the increased uptake in cycling has lead to a dramatic drop in the standards of safe and considerate riding. As a cyclist I lament this but it is true and must be factored into your plans. The practices that carry risk are too many to list but include riding without lights in the dark as just one example. Too many inexperienced cyclists regard themselves as merely pedestrians that have been temporarily fitted with wheels. With this observation in mind, the following are observations based on cycling this route many times in all traffic conditions plus a professional ability to translate a 2 dimensional engineering drawing into a 3 dimensional world .

1) The plan shows a minimum of 23 crossing/ traffic contact points based on road junctions alone. Many of these will need to be stops and in a lot of cases dismounts and restarts for cyclists, if they are to be negotiated safely. Stops and starts are a per[t hate of all cyclists as cadence (constant rhythm) is the goal. As an experience cyclist I would avoid such a route like the plague as it creates hazards and wastes a huge amount of energy.

2) The plan shows that the cycle route uses the north side pavement between Priory Rd and Wellington Rd. Here the pavement is intersected by many driveways to private premises including flats and houses. I cycle on the road here but have seen many near misses where cyclists using the pavement have nearly been run over by motorists turning into or out of their drive ways. In some cases the knock on has been a near RTA on Bristol Rd itself. The plan merely seeks to make this dangerous situation legal.

3) Pedestrians don't respect bike lanes and habitually wander into them. It is not clear from the plan how cyclists and pedestrians will be segregated, In Holland, for example, all bike lanes and pedestrian lanes have a very distinct and clear physical barrier to strongly discourage this,

4) The plan shows what would seem to be a particularly dangerous new junction at the intersection of Wellington Rd and Bristol Rd. The sight line for a driver heading West on Bristol Rd is compromised due to the slight curvature to the right at this point. The slip road is very short and in busy traffic conditions this will cause an inevitable back

up of traffic heading West from Bristol St. For a cyclist heading West on Bristol Rd this will prove an exceptionally challenging crossing. Firstly there will need to be a stop to check for traffic heading South on Wellington Rd. There is then an uphill restart or a dismount and walk to the centre of the road. The cyclist then has to look backwards almost 180 degrees to observe traffic attempting to make a right turn into Wellington Rd and while doing this Cross the remainder of Wellington Rd to rejoin the cycle path. At this point they are vulnerable to traffic heading East on Bristol Rd turning into Wellington Rd.

Cyclist come in all ranges of ability and levels of physical fitness. What seems to be proposed is the flatest route into the city from the West. In the process, however, I have to offer the opinion that, give the very significant number of hazards (some obvious some less so) even as an experienced cyclist (maybe that should read that because I am an a very experienced cyclist) I would never use such a route as that which is proposed.

Can I suggest that you consult with an experienced group of cyclists who know the area and understand the challenges the route presents before you go ahead. I would offer my services for this should they be required.

Great proposals. Strongly support the proposals and the associated TROs. Please roll this out quickly and propose more schemes along other key corridors. The Harborne Road between Westborne road and Augustus Rd is very dangerous for Cyclists who need to pull into the outside lane to get into the city and needs similar treatment.

New right turn from Bristol Road A38 into Wellington RoadI object to the proposed right turn into Wellington Road. It will worsen the traffic on the road and increase the incidence of fast and dangerous driving. This will be hazardous to residents and to the children of a nearby school, as well as damaging a Conservation Area. This proposal should be abandoned.

#### THE JUNCTION AT PRIORY ROAD & THE BRISTOL ROAD

Your proposals for not allowing traffic to come along the Bristol Road from Selly Oak etc. and turning left at the Priory Road junction is illogical because The Priory Road in the main does not have domestic dwellings directly on it, whereas diverting drivers to go further into the approaches of the City Centre & then to turn left into a primary private dwellings road.

This will have 2 main consequences being (1) more congestion approaching the City Centre ( & hence worse air quality) & (2) much more traffic going into Wellington, with consequent much greater risk to residents & young children.

Instead of such a plan, then you just need much better lights at the crossroads of the Bristol Road & Priory Road, so that all the traffic from any direction can go straight on OR turn right or left and take away the yellow box which everybody has to ignore in order to for instance turn right onto the Bristol Road from Priory Road. This will with full pedestrian access controls mean that there is a safe way for all pedestrians to cross as well.

Before moving to our present address we lived for 24 years near the intersection of Spring Road and Wellington Road. We are very familiar with the specific characteristics of the Wellington Road area and the likely impact of these planning proposals.

This is one of the most beautiful and historic parts of the Edgbaston Conservation Area and contains a concentration of significant listed buildings. The conversion of Wellington Road into a two-way main highway into the heart of Edgbaston would be highly detrimental from an environmental point of view:

(i) There would be constant heavy traffic and increased traffic pollution up and down Wellington Road (particularly at the foot of Wellington Road, where increased noise and traffic pollution would be felt most particularly by residents of the sheltered accommodation in Latimer Gardens.

(ii) There would be a predictable bottleneck at the top end of Wellington Road at the intersection with Priory Road, where traffic flow would conflict with school and residential parking (not to mention overspill parking for major cricket and tennis events).

(iii) The transformation of Wellington Road into a major traffic artery would destroy the residential character of the whole area. My understanding is that we have Conservation Areas precisely to prevent this - on the grounds that precious heritage, once lost, is never regained.

I am familiar with the situation at a large university in the Netherlands, where students and other residents cycle between the university and outlying areas on a much greater scale than we do in Britain. There are clearly designated cycle lanes to facilitate this. However, Dutch cyclists appear to be wholly unfazed by the need to be treated as ordinary road users who have to stop and start at traffic lights like everyone else. In this context, I do not see that the plans for changing entire road configurations is practically necessary in order to achieve the desired end.

I am very much in favour of encouraging and supporting more cycling. But I believe that these specific proposals go too far. In environmental terms, the community loses more than it gains. The balance is wrong, in my opinion, and an error could be made here that would be difficult to rectify later.

I support the development of a segregated cycleway along this road. I am a bit surprised that the scheme would not improve air quality and I am wondering if uptake of cycling was considered in the modeling. I would use the cycleway as an alternate route in to work.

I object to the proposal to open a new right turn from Bristol Road into Wellington Road which will negatively affect the residents of Wellington Road. It is time the Council put the quality of life of people who live and breath in a local area above the interests of motorists who drive through it once or twice a day. If the Council has resources to spend on road measures in the area it would be better spent on providing a pedestrian crossing at the hazerdous junction of Priory Road and the Pershore Road. As a local resident of over 70 with some reduced mobility I find it extremely stressful to cross the second part of this road where traffic coming from three directions is never all stopped at the same time. The fear of crossing this road deters me from visiting the city centre as often as I would like to. A recent petition to the Council on this issue was unsuccessful, the Council's response being that as there had been no major accidents on this junction there were no plans to change it. Since then we have had the tragedy of a fatality, albiet a cyclist rather than a pedestrian. Hopefully the Council will therefore now reconsider its position before more tragedies occur.

I object to the proposal to introduce a right turn into Wellington Road for the following reasons:-

1 There is currently access from Bristol Road into Wellington Road via Spring Road

2 The introduction of the right turn into Wellington Road will limit the traffic flow along the Bristol Road going out of the City Centre due to the back up of traffic waiting to turn right into Wellington Road - the length of the waiting lane proposed is far too short.

3 It appears that one of the reasons for the right hand turn into Wellington Road is to facilitate the transfer of the cycle lane from the south to the north side of Bristol Road. There is a tunnel across Bristol Road near Wrentham Street. Could this not be used to achieve the transfer. This would simplify the cyclists route.

4 I understand that Cycling Organisations are against this proposal.

5 I am a cyclist and the more the route is constrained by traffic crossings the fewer cyclists will use it as its easier to cycle along the road.

At the junction of Bristol Rd and Edgbaston Park Rd, how are cyclists enabled to cross the two roads? It would be important for this to be light-controlled, otherwise it could take a long time to be able to cross.

On drawing CA-02752\_S7\_5003, how are cyclists intended to get from the central cycle lane to the one on on the side? Again this would need to be light-controlled, otherwise it could take a long time to cross safely.

As a general point, when the side cycle paths cross side roads (such as Viceroy Close, Bellevue etc), do cyclists have priority? It is important the road markings are very clear as to who has priority, and cyclists have good visibility of the road in both directions. Often this can be the problem with this kind of provision, because it is hard to cross the side streets safely.

I am particularly concerned about the junction with Belgrave Middleway, as that is a very busy road with lots of lanes to cross. Will this be light-controlled? It would also be important here to ensure the crossings are synchronised where possible, so cyclists do not have to stop several times to get across all the lanes, which could take a long time and encourage people to take risks.

On the whole though, I think this is a bold scheme which has huge potential to encourage greater levels of cycling on this route. The devil is in the detail, as ever with cycling infrastructure in my experience.



Specific comments on the scheme can be found below: CA-02752\_S7\_5000o Plans link well with shared route on Aston Webb Boulevard, however we feel that they need to include links to Alton Road or a safe crossing point to Arley road/Bournbrook Road. Could there be clarification as to whether upgraded signal control cycle crossings will be included?o Concerned that there isn't a safe and accessible route to the high street and main student area. o The plans need to have a clearer distinction at University South gate to demonstrate that there is a cyclist movement over the entrance. Could it be a painted/raised surface as at other points on the scheme?o There is poor connectivity with the parallel route that links to NCN route 5 via Oakfield Road. This is currently a very popular route for those accessing South Gate from Selly Park/Kings Heath. Could there be access from the pedestrian crossing with additional shared use facility across the fire station entrance to Bournbrook Road? This will link into wider aims of increasing cycling connectivity between Kings Heath and Selly Oak. CA-02752\_S7\_5001o Changes in road layout and turning movements look safer than previous plans and are welcomed. o We have concerns about access to the route via Eastern Road. There isn't safe access without using the existing junction, which at peak times can be busy and congested. There is the possibility of an on demand crossing on the right of Eastern RD that would enable further vehicle movement and free up space for cars and create safe access for cyclists using existing shared use. CA-02752\_S7\_5002o It's great to see further connectivity with Pebble Mill Road, however this needs to go all the way to the Pershore Road where there is an existing refuge that can be used. If the scheme and TRO is extended it will create greater connectivity with NCN route 5 in Cannon Hill Park and create a safe off route from Kings Heath/Moseley to Selly Oak.CA-02752\_S7\_5003o The continuous path across junctions near Pavenham Drive are welcomed and would like to see further priority like this is future plans. o Could the plans also include a raised table at the entrance to the dance school, or at least a painted surface to raise awareness of cyclist movements? CA-02752\_S7\_5006o Plans look good, but need to be aware of potential risks with the use of space in waiting areas at Belgrave Middleway entrance. Some of the refuges show they can only accommodate a small amount of cyclists, is it possible to publish further detail to explore possible changes to support a larger volume of users?CA-02752\_S7\_5007o We're concerned about movement from Wrentham Street to Kent Street and feel that it needs to include sufficient signage to raise awareness of safety on the junction. o We are concerned that no further paint or segregation is planned on Kent Street in the final block. The one way system with contraflow is a positive step forward, but need to ensure that the provision is safe and high quality to ensure movement into the city centre and connection with existing National Cycle Network route 5.

I am concerned about the proposed right hand turn from Bristol Road into Wellington Road. I think that it is dangerous and will add to traffic congestion and rat runs in surrounding roads over a wide area of Edgbaston. Air quality in residential areas will also be adversely affected.

"I object strongly to the proposed Right Turn into Wellington Road. It is completely unnecessary and is not needed to allow the cycle route along the A38 to succeed. It will be very dangerous for motorists, cyclists, pedestrians and residents alike. Cyclists joining the inward and outward bound cycle lane at the bottom of Wellington Road will be endangered as will all pedestrians wishing to access the shops, surgery and pharmacy on Bristol Road. There will be a significant increase in the volume of traffic turning into Wellington Road, both city bound (turning left as a result of the Priory Road closure) and Selly Oak outward bound due to the new Right Turn from the city centre. There will be more accidents as a result. Additionally, the traffic from the city wishing to turn right into Wellington Road will tail back and cause problems with the Lee Bank Middleway/Bristol Road (McDonald's junction). This proposal, which will create a hazardous rat run, (and is against Birmingham City Council policy – rat runs cause people to use their cars, not alternative forms of transport such as public transport or bicycles) must be abandoned."

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<p>The proposed cycle way traffic regulation order will add to congestion and frustration of all road users and pedestrians. Edgbaston Park Road, because of the narrowness at the junction with the Bristol Road is already a cause of frustration for driver entering or exiting the junction. To unnecessarily increase the volume of traffic entering Edgbaston Park Road at the Bristol Road end is wrong. The road is already inadequate for the number of academic and commercial organisations that are situated on or adjacent to Edgbaston Park Road, Pritchatt Road, Farquahar Road, Vincent Drive. Traffic Lights at the junction of Wellington Road allowing traffic to turn right off the Bristol Road (from the city) would reduce the volume of traffic arriving at Priory Road and also Edgbaston Park Road. ----- And from what I have witnessed it is what the vehicle drivers want!!!! cannot think of one good sound reason to stop traffic turning right off the Bristol Road in to Priory Road. The pavements from Edgbaston Park Road in to the City are used by very few pedestrians and are wide enough for cycle tracks to be installed without inconvenience to the pedestrian.</p>
<p>New Right turn from Bristol Road A38 into Wellington Road Drawing No CA-02752_S7_5014 I strongly object to the proposed right turn into Wellington Road. It is completely unnecessary, and it would be dangerous indeed for motorists, cyclists, pedestrians and residents alike. This proposal, which will create a hazardous commuter rat run must be abandoned.</p>
<p>The proposed right turn from the Bristol Road into Wellington Road will be a hazard. Wellington Road is a wide road and traffic already speeds up and down that road often in excess of the speed limit. There are no crossing points or traffic calming measures to slow traffic down on it. Pedestrian safety will suffer. Also, it will create a "rat run" through the residential roads off Wellington Road on the right-hand side ( e.g. St James's Road, Carpenter Road etc) threatening pedestrian safety.</p>

<p>New right turn from Bristol Road A38 into Wellington Road (Drawing No. CA-02752_S7_5014)</p> <p>I object strongly to the proposed right turn into Wellington Road. It is completely unnecessary and it would be very dangerous indeed for motorists, cyclists, pedestrians and residents alike. This proposal, which will create a hazardous commuter rat run must be abandoned.</p>
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<p>disagree completely with the proposal.</p> <p>This move is dangerous and will cause accidents going forwards</p>
<p>the right turn onto wellington road from Bristol road is ridiculous!</p> <p>not only will it cause congestion all over edgbaston, it will also increase accidents on wellington road which has many school next to it.</p> <p>the priory club already brings traffic and now this turn will add to it further.</p>
<p>New right turn from Bristol road a38 into wellington road/ Drawing no. CA-02752_s7_5014</p> <p>I STRONGLY OBJECT TO THIS!!! Having g been a resident of wellington road/ sir Harrys road my entire life!! I have seen the changes over time in traffic into the area as people using it for commuting into and out of town!!! This is a conservation area and with so much change already without this proposal we must do our best to protect the area!!! This is completely unnecessary and should be withdrawn and it is not required!!!!</p> <p>PROTECT THE LONG STANDING CALTHORPE ESTATE!</p> <p>ABANDON THIS PROPOSAL 🙅🏻‍♂️</p>
<p>*New right turn from Bristol Road A38 into Wellington Road (Drawing No. CA-02752_S7_5014)</p> <p>I strongly object to the proposed right turn into Wellington Road. It is an unnecessary change and not required for the success of the cycle route. The increased volume of traffic will create an even more hazardous commuter 'rat run' with corresponding danger to cyclists, pedestrians and local school children.</p> <p>The volume of traffic will also produce more emissions worsening air quality which will be detrimental to residents, pedestrians, school children at the local Priory School and the cyclists. This will be even more of a problem with the proposed traffic calming measures for Wellington Road.</p> <p>Wellington Road is a wide, residential avenue road in a conservation area that is not designed for the proposed high volume of traffic. Further increase in emission pollutants will damage the area.</p> <p>The previous survey results showed that the majority were against this change and yet the Council decided to proceed anyway. It is fundamentally wrong to oppose the majority view I do not understand how the Council is able to defend this decision.</p>
<p>New Right Turn from Bristol Road A38 into Wellington RoadI strongly object to the new right turn as it will create a hazardous commuter run.</p>
<p>The junctions of Pershire Road and Bristol Road with Priory Road are extremely dangerous for pedestrians and cyclists. There is no dedicated pedestrian crossing or cyclist priority on these junctions and both vulnerable groups are at the mercy of motorists who jump the lights or set off before the traffic lights have turned to green. It is entirely unacceptable that the Council should use the excuse of guidelines to keep traffic flowing to fail to provide safe crossing places at these busy junctions in a busy residential area.</p> <p>It is important to provide accessible routes for cyclists but alongside this, pedestrians should be protected from a Russian roulette crossing system which exists at the moment on the junctions of Bristol and Pershore Road.</p>

Those who live on Bristol Road and the turnings on the left out of city such as Barsham Close and Courtlands Close will have to turn right onto the heavy traffic on Bristol road to enable them to turn into Wellington road to access important locations such as Priory Hospital , the Old Church etc and to get to Harborne and Hagley Road. The alternative is a lengthy detour up Bristol road to enable a right turn, presumably Up Edgbaston Park road which is already very heavily trafficked by QE hospital, university and school traffic.

Creating a right turn up Wellington road will mean heavy traffic out of city turning right which at busy times will inevitably back up to the traffic lights at the Ring Road junction.

All of the affected residential roads will become rat runs. These roads are narrowed by their use as car parks for city workers.. Traffic already races along Wellington road in spite of the speed limit.

The Wellington turn will mean a new set of traffic lights as well as the existing set at the Ring Road junction. In particular at rush hour this will create a huge back up of traffic from the Selly Oak direction. This will mean lost hours of work for city centre workers on the really bad days, and the not infrequent times when there are tunnel incidents. Coming out of city the filter lane to Wellinton is not long enough to accommodate the volume of traffic. There will be a lot of lane switching as motorists size up the quickest queue , right up the Ring road thence left up Wheeleys or a wait to go up Wellington. The switching at the junction is already hazardous, I was hit by a taxi recently which was weaving to gain advantage in the lanes. This is common.

To get to Moseley MAC and the Stadium etc travellers from the city along Bristol road will have to turn left up Pebble Mill road and left into Pershore road creating additional heavy traffic on that road.

The proposals do not solve the dangerous junction crossing at Priory road and Bristol road where there is no pedestrian crossing. Lots of people cross to the bus stops on Priory and Bristol roads and to the hospital. Children walk to school up Priory necessitating crossing the junction. Lots of students walk across the junction to get to Uni. All in all local residents strongly oppose the scheme, we live here and understand the implications in depth. We tackle the traffic everyday in our cars and we use the buses, and we can see major problems from the scheme.

I object to the proposal on drawing CA- 02752 S7 5006 which shows a right turn into Wellington Road from the Bristol Road. Surely there will be increased danger for drivers making this turn and a devastating impact on the homes, businesses and people living in the area around Wellington Road. As a member of Edgbaston Priory Tennis Club I believe that there will be increased congestion in the area where Sir Harry's Road joins Wellington Road, particularly when parents are dropping off pupils at Priory School. There is already congestion there at these times and during peak traffic flow at the end of the working day. A greater traffic flow along Wellington Road would increase air pollution and be more dangerous for people wishing to cross this wider road, particularly children from Priory School. It would also seriously affect the unique nature of the Edgbaston Conservation Area. Areas around Wellington Road e.g Carpenter Road, St James Road would have greater traffic flow as drivers use them as rat runs. There are already problems trying to drive along these roads because of car parking in these areas.

Junctions:

1. Bristol Road and Wellington Road & 2. Bristol Road & Priory Road.

1. Bristol Road & Wellington Road: The proposal to allow a right turn from the Bristol Road into Wellington Road will result in (a) unnecessary increased levels of traffic on Wellington Road, and (b) unnecessary congestion and "tailbacks" along the Bristol Road from its junction with the Lee Bank Middleway to Wellington Road with the narrowing into one lane only for traffic continuing along the Bristol Road (already a stretch of road which experiences congestion along its narrowing from three lanes into the present two lanes).

2. The proposal to prevent any turn into Priory Road from Bristol Road will result in unnecessary further congestion along the Bristol Road from Priory Road towards Wellington Road and the city, as traffic wishing to access areas north of the Priory Road junction (including Priory Hospital and the direction of the Five Ways area) will have to travel along this stretch of Bristol Road and then turn left into Wellington Road. This will then result in yet further heavier traffic flows along Wellington Road (see above comments re the "Bristol Road/Wellington Road" junction).

I object strongly to the proposed right turn into Wellington Road. It is completely unnecessary and would be very dangerous for motorists, cyclists pedestrians and residents alike. There is already a bottle neck travelling up Wellington Road, created by vehicles travelling toward Harborne and other parts of Edgbaston. Wellington Road is already a dangerous rat run, but added to by vehicles coming onto Wellington Road from Charlotte Road and Carpenter Road. During peak the cars traversing toward the A38, back up well past my residence, and it is impossible to exit my own driveway onto Wellington without considerable danger. Wellington Road has become a free parking area much used by commuters who park for the day and then walk to the Bristol Road to catch buses into the city. It is also very dangerous during school entrance and exit times. The parking at the top of the road, on the bends adjacent to Sir Harry's Road gives only single file access resulting in constant backing up and manoeuvring of vehicles. To enter Wellington Road, turning right from Sir Harry's Road, is already a "take your life in your own hands" manoeuvre. Increased traffic flow would further increase the risk to life, especially to the school children at the Priory School who are walking to their waiting parents vehicles. Wellington Road is an access road to the overflow car parks on Sir Harry's Road used for major cricketing events at the Edgbaston Cricket Ground and the Edgbaston Priory Club Aegon Classic. Currently this involves coaches parking on Wellington Road, and both sides of the road being taken up with visitors parking their vehicles for the day. Accessing and exiting these huge car parks from Sir Harry's Road would be a nightmare. The majority of the properties on Wellington Road are Grade II listed buildings (It is one of the most important conservation roads in Birmingham) and as such residents are prohibited by law from installing double glazing. The traffic noise and pollution is already extremely bad, and to turn it into an even more major route and at the same time not allowing residents to protect their homes and health would create a situation which may well involve the Council in a Human Rights issue

Regarding: New right turn from A38 Bristol Road into Wellington Road.

I am concerned about the increased traffic on the Wellington road, causing increased danger, especially with the Priory school on the Wellington road which already causes a significant degree of congestion in the mornings and the evenings. There is also a lot of children who attend the Priory school and will be put at increased risk when crossing the road.

This will also result in congestion and poor air quality for the residents living on the Wellington road and the nearby roads including our area.

I therefore strongly object to this proposal.

Regarding: New right turn from A38 Bristol Road into Wellington Road. I am concerned about the increased traffic on the Wellington road, causing increased danger, especially with the Priory school on the Wellington road which already causes a significant degree of congestion in the mornings and the evenings. There is also a lot of children who attend the Priory school and will be put at increased risk when crossing the road. It would also make it virtually impossible for us to turn from Sir Harry's Road (coming from Greville drive) into Wellington road during peak hours to get to our work. The Wellington road and all the nearby roads are mainly residential roads, with a large number of houses. The proposed route will result in congestion and poor air quality for the residents living on the Wellington road and the nearby roads, including our road. I therefore strongly object to this proposal.

I support the scheme largely as proposed, subject to the more detailed comments made by my colleague XXXX XXXX from Sustrans.

I do not support the introduction of a right turn for motor vehicles into Wellington Road, but the benefits of proceeding with this scheme NOW will outweigh the benefits of a scheme without the right turn, if the Council will only achieve the latter by incurring further delay.

We strongly oppose the proposal to prohibit left and right turns into Priory Road for traffic travelling towards the City and right turns for traffic travelling away from the City. Forcing northbound traffic requiring access to the Church Road area into Edgbaston Park Road (rather than spreading it between that road and Priory Road) will increase traffic flow and create even greater pressure on the right turn at the Church Road traffic lights - already a somewhat difficult junction because of the limited sight across the junction from Edgbaston Park Road. The small Church Road "circle" already has to cope with traffic for the Church, the school, and the University residences, as well as the Club.

Closing access to Priory Road from the Bristol Road will also mean that traffic currently accessing our neighbours at Priory Hospital and the Tennis Club will be forced either on to the Pershore Road or up (once again) through the Church Road "circle". We consider that poses additional risks to pedestrians and cyclists using the "circle" and the surrounding area (as well as the designated cycle route on Edgbaston Park Road).

Given the current, very congested, traffic situation around the area of the "circle" and in surrounding roads at peak times, the proposals could choke the area altogether affecting the business of the Club and its visitors and customers. The Club provides a venue for external meetings, social events and weddings as well as facilities for

members and we believe they will all be adversely affected by the increased traffic. Access to the Club (and the Church, school and surrounding properties) could well become impossible at certain times of the day.

We are also very concerned at the impact of the proposals at the time of major sporting and other events at the Edgbaston Stadium and the Priory Tennis Club, particularly the Aegon tournament and Test and major cricket fixtures.

So far as we aware no individual consultation has been held with businesses in the Priory Road, Church Road area and no attempt has been made to project or assess the traffic impact on Edgbaston Park Road and Church Road of the closure of turns into Priory Road from the Bristol Road.

I do not consider that the implications for access to affected venues, nor for traffic congestion, have been properly considered. Traffic around the roundabout at Church Road will be significantly increased, meaning that access to the Church and to Edgbaston Golf Club will be impeded dramatically. Furthermore pedestrian access to Priory School will be more difficult and hazardous at peak times. There is a balance to be struck between the safety of cyclists, pedestrians and motorists and the convenience of those operating businesses and venues or seeking to access such businesses or venues. In my opinion these proposals have not struck the correct balance and fall short of a coherent and sensible plan in the best interests of all those affected.

Birmingham has major traffic problems which are being made worse by ridiculous limits to improving the flow. This is another example of enormous cost and waste of the cities money! It is minimum benefit to the few and maximum inconvenience to the many again!

It is the proposed right turn into Wellington Rd I am very concerned about.

This proposal will seriously increase the amount of traffic going into Wellington Road, and turn it into a major rat run.

Cars already do excessive speed (eg 50 mph rather than 30 mph) along this road.

A right turn will turn it into a dual carriage way.....we seriously would need strong traffic calming along this road to reduce volume and speed.

The turn could be dangerous to motorists and pedestrians.

I WISH TO OBJECT TO THE ENTIRE PROPOSAL. THE TRAFFIC ON BOTH PERSHORE ROAD AND BRISTOL ROAD IS ALREADY TOO CONGESTED (MADE WORSE BY THE COMPLETELY UNNECESSARY BUS-LANE BY THE TALLY-HO CENTRE). THESE PROPOSALS WOULD CREATE GRID-LOCK IN THE MORNINGS AND STRANGLE THE BUSINESS LIFE OF BIRMINGHAM. I AM MYSELF A CYCLIST AND FREQUENTLY CYCLE FROM FIVE-WAYS TO MY WORK-PLACE IN SELLY PARK AT PEAK HOURS AND AM UNTROUBLED BY THE EXPECTED RUSH-HOUR URGENCY OF A BUSY CITY. THINGS SHOULD BE LEFT AS THEY ARE FOR NOW AND PERHAPS CLEARER MARKING OF THE EXISTING CYCLEWAY MAY HELP.

As a resident of Edgbaston for 30 yrs I have am very concerned with the proposals. I am all in favour of a dedicated cycle lane being a cyclist myself. But my issue is the increased traffic that will take place on Wellington rd etc as a result. Commuters already drive far too fast on the residential roads & this is going to make matters worse by directing them away from the Bristol rd which is a direct arterial road in & out of the city centre. Its all very well in theory having traffic calming measures, but that does not in practice stop the volume & often speed of the commuters.

I find a lot of the Highway proposals implemented are not well thought out by the Engineers. Quite frankly I could do a better job myself in a number of instances around Edgbaston.

OPENING UP OF WELLINGTON ROAD TO OUTBOUND TRAFFIC - OBJECT: This proposal has no benefits - in addition 'Push Bikes' have stated that they do not consider this necessary; or a safe proposal. Wellington and surrounding roads are quiet, purely residential roads - not commercial, arterial or bus routes. Commuters already abuse them. This proposal would guarantee additional traffic, additional congestion/delays with associated increased pollution. This proposed right turn will impact on pedestrian safety, road noise and pollution. Currently the no right turn, forms a discreet 'buffer' between the Conservation Area and the humdrum modern sprawl on the other side of Bristol Road. Traffic heading for the Priory Hospital, the Priory Club, Priory School, Edgbaston Golf Club, Edgbaston High School, Hallfield School, Edgbaston Lawn Tennis Club, Birmingham Botanical Gardens, the County Cricket Ground, Moseley and Edgbaston will be forced to take less suitable routes. [Including Edgbaston Park Road and Wellington Road.] Heavy commercial vehicles will use this new access as cut through and to the, ever expanding, major building sites – Universities and Hospitals.

EDGBASTON CONSERVATION AREA & THE CALTHORPE ESTATE: There has been no assessment/report of the impact of this proposal on the Edgbaston Conservation Area. [Heritage/Access Report, as with Planning/Listed Buildings!] Loss of 28 mature trees! Birmingham's air quality is already unacceptably high. Bristol Road. Proposed black tarmac surfaces/painted lines, etc. replacing the green central reservation. This is 'motorway mentality'. Why not consider the 'sand coloured' material used for the newly resurfaced canal towpaths? Black tarmac may encourage motorcycles etc. to use this route/road. Conservation Areas should be carefully protected not treated heavy handed, with disrespect and indifference.

GENERAL CRITISM: Unfortunately, Birmingham will never be a sophisticated 'City of the Bicycle' – such as, much loved, Amsterdam and Copenhagen – it is just too hilly. The uptake/users of this project will predominantly be racing bikes. Have you considered the high speeds many of the lycra-clad commuters will achieve on your bike super-highway? But - once cyclists cross the Priory Road inbound junction – they run the gauntlet of 40+ individual drives, + 1-2 Hotels, + Viceroy Court, + Michael Court, etc. etc. between Prior Road and Wellington on that side. [Hundreds of cars attempting to join Bristol Road, possibly in both directions]. Residents etc. exiting their drives will have to negotiate pedestrians, speeding cycles – that no doubt will whiz passed, in front and/or behind them, as they wait straddling the pavement and/or cycle route, waiting to gain access to the congested Bristol Road??? I have noted, in connection with the University of Birmingham's recently completed cycle/pedestrian [sand coloured surface] route adjacent to Edgbaston Park Road – there are 60 x 60 cm signs at drives that this facility crosses – Red & White/Metal – “ BEWARE OF PEDESTRIANS AND CYCLISTS CROSSING”. This existing example indicates the risk of collision.



OPENING UP OF WELLINGTON ROAD TO OUTBOUND TRAFFIC - OBJECT: This proposal has no benefits - in addition 'Push Bikes' have stated that they do not consider this necessary; or a safe proposal. Wellington and surrounding roads are quiet, purely residential roads - not commercial, arterial or bus routes. Commuters already abuse them. This proposal would guarantee additional traffic, additional congestion/delays with associated increased pollution. This proposed right turn will impact on pedestrian safety, road noise and pollution. Currently the no right turn, forms a discreet 'buffer' between the Conservation Area and the humdrum modern sprawl on the other side of Bristol Road. Traffic heading for the Priory Hospital, the Priory Club, Priory School, Edgbaston Golf Club, Edgbaston High School, Hallfield School, Edgbaston Lawn Tennis Club, Birmingham Botanical Gardens, the County Cricket Ground, Moseley and Edgbaston will be forced to take less suitable routes. [Including Edgbaston Park Road and Wellington Road.] Heavy commercial vehicles will use this new access as cut through and to the, ever expanding, major building sites – Universities and Hospitals. EDGBASTON CONSERVATION AREA & THE CALTHORPE ESTATE: There has been no assessment/report of the impact of this proposal on the Edgbaston Conservation Area. [Heritage/Access Report, as with Planning/Listed Buildings!] Loss of 28 mature trees! Birmingham's air quality is already unacceptably high. Bristol Road. Proposed black tarmac surfaces/painted lines, etc. replacing the green central reservation. This is 'motorway mentality'. Why not consider the 'sand coloured' material used for the newly resurfaced canal towpaths? Black tarmac may encourage motorcycles etc. to use this route/road. Conservation Areas should be carefully protected not treated heavy handed, with disrespect and indifference. GENERAL CRITISM: Unfortunately, Birmingham will never be a sophisticated 'City of the Bicycle' – such as, much loved, Amsterdam and Copenhagen – it is just too hilly. The uptake/users of this project will predominantly be racing bikes. Have you considered the high speeds many of the lycra-clad commuters will achieve on your bike super-highway? But - once cyclists cross the Priory Road inbound junction – they run the gauntlet of 40+ individual drives, + 1-2 Hotels, + Viceroy Court, + Michael Court, etc. etc. between Prior Road and Wellington on that side. [Hundreds of cars attempting to join Bristol Road, possibly in both directions]. Residents etc. exiting their drives will have to negotiate pedestrians, speeding cycles – that no doubt will whiz passed, in front and/or behind them, as they wait straddling the pavement and/or cycle route, waiting to gain access to the congested Bristol Road??? I have noted, in connection with the University of Birmingham's recently completed cycle/pedestrian [sand coloured surface] route adjacent to Edgbaston Park Road – there are 60 x 60 cm signs at drives that this facility crosses – Red & White/Metal – “ BEWARE OF PEDESTRIANS AND CYCLISTS CROSSING”. This existing example indicates the risk of collision.

Drawing No. CA-02752\_S7\_5014 New right turn from Bristol Road A38 into Wellington Road I oppose this plan I will not be able to cross the road safely to get to the GP

New right turn from Bristol Road A38 into Wellington Road.

I oppose this proposal because I will not feel safe crossing the road to get to the pharmacy, because of traffic coming from a new direction

New right turn from Bristol Road A38 into Wellington Road

Drawing Number CA-02752\_S7\_5014

I oppose this proposal. It will add too much traffic and make crossing the road very dangerous.

New right turn from Bristol Road A38 into Wellington Road.

I oppose this proposal. Crossing the road will be too dangerous for me. There is too much traffic already and this will make it worse.

I am unhappy about the proposal to introduce a right turn arrangement into Wellington Road from the Bristol Road. The proposals can be expected to result in queuing traffic waiting to make the crossing into Wellington Road and the volume of traffic can be expected to be substantial bearing in mind the restrictions proposed at the Priory Road/Bristol Road Junction,

I am unhappy about the proposals to restrict turning into Priory Road from Bristol Road.

I am unhappy with the lack of provision for safe pedestrian crossing at the junction of Priory Road and Bristol Road.

My concerns are environmental in the main and these are broadly in 2 categories: 1) the damage to and loss of substantial trees in the central reservation of the A38 and 2) the unintended consequences of this scheme which will reroute much traffic to the already congested Pershore road. Taking the first point I do not understand why we cannot simply up grade the cycle track on the Edgbaston side of the Bristol Rd in the stretch from Priory Rd to the University which will keep it away from the beautiful trees which provide lungs for Birmingham's pollution. In addition, the turnings off the Road will not be disrupted. The second point is about unintended consequences; making the turnings off the Bristol Road more arduous will mean that motorists will attempt to find alternative routes. This will inevitably result in traffic being heavier on the already congested Pershore Rd. I do not believe that cycling will become so popular as to render this negated. Looking at the effect of the bus lanes on the Pershore Road to our children is immense. They catch buses to and from schools on the Pershore Road and have to stand waiting in the soup of diesel fumes. Are we trying to get our Asthma levels as bad as those in Paris? So this already happens as traffic is virtually stationary in the rush hour periods. And remember there are no alleviating train routes on the Stirchley/Moseley part of town. So the Bristol Road plans will result in more cases of asthma with the negative effects on health and those unintended consequences. I ride a bike and am all in favour of a cycle route. If the option to take it down the North Pathway is not instituted then why not raise it up to avoid the cars. You may state cost but this is short sighted. And in the longer term will result in a far more sustainable solution. I hope you will be willing to reconsider your plans.

Re:

1 Introduction of No Right Turn and No Left Turn on BRISTOL ROAD (into city) at its junction with Priory Road. This will just drive traffic onto Pershore Road or Hagley Road for access either to Moseley or Edgbaston. Pershore Road is a much narrower road than Bristol Road without any benefit of dual carriageway and both of these roads are already immensely busy.

2 Introduction of No Right Turn on BRISTOL ROAD (out of city) at its junction with Priory Road. This will drive traffic onto Wellington Road or the Middleway and Hagley Road increasing congestion on, in the case of the Middleway and Hagley Road, already very busy roads and all the residential roads in the area around Edgbaston Old Church and the Botanical Gardens.

3. Remove the existing No Right Turn on BRISTOL ROAD (out of city) at its junction with Wellington Road. See 2 above. Also this creates a danger for cyclists coming into the city on Bristol Road and creates a bottle neck for traffic going into or out of the city.

The overall effect of the scheme is to create obstacles at Wellington Road to free flow of traffic on Bristol Road, one of the wider and freer flowing of access routes into and out of the city, and, by the closure of turns at Priory Road and the introduction of the right turn at Wellington Road, to drive traffic off this route onto other narrower roads.

Not only will new 'rat-runs' be created, affecting those living in Wellington Road, Spring Road, Ampton Road, Charlotte Road, Carpenter Road and Pebble Mill Road, but re-routing will have potentially serious implications for those who visit University of Birmingham, the Barber Institute, Edgbaston Stadium, MAC, Moseley, Priory Hospital, Priory Tennis Club, Edgbaston Golf Club, Edgbaston Old Church, Priory School, BCU Westfield Road Campus, St George's School and Edgbaston High School for Girls and Botanical Gardens affecting all residents in these areas.

Please also install a pedestrian crossing at the Pershore Road/Edgbaston Road traffic lights

No pedestrian crossing at this junction is included in the Traffic Regulation Orders. This junction is already unacceptably dangerous and will get increasingly busy with traffic re-routed into Pebble Mill Road/Pershore Road due to the closure of the left turn into Priory Road. Pedestrians and cyclists are at risk. This is where Dr Suzanna Bull was killed a few weeks ago and where some residents are too frightened to cross. Adjusting timings on the crossing is insufficient.

XXXX XXXX XXXX and all those involved in the A38 cycle route. I believe there is provision for a cycle route for cyclists in and out of the city. It should be safe for them to travel, but why on earth would they want to cycle along busy spine roads with traffic pollution? Can this not be thought through again and maybe you could USE THE FUNDS to update the routes currently used by cyclists. There is no provision at the Pershore Road/Priory Road junction for safer pedestrian crossing. Altering the timing of the lights is not acceptable it does not allow people to cross safely and in a timely fashion. There should be filters for traffic turning right on these lights, especially at peak periods and when there are match days at Edgbaston. It would aid those when crossing. Cameras should be installed also, as in London, to catch those who run red lights and cause collisions. If all of A38 traffic is diverted down to Pershore Road is Pebble Mill Road it will just make it impossible and less safe on this road. You are not giving any consideration to us homeowners here or pedestrians alike. The carriageway on the Pershore Road Directly on the lights going into the city gets to be a single lane when the weather is terrible, the drains do not take the water away sufficiently. The drain just prior to No1 bus stop in Priory Road going up the hill has surface water in it, it does not drain, it is not fit for purpose. Altering how Bristol Road and Priory Road junctions function will cause pandemonium. You would have to go around the wrekin just to get to areas that should be more easily accessible. You are just making a bad thing worse. Making a turning into Wellington Road will serve no purpose other than making the junction at the top of Priory Road at the island a worse mess than it already is. I do not know what the answer is to all of this but you really do need to consider the homeowners and pedestrians in all of this.

I strongly object to the proposed right turn from the Bristol Road A38 into Wellington Road. It will increase the traffic flow, adding yet more pollution and noise; creating a hazardous commuter rat-run, dangerous to motorists, cyclists, pedestrians and residents and all the children and parents of Priory School. Already cars drive far too fast, often at high speed.

Historically this Road represents an important part of Birmingham's early development and therefore a special part of the conservation area, the council have a duty to protect it.

This turning is completely unnecessary and will do more harm than good.

New right turn from Bristol rd A38 into Wellington rd

Right turn from Bristol rd into Wellington rd

New right turn from Bristol Road A38 into Wellington Road

Drawing No. CA-02752\_S7\_5014

I object to the proposed right turn into Wellington Road. It would be extremely dangerous for all road vehicles, especially cyclists and pedestrians. It is too close to the main traffic lights of The Middleway and Bristol Road, and will cause back-up problems at that junction.

It would also make a hazardous commuter rat run through Wellington Road and the roads off it, such as Carpenter Road, which is already being used in rush hours as a rat run, with crawling traffic every evening affecting access to our houses.

I welcome the segregated cycle route but am concerned about the interaction with pedestrians, particularly pedestrians like myself who walk slowly. It is very alarming to be suddenly overtaken by a cyclist on the pavement. On sheets 5003 to 5007 you show occasional blocks of shared use cycle track /footway. How will I be able to predict which parts of the pavement I may suddenly be sharing with bikes? On sheet 5041 I am pleased to see separate crossing spaces for cycles and pedestrians but I cannot see anything to suggest these changes will improve the safety of this junction for cycles and pedestrians. The recent fatal accident at the Pershore Road crossroads highlighted how hazardous these two crossroads are. If your planned changes encourage more people to cycle along this route the hazards will increase. Will you be altering the sequence of light changes to allow safe crossing time for pedestrians and cyclists? This is long overdue.

I object strongly to the proposed right turn into Wellington Road from the Bristol Road. It is completely unnecessary and it would be very dangerous for motorists, cyclists, pedestrians and residents alike. This proposal, which will create a hazardous commuter rat run must be abandoned.

I strongly object to yet another disruptive series of road works for the benefit of the few who brave the unpredictable British weather.

The 10% vision is laudable but what about the other 90% of journeys, the majority by car due to the lack of a modern public transport system which would naturally attract people away from road transport.

I am very concerned about the right turn off the Bristol Road into Wellington Road. I think this is going to be dangerous, cause traffic congestion and pollution.

In addition, as a member of Edgbaston Priory club I am also very concerned about access to the club and the

proposed lack of access to Priory Road from the Bristol Road. Again I think this is going to cause a lot of trouble around this area.

I strongly object to the proposed right turn into Wellington Road from the Bristol Road. My home faces the Wellington Road and I use it as a motorist, cyclist and pedestrian. On the occasions that Wellington Road has become a rat run I have found it very dangerous and witnessed accidents and near misses. I believe the Priory Road is more suitable as it is mainly non residential and I witnessed vehicle movement as generally steady. Perhaps if Sir Harry's Road which is also less residential than Wellington Road had a new right turn from the Bristol Road it could ease traffic turning right at Priory Road and would be safer for cyclists as the left side of the road is mainly non residential. I believe your proposal to turn right into Wellington Road from the Bristol Road will cause tailbacks towards Lee Bank Middleway and Bristol Street causing more congestion towards town. I believe your proposal should be abandoned.

HAVING lived in Wellington rd for 34 yrs and before that in Carpenter rd for 40 yrs I remember well when you could turn right off the Bristol rd and the chaos it caused then with probably only half the amount of traffic of today. Wellington rd is a wholly residential rd, while Priory rd coming up into Edgbaston is barely residential with the Golf Club on one side and the tennis club and school playing only on the other side with hardly any pedestrians unlike Wellington rd. With no right turn at the bottom of Wellington rd is large bottleneck every morning now so this only going to get even worse every morning and evening. Should it go ahead I can see the council expensively being forced to remove it with in a short time due to the dangerous chaos it is causing as it did in the past. Hopefully common sense will prevail.

I object the right turn from Bristol road into Wellington road. This is a residential area that is going to become a major thoroughfare. It is a nice green area, and it is going to be choked with pollution. There is a school on Wellington road, and traffic is already difficult, it is only going to be worse. There will be rat runs through all the roads leading from Wellington road and this is going to be dangerous for all road users especially pedestrians. This will also affect house prices in the area detrimentally.

I also object to all the no turns between Priory road and Bristol road. It's already a busy road, and it will make things worse. Again there will be rat runs everywhere causing absolute congestion everywhere

I have an intimate knowledge of the roads affected by this scheme. General comment on scheme: I support the encouragement of cycling. However, this particular scheme is fraught with difficulties which outweigh the advantages. It creates an imbalance, meeting the needs of a few cyclists who are brave enough to cycle along a polluted road, but decreasing the quality of life for a large number of residents in Pebble Mill, Pershore, Wellington, Ampton, Charlotte and Carpenter Roads. In particular, I object to the following: 1. Right turn into Wellington Road. This is ill conceived. It is very dangerous. At certain times of the day, it will be impossible for cars to turn right with the stacking of cars causing additional chaos at the Middleway junction. Furthermore it puts pedestrians at risk especially the vulnerable residents at Latimer Gardens who need to cross Wellington Road to get to the pedestrian crossing to cross to Bellevue Medical Practice. This is a Conservation Area. The increase in traffic with inevitable stop/start at peak periods will increase pollution. Rat-runs will be created in Charlotte, Carpenter and Ampton Roads. Pollution will increase. 2. I object to no pedestrian crossing being planned at the Pershore/Edgbaston/Priory traffic lights. This should be a priority. 350 apartments are planned for the cricket ground corner with retail and food outlets at ground floor level. There is a student hall of residence and supermarket on another corner; there is an estate of houses on another corner and high rise blocks on the fourth corner. On match days there are as many as 20000 extra pedestrians. The increase in traffic being pushed along Pebble Mill and into Pershore Road with no protection of a crossing will make life intolerable for residents and visiting pedestrians. It is highly dangerous already. Adjustment in timing are insufficient. Unless this is adequately addressed it will become a high profile campaign with several groups liaising with media. The air quality at this junction will be severely affected. 3. Edgbaston Park Road cannot take any more traffic. A major hotel is being constructed. From Somerset Road to the junction with Church Road, traffic crawls at peak times and it is not unusual for cars to take 40 minutes to travel 400m. 4. Priory Road. What signage will replace the B4217 Harborne BMI, BBG with no left or right turns into Priory Road. Drivers will resist Pebble Mill Road and opt for Wellington or Edgbaston Park Road with disastrous results. Priory Road will be a quieter Road. May I suggest that BCC puts pressure on Priory School to reconfigure its entrance away from the junction with Ampton Road? 4. Pebble Mill Road. It is completely unacceptable to direct traffic into Pebble Mill and Pershore Roads from the south when it is heading for places such as Moseley, MAC, ECG, Priory Hospital, BMI Edgbaston, Harborne, BBG, Priory School, Edgbaston Priory, Jacoby Place, Edgbaston Golf Club, Hallfield school. 4. Part of this scheme is in Edgbaston

Conservation Area. As there is no arboricultural report provided, there are presumably no plans to fell any trees? Why is there no Heritage Report?5. This scheme has been inaccurately marketed. The red brochure used in the first consultation showed a family of parents and two children smiling as they cycled happily down the old tramway in the middle of a dual carriageway. No responsible parent would allow their children to do this. It is dangerous and high quality N99 anti pollution masks will be needed. There are senior BCC officers who regularly cycle to work who say they would not use this cycleway due to the danger and pollution.6. What monitoring of cyclists will take place? How many cyclists will need to use this cycletrack for it to be deemed to be successful? What action will be taken if this target is not reached?7. This scheme will not make Birmingham a greener, healthier city until radical steps are taken to get rid of commuter vehicles parked n local roads free of charge Monday to Friday.This scheme is 'putting the cart before the horse' or 'the cyclist before the resident'.

I must put forward my objections to the right turn proposals from Bristol Road to Wellington Road and also the restricting of left/right turns from Bristol Road to Priory Road. These proposals will cause much inconvenience and danger to many people as the amount of traffic which will be directed towards minor roads will cause local residents major problems, which will only be attributed from the amount of traffic. There have been a few incidents around the area (this year alone) both planned events and emergencies, and all of them have caused major disruption and gridlock traffic either through road closures and or diversions. These types of proposals will only add to the congestion as the roads the traffic are being directed towards are too residential and quite simply unsuitable for the daily Bristol Road traffic congestion. This cannot happen and the use of the cycle lane will not be a justifiable reason to cause major inconvenience to the other road users and residents locally will purely suffer. On cycle routes all across the city, there will not be large amounts of users at any one period of time throughout the day, whereas, as a result of these proposals many roads within the area will see a large increase in traffic which is totally unacceptable. This whole plan of the cycle route within the area requires an immediate review.

This plan is rally bad - it uses the area of Edgbaston as a main routes for commuters to city centre  
This will increase the traffic into the residents area enormously and so increase pollutions.  
What was wrong with using the Priory Road as it is now?  
I oppose to this plan strongly. There are traffic jam already infront of my house every evening at rush hour the pollution is suffocating.  
Please improve public transport  
Please bring back the train line to Harborne  
Please try to improve the air quality of Birmingham - please keep Birmingham clean.  
I know that the labour council always pro motor car - isn't it time to do a real improvement for the city!!!!!!  
Instead of paying the fine to the  
EU every year!!!!  
As a family we try to walk every where but the council does not even clear the leafs of the footpath - it is time that the motorists consider the environment first!!!!  
Thank you for considering my point.

I am commenting specifically on the proposal in respect of the Priory Road/Bristol Road junction. I think it is a bad solution to the problem of balancing the needs of cyclists and other road users. I regularly visit the area around Edgbaston Old Church, the Golf Club, the Priory School, and the Priory Hospital and anticipate that the proposed proscription of turns into Priory Road from the Bristol Road will significantly increase the volume of traffic up Edgbaston Park Road (and Wellington Road if you proceed with that aspect of the scheme) funnelling through the traffic lights, past the Church, and down into Priory Road. The area is severely congested in rush hour - and at other times of the day - and forcing more traffic in to the area will increase congestion, cause longer delays, and restrict access to all the amenities in the area. Please reconsider (and revoke!) the proposed changes to the Priory Road junction and find a different way of making life safer for cyclists on that particular part of the route.

New right turn from Bristol Road A38 into Wellington Road which is drawing No. CA-02752\_S7\_5014.  
I would like to please object to the proposed right turn into Wellington road because it is not necessary for the cycle route along the A38. Indeed, it will endanger cyclists joining the inward and outward bound cycle lane at the bottom of Wellington Road and pedestrians going to Bristol road to visit amenities there. It will increase the risk of accidents because there will be more traffic on Wellington road both ways because of the Priory road closure (city bound) and the new right turn form the city centre (Selly Oak bound). Congestion will increase due to tailbacks of cars from the city that want to go right into Wellington Road which will be an issue at the McDonald's junction (Lee Bank Middleway/Bristol Road). Also, the scheme will dissuade people from using public transport and bicycles because you will be creating a hazardous rat run (which I believe is against the council's policy). It is in the interest of everyone, both those who live in the area and those such as myself who regularly visit family that this crazy

scheme in a residential area is abandoned.

I am extremely concerned that the proposals compromise the health and safety of residents, children attending schools in the area, the safety of those attending Edgbaston Old Church, the Golf Club, the Priory, the Priory hospital. Wellington road and surrounding roads will become a rat run, I fear for the safety of children in particular, it is dangerous around Priory School at the best of times. The atmosphere will be even more toxic and the idea of diverting traffic is ill-conceived and fills me with dread.

1. Travelling towards the City Centre with the right turn at Pebble Mill Road closed would involve either heading along the A38 in the opposite direction until turning right at Eastern Road and retracing the route on the dual carriageway – approx. 2/3 of a mile; or turning left onto Pebble Mill Road, left onto Pershore Road then left onto Priory Road adding an estimated 15 minutes to the journey and much longer in the rush hour morning and evening. Pershore Road, which is reduced to one lane in the rush hour by the bus lane, is already congested, this would increase that congestion. 2 At the junction of Bristol Road and Priory Road - the closure of left and right turns heading into the city and the right turn heading out would increase journey times considerably. This is the route - a) North to the Priory Hospital, Priory Tennis Club, churches, Priory School, Hallfield School, EHS, Nurseries, Birmingham University and Birmingham City University and towards Five Ways and Hagley Road. b) South towards Moseley, Acocks Green etc. Your proposal would severely inconvenience traffic on the A38, particularly those travelling to work and taking children to school in the rush hour. Cycling would not be an answer. During times of a major cricket match or tennis tournament there would be confusion and congestion with those attending, able to see the venue but unable to access it without significant diversions. If cyclists have to stop to allow traffic crossing this junction then there seems no reason why they could not stop for turning traffic as at other junctions. It appears that residential roads in the area are to be turned into alternative routes to the A38. 3 Vehicles leaving destinations at or near The Selly Park Tavern would no longer be able to travel up Pebble Mill Road and turn right, necessitating either; a) Heading away from the city before turning right and right again, b) Once again heading along Pershore Road, left at Priory Road and left again at Bristol Road or c) Turning left at the end of Pebble Mill Road and using the route described at 1 above. For 10% of cyclists, 90% of drivers would have to take longer journeys, mainly queuing in traffic – hardly an environmentally friendly solution. There should be minimal disruption to traffic flow. Additional congestion and pollution with frustrated motorists would not be to their advantage.

I object strongly to this proposal. Prioritising bikes in this way will have a disproportionate negative effect on traffic in residential streets far wider than just around the Bristol Road.

As I have written to you before, I continue to object very strongly to the proposed right turn into Wellington Road out of town from the Bristol Road.

The traffic light junction prior could have an additional right hand lane filter, without disruption and this would take traffic onto an appropriate main thoroughfare rather than onto a private residential street, which unfortunately is straight and wide and very much encourages speeding. Indeed there have been several significant road traffic accidents at both the junctions of Charlotte Road and further up Wellington Road (one nearly fatal).

The additional cost to the council in relation to putting the above plans in place are just a complete waste of money. I suspect residents will also want a significant reduction in their council tax, reflecting the reduction of value in properties that a rat-run like this would produce.

I am shocked and surprised to see that you are continuing with the ridiculous plans for a proposed right turn into Wellington Road. There is no need for a right turn into Wellington Road and this will only cause significant traffic causing hazards to pedestrians, cyclists and so on, on what is a relative quiet residential road. I cannot understand the need for this, as there is a right turn on the Bristol Road at Priory Road and also prior onto the Middleway, which then allows access onto Wellington Road if this is required. Please reconsider this complete waste of money, which will not give any advantage to driver's, pedestrians and so on.

Drawing No CA-02752\_S7\_5006

I comment on this section as being wholly familiar with the area and section of road.

This section of Bristol Road being close to the junction with Lee Bank Middleway is very heavily used with traffic focussing on their approach to or egress from that exceedingly busy junction. To allow at right hand run into Wellington Road at that point would significantly increase the chances of accidents occurring and in particular because of the angle of Wellington Road from Bristol Rd.

Furthermore Spring Road is already heavily used as an approach to and from Lee Bank Middleway - it is not a road suitable for the massive increase of traffic which will be generated as a consequence of this proposal. This is a residential road with mixed housing and has an elderly community (the Alms Houses) who are dependent on being able to have vehicles stop safely outside their house for their transport needs, medical and other deliveries and also their pedestrian access. Many of the other houses have young families and with a primary school so close there are a high amount of children being walked to and from school along Spring Rd. Nothing should be done that jeopardises the safety of the residents and community.

I am the Co-ordinator for Birmingham 20's Plenty campaign. I am opposed to the right turn from Wellington Road from the Bristol Road for the following reasons which is part and parcel of the BCR.

1) This turning was not part of the original scheme and was a last minute addition before the first consultation. There is no logic under the principles of BCR and 20mph limits to create further rat runs on already busy roads such as Wellington Road (20mph) and those surrounding it. These are the outdated principles of traffic through put and flow which have created unsafe junctions and roads in Birmingham and contributed to KSI statistics. The A38 scheme is a proposal in essence to turn the tide into this way of thinking.

2. The whole idea of BCR and 20mph limits is to encourage walking and cycling and regain our residential streets. This is based on sound economic and health principles.

- High speed and high volumes of traffic are a disincentive to walking and cycling and created a heavily polluted environment causing lack of exercise and subsequent ill health -all have a huge effect on use of the health service.

- A model case is Birmingham City Centre where traffic is becoming heavily restricted. It is booming because its a pleasant environment to live, work, shop and do businesses.

People chose to live there in ever greater numbers not using cars but public transport, bikes and their own 2 legs.

3. I cannot understand why with all the publicity and commitment to healthier lifestyles and individuals taking responsibility for their own health we would turn back in time and say here's an alternative rat run for you to blight someone else's street. Its quite shocking.

4. In addition there is a proposed cross flow to traffic heading into the city with this turning. A simple system where the barrier could be extended on the Bristol Road to stop people using the illegal car park turn would serve a much better purpose.

4. In addition to this there is no commitment to change the traffic priority crossing on the Priory Road/ Edgbaston Road / Pershore Road where a young doctor was killed a few weeks ago. Reasons put forward are always about traffic flow priority - yet we want to and do encourage cyclists and pedestrians to cross on these notorious crossings. A modern road transport system should be resilient enough to protect all users as with trains, trams, public buildings. It is not ok to imply that people caught up in collision are a price to be paid - they shouldn't be considered collateral damage.



I am very strongly opposed to the proposal to remove the No Right Turn from the Bristol Road at its junction with Wellington Road - a change I regard as totally unacceptable. My family home is near the Bristol Road end of Wellington Road and so I am well aware of how dangerous, noisy and polluted the road is already. In essence, my comment is that there is already too much vehicle traffic on the road and that it must be slowed down. However, I would accept more cyclists on the road and would not object to them being able to turn right off the Bristol Road when leaving the city centre. As you probably know, vehicles travel at terrifying, illegal speeds along Wellington Road. Within the last year I have witnessed the aftermath of several serious car crashes. I also came close on one occasion when I was a passenger in a car to being caught in a crash myself, with a lorry swinging out of Ampton Road into Wellington Road. You will be aware of the recent tragic accident on nearby Belgrave Middleway, in which six people lost their lives. If you allow vehicles to turn right off the Bristol Road into Wellington Road, then this sort of horror will become more common. The speed and volume of existing traffic on Wellington Road is dangerous to everyone who drives, cycles or walks along the road, to say nothing of more vulnerable road users such as people with disabilities, older people and children going to Priory School and to the primary school on nearby Woodview Drive. What we urgently need is for the existing vehicle traffic to be slowed down, by whatever means are necessary. At present, the only slowing device we have is a single sign telling drivers to 'slow down'. This is completely inadequate and drivers ignore it. To add further traffic onto an already busy, dangerous road - and the other small, residential roads around it - would be a grave mistake. In addition to the immediate danger of crashes on Wellington Road and surrounding roads, the existing volume of traffic also imposes a heavy pollution load on those of us who live nearby. As you know, evidence is strong and growing about the severe health impacts of vehicle pollution. To add to the existing heavy volume of traffic on Wellington Road would only exacerbate the health impacts we already suffer. This is a further reason to abandon the proposal to allow right turns off Bristol Road and on to Wellington Road. Noise is a further aspect of this pollution. Vehicle noise already disturbs our sleep on Wellington Road and again, encouraging yet more traffic onto the road will only make the problem worse. For all the above reasons, I urge you to abandon this dangerous and unacceptable proposal now and adopt a safer, healthier alternative. It would be ironic if in its desire to encourage cycling in Birmingham, the city council were to inflict serious harm on people who live, travel and work along Wellington Road and nearby. What would make sense would be to allow cyclists only to turn right off Bristol Road and on to Wellington Road (when leaving the city centre). I would strongly support such a change because I accept the need to encourage cycling and make it safer for people in Birmingham. Please do seriously consider this alternative proposal, which would benefit cyclists without gravely harming everyone who lives or studies in the Wellington Road area.

1. Right turn into Wellington Road from Bristol Road (heading South)a. This junction will cause chaos leading back to Bristol Street. It will make it almost impossible to park and attend my GP which is at Bellevue Medical Centre (with the closure of access to Bellevue from Bristol Road)b. The traffic up Wellington Road will be greatly increased with the corresponding increase in pollution that this will bring. Access to Wellington Road from the side roads will be very difficult, if not impossible. c. Access to Wellington Road from Sir Harrys Road. This is bad at the best of times as it stands, with large volumes of traffic coming from Church Road into Wellington Road. To have a significant increase in traffic up Wellington Road towards Church Road will make it almost impossible to turn right into Wellington Road or to access Ampton Road at all.This extra traffic will cause chaos at the junction with Sir Harrys Road/Ampton Road /Church Road when pupils are arriving and leaving the Priory School, not to mention the significant increased danger to the pupils of this school.When I need to travel into Birmingham city centre, I will have no alternative but to use the Bristol Road, which is already severely congested.d. This area is chaotic as it stands when the Aegon Classic is being played, or whenever there is International cricket at Edgbaston Stadium. To voluntarily increase the volume to this area seems totally ludicrous and without thought to either the spectators or the local residents. Apart from the added danger to pedestrians of increased traffic and the increase in pollution around this area, it will do nothing to enhance the reputation that Birmingham is building to put on and host major International sporting events and may even damage the bid for the Commonwealth Games.e. Access to the local sporting venues will be greatly affected; Edgbaston Golf Club, the Edgbaston Priory Tennis Club, and Edgbaston Stadium. These are great assets for the City of Birmingham, not to mention access to St Bartholomews Church on Church Road. f. Parking and access for this area is already under increasing strain with the expansion of both Birmingham University and The Queen Elizabeth Hospital. This plan can only make things worse.2. The junction of Priory Road and Bristol Road a. There will be no right turn into Priory Road from Bristol Road (south bound) which means I will have no alternative but to turn right at Wellington Road off Bristol Road to access my residence in Sir Harrys Road. What is the contingency plan from the Council for me as a resident , if Wellington Road is blocked? Drive down to Selly Oak? Go down the Pershore Road? This really is not feasible.b. With this junction closed, any patients for the Priory Hospital again have to use Wellington Road as an access to the hospital, as well as residents of Jacoby Place. The increased danger for pedestrians, the congestion and subsequent increase in pollution for the local residents does not seem to be taken into consideration at all.

I regularly use the Bristol Road to travel to my Squash Club in Sir Harrys Road where there is no left turn off. The proposal to stop a left turn into Priory Road at the Traffic lights by Tally Ho means that effective access is impossible to that part of Edgbaston. The route would require turning onto the Birmingham University or travelling on to Wellington Road, thereby greatly increasing traffic through residential areas and creating unnecessary length to journeys. I therefore object to that proposal - which I have described as best as I given the references are unreadable and you haven't given road names.

I have seen these proposals and we as a family are staggered that it is proposed that Wellington Road became some sort of commuter run!!First, there is a busy 6 day a week nursery at the Spring Road Junction with large numbers of parents and small kids at rush hours times each day.Second, there is a SCHOOL at the top of the road!!! Is it seriously contended that it is wise to widely increase traffic that will ALL go directly to a school and a school crossing. this cannot be a serious plan?Third, this is 100% residential all around with families with young children all the way from top to bottom.Fourth, WHERE is this traffic meant to go? where are you directing to, and therefore away from? is the plans that traffic, lorries, HGVs etc are to navigate a tiny roundabout by a school and small church and then a 90 degree turn down past 1000's of students at the Vale and main campus??? Where are they being directed to.....it will create far more problems than it will attempt to solve, will become a magnet for accidents on a road where it well known that drivers get up to 50/60mph without any help from Bcc to assist.We are strongly against!!

<p>1. Right turn into Wellington Road from Bristol Road (south).</p> <p>a. Wellington Road will become more of a rat run than it already is with increased traffic from the city centre. Long queues from Bristol Street &amp; Lee Bank Middleway are inevitable which will lead to increased noise, air pollution &amp; congestion especially at peak travel times a.m. &amp; p.m..</p> <p>2. Access to Wellington Road from Sir Harrys Road.</p> <p>a. This can be difficult even at present especially when parents are dropping off &amp; collecting pupils from Priory School every day. Any additional traffic along Wellington Road will cause further congestion not to mention poor air quality &amp; possible danger to pupils crossing the road.</p> <p>b. The junction of SirHarrys Road/ Ampton Road/ Church Road/ Wellington Road is already extremely congested at peak times &amp; can become gridlocked very easily. Surely sending more traffic this way will only exacerbate the problem on a daily basis &amp; could lead to more problems re health of local residents. It would be interesting to measure air quality at peak times.</p> <p>c. This part of Edgbaston is home to some significant sporting venues :- Warwickshire Cricket Club , Edgbaston Priory Tennis Club, Edgbaston Golf Club. All attract large numbers of visitors and bring revenue to the city. It is inevitable that on some days traffic congestion &amp; parking is chaotic. For the city council to make this significantly worse with it's proposals just seems to show a complete disregard for their residents and visitors alike.</p> <p>d. Parking and traffic congestion in this locality has already been made worse by the expansion of Queen Elizabeth hospital &amp; Birmingham University. Side roads are already clogged with cars. This proposed plan would appear to make matters worse.</p> <p>e. As a resident of Sir Harrys Road I would like a further explanation of point 13 of the council's proposal which states that it will vary the existing waiting &amp; stopping restrictions on our road. What does this mean exactly?</p>
<p>I OBJECT to the proposal to turn right from Bristol Road up Wellington Road. My sister in law lives in Wellington Road so we visit regularly, in addition I grew up in Wellington Road and have found memories of living there when it wasn't a rat run which I fear it will become.</p>
<p>My sister lives in Wellington Road so I know it well. PLEASE do not allow the right hand turn from Bristol Road into Wellington Road. I am concerned it will become a rat run and in fact be dangerous for cyclists. We should be encouraging cyclists and at the moment the road is well suited to cars and bicycles travelling alongside each other due to its width. I therefore OBJECT to the proposed scheme to allow this right hand turn.</p>
<p>I strongly object to the plan of a right turn into Wellington Road. It will be extremely dangerous to motorists, cyclists, residents etc. Consequently there will be a lot of traffic on Wellington road and this will cause major clogging up on the roads and will be very disturbing to residents of Wellington Road and other roads in the surrounding area. Wellington Road is a dangerous road and there have been many accidents on that road which have been caused by cars going over the speed limit. This proposal is extremely dangerous and must be abandoned immediately.</p>

I have recently heard that there are plans to include a right turn off the Bristol Road onto Wellington Road as well as restricting turns onto nearby Priory Road, both proposals of which I am against for the following reasons:- Wellington Road already has speed issues and the additional traffic onto the many roads leading off it will be way too much for these types of roads, causing much danger to the young, elderly and general local residents. Priory Road should not have restricted turns as it will impede on too much traffic, causing unnecessary additional gridlock as the alternative route you are offering (Wellington Road) is unsuitable for the reasons mentioned above and also noise, lighting, crossing facilities, all which affect every other road user except the few cyclists who will use the cycle route.

I am a cyclist as well as a driver and also like to walk, and although safe cycle routes are required, as a pedestrian and or driver, I would not wish to be put at risk by impatient motorists, nor would I wish to be stuck in traffic waiting to turn right onto a side street in a very residential area.

The current right turns in place are already more than suitable and if anything the only upgrade required is at Belgrave Middleway as turning right there requires a filter light (from all directions affected as in its current state, it is not clear when it is safe to go and traffic travels fast despite being a 30mph area).

Why should so many other road users be penalised for one cycle route which will not be used as much as it would like to be, but yet Council's try to force these decisions with no thoughts of how the money could be better spent in the same area.

My awareness of this is by speaking to a neighbour who encouraged me to put my views forward promptly so I would hope that the time and effort taken to respond would be taken into account by these "decision makers" as putting a right turn onto Wellington Road is totally wrong just as restricting traffic movement onto Priory Road is. There seem to be other restrictions to Bristol Road being considered, but has real thought been put into where all this traffic is supposed to go?, at least there are working average speed check cameras on Bristol Road, but the impact for the side roads off Bristol Road is too much as there are already issues on these roads and as a result of this proposal, it will be made much worse.

On the one way roads, people park diagonally and even ambulances have parked on Stone Road to access the hostel nearby. Things such as this and deliveries to the nearby shops mean larger vehicles temporarily restrict movement already in the area, which has limited parking and the council now wishes to put busy 24 hours a day traffic onto smaller roads, totally incompetent planning.

Just this week alone with poor road conditions, vehicles were struggling to use these roads in the snow and ice, then the recent fatalities in the area, also caused much congestion in the area due to road closures, along with the general day to day congestion.

This type of congestion cannot be pushed onto these residential minor roads.

The cycle route has to have a positive impact on the community not a negative one which it certainly causes by restricting traffic movement on an already congested road and also by endangering pedestrians in residential streets.

I am putting forward my objections to the idea of putting a right turn from Bristol Road onto Wellington Road. At the time of writing this (approx 5pm) this road is currently congested with at least 4 cars having blown horns due to being unable to turn onto Stone Road or their path is blocked to continue ahead by vehicles waiting to turn right. This alone has prompted me to put in my objections promptly as the thought of this type of pattern of vehicles on a regular basis throughout the day would be unbearable on this and the surrounding roads which are utilised daily by this household. Why a decision to restrict traffic movement on Bristol Road (in particular in terms of Priory Road junction) is unknown, but Priory Road is much more accessible and a more direct route to surrounding areas, without putting others at risk for a cycle lane. It would be much more beneficial to redirect the cycle route and/or implement start of cycle route and end of cycle route restrictions instead as either way the cyclists' movements will not be affected in the way that the motorists and pedestrians will be.

I am in favour of the proposals, other than that I think that opening up the new right turn for motor traffic into Wellington Road is the wrong thing to do. The cycle track does not rely on that right turn being introduced, and it is possible for Birmingham City Council (BCC) to take the decision to press ahead with the rest of the cycle route but abandon the new right turn for cars, without further undue delay to the scheme, leaving cyclists' health and welfare concerns unaddressed.

For the sake of a 5% increase by 2023 and a 10% increase in cyclists by 2033, the most horrendous proposals have been put forward by the Council to try to impose a right turn from the A38 Bristol Road onto a residential minor side road (Wellington Road), which in turn leads to many even smaller residential roads which are currently congested especially during the am and pm peak periods.

This decision must not go ahead for the sake of a cycle route which will not be highly utilised in the short and even long term.

The real sufferers of this type of decision will be the local pedestrians and motorists who will only suffer due to heavy traffic!!

This part of the cycle route has to be amended for all road users benefit immediately as the restricted traffic at Priory Road will also bring all the traffic to Wellington Road and it's surrounding roads.

Priory Road needs to stay as it currently is and so does Wellington Road.

More of the Councillors need to be creating awareness of this situation in area as the increase in traffic is and will be much greater than the increase in cyclists numbers (with or without a designated route).

1. The road is a residential one only with families from top to bottom. 2. There is a school at the top of the road and a large nursery at Spring Road. e cannot understand why anyone would direct trunk traffic along a residential road with effectively 2 schools on it!! 3. the entire area is residential - where are lorries supposed to go: a tight roundabout literally on the school and a tight junction left after a church that leads directly to 1000's of students and their accommodation. has anyone thought this through at all. ?? It is a redirection of traffic INTO residential streets with nowhere to go. We simply do not understand it. it would make much more sense to make Wellington Road into a core cycling road with traffic restrictions rendering it a particularly safe cycling area, with speed calming etc.

I am a keen and active cyclist and support improvements, but I have concerns about what is being proposed.

I do not feel that sufficient information has been provided to make an informed comment despite requesting it.

There are concerns about the proposed alignment. It needs to be continuous to be attractive for cyclists to use it, but additional conflicts are being introduced with cyclists having to cross the Bristol Road several times and to cross junctions where vehicles are making turning manoeuvres and will not expect cyclists - whereas at the moment with the shared pedestrian cycle tracks along both pavements, cyclists are just crossing junctions and drives where vehicles stop before making the manoeuvre.

The restrictions to turning movements for vehicles at junctions are likely to have a significant impact on queues, delays and journey times. No information has been provided to demonstrate what will happen. There is concern that traffic will be diverted onto inappropriate roads such as Eastern Road instead of Pebble Mill. Buses are also likely to experience serious delay as well as general traffic.

No Road Safety Audits have been made available and the safety of the schemes is questionable and it needs to be demonstrated that it will be safe for all users.

It has not been demonstrated that emergency and service vehicles can negotiate the proposed junctions safely.

Swept path analysis should be provided.

The Air Quality Report demonstrates that mean air quality objectives will be exceeded as a result of the scheme but the impact on pedestrians and cyclists has not been considered.

The uptake in cycling hasn't been quantified or assessed so it hasn't been demonstrated that the scheme is beneficial.

Have you asked cyclists who are using this route why they are not using the existing cycle tracks on the footpaths? I have recently cycled along both footpath cycle tracks, albeit at greatly reduced speed due to their poor condition. I feel certain that the reasons that the existing cycle tracks are not being used are that the surface in some places is in a very poor state of repair, crossings need to be improved as some need realigning or re-leveling and overhanging bushes need cutting back.

Given all of the above, I have significant concerns about the proposals which have not been addressed and therefore I object to the proposed scheme and think that alternatives should be considered.

Great idea about a cycle lane however I have concerns re: the New Right Turn on to Wellington Road/closure of left turn into Priory Road. This will increase traffic on already congested roads/routes such it is likely to become a blackspot for accidents. the bottom of Wellington Road gets lots of queues and has cars parked on the road. this will mean cars won't be able to pass and so drivers get even more frustrated than they do now. Also it is a very tight corner hence the current no turn. This junction is already quite fraught and will get increasingly busy with traffic re-routed into Pebble Mill Road/Pershore Road due to the closure of the left turn into Priory Road. the current pedestrian crossing is not used properly by drivers - they ignore the signals. Please take this as my objection.

<p>I object strongly to the proposed right turn into Wellington Road as it will contest the road even further than it already is. This in turn will make it more a more hazardous are to live. It has been a quiet, peaceful and safe road since my childhood, but this will change that and will affect my future plans to stay and raise a family here.</p>
<p>I am very concerned about the proposed right turn for vehicles from the Bristol Road into Wellington Road as it will add to congestion particularly at the far end of Wellington Road by Priory School where I understand there are to be alterations in the Road layout.</p>
<p>Awful decision wasting tax payers money for a project no one wants</p>
<p>I fully support the intention of this proposal having been involved in consultations about the Birmingham Cycle Revolution since its inception. I am delighted to see safe protected cycle lanes being proposed for this section of the A38. It is a vital artery for people travelling from the South to the City Centre and links major journey generators like the University of Birmingham, University Hospital etc. Providing safe segregation and well designed interchanges and crossings will create a major incentive for more people to choose to cycle. It will also be a much safer and less stressful experience for existing cyclists.</p> <p>My only concern is about the proposed right turn into Wellington Road. This is creating a two way rat run through a residential estate and using cycling money from the Cycle City Ambition Fund to do it. As a motorist and a cyclist I do not think that this is a good idea.</p>
<p>New right turn from Bristol Road A38 into Wellington Road - Drawing No. CA-02752_S7-5014 Wellington Road is a wide road that the drivers of high performance cars already use to test the capabilities of their prized vehicles, with associated dangers and nuisance to local residents. The proposed new right turn will increase the number of people choosing to take this route. While traffic speeds may not increase during commuting times, at quieter times the number of high speed cars is bound to increase, with the number of times drivers go excessively in either direction increasing and the likelihood that there will be very high speed cars going in both directions at the same time becoming much greater. There are entrances and exits onto Wellington Road with many driveways as well as road junctions. The risk of calamity already exists and this proposal will make that risk much greater. The recent road traffic accident that resulted in six fatalities occurred a stones throw from the proposed new turn and that tragedy should remind local decision-makers of the need for traffic systems deter high speeds as our top priority. The new right turn from Bristol Road is a real recipe for disaster and it will be with regret that sometime in the fairly near future decides that the decision needs to be reversed following the increase in accidents, injuries and fatalities that will occur on Wellington Road. Wellington Road is not a suitable through-road for end-to-end two-way traffic and for this reason I object strongly to the proposal to allow a right turn into Wellington Road from the A38 southbound. If this proposal goes ahead Wellington Road will turn into a major danger zone, adversely affecting the lives of not just the local residents but regular road users in the area. Please scrap this proposal.</p>
<p>New right turn from Bristol Road A38 into Wellington Road Drawing CA-02752_s7_5014</p> <p>I disagree with the the proposed right turn onto Wellington Road. I am a regular cyclist and commute through Edgbaston every day. I do not see how the proposed right turn would be of any benefit to cyclists. The new right turn will unnecessarily increase traffic through a quiet residential area.</p>
<p>New right turn from Bristol Road A38 into Wellington Road Drawing No. CA-02752_S7_5014</p> <p>I object strongly to the proposal of a new right turn into Wellington Road from Bristol Road. As a resident I worry that it will lead to excess traffic and speeding making this residential area dangerous - particularly with many schools in the area.</p>
<p>I strongly object to the proposed right turn into Wellington Road for a number of reasons. Firstly, it is already difficult to enter Wellington Road from Michael Drive during certain times and any increase in traffic will make this even more difficult. Secondly, this proposal creates a rat run towards Harborne, but does nothing to ensure the safety of the schoolchildren or residents, and the current 30 mph limit is not adhered to, and consequently there is no reason to presume that the proposed 20 mph limit will be adhered to. Thirdly, the right turn itself will present danger to motorists, pedestrians and cyclists. We currently have a right turn out of town at Priory Road, and this presents less danger to residents and schoolchildren. Birmingham City council has spent millions of pounds on the Selly Oak bypass, but is now determined to remove Harborne bound traffic from this road, by creation of the right turn. In addition, this proposal will see a large increase in traffic on the island at the top of Priory road. This island is already congested at peak times by traffic going to Harborne and Selly Oak, but no attention has been paid to ensuring that the island remains congestion free in order that traffic moves freely.</p>

<p>new right turn from bristol road a38 into wellington road.</p> <p>i highly object to the right turn onto wellington road. this is a conservation area which needs to be protected. it will make this road become extremely hazardous with the busy commutes.</p>
<p>New right turn from Bristol Road A38 into Wellington Road</p> <p>Drawing No CA-02752_S7_5014</p> <p>I strongly object to the proposed right turn into Wellington Road. Its dangerous for all and create an unpleasant and hazardous commuter run for residents and commuters alike. It would also affect the environment and the ambience of this conserved area.</p>
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<p>New right turn from Bristol Road A38 into Wellington RoadDrawing No CA-02752_S7_5014I strongly object to the proposed right turn into Wellington Road. Its dangerous for all and create an unpleasant and hazardous commuter run for residents and commuters alike. It would also affect the environment and the ambience of this conserved area.</p>
<p>I am objecting to the right turn proposal onto Wellington Road from Bristol Road on the grounds that it compromises safety. There is a school on this road which already generates congestion as well as current drivers driving at high speeds on this road. The right turn will increase traffic volume and increase the risk of ac accident occurring as no measures are currently in place or proposed to alleviate the current problems.</p>
<p>The proposed turning from the A38 into Wellington Road will cause severe congestion. Priory School is at the top of Wellington Road. The safety of pupils must be considered.</p>
<p>I agree with all the TROs proposed except the right turn into Wellington Road. There is no reason for this except to make car use easier. With the levels of pollution and traffic affecting our day to day living standards this is a backwards step.</p> <p>Please also ensure that priority is given to cyclists on this route.</p> <p>A good definition of priority would be letting cyclists go at every traffic light change. An example would be giving cyclists a chance to go at every change of the cars' lights i.e. at a cross roads every change of lights for cars would give cyclists a change of lights for all of them to get across the junction.</p> <p>By this I mean cars travelling west would go, then cyclists going east/west/north/south would go. Then cars travelling east would go, then cyclists going east/west/north/south would go. Then cars travelling south would go, then cyclists going east/west/north/south would go. Then cars travelling north would go, then cyclists going east/west/north/south would go.</p> <p>This will bring about the modal shift that is required in our young city to ensure we thrive for years to come.</p>



I support the introduction of safer cycling routes in Birmingham, the city remains one of the least cycle accessible cities I know, and if we are to reduce pollution and dependency of private cars we need investment in a comprehensive city wide cycle network. I do however strongly object to some specific proposed highway changes associated with the Bristol Rd A38 cycle corridor for the following reasons. The right turn proposed at Wellington Rd from the A38 will divert high numbers of vehicles from main roads into a residential area, this will lead to cars heading West out from the city using Wellington Rd and Charlotte Rd as these will no longer be able to use the existing Priory Rd as this junction will be closed to vehicles turning right from A38. The impact of this will be harmful in 3 ways: Safety The residential areas of Wellington Rd and Charlotte Rd / St James Rd already suffer from high speed and heavy traffic, there have been serious and fatal accidents in this area as a result of this. The junction of Wheelleys Rd and St James has had a high number of accidents and at least 2 fatalities since I have lived in Charlotte Rd. There is also the added risk that in addition to the potential harm to residents and pedestrians there are 3 schools in the area (Priory, Woodview and West House) where the safety of children arriving and leaving school will be significantly reduced by increased traffic levels. There are also a number of pre school nurseries in this area where similar risks will be increased by the proposed highway changes. The Wellington Rd / Charlotte Rd area already suffers from commuter's cars being parked along these streets during the week to avoid city centre parking charges. This makes the streets less safe as they reduce visibility for pedestrians. Cars are often parked on pavements thus forcing pedestrians, especially those with pushchairs or wheel chairs to use the highway. Pollution The Wellington Rd / Charlotte Rd area is an established and recently enhanced mixed tenure residential district with schools and nurseries. Increased traffic levels that will arise from the new access from A38 to Wellington Rd will significantly add to noise and poor air quality pollution. Amenity and quality of environment The Wellington Rd / Charlotte Rd area is a conservation area, the character and quality of this will be harmed by increased levels of traffic being diverted through it. Recommendations The cycle network is an excellent initiative but the changes to highways at Priory and Wellington Roads undermine any benefit that the cycle improvements may bring. I recommend that there is a further option study carried out to explore how cyclists can safely move along the A38 into the city centre without changing vehicle access to Priory and Wellington Roads, this could involve new signalised arrangements at both junctions. I would also request that BCC look to introduce traffic speed calming measures on Wellington, Charlotte and St James Roads to reduce the risk to pedestrians and school children from existing high levels and high speed traffic. In addition to this I support the increased parking restrictions in this area that could reduce pavement parking that is causing loss of amenity to residents and is increasing the risk of further car accidents.

Drawing No. CA-02752\_57\_5014 I object strongly to the proposed right turn into Wellington Road. As a resident of Latimer Gardens whose in their 80's and who lives nearby and has to cross this junction to access the Shops, Bellvue Surgery, and Pharmacies, I and a lot of my fellow residents are alarmed at the prospect of having to contend with the extra traffic flying up and down Wellington Road this dangerous scheme will create. It is completely unnecessary, and will only serve to create a hazardous rat-run.

I support the plans for the cycle track. I work at Five Ways and cycle on part of Bristol Road and Wellington Road every day (weekdays). I do not support a right turn at Wellington Road as this will encourage rat running. Preventing motor vehicles from entering Wellington Road from Bristol Road would be preferable. Why not add cycle tracks on Wellington Road too? There is plenty of room. Also, why don't you start on the rest of the scheme? Six months have been lost already. Revolutions should not be this slow.

With regard to the new right turn from Bristol Road A38 into Wellington Road, I object strongly to this proposal because it is completely unnecessary and will be extremely dangerous, not only for Motorists and Cyclists but also for pedestrians and residents. Furthermore there will be huge environmental impact with regard to Air Pollution in what is one of the major Tree Conservation Areas in the West Midlands if not the Country. This proposal MUST be abandoned and re-thought.

Re : The new right turn into Wellington Road from Bristol Road A38. I object strongly to the above proposal. It will cause Major congestion and be very dangerous for both Motorists and Pedestrians. It should be abandoned and completely re-thought with regard to the traffic congestion problem at Priory Road.

New right turn from Bristol Road A38 into Wellington Road.

This proposal is not only unnecessary, but is MOST dangerous to all present, and future, road users/residents. The top of Wellington road, is full of school children crossing, school related congestion, together with Priory Club members coming up from Sir Harry's Rd. There will be serious accidents, probably fatalities. Do you wish possible litigation or blood on your hands?... A cyclist( experienced cyclist and a doctor) was recently killed in the area, highlighting the dangers. Cars will be speeding up Wellington, unaware of the bottleneck towards the Priory School. Air pollution, noise threaten one of our loveliest conservation areas,.. surely you should be protective of this and safeguarding its future, not destroying it without any real evidence that this proposal is a viable traffic solution.

This proposal is not safe and should be abandoned. Please Council.. re think! Its is not too late, if safety of pedestrians ( children in the main) are important to you, I urge/ plead, that you re -consider.

Dear team.new right turn into Wellington rd from A38This scheme is dangerous, There will be probable accidents/ fatalities as cars speed up towards the Priory School. Also, air pollution threatens school children, residents, university attendees as well.An experienced cyclist and doctor was recently killed , highlighting problems that this scheme would only increase. This is no solution to our traffic problems.The area is a conservation area, you should be protecting it, not destroying it for those of us who live and work in the area. Do you wish possible litigation or blood on your hands? please re think! this scheme must be abandoned, and has not been fully thought through, no real evidence of possible benefits.. Please re consider.thankyou.

A, Wellington Road CA-02752-S75014

1. This is a disaster waiting to happen. This is a residential road in a conservation area. It was designed to be straight and wide by the Calthorpe Family to provide an impressive approach to their church (Edgbaston Old Church). It was not designed as a major rat run and the traffic which will follow when the road is opened up will create just that. Air quality will be damaged by the high volumes of traffic. The traffic should stick to the main arterial routes as was espoused by Donald Insall. The whole of this part of the estate will be clogged as many motorists will think that it is better to use the back roads than the Middleway in order to avoid the heavy and constant traffic at Five Ways roundabout and the difficulty in safely navigating the many lanes.
2. As a result of the Priory Road Closure, more traffic will head up this road to Harborne, the QE, the University and the KES schools, as well as to the Priory Hospital. The result will be the opening up of a major rat run - the very thing that the Council states that it is opposed to.
3. The plan is ill thought out on safety grounds. There is a large school at the top of the road, whilst at the bottom the vulnerable require access to doctors and the pharmacy, There has been no consideration of this especially as vehicles, pedestrians and cyclists will converge within a close distance on Bristol Road and no thought has been given to separating them or cyclists wishing to turn left into Wellington Road from Selly Oak. The irony is that the cyclists joining the cycle path are in greater danger than they are with the existing arrangements.
4. If Councillor Stacey had a genuine or reasonable belief that the issues was cars doing a U turn on the forecourt of the shops all he need do is extend the central reservation by another 20 or 30 yards in the direction of Selly Oak to make this impossible. This would be the most economic solution of all, particularly in these time of austerity.
5. The Council says that opening up Wellington Road has nothing to do with the Cycleway in which case there is no need to make the residents of this area feel that they are being rail roaded into a decision at the same time as the consultation for the Cycleway is occurring.

B. Priory Road Plan CA-02752-S7-5013

1. This is the most incredibly stupid idea, I have seen in a long time whereby to prevent traffic heading towards the city centre from having the use of two major roads (Priory Road, north and south) towards Edgbaston and the Cricket Ground, and to make vehicles travel along other roads eg Wellington Road. This will inconvenience far more motorists than cyclists who are forced to travel two sides of a triangle in order to make a simple journey.
- 2.The whole situation could be alleviated by better crossings over these roads for cyclists and positively encouraging cyclists to be visible, whereas, as I experienced today they simply do not bother with lights, reflectors, helmets or light coloured /visible clothing - and then blame the motorist for their injuries and damage to their bicycles.

Overall these plans are absolutely fantastic and I and my wife and children and friends cannot wait for it to be built. There are some elements that could have been better with 1) people traveling on bikes given clearer priority over people choosing to travel by car 2) links to Rea Valley NCN5 and the canal could be better and 3) cycling infrastructure in the city center is terrible so behaviour change from car usage to bikes will be limited as the first or last 10% of people's journeys will still be dangerous and perceived as dangerous but I am totally happy for these plans to become reality and be built asap.

<p>Drawing No. CA-02752_S7_5014 Proposed right turn from Bristol Road A38 into Wellington Road. I oppose this proposal strongly. It is already difficult to cross the bottom of Wellington Road to get to the Medical Centre, Spar and Pharmacy, but with this new right turn it would be very dangerous for me. You should instead impose a barrier to stop the illegal u-turn outside the Spar, which many reckless drivers use in order to turn into Wellington Road now. This is very dangerous too.</p>
<p>Re A 38 (i) Bristol Road/Priory Road junction...and (ii) proposed right turn into Wellington Road from Bristol Road Realignment of road traffic and introduction of Cycle Route.</p> <p>Agreeing with others I feel the proposals for that junction in particular, and the Wellington Road right turn in addition are ill thought out and potentially dangerous....</p> <p>The area including Church Road, Edgbaston Park Road, Priory Road, Ampton Road, Carpenter Road and Sir Harry's Road is already highly congested. If traffic flow is to be altered, access to concerns including the hospital, schools, church, golf club, county cricket ground and all dwellings on those roads will be further compromised. Traffic jams already occur daily in that area, these will be made worse - but more alarmingly there will be the chance of more accidents of which the recent tragedies at Pershore Rd/Edgbaston Road and the Belgrave interchange are only two examples.</p> <p>Cyclists need to be safe - everyone would agree, but to compromise the thousands of motorists in relation to the comparatively smaller number of cyclists is unbelievably ridiculous.</p> <p>I heartily oppose the proposals.</p>
<p>New right turn from the Bristol Road (A38) into Wellington Road</p> <p>The school strongly objects to the proposed right turn into Wellington Road. It is not necessary and will increase potential dangers to road users, pedestrians and residents. It will also create a highly dangerous two way rat run along St James's Road outside the school presenting a very real danger to pupils and parents. The school has worked closely with the council in recent times to alleviate congestion along St James's Road - at the school's expense - and this proposal represents a significant step backwards. We have already witnessed the Green Bus using St. James's Road and the road is simply not wide enough to support the volume of traffic that would result. In terms of traffic management along St James's Road, there is a solution; St James's Road and Charlotte Road to become one way and Carpenter Road becoming one way in the opposite direction between Wellington Road and Wheelleys Road.</p> <p>Without further consideration, the proposal will simply not work without placing individuals at unnecessary risk.</p>
<p>My daughter lives in Wellington Road and I visit her so know the area well. I OBJECT to the plan for vehicles to turn right up Wellington Road from Bristol Road - it will make the road much busier and dangerous for cyclists and pedestrians at the top with the School.</p>
<p>I object strongly to the right turn into Wellington Road. It is completely unnecessary, and it would be increasing the traffic flow, adding to pollution, and increasing the dangers to all who use it. Already cars drive too fast and some time at high speed and we have cars parking on pavements in inappropriate places. This is a residential special conservation area, you will be turning it into an even more dangerous commuter rat run. We have a Priory school at the top of Wellington Road, they have no pelican crossing one worries about the safety of all those children. I also am concerned about the impact on other Roads, for example Edgbaston Park Road, which is already a nightmare at commuter time.</p>
<p>I wish to strongly object to the proposal to remove the No Right Turn on Bristol Road into Wellington Road. Wellington Road is one of the best roads in Birmingham with some of the very few remaining Georgian properties. Edgbaston generally is an area that should be treasured if Birmingham is to attract investment from London. It therefore seems to me to be shortsighted and ill-considered to require more traffic to use such a quality residential road.</p> <p>The top of Wellington Road near Priory School is already heavily congested by parking at the start and end of the school day so to make the road an even busier thoroughfare will be dangerous, even if 'no parking' restrictions were to be introduced. The same applies when there is heavy attendance at the Edgbaston Cricket Ground and the Priory Club.</p> <p>I do trust that the Council will reconsider its proposal.</p>

Drawing No CA-02752\_S7\_5014

The right turn into Wellington Road is totally unnecessary.

This CAN BE DONE TODAY using Spring Road, having turned right from Bristol Street into Lee Bank Middleway, or (as we often do) going left from Bristol Street and then round the Pershore Road/Sherlock Street Roundabout to proceed to the Lee Bank Middleway.

(The latter diversionary tactic is far shorter than the proposed one using Pebble Mill Road elsewhere in this whole scheme!!!)

WHAT IS NEEDED AT THE BRISTOL ROAD/WELLINGTON ROAD JUNCTION IS A SIMPLE DOUBLE WHITE LINE ON THE INSIDE OF THE TWO BRISTOL ROAD LANES

APPROACHING THE CITY, AS FAR AS THE MIDDLE OF THIS JUNCTION TO ALLOW

WELLINGTON ROAD TRAFFIC TO ENTER BRISTOL ROAD ON THE LEFT LANE.

CURRENTLY THIS IS A TRAFFIC JAM ISSUE. (Simple bit of necessary Road Engineering).

Where are the plans which benefit the pedestrians and locals who wish to cross safely, if a right turn from the major Bristol Road onto minor Wellington Road is actually put in place? All the plans on the site have been viewed but there is no safe crossing locations considering the gridlock traffic that there will be on such roads as a result of this proposal. This is one reason amongst many others such as air quality a survey which has been carried out by the council recently with a large response, that these proposals are objected. There seems to be plans in place to put speed bumps on Spring Street, but is there actually any evidence of that particular road having speeding issues, unlike other roads across the carriageway where the council seems to want to put all the traffic onto with no real justification for doing so other than to implement a cycle route, which will not be used to the extent required to justify its cost and at the detriment of much higher numbers of other road users and residents. Across the Birmingham network, I encounter many cycle routes which are excellent, but still as a regular driver and walker do not see mass amounts of cyclists and also have not known of a cycle route which puts other road users at a complete disadvantage. It is hoped some sense is seen in these proposals as there certainly should not be a right turn imposed from Bristol Road to Wellington Road and Priory Road should not have turning restrictions, again which only benefits the cyclist, (whilst there is a backlog of traffic which has limited options on an already busy road). What are the plans for if there is an emergency and there are no suitable options to divert the traffic onto. Consult with people in the area before making plans such as these as it is them who will be most affected.

I do not feel that this proposal are suitable for the following reasons and therefore strongly object to it:

1. It is unsafe for the residents who live on Wellington Road and surrounding roads as cars will be speeding down this road with no care for the speed limit. This occurs at the current time and it is very unsafe to be walking down the road and feel the pressure of a vehicle zoom past.
2. It is unsafe for animals, we have a wide range of wildlife that walk and habituate within the area and therefore cross these roads, in the past I've already seen foxes and badgers on the side of the street. Even for dogs it is unsafe to even have them on the lead with the mass and speed of vehicles going down Wellington Road.
3. We have a number of school around the area and on the top of Wellington Road, this is again unsafe for the children who cross the roads at numerous times of the day and will also increase on the traffic clogging around this area.

Re: Right Hand turn into Wellington Road from Bristol Road I understand that this right turn will not be controlled by lights. If not controlled it will be absolutely dangerous and most probably lethal and would be negligent to allow without lights. The danger will be to (1) road traffic and (2) the many pedestrians crossing the end of Wellington Road. I have lived here for 34 years and have experienced and observed this junction every day when walking to the shops, when driving and 30 years of morning and evening commuting to central Birmingham half by car and half by bus from/to the bustops nearby this junction on both sides of the Bristol Road crossing it every evening. (1) Danger to Road traffic at the Bristol Road Wellington road junction. The factual position at present is that there is a Bristol road "speedway" south from the Middleway lights in the three lanes which merge into two just before Wellington Road is reached. Much traffic then ignores the no u turn sign at the adjacent pedestrian crossing and stops in the outer of the two lanes at the end of the railings and turns right into the shops (rarely to use the shops) to then come back on the Bristol road and head the other way. Many just do u turns totally illegally around the end of the railings. There have been accidents at this point as you will be aware. A new uncontrolled right turn will be no better, with no doubt, as at present 10 yards away, illegal U turns, shunts up the back and headons. Be it on your heads if you allow an uncontrolled right turn in one of the busiest fastest sections of town traffic much having sped off the expressway and through the tunnels until this very point finally restricts and slows the traffic. (2) Danger to pedestrians crossing the end of Wellington Road. This will be increase exponentially if there is an uncontrolled right turn into Wellington. This pedestrian traffic is significant. People walking to the adjacent shops (pharmacy, newsagent supermarket), crossing to the bustop, going to school, mothers with push chairs, all the pedestrian traffic funnelled to this point to /from the adjacent pedestrian lights allowing the busy Bristol road to be crossed with significant distances to the next crossings. At present, pedestrian traffic crossing Wellington Road survives because it only has to deal with traffic from TWO directions. One of these is down Wellington Road onto Bristol Road and is ok because it is either sparse or when really busy at morning and evening commuter times is virtually at a halt. The second flow for pedestrians to monitor and assess is turning left from the Bristol road into Wellington, but fortunately is frequently stopped by the pedestrian lights across Bristol Road allowing (after a wait) safe crossing of the end of Wellington road. The left turn traffic will be substantially increased when the left turn into Priory Road is stopped because Wellington Road becomes the next left turn, but this will still be stopped as at present by the nearby pedestrian lights across Bristol road. What will become lethal for pedestrians at this junction is if you allow a THIRD traffic flow by the right turn into Wellington. Pedestrians simply could not cope safely with this uncontrolled flow of traffic cutting quickly and speedily right across their passage across the road. CONCLUSION; Safety issues for road traffic and pedestrian traffic alone must surely prohibit an uncontrolled right turn into Wellington Road

I am very concerned about the closing off of left and right turns (depending on direction of travel) from Bristol Rd onto Priory Rd and, as a consequence of that, to allow right turns from Bristol Rd onto Wellington Rd. The effect will be to increase traffic volumes on residential streets in Edgbaston which are already overloaded with traffic and suffer from parking problems. This will continue the harmful effect on the character of Edgbaston, which is a Conservation Area. I am also concerned about traffic diverting to the Priory Rd/Pershore Rd junction, which does not have a pedestrian crossing and at which there was a recent tragic death of a cyclist. This is a dangerous junction which will be made more dangerous by these plans. Please revisit the Priory Rd/Bristol Rd decision and look for an alternative which can make ts scheme work without having a detrimental impact on Edgbaston.

I consider the proposal to block left and right turns off Bristol Road into Priory Road to show a lack of understanding of the traffic problems in the area and particularly on Edgbaston Park Road. Edgbaston Park Road is already a major bottleneck as there are always lengthy queues back down towards the University from the traffic lights on Church Road and this causes similar long queues back up Somerset Road towards Harborne which also spread to the nearby roads of Farquhar Road and Pritchatts Road. In addition there are regularly nasty accidents at the Church Road and Edgbaston Park Road traffic lights which I suspect are in part due to the impatience of drivers who have queued for so long to get through the junction. Putting even more traffic up Edgbaston Park Road can only aggravate the situation further and so I object very strongly to the new proposals.

I have consistently opposed, in the A38 consultation last year, the right turn from Bristol Road into Wellington Road as being dangerous, unnecessary and against any concept of maintaining a Conservation Area in an appropriate manner. The resulting increase in traffic, including heavy goods vehicles would ruin Conservation Area which would only degenerate in the long term.

The environment and delightful, amenity of the road would be totally damaged. the proposal is contrary to national and local planning policies which seek to protect conservation areas and residential areas so far as possible from the intrusion of through traffic. The traffic will include heavy commercial vehicles prohibited from turning right into Priory Road. While Priory Road is a classified Road with a large private hospital and few private houses fronting it, Wellington Road is a quiet residential road and it is wholly inappropriate to turn it into a major through road.

Further problems resulting from such increased traffic would be the severe congestion at the small roundabout at the top of Priory Road and Wellington Road where the Priory School's 200 school children, including 3 year olds, are dropped off in term time and where a Lollipop Man protects them for at least an hour in the morning and afternoon. This already causes severe traffic congestion, a situation which would be very much worse by opening up the road from Bristol Road. Air quality would be adversely affected.

Wellington is a broad straight road and the introduction of through traffic will increase the number of speeding vehicles. the construction of chicanes or speed bumps would not be suitable to calm such a quantity of traffic which would probably tail back onto the Bristol Road turn and cause a log jam.

Creating an extra right turn across Bristol Road, where the traffic flow is continuous, would be extremely dangerous and would lead to many accidents, most especially for cyclists, for whom the whole scheme is being designed.

I remain totally opposed to this scheme.

I fully support the proposals for a segregated cycle track on the A38 corridor. I have several reservations though:- the plans seem to indicate a huge amount stopping by cyclists. If the track is so compromised that it is less convenient or slower to travel by than other routes it will not be well used and will therefore discourage people to cycle while also making it appear to motorists that cyclists have been prioritised over car traffic (which will not be the case but will be the perception).- currently, the 'shared paths' along pavements along parts of the A38 are bumpy and dangerous to ride. Will this be improved where cyclists are diverted onto these paths?- shared paths with pedestrians cause large amounts of conflict and inconvenience for both cyclists and pedestrians and are dangerous. I am unlikely to ride on such paths.

The impact of denying left and right turns at Priory Road is an example of principle taking over from common sense . The alternatives into central Edgbaston will then have significant increases in usage with deathly potential penalties

via Edgbaston Park Road , you have a nasty right turn at traffic lights on the Church Road junction . Check how many accidents there already are ( my guess is one a month ). Add to the continuous ignoring of the No Right turns off Church Road mostly by mini-cab/Uber cars : someone will be killed there one day .

via Wellington Road , notwithstanding the dubious " logic " of a right turn going out of town , Wellington Road is wide and straight . I do not believe that other than having speed checks 24/7 you will not increase the danger to cars and pedestrians . Can you assure that an elderly person will be able to cross safely . I foresee another threat to life .

Why not put tunnel at the Priory Rd / Bristol Rd junction ( you have already justified many others !!) and all will be happy.

I REGISTER MY OBJECTION TO THE REMOVAL OF RIGHT AND LEFT TURNS AT PRIORY ROAD/BRISTOL ROAD JUNCTION

I strongly oppose the recommendations to close access to Priory Road from Bristol Road. Whilst in distance terms it will add 400 or 700 metres of travel distance for us to gain access to our home from the city, we currently use Bristol Road which is a dual lane road and traffic flows faster than Pershore Road. In fact, even when I am coming from Highgate area, I choose to bypass Pershore Road and turn left at Bristol Road because the traffic is always lighter and moves quicker on Bristol Road than Pershore. I dread to think what will happen when all traffic is forced via Pershore Road.

Sending traffic right via Wellington Road and left on the ring road and then right on to Pershore Road will add a significant amount of time to our journey. The Pershore route is already heavily congested and sending all traffic to Priory Road via one single lane route will only add to the congestion and therefore increase the time each journey will take. The roundabout at the start of Pershore Road is already difficult to navigate especially at Peak times. I believe it will be the same via Wellington Road. Access to Priory Road will take much longer on a single lane road when all traffic is pushed towards either of the these routes.

In addition, the mini roundabout at Church Road and Priory Road again is already heavily congested. This would be the main route from the city for residents on Priory Road, the Priory Hospital, the Priory School, the Church and Edgbaston Golf Club. This will impact traffic flow even more negatively.

We have two major venues that require easy access namely the Cricket Ground and the Tennis club. Each venue would now only have one route of access rather than two therefore making the traffic flow to these venues especially when there are events taking place very difficult indeed.

I strongly oppose the recommendations to close access to Priory Road from Bristol Road. Whilst in distance terms it will add 400 or 700 metres of travel distance for us to gain access to our home from the city, we currently use Bristol Road which is a dual lane road and traffic flows faster than Pershore Road. In fact, even when I am coming from Highgate area, I choose to bypass Pershore Road and turn left at Bristol Road because the traffic is always lighter and moves quicker on Bristol Road than Pershore. I dread to think what will happen when all traffic is forced via Pershore Road. Sending traffic right via Wellington Road and left on the ring road and then right on to Pershore Road will add a significant amount of time to our journey. The Pershore route is already heavily congested and sending all traffic to Priory Road via one single lane route will only add to the congestion and therefore increase the time each journey will take. The roundabout at the start of Pershore Road is already difficult to navigate especially at Peak times. I believe it will be the same via Wellington Road. Access to Priory Road will take much longer on a single lane road when all traffic is pushed towards either of the these routes. In addition, the mini roundabout at Church Road and Priory Road again is already heavily congested. This would be the main route from the city for residents on Priory Road, the Priory Hospital, the Priory School, the Church and Edgbaston Golf Club. This will impact traffic flow even more negatively.

I object to the right hand turn into Wellington Road, from the Bristol Road coming out of town. If it were traffic light controlled it would be safer.

Local residents and cycling organisations do not want to see Wellington Road opened up. PERIOD. I object to the right turn opening up Wellington Road . BCC has a policy (Birmingham Connected) to contain the growth of car use, by encouraging more people to use sustainable transport, such as cycling and public transport, that are a far more efficient use of road space. For car journeys that cannot be avoided, road space can be freed up by removing some non-essential car journeys (Reference page 10 of the Birmingham Connected White Paper). The 2017 Bike Life report found that 79% of Birmingham residents (not just cycle users) want more protected space for cycles, even if that reduces space for motor traffic. There is widespread support in Birmingham for the aims of the Birmingham Connected policy, in which encouraging more people to cycle plays a key role.Despite this BCC seems to be determined to open up the right-turn into Wellington Road even though Cycling organisations and local residents are unequivocally against it. This goes against BCC's core transport policy and shows an unwillingness by officers to acknowledge the problems that our addiction to cars is causing. Opening up the right turn into Wellington Road is feeding that addiction. Residential roads must not be used to carry ever more rat-running motor traffic. This is a conservation area and a designated cycle route.An additional right turn off the Bristol Road also introduces another potential danger to cyclists . There are 35,000 vehicles a day using this route.There are plenty of other available routes for the small percentage of vehicles turning right from Bristol Road into Priory Road.I am a cyclist and support the overall scheme but I am dead against this particular aspect. Wellington Road is a long wide Road. There is already a problem for local residents with high performance cars 'cruising ' late at night. Opening up Wellington Road will exacerbate this.

My concern is the high number of interrupted section along the way. What does this mean ? Will that imply that cyclist will have stop sign and give ways every 200 yards when a side road joins Bristol Road (or whatever the main route at that point) or will motorised traffic have to give way to bikes first and then just after to cars on the main



road ? if the later I can see lots of cases where car will start crossing the cycle lane because it's free, and then will be hold-up by then main traffic and then any bike arriving will be stopped de facto. If your plan is to have give ways every 200 yards it demonstrates that you're little aware how fast bikes can go (the large numbers of commuters are fit people, not old people on a stroll) and I'll personally keep using the main road as it will give me right of way

I use the Bristol Road towards the centre to turn into Priory Road when the roads in the area are gridlocked. This has been happening more frequently recently due to closure of Edgbaston Road for cricket matches and as a result of the water mains problems. I hope that you will take the state of all of the roads in the area when they become gridlocked when deciding on this issue. Pedestrians on both the Pershore Road and Bristol Road junctions risk their lives when they cross. I find it frightening there is not time for anyone with any sort of disability or with children to cross safely. I was shocked to be told that things would not be improved until there were more deaths. Anyone involved in these decisions should actually try to cross these junctions to understand what is involved.

New right turn from Bristol Road A38 into Wellington Road

I object in the strongest possible terms to this proposal. It will create a 'rabbit run' up Wellington Road which will be hazardous to cyclists on the Bristol Road, to those who travel along or live on and around Wellington Road and most importantly create a significant danger to the children and staff of The Priory School at the top end of Wellington Road. This must be re-considered and avoided.

The flow of traffic created by this new route for motorists (right turn from the A38 Bristol Road on to Wellington Road) is likely to cause severe congestion and also safety issues to schools around the immediate vicinity. The revised use will reduce the air quality to residents significantly.

The following Comments relate to the Wellington Road/Bristol Road interchange See plan CA-02752\_S7\_5014:1. The new Right Hand turn into Wellington Road for outward bound traffic from the city centre has nothing to do with the Cycle Revolution plans. It was added late in the initial consultation, is not part of the cycle route and is a complete irrelevance. It should not be a part of the Cycle Revolution A38 scheme. 2. This junction is in a Conservation Area which should be protected from high traffic volume. Given that in-bound city traffic cannot turn left up Priory Road, there will be a great increase in traffic up Wellington Road from road users who wish to go to the Priory Hospital or Birmingham University or Hall Field School or Harborne; 3. Wellington Road will become a rat run to Harborne, the university and the QE hospital etc. The creation of rat-runs is against Birmingham City Council stated policy. Rat runs actively encourage car users to use their cars so the volume of traffic will increase, rather than having the desired effect of drivers looking for alternative forms of transport such as cycling or bus or tram; 4. The creation of rat-runs will also increase the frequency of speeding traffic, which is a problem in Wellington Road. Residents on Wellington Road have witnessed speed merchants who have reached over 70 miles per hour in their road. Chicanes or other forms of mitigation will only serve as a greater challenge to such drivers. 5. The new Right Hand turn into Wellington Road for outward bound traffic from the city centre has nothing to do with the Cycle Revolution plans. It was added late in the initial consultation, is not part of the cycle route and is a complete irrelevance. It should not be a part of the Cycle Revolution A38 scheme. 6. The proposal to turn right into Wellington Road is dangerous for cyclists, pedestrians and car users in the morning rush hour as outlined below; a) The cyclists who wish to join the new cycle lane destined for the city centre by descending Wellington Road during the morning rush-hour will have to dismount (causing potential accidents to the queue of traffic forming up Wellington Road), cross over this lane of traffic and the on-coming accelerating traffic which has just turned right into Wellington Road, plus the traffic which has turned left from the Bristol Road. Looking three ways at the same time is an accident waiting to happen and is DANGEROUS; b) The same applies to the pedestrians who wish to access the Medical practice, Pharmacy and shops at the Wellington Road/Bristol Road junction. There are many elderly and single mothers and school pupils who use these facilities, plus many regular members of the public. This policy by Birmingham City Council seriously effects these vulnerable groups and users, of which there are a considerable number especially at the lower end of Wellington Road. The demographics of Wellington Road and the locality (e.g. Roosevelt House, currently under construction opposite McDonald's) cannot be ignored; c) Two lanes of car traffic will be converging into one lane at the Wellington Road/Bristol Road junction. There is no proposed traffic regulation scheme which allows the traffic turning Right into Wellington Road to be assisted or merged with the traffic turning left. There will therefore be a considerable tail-back to the Bristol Road/Lee Bank

Middleway junction which will be a cause of further accidents.6. Birmingham City Council has already recognised the need for traffic heading towards Fiveways/Harborne to have additional help at the McDonald's junction. The volume of traffic queue wishing to turn right is considerable and there is always a wait of at least two or three changes of the traffic lights before being able to carry out this manoeuvre. This problem has been addressed by the introduction of a second right hand filter lane. Why, only 200 metre further on, is the traffic flow reduced again? Surely BCC should bed this two right hand filter change in before making a second changes to right hand turns off Bristol Road within such close proximity? 7. The current proposal is clearly dangerous for traffic approaching from both directions. As alternative options, please kindly consider the following:a) For outward bound traffic towards Harborne, please kindly consider the safer option of Spring Road. This is a safer junction because it has a filter left, rather than a sharp 90 degree angled turn;b) For city bound traffic from Selly Oak wishing to go to Priory Hospital, please consider opening up Sir Harry's Road. The drivers will cause less pollution by driving a shorter detour if they wish to access Priory Hospital or Jacoby Place.8. Air Quality ReportThe figures on-line in the public consultation are not easy to analyse and were taken in June when many people are on holiday. The weather is also fine so other alternative forms of transport are also being used (e.g. walking, cycling) and the particulate count is not affected by inclement conditions. Please could you carry out a second traffic count in (December 2017)/January 2018 when more people are generally using their cars. Please also analyse other forms of transport such as cyclists and motorbikes, vans, lorries and buses. Surely these forms of transport should be included so that a direct comparison can be drawn in the future?9. A weight limit should be imposed on the roads in the Conservation Area as the extra pollution causes damage to the build environment. Comments on Priory Road/Bristol Road Junction Plan CA-02752\_S7\_50131. The traffic pollution in Birmingham is at unacceptable levels. Since traffic can neither turn into or out of Priory Road under the proposed scheme, car users will be forced to take detours on already congested roads. Alternative schemes should be considered for the cyclists rather than asking drivers to take the detour via Pebble Mill and Pershore Road or Wellington Road. This will only serve to increase exhaust pollution on these roads to dangerous levels.2. There is no red hatch plan plan showing Sir Harry's Road. Plan CA-02752\_S7\_5030 shows a proposed raised crossing at the junction with Sir Harry's Road and Bristol Road. If this road were to be opened up and a cycle "on demand" push button scheme installed, this would allow the cars to drive a shorter detour, rather than an extended detour along Bristol Road.3. The Priory Road/Bristol Road junction should have a traffic signal arrangement which allows bicycles, car users and pedestrians to continue to use the junction as it is currently being used. General comments re Air Pollution:The trees growing on the new route are subject to Tree Preservation Orders. Trees help the environment and improve the quality of the air. If the trees are removed the air quality will be compromised and greatly diminished. The trees are also part of Calthorpe Estate and a Conservation Area. Removal of the trees cannot be carried out without the express permission of both Calthorpe Estate and the Conservation Department.

I disagree with the proposed cycle route which will funnel cyclists into the busy city centre and cannot see the necessity for it when so many cyclists use the canal towpath to safely cycle into the city. A number of my cycling friends also agree with me. The proposed allowed turn into Wellington Road from Bristol Road will cause a huge increase in the traffic flow into what is already a very busy 'rat run'. The blocking of a right turn from Priory Road into Bristol Road will also cause chaos. As far as I can see, with the removal of a number of trees on Bristol Road and the proposed re-routing of cars the levels of pollution will increase greatly. We do need trees in cities! If these proposals are implemented, it will be essential to sort out the parking problems in Edgbaston where cars are parked all day whilst their owners catch a bus into the city centre. All roads should have limited parking to stop even more congestion in an already hugely congested area, so that traffic can flow more smoothly instead of being at a standstill most of the time during the rush hour.

"I attach a letter setting out my objection to the proposals in respect of the Eastern Road junction. I also include the text of my letter below.

Your reference TMS/TROs/CH/P16170691

A38 Cycleway – Scheme Amendments wrt Eastern Road Junction

General

As cyclist I am in generally in favour cycles having priority over motor vehicles. However, I do not think that the proposals for the Eastern Road junction will work. . Traffic lights would appear to be the only feasible solution for

safe and efficient operation of this junction.

#### General

If the cycle track is well used, it would be very difficult for vehicles to cross, leading to grid-lock (and possible frustration which could endanger cyclists). In any case, with the amount of turning and U-turning traffic at this junction, it will frequently get grid-locked.

Traffic jams in Bournbrook frequently back up past Eastern Road. Even if it is possible cross the cycleway, it would be extremely difficult to U-turn into Bristol Road in order then to turn into Eastern Road (at it is at present, backed-up traffic will usually make space to allow vehicles to cross into Eastern Road).

#### Operation of Junction

I have studied the diagram on the reverse of the cover letter (your reference TMS/TROs/CH/P16170691) together with plans CA-02752-S7-5001 & CA=02752-S7-5011 & CA-02752-S7-5025. From these I am not completely clear how it is proposed the junction will operate.

Will crossing vehicles (A) stop at the cycleway and have to wait before proceeding onto Bristol Road until BOTH the cycleway is clear (in both directions) AND there is no traffic coming along Bristol Road in the relevant direction; or (B) stop at the cycleway, wait until the cycleway is clear, then proceed to the edge of Bristol Road and wait for a gap in the traffic before proceeding onto Bristol Road? It is not clear which is proposed, but both pose problems.

A would be difficult and dangerous, as it would mean that drivers (especially with the dog-leg in the cycle track) would need to watch over their right shoulder for approaching bikes and over their left shoulder for approaching bikes, whilst also watching left through the trees for traffic coming along Bristol Road, before proceeding, without stopping, over the cycleway and onto Bristol Road. It can be difficult enough at present to join the Bristol Road.

Interpretation A would make it even more difficult and dangerous.

B would result in vehicles blocking the cycle path whilst they waited for a safe opportunity to join Bristol Road.

#### Pedestrians

It is not clear what provision there is for pedestrians crossing Bristol Road to the bus stop opposite Eastern Road. There is no indication of a refuge between the cycleway and the northbound carriageway. In any case, a heavily used cycle track might prove difficult to cross on foot.

#### Traffic Lights

I note it is stated that "The aim of these amendments is to reduce the level of conflict between the cycletrack and turning vehicles." However, for the reasons outlined above, in respect of the Eastern Road junction they do not and cannot succeed in this objective. Given the large and increasing numbers of turning and U-turning vehicles (far greater than at the Over Mill junction), and the hoped for heavy use of the cycleway, the only solution for the safe and efficient operation of the Eastern Road junction is traffic light control.

"Dear Transport Projects,

Birmingham Women's and Children's NHS Foundation Trust is a leading national centre of excellence for the care of women, children and families, and is committed to seeing better opportunities for children and young people growing up in Birmingham. Birmingham has significant problems with low levels of physical activity and high levels of motor vehicle use, creating significant health impacts that include childhood obesity, low mental health, and premature death due to cardiovascular disease. Lost productivity further compounds the impact that a 'car-focussed infrastructure' has had on Birmingham.

The ability to cycle safely around Birmingham is an essential structural enabler for modal shift towards active travel. As per our previous response, we remain in strong support of the A38 Selly Oak to City Centre Cycleway, and refer to our previous letter (dated 15th March 2017) outlining the general reasons for this. Thank you for confirmation that support previously submitted as part of the original consultation will also be considered in this further TRO. Delivery of the cycle way will be an important first step in establishing the principles of a segregated cycle network in the city, the only feasible solution for safe, inclusive and all year cycling. We note the changes and improvements made as a result of the consultation. These are generally positive, although can only be said to go so far in establishing cycling with a fair share of road space, keeping in many places a general focus on accommodating road users first.

We support the infrastructure amendments made, noting the compromise solution for Wellington Road. In other settings, we have seen more substantial turn closures being made to proactively encourage modal shift, but do not feel the whole scheme should be compromised by a current lack of consistent support at this one point.

Our further comments are;

☐ We cannot see in the air pollution modelling data that any account has been taken for reductions in air pollution due to modal shift towards cycling that delivery of a segregated cycleway might encourage. As such, the pollution levels estimated may be overestimating any harmful impacts of the scheme.

☐ At all possible occasions, road vehicle 'give way' points should precede the cycleway, to ensure good sight lines for cyclists, and to avoid vehicles idling across the cycleway whilst waiting to exit side roads. There should be clear indications of cycle priority across these junctions over turning vehicles.

☐ We have on-going concern that there is still no definitive plan for the diffusion of cyclists into the city centre at the end of the cycleway on Kent Street. We need the integrated cross-city connections to ensure that the cycleway offers a meaningful set of destinations.

☐ We would support an early commitment by Birmingham City Council to enforce traffic restrictions, particularly for vehicles being parked in ways that compromise or obstruct the cycleway.

☐ As stated in our first response, we would like to see the council explore creative technology solutions to further improve the cycleway experience, and to evaluate its impact, once it is operational.

Significant segregated cycling infrastructure is much needed in Birmingham, particularly as we continue to fall behind other cities in the UK and Europe. We strongly encourage Birmingham City Council to deliver this scheme, believing it has potential to deliver significant net health and wealth benefits for the city and beyond.

Yours sincerely

on behalf of Birmingham Women's and Children's NHS Foundation Trust"

"I have just read the traffic proposals for the cycle route on the Bristol road.

I live in Jacoby place, which has 105 apartments.

Can you explain how I get to my residence travelling into town .I cannot turn left at priory road. I cannot turn right onto pebble mill road .so my only route is along Edgbaston park road or all the way to Lee bank middle way . I suppose I could stop on the Bristol road and turn right across the traffic into Bellevue road then right across the traffic into the pershore road .

This proposal to stop the left turn onto priory road is ridiculous.

What provision has been made for ambulance traffic to the priory hospital .

Comments please .

"Please find below my comments and complaints relatın to the proposed cycle route along the Bristol Road:

I live in Jacoby Place on the corner of the Priory road next to the Priory Hospital. There are 105 apartments on this complex.

- How do I get home from the selly oak area travelling from the Bristol road towards town, I cannot turn left at Priory road. I cannot turn right onto Eastern road or Pebble mill road and go down the pershore road. So i have to go down the edgbaston Park road which is a greater distance, which is a negative effect on emissions. or travel along the Bristol road and right into spreadwell road or Bellvue then back up the Pershore road. Or all the way to

Lee Bank middle way and back. Again all negative on emissions.

- Secondly. How do emergency vehicles get to Priory Hospital from Selby Oak along the Bristol Road.
- How do you expect vehicle to turn right out of Bellview road it is almost impossible.
- Has anyone surveyed the amount of Bicycles using the Bristol road. It is a very rare occurrence to see a bicycle on the Bristol road or is it just a case of grant a grant to introduce cycle lanes
- Has a simulation of the change in traffic flow been done to see the effect on Edgbaston Park road, and the surrounding areas. Or is it a case of "it will be ok and if not we will spend more money putting the mess right later".

Finally. Your email address doesn't work. Excellent !! "

"Dear

Re: the above consultation which I have received notification of.

Please carry forward my previous objections which your letter says can be done. But I should like to add that I still object strongly to the proposal to ban right and left turns into Priory Rd leading into Edgbaston. This is the whole crux of the matter.

It will put far too much pressure on the other roads in Edgbaston namely Edgbaston Park Rd (which is already choked a block) and Wellington Rd which is a residential road of fine Georgian buildings many of which are listed.

Priory Rd is a major route into Edgbaston and it is not just Edgbaston residents who wish to go to Edgbaston but people visiting the numerous schools, two Universities, the main QE Hospital (expanding all the time: a planning app for a new block for 150 odd extra patients will be going to planning in the next few weeks), Women's Hospital, Nuffield Hospital and Priory Hospital plus smaller clinics, the Birmingham Botanical Gardens and many restaurants around Five Ways.

Once you ban turns into Priory Rd, extra traffic is bound to go down the Pershore Rd. This is often nose to tail anyway, and the junction with Priory Rd is notoriously dangerous. There are inadequate crossing facilities and recently a cyclist was killed there. Yet you are planning to make this junction even more busy and dangerous and though I have asked repeatedly to be told what pedestrian facility you could put in IF money was available, I never get an answer. Since we are told it is impossible to put crossings into the Bristol/Priory junction without banning turns, I presume the same must be true of the almost identical Pershore/Priory junction.

So what are you going to do about helping pedestrian safety there. At the very least this matter needs to be solved before you close off turns into Priory Rd.

To sum up, I object strongly to the proposal to ban turns at the Bristol/Priory junction and the resulting opening up of Wellington Rd which follows on from that.

We were promised mitigation works in Wellington Rd as compensation, but now the officers are trying to install a cycle lane in Wellington Rd as well as part of the mitigation. This is likely to be highly unpopular with residents and is frankly rubbing salt into the wound.

I know you want to promote cycling but there are thousands more motorists than cyclists and you really do need to cater for their needs as well. Banning turns into the major way into Edgbaston is unacceptable and I object strongly."

"Hello

We will be writing a letter objecting to some of the proposals we have recently been made aware of.

Before we do so, could you kindly inform us of the proposed routes we are expected to take to travel along the A38 and get into Jacoby Place, and how the proposed change will affect the flow and pace of traffic out of town in peak hours? We are interested to hear what the benefits to these changes are and also what the pitfalls are.

In addition, are there plans to install pedestrian lights and the Priory/Bristol Road and Pershore/Edgbaston Road cross roads? Crossing those roads are a nightmare as there is no allowance for pedestrians when cars turn left and right on the green lights.

Thank you.

Kind Regards"

"Dear XX,

Our home at XXX Bristol Road is alongside the proposed cycleway and I would like to make it clear that we are very enthusiastic about the plan although at XXX and XXX our chances of using the new cycling route are minimal ! We actually suggested, some years ago that the central reservation, which had been a tram route, would be a perfect cycleway.

That suggestion was prompted by the decision to designate the pavement outside our home as a cycle track. As our neighbour has a 7' tall, thick evergreen hedge it is impossible to see approaching cyclists and this had resulted in more than one "near" miss.

In effect as cyclists can, and do, use the A38 itself and they enjoy a choice of pavement or road in both directions. We are aware that a cyclist living locally has expressed the opinion that the new arrangement will offer them three choices in each direction, and that ""they"" will continue to use the pavement !!

We are wholly in favour of a safe and attractive new cycle route and trust that our enthusiasm will not be misplaced. PLEASE reassure us that the pavement outside our home will not only cease to be designated as a cycle path but that cycling on the pavement will actually be banned or discouraged once the new cycleway is completed. We already suffer from the ""double jeopardy"" of two sets of kerb stones at the entrance to our driveway as we were unluckily selected for Deirde's Dangerously Dodgy Raised Curbs which, apparently, were installed to make parking on the verge impossible. Great idea - in theory - ( and an opportunity for a photo shoot ! ). In reality though WE never, ever, parked on the verge being able to park at least eight on our driveway. Those who DID park on the verge, made a fuss about the installation it seems. They were spared these obstacles and CONTINUE TO PARK ON THE VERGE. We now have an ugly, haphazard and dangerous combination of high and low kerbs along the road which cause huge difficulty to our visitors, and damage to their vehicles, as they have two kerbs to negotiate."

Hi

Please can you explain more what is happening to the roads in Edgbaston we can not understand the leaflet that was put in our door

the reason is I used to work for the Birmingham City Housing Dep for 43 years and people still ask me about the leaflet

Dear

Today we have the cricket game of England & Australia. Edgbaston Park Road is closed off from the Island at the top end to the lights at Pershore Road. This is also the case on match days that are played in the week. It is horrendous with the flow of traffic and you take your life in your hands trying to cross the Priory Road / Pershore Road junction. This being the case the A38 cycle path is only going to add further congestion to the road here (i.e. Pershore Road).

What provisions are going to be put in place to ease congestion around this area that I and others live in. Are the plans pushing forward for this cycle route? I am hearing that they are. You really do need to come and stand at these junctions on a day like today. The way I see it, it affects you and the council none, I am sure you would have a difference of opinion if it were in a street / road near you.

Please can you advise how this congestion is to be eased and how you make safe the roads for predestriains trying to go about their daily activities.

Yours

Dear

It is all well and good putting a cycle track down the central reservation but what happens to the flow of traffic around the immediate area of Pershore / Priory Road junction. It is an absolute atrocity at the best of times, especially when you are trying to make safe passage across one side to the other. The drivers in cars have no hesitation in running red lights and nearly taking pedestrians out! Not to mention the amounts of times the cars collide in the yellow box.

Another point that leaves a bad taste in one's mouth is during the winter months when there is a lot of rain the junction of Pershore Road / Priory Road floods. I have complained numerous times about the drains and gulleys being blocked, to little or no effect. The gully teams never raise their heads above the parapet. My partner and I are forever cleaning the 2 drains of leaves and debris so the water flows away. The drain in Priory Road is completely blocked, the rain runs over it! The traffic going into the city is thus reduced to one or one half lanes when this happens. You will simply cause a bottle neck and further headaches during these months. I am rather worried there are no barriers in the edge of the roadways as the cars may one day aquaplane into the front rooms of the properties near to the lights.

We have the noise and nuisance of the traffic on cricket days, it is going to be absolutely horrendous around this area.

The Council should be putting more thought into how the diverted traffic will affect other areas.

Also, how can pedestrians safely cross the Bristol Road junctions especially now having a cycle track in the centre of all other moving vehicles. If you were to come into contact with a cyclist, I am sure you and the cyclist will end up having a nasty accident. I have seen cyclists jump red lights and disobey rules, so pedestrians will have a rough time of things. It is not well thought out at all.

Exactly how many bicycles will be using the route. I truly believe this will be a white elephant and a waste of tax payers money.

You should perhaps be developing the existing cycle routes so they run a lot more efficiently in the areas they currently are.

I truly believe despite the literature and boarding that has gone up suggesting we write into you or make you aware of our points of view, this a done deal and the Council, as usual, will have already gone ahead with whomever and this will go ahead despite the dissatisfaction of us homeowners having to live in this area. Our points will be disregarded and ignored, as I said, I believe it is a done deal no matter what we say.

"Dear

Thank you for sending the proposed TROs relating to the A38 Cycleway to me as a representative of Calthorpe Residents Society. I received 3 sheets from Carolyn: the covering letter and two sheets of proposed TROs. However, there is much confusion now that we are discovering that the list of proposed TROs is incomplete. (See email below from Dennis and Jill Amiss who live in Eastern Road.) The details with the new U turn and map (see attached) were not included in details we received. Are there any more missing pieces of the jigsaw puzzle?

I should be most grateful if would you confirm that I now have all relevant information as many residents are contacting me. A distribution list would also be most useful as there does not appear to be consistency eg residents of Pixell Drive off Wellington Road have received the Notice, but residents in Michael Drive off Wellington Road have not received the Notice.

I accept that this consultation is complex but I am sure you will agree that poor communication is going to lead to your valuable time being wasted as well as mine.

With thanks

Yours sincerely

Hi

We never got this! XXXX XXXX has shown us his copy (put through his letter box, which we never had!!) and on the other side of the introductory letter the map explains that we will be able to turn right across the carriageway into the City.

Much love from "Confused of Eastern Road!"

"Subject: New Proposed Cycle Way Bristol Road

Dear Sirs

While in support of the principal of the newly proposed cycle way along Bristol Road, the residents of Eastern Road have many concerns .

1. Firstly the newly proposed exit onto Bristol Road from Eastern Road, which under the new scheme will mean one can only turn left out of Eastern Road. This will cause utter chaos on Bristol Road and Eastern Road in rush hour with traffic stacking up and with only one way to go. This in time will throw more traffic down Pershore Road which already is very clogged up in rush hour. The traffic will also be so bad along Eastern Road because of the stacking up of traffic only being able to turn left i.e. traffic will find it very difficult exiting Eastern Road onto Bristol Road having to turn left only. This junction is a major artery between Pershore Road and Bristol Road used by a very large number of commuters in and out of the City in rush hour time. Therefore surely a simple bridge over this junction for cyclists only would be the answer, allowing traffic to flow as at present, which on the whole works well especially in rush hours, due to the newly implemented parking restrictions in Eastern Road.

2. We are told there will be no right and left turns at Priory Road from the Bristol Road and also restrictive exiting with turning restriction's at the top of Pebble Mill Road to Bristol Road. This will bring a lot more traffic to Eastern Road with cars trying to get to and from Pershore Road . Also we feel these plans, bringing so many restrictions to Bristol Road both going in and out of the City, will only bring more and more traffic to Pershore Road, which we feel will be unable to cope with the extra amount going in or out of the City. We feel that in rush hour Pershore Road will be traffic chaos travelling both in and out of the City.

May I suggest therefore the bus lane on Pershore Road that runs from Pebble Mill Road to Priory Road is discontinued even in rush hours in light of the extra traffic that will be using the road from the new Cycle Ways proposals on Bristol Road.

3. While the new parking restriction's we have in place in Eastern Road are working well, the extra amount of traffic these proposals will inflict on the local residents will be enormous and possibly dangerous. All the school children are now using the road more and more with the enhanced KES sporting facilities in the road and Eastern Road will become more of a main road than ever before .

4. It will need, therefore, more and better signage of 20mph ( no one takes any notice of the signs at the moment ) plus the speed calming bumps will need to be completed ( no gaps ) and extended right across the road ( although



leaving space near the curbs for the cyclists to pass without having to mount these) at the various points. We really do have our concerns regarding certain aspects of the new Cycle Way proposals that will not only affect us in Eastern Road but also others using this thoroughfare, and also everyone living in the area and commuters. We hope you can support your local residents with our concerns.

"Subject: Re: P17180691 A38 Bristol Road Cycleway - Proposed Traffic Regulation Orders

Hello.

It is not clear where concerns or objections are raised so this is arriving at your email, can you please forward to appropriate persons and design team.

Regarding PTRO and design for The Junction of Pebble Mill Road and Bristol Road (I believe drawing CA\_02752\_S7\_007 on file)

I understand that The BCR scheme is the way forward but it should not be at the detriment of other types of public travel and in fact work along side it.

I have a particular concern that enforcing a Left Turn Only and introducing a No Right Turn from Pebble Mill Road to Bristol Road will remove reasonable resilience for diversions to Birmingham if any incident occurs in Pershore Road. Any Incident between Pebble Mill Road and Priory Road would result in any large vehicles having to turn left to Pebble Mill Road, left Bristol Road, continue to A38 bypass, u-turn at roundabout and return Bristol Road towards Birmingham, an additional 2.6 miles and adding approximately 20 minutes to a journey Peak Time, (Not only is this not good for travel time, Longer journey time. the extra fuel used can not be coukld for the environment.

The only other alternative is Pershore Road, Dogpool Lane, Avenue Roadm Vicarage Road to Alcester Road which is already under strain (adding 3.5 miles to a journey.

Can I request the latest Design Drawings for BCR A34 and BCR A38 schemes are forwarded to XXXXXXXXXX

Thanks"

"We urge that all cycle routes, wherever humanly possible, are 100% car-free off-road please

Kind regards"

Subject: A38 Bristol Road Cycle route

The Birmingham Be Heard website page for the above states "Further details of the proposals; drawings, a statement of the Council's reasons for the proposals and relevant technical information, are attached or may also be examined (by appointment) during normal working hours at:". Where are the attachments as I'm interested in the proposals to vary the paragraph 13. waiting and stopping restrictions

The flag for the Birmingham Community

"Subject: Consultation on A38 Bristol Road Cycle way

My view is that the proposed scheme for a cycle way along the central reservation of Bristol Road is not good value for money, creates some additional hazards (e.g. at the Eatern Road crossing) and destroys many trees. Much better would be to improve the existing cycleways on either side of Bristol Road.

Another more useful improvement would be to slightly widen the footway along Pershre Road between Oakfield Road and the crossing into Canon Hill Park. This short section of footpath forms part of the Moseley to University route, but is very narrow for both pedestrians and cycles, and is often obstructed by vegetation. I fear that an opportunity to widen it during work on the former Pebble Mill site it may have been lost

"Dear

Thank you for the letter informing us of the proposed cvhanges that would enable cyclists to cross Eastern Road access to Bristol Road unimpeded, should the cycle schem be enacted. Frankly, I think these are impractical and dangerous.

Leaving Eastern Road to turn right means that drivers must take into account cyclists travelling both ways while he or she juggles with entering the general stream of traffic. Even now crossing sometimes presents problems.

However, difficulties will pale into insignificancce compared with teh manoeuvres required by drivers to complete a u-turn across the cycle track, possibly relete with drivers, then attempt to reach the inner lane of Bristol Road traffic that is never less than busy before making a swift left turn into Eastern Road. I am amazed this idea has been considered at all and, should it be realized, then I can guarentee any number of accidents involving cyclists, cars and pedestrians who already take their lives into their hands crossing the four lanes. The new 30mph restrictions, by the way, are already consistently ignored.

This is not all. No doubt cars wishing to cross will at all times fill the central reservation, backing up into the main road and also forcing cyclists off their path. Mayhem awaits.

If yours is the solution to give cyclists a dangre-free run along Bristol Road, I shudder to think howe your plans with overcome the Priory Road junction and others towards the city centre. And there must be massive doubt as the whether the track will ever measure up to your ambitions for use, never mind the considerable exopenditure

required.

Please do not foist these conditions on us. The area has already been plagued by developments, causing parking problems which make it risky even now to drive down part of Eastern Road.

Yours faithfully"

"Dear

Well done. You are absolutely right to bring this key issue of the plight of pedestrians at the Pershore/Priory traffic lights to the attention of BCC. The pressure on the junction within less than 50 m of your homes will be intense. I am very aware that some of your neighbours are already unable to cross the road to get bread and milk from Aldi. Furthermore, the residents in the Wickets and ballet students at the Elms will find it increasingly difficult to weave between vehicles to cross the road even if the timings are adjusted. And there are large scale plans being developed for the ECG corner which will inevitably result in an increase of pedestrians at this junction in addition to the visitors on Match days.

I know that XXXX XXXX has already expressed her concern about this junction on several occasions. She has our full support and I can assure you that you all have the support of Calthorpe Residents' Society. The needs of pedestrians must not be put at the bottom of the agenda and we shall continue to campaign on your behalf.

I hope your wrist is now fully recovered and I look forward to seeing you soon.

With best wishes

Dear

Have just received the revised proposals that are planned. It is obviously the cycle revolution is a done deal now. My concerns, as others who live on the Pershore Road/Priory Road junctions, is WHAT IS HAPPENING HERE. It is terrible to cross here at the best of times and now that a majority of traffic will be diverted further to these areas there seems little in the way of helping pedestrians cross. Is the funding from this cycle route project going to be used for helping us here? There is no mention yet again of how you plan to solve our headaches at these junctions.

We are again left out in the cold. It is all well and good funding a healthy, safer journey for cyclists but what about us pedestrians living in the areas around here, please can my point be looked at and some consideration be given to us too. We are the poor relatives in all this reorganisation and no one seems to take this in hand whilst ploughing ahead with this cycle route revolution.

I would very much like to hear what proposals are being introduced at these junctions. I am surprised there haven't been many more fatalities here, as was the unfortunate death of the doctor on her cycle with the lorry recently. I wrote to Kevin Hicks in your department this year about the same issues."

"To: Transport Projects

Subject: BCR A38 Selly Oak to City Centre

I object strongly to the Cycle Revolution plans. It looks very impressive and must have taken a lot of time and money in the making, but it is totally NOT needed. The present track is very good although not maintained as it needs to be. Sometimes I have to cycle on the road which is so beautifully smooth in comparison. Please do not tell me it is due to tree roots. The pot holes are not all by trees. The present track does not have all the interruptions (plus complicated and costly infrastructure needed) which are on the future proposals. Any road junctions are a cause of vulnerability for cyclists. The Eastern Road and Pavenham Drive complications do not exist at present, they are being created by your plans. The main complication presently for me is launching out into the traffic just opposite Bristol Street Motors (as was).

You will be creating more pollution by removing nineteen mature trees (which are also invaluable to our apiary) and diverting traffic into longer journeys, such as entry into Priory Road. This is a retrograde and harmful step for the residents.

I suspect that there is funding and your department feel compelled to use it, but please do not do jobs for the sake of it. This is not how the residents of Birmingham want to see the resources used. It seems to indicate that these plans are mainly done with cars, and not bikes, in mind. The way to improve cycling facilities in Birmingham is to take cars off the roads instead of letting them rule. The idea of a tram down to Lickey as it used to be when I was a child, would be clean, quiet and get rid of many car journeys. In fact after your last consultation I was surprised to receive a letter from the Tram people saying they are considering the route for a tram. Please do not make this cycle route only to rip it all up again in the future for a tram. Birmingham needs some joined-up thinking

One small point, I notice there is still a faint crossing marked across Bristol Road between Edgbaston Park Road and Eastern Road. This was to be a crossing for King Edwards boys. They usually come out of the exit further down the road, nearer the Pebble Mill development and then have to cross by going towards town and then back towards the playing fields and cricket pitch. Off Eastern Road. The crossing would be better placed one side of the Eastern road

junction to be used inclusively by all people instead of exclusively the King Edwards boys. This might encourage residents of the Selly Park Estate out of their cars onto the buses.

I look forward to your thoughts

"Dear Birmingham City Council Highways

I write in response to your letter dated 23/11/17 regarding the ""Proposed Traffic regulation Orders"" A38 Selly Oak to City Centre Cycleway.

I strongly oppose such development.

I have been a resident in Selly Oak at the above address since 1993 for now 24 years.

There is no need for such unsegregated cycle track along the lengths of Briestoll Road (between its junctions with Alton Road and Bristol Street).

The current make up of the student population in Selly Oak is such that no bicycle route is needed. Students walk to university and back.

Adding such new regulations will complicate already the complex T-junction opposite Tesco-Express.

Under no circumstances will I be in agreement with your proposals and instead I kindly ask you to re-invest your funds in the most needed rubbish collection debacle/ problem which has made Selly Oak a very unhygienic place to live.

Regularly I walk over rubbish such as food, rotten underwear, female used pads with blood stains used condoms, broken bottles, glass, rotten shoes, vomit, half eaten fish and chips, excrements etc. This is all on the pavement in front of my house. This is slowly going to pollute even the proposed T junction between Alton Rd and Bristol Road where you propose this bicycle lines.

I invite seriously to first prioritise the rubbish problem in Selly Oak before any venture into the ""Birmingham Cycle revolution"".

You need to get you act together and address the ""Birmingham Rubbish Revolution"" instead.

Looking forward to your response.

Yours sincerely."

"I am writing on behalf of Calthorpe Residents Society (CRS) to request important information. Residents have been told that the main focus of the second consultation about the A38 proposed cycleway due to end on Dec 21st relates to air quality. Please would you confirm this? As vegetation is an important contributing factor to air quality, I should be grateful if you would provide details of any necessary tree work related to this scheme.

A section of the proposed A38 cycleway is within the Edgbaston Conservation Area, and a further section is within both the Edgbaston Conservation and the Calthorpe Estates. Although it is stated in the Jacobs Birmingham Clean Air Zone: A38 Junction Amendment report, posted under related documents, that 'the proposed scheme is not predicted to result in significant air quality effects', I have failed to find an arboricultural report. As there is justifiable concern about air quality in Birmingham and urban vegetation can directly and indirectly affect local air quality by altering the urban atmospheric environments, it seems strange that no reference is made to treework, and there is no accompanying arboricultural report for the sections in the ECA and on the Calthorpe Estates. The information provided seems to be incomplete. We note that on drawings supplied, trees are only shown on Drawing CA 02752\_S7\_5002 (18 trees) at Mill Pool Way junction and on the Pavenham/Eastern Road map where 3 trees are circled in red of the 9 trees shown. Verbal reports have suggested that 28 trees are to be felled in total. If some of these are within the ECA and/or the Calthorpe Estates, please can we be reassured that none have a diameter of more than 75mm or a height in excess of 1.5m, that all necessary permissions have been obtained from the Calthorpe Estates and the Conservation team and that any loss of trees will be compensated for by additional planting?

In addition to the ecological importance of urban vegetation, it is the abundance of tree cover which serves to distinguish the area from its surrounding district as stated in the BCC 'Edgbaston Conservation Area Character Appraisal' document (p13). Should there not also be a Heritage Report accompanying these proposals? Residents need more reassurance that that these proposals are an enhancement opportunity and that air quality will not be adversely affected by loss of tree cover.

With grateful thanks and good wishes."

"I live on Oakfield road and I use Eastern road to turn right onto Bristol road into the city. The PDF below is confusing. The diagram suggests you can go into the city on Bristol road via Eastern road.

However, point 6 states that you will introduce a No Entry sign at ""BRISTOL ROAD (into city) at the gap in the central reservation at the junction with Eastern Road". However you must go through this to get onto Bristol Road via Eastern road. Which direction of traffic is this No Entry sign facing? So can you access Bristol road into the city via eastern road?

Many thanks,"
I spoke to you briefly about a query received on Twitter re the A38 cycle route – I explained to the lady about the current consultation/plans relating to the TROs and asked her to email with any further queries, however she has asked again for an explanation re the below and why the cycle route appears to stop at 2 of the junctions – could you clarify what this means?
<p>"I live in Gough Road. I refer to the drawing no CA-02752_s&amp;_5014. I object on the following grounds:</p> <ul style="list-style-type: none"> <li>-The proposal will adversely affect Wellington Road and the surrounding residential roads by making it dangerous to residents, pedestrians, cyclists and motorists by increasing the volume of traffic passing through quiet residential roads.</li> <li>- the proposed scheme will adversely affect the character of the conservation area in which Wellington Road is located in breach of the Council's statutory duty to protect such a conservation area.</li> <li>- there is a risk but more vehicles travelling at high speed and increased commuter traffic, apart from affecting the character of the area, will be a danger to residents and pedestrians. As it is, vehicles passing through the area Drive along Wellington Road at excessive speed, being a danger to the numerous school children who use this road. The proposal to increase traffic on Wellington Road will increase this danger.</li> <li>- the proposed right turn into Wellington Road is completely unnecessary and will create a hazardous commuter rat run as well as a dangerous turning and the proposal should be abandoned.</li> </ul> <p>Please take my objections into account and reject the proposal outlined above.</p>
<p>I understand that Birmingham City Council is currently considering a plan to open the right turn mentioned above. I strongly object to this proposal on ethical, medical and financial grounds.</p> <p>For the past 35 years I lived at Michael Drive of Wellington Road and enjoyed the serene environment of this part of Edgbaston. I am concerned that if the City Council opened the proposed new right turn then Wellington Road as a residential road in this conservation area will permanently lose its amenities as being almost accident free, noise free, congestion free and low in air pollution.</p> <p>Currently there is already the facility for right turn from Bristol road approximately one hundred yards from the proposed site as above. Drivers coming from City Centre can turn right at the cross road off Bristol Road and Lee Bank Middleway then immediately turn left to Spring Road and finally turn right or left at the T-junction with Wellington Road. I do not understand why instead of using this current route it is necessary to open a new right turn at the junction of Wellington Road with Bristol Road unless there is the hidden agenda to direct from Bristol Road to Wellington Road fast moving cars, lorries, coaches and even buses.</p> <p>The health policy of the central government is to encourage the public to live in smoke free dust free areas and to have regular physical activities. People living in this part of Edgbaston often use Wellington Road for walking or jogging on regular basis as a measure of physical activity. It will be a tragedy if Birmingham City Council chooses to act contrary to the above mentioned policy of central government by converting the well established conservation area of this part of Edgbaston into polluted area full of carbon monoxide and dust and by making Wellington Road hazardous and unfit for regular and leisurely walking, jogging, crossing, cycling etc.</p> <p>Undoubtedly in my view the cost for opening the new right turn will be enormous which will include expenses for (1) initial road work at the proposed site, (2) electrical charges for the traffic light every day and night of the year, (3) similar expenses for a possible another traffic light at Michael drive and Wellington Road junction, (4) increased expenses for more frequent repair work on Wellington Road due to much increased fast running vehicles, heavy lorries, coaches and even buses.</p> <p>Close to the proposed site for right turn, there are few shops often visited by local people ☺a) pharmacy for the collection of prescribed and non prescribed medication on emergency and regular basis (b) another shop for daily paper, food and drink. These stores are often visited by elderly people and those with walking problems who come in their cars and briefly park their cars at the side of Wellington Road. If Wellington Road becomes a busy and fast moving commuting road, it will undoubtedly be made no-parking near those shops depriving many people to use those stores in emergencies.</p> <p>I earnestly request you to reject the proposed for opening of a new right turn from Bristol Road to Wellington Road.</p>

I would like to object to two elements of your traffic plans relating to the new cycle path – NO right or left turn at Priory Road from Bristol Road & Removal of No Right turn from Bristol Road (out of city) onto Wellington Road. The reason for my objection to this proposal is that it will cause high levels traffic wishing to access Priory Hospital Edgbaston Priory Tennis Club, Edgbaston Golf Club, various University of Birmingham Buildings, University Hospital Birmingham etc to have to use Wellington road. This is unacceptable on a number of grounds:

1. Increased Congestion on Bristol Road

Traffic which would now turn left from the Bristol Road onto Priory Road will stay on the Bristol Road until Wellington Road. This will add to congestion on the Bristol Road which is already severe at certain times of the year and cause major inconvenience and delay when events at Edgbaston Cricket Ground or Priory Tennis Club are on. In addition the right turn from Bristol Road in to Wellington Road is likely to create a queue of traffic on Bristol Road (out of city) which will add to congestion on Bristol Road and in turn impact the junction of Bristol Road and Lee Bank Middleway.

2. Diverting Traffic from a non-residential road onto a residential road.

The increased traffic on Wellington Road will have a significant detrimental effect on the ability of residents of Wellington Road and surrounding housing estates to maintain the quality of their lives. Movement will be more difficult air quality will be made worse and safety will be reduced. It makes no sense to deduce traffic through a residential area.

3. Changing the nature of a conservation area and unique feature of Birmingham

Previous administrations of Birmingham City Council have taken significant measures to protect the nature of Edgbaston as an asset of the City e.g. listing buildings, planning controls etc. By making Wellington Road a very busy thoroughfare much of this will be put at risk.

4. Negative Impact on Pedestrian Safety

Pedestrian crossing of Wellington Road at its junction with Bristol Road is busy, for access to bus stops, shops etc far busier than pedestrian crossing of Priory Road at its junction with Bristol Road. The planned right turn from Bristol Road into Wellington Road and increased traffic entering Wellington Road will make that crossing more hazardous for pedestrians. Also crossing Wellington Road for Edgbaston Residents which is already difficult at peak times will become more dangerous. There is little pedestrian movement on Priory Road.

5. Negative impact for cyclists on Wellington Road

Wellington Road is popular with cyclists it is relatively safe and provides good access for cyclists to University, UHB, Priory Club etc. Increasing traffic on Wellington Road and the need for associated traffic management measures will make it less safe and attractive for cyclists. This is not in keeping with Cycle Revolution.

Overall I believe that the plans to divert traffic from Priory Road to Wellington Road is flawed and will inconvenience more people than it benefits and greatly increase the risk of accidents. I would like it to be abandoned and traffic flow to remain as now.

This proposal had many dangerous implications as the road will become a main two way thoroughfare.

There will be chaos at the top of the road at the junction with Priory Road and Church Road. Already this is busy as there is a school and many cars of parents parking in and around that area. In addition when there are events at the Tennis Club and the Cricket and Canon Hill Park Wellington Road is used as a car park.

There will also be an extensive blockage at the bottom of the road especially during peak times.

Why are cyclists prioritised on such main roads which is dangerous for both cyclists and motorists when there is the same safe route which could easily be improved along the canal into town.

Should this go ahead against all the objections then parking that is now taking place should not be allowed.

As a resident who has been living here and caring for a listed building for nearly fifty years I would like to make the following points.

Apart from new build infill the houses the buildings all residential of which more than thirty are listed were built nearly 200 years ago and were not built on foundations suitable for contemporary traffic wear and tear.

Listed building status means that residents are expected to maintain them for the benefit of the community and city at their own expense. This will be grossly unfair if damage is due to an increase in traffic flow which has already become much heavier.

This is a conservation area which the city has a duty to care for and improve and no argument can be made that these proposals will in any way do that.

At certain times of day it is already difficult to leave our property because of the density of traffic. It can also be difficult as a pedestrian to cross the road.

This is a residential area apart from schools and sports facilities and should not become a rat race for drivers who have no business in the area.

Birmingham should be proud to have such an area cared for by its residents for the benefit of the wider community and not turn it into just another area given over to motor vehicles which make people out of the area keen to avoid Birmingham whenever possible as we know from friends and family

I have been a resident in Wellington Road for almost fifty years and in that time have experienced the enormous increase in motor traffic both private cars and heavy goods vehicles.

The road is in the heart of the Edgbaston conservation area the largest urban conservation area in the UK. The road includes 36 grade 2 listed buildings which includes my home number 35. My wife and I have endeavoured to care for the property complying with statutory regulations. In 2000 subsidence was discovered in part of the building due to inadequate foundations which was corrected. The ever increasing volume of traffic may have contributed to the problem.

Pollution will be increased by allowing an additional access to the road. At present in rush hours traffic is brought to a standstill as it queues to gain access to the A38. Pedestrians can have difficulty crossing the road. Traffic travelling out of town has adequate access via Lee Bank Middleway and Spring Road.

West Midlands Police have recognised a problem for some time and used to organise community speed watch before the cuts.

Sir Donald Insall the distinguished town planner and conservationist in his 1972 report for Calthorpe Estates on conservation in Edgbaston identified the problem even then of dense traffic in the historic roads of Edgbaston. He suggested the diversion of all traffic on to the main arterial roads. With regard to Wellington Road a specific suggestion was made that the junction with Wellington Road with the A38 should be closed to prevent its use as a rat run.

For these reasons I oppose the proposed traffic order so far as it relates to a new right turn into Wellington Road.

With regards to the above, this is to confirm my objections to some of the proposals in the area.

In particular, the permission of a right turn from Bristol Road to Wellington Road and also the restrictions on Priory Road ( eg. introducing no right/left turn from Bristol Road).

These proposals have certainly be objected to previously and ignored, as the Cabinet member who made the decision certainly would not be directly affected by these proposals and certainly spared no consideration to how outrageous these proposals actually are, as they were previously agreed, but no evidence of any risk assessment in the area is available to be consulted on by locals.

Turning Wellington Road into a bypass for Bristol Road A38 traffic will in turn start to turn many of the roads leading off Wellington Road into a short cut/deviation route for way too much traffic, which these roads are not designed to cope with. It is totally unsuitable and unreasonable to suggest such a proposal.

There are way too many cul de sacs, some with one way traffic restrictions and also many roads with parked vehicles on both sides, which will in turn slow the oncoming traffic down with regular congestion and noise pollution.

Generally, Spring Road being the first road off Wellington Road from the Bristol Road end, will be worse off, as it will only allow vehicles from one direction to proceed at any time due to parked vehicles on a residential road, plus there is a nursery situated directly at the top of the road, which does not have off road parking and will start to endanger vulnerable pedestrians as vehicles hastily turn onto the road.

The other surrounding roads such as Woodview Drive, Charlotte Road etc all have the same issue and as all of the roads are very much residential, for the sake of trying to benefit the minority, you will be endangering the majority, as there will be many periods during the day when the proposed cycle route will be empty, in fact my own experience of seeing cycle routes is that they do not ever have a mass amount of cyclists at any one period of time, just the odd few throughout the day and even if there is an increase in numbers of cyclists, it will never outweigh the amount of vehicles.

Having a safe cycle route is not the issue, it is fine, but not at the detriment of other road users safety and inconvenience.

What are actually quiet residential streets, will be turned into a "rat run", not just at peak times, but 24 hours a day!! With the tragic incident which just occurred in the area, (17/12/17), where 6 people ( at the time of writing) have died, bringing this amount of traffic onto side roads, is totally irresponsible and the congestion in the area due to the main road closure would only if the right turn was opened onto Wellington Road, direct all the traffic onto these types of roads, therefore, putting the pedestrian at risk for the sake of a cycle route!

In the above incident, the right turn from Belgrave Middleway (Bristol Street) onto Lee Bank Middleway was cordoned off, and there is no way that it would have been safe or acceptable to allow that amount of traffic directly onto Wellington Road, but this would be the only alternative if this is allowed to happen and this is one of the reasons why this proposal is so wrong.

There are many road closures, some on an annual basis, for marathons and events etc, which always has some sort of affect on traffic due to the restrictions in place. In the event of any emergency situation or planned road closure, the pressure should not be put on these side roads and also if too many restrictions are placed onto Bristol Road traffic, there will be no alternative route which is suitable for the large amount of traffic.

It was witnessed by locals, frustrated drivers, driving the wrong way up Stone Road (which is one way traffic) to come off the Bristol Road (to city direction), so the potential danger to pedestrians is increased, by frustrated drivers, trying to find an escape route. Many will be unfamiliar with the area and possibly drive unnecessarily onto these roads, causing more congestion and worst of all noise/air pollution.

There is a small park and a school also within this vicinity and giving the opportunity to direct the traffic close by will lead to confusion from motorists who will end up on one of the many side roads, where there are already many parked vehicles, but where it will also cause more parking problems for residents who just wish to get onto their property (driveway), where as the road will be busy all day, this will be impossible to do without causing following traffic to slow down and stop to wait, which again is just unnecessary and will be the cause of stress to all involved. I certainly do not wish to have to go through this procedure on a daily basis to get onto my driveway, as it can already be a problem as the road is currently.

Currently Wellington Road and Spring Road in particular are busy during the morning and afternoon peak times and it has been witnessed on many occasions the queues of traffic building up.

On Spring Road in particular, vehicles queue up to turn right to get back onto the Bristol Road, via Stone Road and also to use McDonalds, but as Stone Road is one way, in the process of doing so, will selfishly block the flow of traffic wishing to travel straight ahead along Spring Road. At these times, the road also becomes noisy as horns will be pressed in frustration, driveways will be blocked and or hard to access due to the queuing traffic and the parked vehicles.

On many occasions, this happens to myself and I do not wish to deal with this on a regular basis, as I personally changed my front garden to a driveway for the ease of parking on a road which already was congested with vehicles where people continually park all day to travel to work etc in other areas and/or in the hostel on Stone Road where the spaces are taken up for the day.

The only time the road quietens down is during the off peak periods in the morning and evening and even then there is the flow of traffic from McDonalds on occasions.

On the basis of all the rejections to these proposals by residents, and councillors, including the legal challenge, the risk being put to many residents on smaller roads is way too high and I doubt any resident wishes to become a statistic, when many other alternative cycle routes along the Bristol Road, which do not affect so many other road users, could have been implemented.

The cycle route could use Priory Road or even the smaller side roads, such as Wellington Road, as the cyclists will not be as much of a danger to the pedestrians in the same way as the motorist. The right turn was banned for a reason back in the early 1970's for a reason, and the traffic flow has significantly increased since then, so why endanger residents now?

The A38 is too busy and the roads are statistically the place where any incident is likely to happen on a daily basis. Too many residents are being put at risk, when Priory Road is a much more suitable route for Bristol Road traffic, as it is not as residential as the other roads mentioned previously, (in fact it hardly has any houses on it at all in comparison, but is a main route to a hospital, a school and areas such as Harborne, Bearwood etc, on a single carriageway with a roundabout and other traffic restrictions already in place.

It is also a main bus route, whereas Wellington Road is not and is not a suitable alternative, whilst restrictions would be placed on Priory Road. There is no requirement to endanger residents, where it seems traffic measures such as pedestrian crossings would have to be implemented at an additional cost as the traffic flow would be too heavy to cross safely. It is already safe to cross as it is on Wellington Road for the majority of the time, without a crossing, so there is no justification for this decision.

Reasons such as this are where you can see that no real risk assessment has been thought out as the road is not as well lit as the main road, so visibility is significantly reduced, most locals will not be aware of the significant traffic flow change so are much more vulnerable, as there are many young and elderly in the area, who will be at high risk. Exactly how many crossings will have to be implemented to allow this cycle route? It is a totally wrong decision, impacting on too many people, no other road users should be put at a higher risk for the sake of a small increase in cyclists as the cycle flow will not increase by a large percentage in the short or long term in comparison to other methods of travel (whether by foot, public transport or car).

The right turn at Belgrave Middleway (Bristol Street onto Lee Bank Middleway) is already congested. On a daily basis the queue is very long with vehicles waiting to turn right, as well as vehicles who jump the queue and cut



across the queuing traffic as they do not wish to wait, this is the reason why I would search for alternative routes such as Priory Road, but making Wellington Road an alternative and taking away the Priory Road option to turn is restricting the traffic flow too much and making Wellington Road much more dangerous as a location, whilst making vulnerable pedestrians a target. The illegal right turn/u turn is already carried out by many motorists and if anything more should be done to restrict this being possible, rather than making it a viable option.

There are a lot of pensioners around the Latimer Gardens area as well as young children who utilise the local shops and walk to schools etc around Spring Road/Wellington Road area who will be put at high risk due to an incompetent decision.

Wellington Road already has issues with speeding and in fairness requires an average speed camera, to reduce this problem, but if a real risk assessment would have been carried out in the area, then in fairness, none of these suggestions would have been made at all, and the proposal not even put forward.

The long term implications of opening up Wellington Road to right turning traffic from Bristol Road to allow a vast amount of traffic to filter onto quieter roads is dangerous. The Council would be held responsible for making this decision to put local residents /pedestrians at high risk.

As there are many flats/apartments in the area, (which were also opposed prior to being built, but planning was granted anyway, ironically) you can almost guarantee that the hand delivered TRO's notice probably did not even get into many properties as they would not have been easy to access, so what evidence can the Council provide that the letters were delivered to all residents/properties directly affected by the proposals?

Also when it is factored in that the content of the same letter (dated 23/11/17) is designed and worded in a way that is complicated for many to understand and so some residents who do receive it, will not even bother to object to the proposals ( so this must not be taken as an opportunity that residents actually agree to this at all, as it is certainly a fact that the people mainly affected by this, do NOT want these potential changes whatsoever).

A proposed cycle route should not be put in place, which results in indirectly affecting the quality of lifestyle to local residents by endangering side roads to take on the main roads traffic flow. Poor decision making is a major factor in this proposal and more evidence of the knock on effects for the surrounding roads (off Wellington Road) needs to be produced before anything is seriously considered.

Have the proposals for how Wellington Road will have to be redesigned in line with the proposed right turn been made available to residents as I do not believe they form a part of the drawings which are available, as I see no proposals for crossings, lighting etc.

Also where is the detail on how much money is required to be spent on implementing safe and suitable crossing places along the road (which would have to be a puffin/pelican crossing, due to the flow of traffic). The side roads off Wellington Road would not be suitable for crossings, nor should they need to be, but yet would still have the same flow of traffic. A side road is a minor highway typically leading off a main road and this is exactly as Wellington Road should remain, the cycle route requires redesigning to suit all road users and not just the minority of cyclists. A lot of time and thought has gone into my personal objections as my household will be one of those affected by any decisions made, and as with my experience of the local area affected and my knowledge of the roads, a fair assessment and objection has been put forward which along with any other objections needs serious consideration.

Dear

With regards to the above, there are a lot of objections to the above scheme, in particular to the right turn onto Wellington Road and the banning of turning onto Priory Road.

I would just like to clarify in terms of viewing the proposals, other than on line, is this something you can forward with images by email.

Also are there any public meetings planned regarding this as this proposal is not getting the media attention it requires as it is too big a change and potentially affects too many residents (some who will not even understand the content of the proposals), until it is too late.

Residents need simple information which they will not ignore or just throw away so before the deadline date of 21st December which other measures are the Council going to take to ensure those affected ALL have their say? Any details on this would be appreciated.

Thanks for your response. Like many, I am disappointed that it will not be possible to question the decisions and issues that have emerged in the overall proposal before the closing date.

I have responded to the online survey with my thoughts and objections, and I attach them below. I understand that objections submitted in the survey will be reviewed. If not, please can you include this note as an objection? I should be interested to read any comments you may have.

With good wishes for Christmas and the New Year

I am attaching a copy of the letter which states our (myself and my wife) objection to the New right turn from Bristol Road A38 into Wellington Road/ Drawing No. CA-02752\_S7\_5014 (Birmingham Cycle Revolution - A38 Selly Oak to City Centre Cycleway Proposed Traffic Regulation Order) .

I spoke to one of your colleagues on the phone today, and he said that I did not need to send the objection letter by post, but could just email it to the above email address, which I am doing.

SUB: Objection to New right turn from Bristol Road A38 into Wellington Road/ Drawing No. CA-02752\_S7\_5014 (Birmingham Cycle Revolution - A38 Selly Oak to City Centre Cycleway Proposed Traffic Regulation Order)

We strongly object to the proposed Right Turn into Wellington Road on the following grounds.

1. It is completely unnecessary and is not needed to allow the cycle route along the A38 to succeed. It will be very dangerous for motorists, cyclists, pedestrians and residents alike. Cyclists joining the inward and outward bound cycle lane at the bottom of Wellington Road will be endangered as will all pedestrians wishing to access the shops, surgery and pharmacy on Bristol Road. There will be a significant increase in the volume of traffic turning into Wellington Road, both city bound (turning left as a result of the Priory Road closure) and Selly Oak outward bound due to the new Right Turn from the city centre. The increase in traffic volume will cause an increase in accidents; statistics will prove it. Additionally, the traffic from the city wishing to turn right into Wellington Road will tail back and cause problems with the Lee Bank Middleway/Bristol Road.

2. The scheme will increase traffic volume up Wellington Road. Wellington Road and the nearby adjoining roads (including our road) are residential area with large number of houses, and not designed for the proposed high volume of traffic. Traffic volume will increase carbon/exhaust emissions. Emissions are bad for the residents, and cyclists and all users of Wellington Road. In fact, motor emissions, especially diesel fumes have now been classified as 'definitely' causing cancer by the World Health Organization.

3. We want Wellington Road to stay as it is i.e. a wide road where cyclists and cars can pass easily in both directions. Moreover there are two schools on the Road (Priory School and Pre-School Nursery). Children and adults, (including cyclists) are at risk of serious personal accidents in view of the increased volume of the traffic.

This proposal, which will create a hazardous rat run, (and is against Birmingham City Council policy – rat runs cause people to use their cars, not alternative forms of transport such as public transport or bicycles) must be abandoned.

I am personally grateful to you for organising effective channels of communication for Calthorpe Residents Society.

I have tried really hard to be positive about this scheme especially as the Cycle Revolution money was obtained using the detailed work of my close friend Roy Watson who is now gravely ill. There are some excellent pockets of practice in BCC with some very talented officers. Of course segregated cycleways are a good thing but the infrastructure is not in place to make Birmingham like Amsterdam. Apart from having steep hills, there is no cycling culture and it cannot be created by putting in a couple of cycleways along two arterial routes.

A greener, healthier city can only be created by getting rid of commuter vehicles which are parked on our roads Monday to Friday free of charge. When this is done, public transport will thrive with 'park and ride' and shuttle buses and side roads will become much safer for cyclists. Until then, the money should have been spent on creating an off-road network of cycleways and footpaths for use by people of all generations going to work, to school or for leisure.

Some of your colleagues know me as being positive. Cllr Stacey told me I was 'balanced and good natured'. But the balance of this scheme is not right. I have an intimate knowledge of these roads and have spent as many as 70 hours a week on this consultation in the past month. I actually find it quite upsetting to be unable to show any enthusiasm at all for the scheme. There are some great people involved with promoting cycling, but BCC has got this very wrong.

I dream that reason will prevail and there will be 'good tidings of great joy which shall be to all people' ( except a few brave cyclists) but I fear that in the New Year, residents will not be doing much rejoicing.

I do however sincerely hope that you have a very Happy Christmas.

I have an intimate knowledge of the roads affected by this scheme.

General comment on scheme:

I support the encouragement of cycling,. However, this particular scheme is fraught with difficulties which outweigh the advantages. It creates an imbalance, meeting the needs of a few cyclists who are brave enough to cycle along a polluted road, but decreasing the quality of life for a large number of residents in Pebble Mill, Pershore , Wellington, Ampton, Charlotte and Carpenter Roads. In particular. I object to the following:

1. Right turn into Wellington Road. This is ill conceived. It is very dangerous. At certain times of the day, it will be impossible for cars to turn right with the stacking of cars causing additional chaos at the Middleway junction. Furthermore it puts pedestrians at risk especially the vulnerable residents at Latimer Gardens who need to cross Wellington Road to get to the pedestrian crossing to cross to Belleview Medical Practice. This is a Conservation

Area. The increase in traffic with inevitable stop/start at peak periods will increase pollution. Rat-runs will be created in Charlotte, Carpenter and Ampton Roads. Pollution will increase.

2. I object to no pedestrian crossing being planned at the Pershore/Edgbaston/Priory traffic lights. This should be a priority. 350 apartments are planned for the cricket ground corner with retail and food outlets at ground floor level. There is a student hall of residence and supermarket on another corner; there is an estate of houses on another corner and high rise blocks on the fourth corner. On match days there are as many as 20000 extra pedestrians. The increase in traffic being pushed along Pebble Mill and into Pershore Road with no protection of a crossing will make life intolerable for residents and visiting pedestrians. It is highly dangerous already. Adjustment in timing are insufficient. Unless this is adequately addressed it will become a high profile campaign with several groups liaising with media.

The air quality at this junction will be severely affected.

3. Edgbaston Park Road cannot take any more traffic. A major hotel is being constructed. From Somerset Road to the junction with Church Road, traffic crawls at peak times and it is not unusual for cars to take 40 minutes to travel 400m.

4. Priory Road.

What signage will replace the B4217 Harborne BMI, BBG with no left or right turns into Priory Road. Drivers will resist Pebble Mill Road and opt for Wellington or Edgbaston Park Road with disastrous results. Priory Road will be a quieter Road. May I suggest that BCC puts pressure on Priory School to reconfigure its entrance away from the junction with Ampton Road?

4. Pebble Mill Road.

It is completely unacceptable to direct traffic into Pebble Mill and Pershore Roads from the south when it is heading for places such as Moseley, MAC, ECG, Priory Hospital, BMI Edgbaston, Harborne, BBG, Priory School, Edgbaston Priory, Jacoby Place, Edgbaston Golf Club, Hallfield school.

4. Part of this scheme is in Edgbaston Conservation Area. As there is no arboricultural report provided, there are presumably no plans to fell any trees? Why is there no Heritage Report?

5. This scheme has been inaccurately marketed. The red brochure used in the first consultation showed a family of parents and two children smiling as they cycled happily down the old tramway in the middle of a dual carriageway. No responsible parent would allow their children to do this. It is dangerous and high quality N99 anti pollution masks will be needed. There are senior BCC officers who regularly cycle to work who say they would not use this cycleway due to the danger and pollution.

6. What monitoring of cyclists will take place? How many cyclists will need to use this cycletrack for it to be deemed to be successful? What action will be taken if this target is not reached?

7. This scheme will not make Birmingham a greener, healthier city until radical steps are taken to get rid of commuter vehicles parked on local roads free of charge Monday to Friday.

Dear Sir,

A38 CYCLEWAY PROPOSALS - OBJECTION

OPENING UP OF WELLINGTON ROAD TO OUTBOUND TRAFFIC - OBJECT:

This proposal has no benefits - in addition 'Push Bikes' have stated that they do not consider this necessary; or a safe proposal.

Wellington and surrounding roads are quiet, purely residential roads - not commercial, arterial or bus routes. Commuters already abuse them. This proposal would guarantee additional traffic, additional congestion/delays with associated increased pollution.

This proposed right turn will impact on pedestrian safety, road noise and pollution. Currently the no right turn, forms a discreet 'buffer' between the Conservation Area and the humdrum modern sprawl on the other side of Bristol Road.

Traffic heading for the Priory Hospital, the Priory Club, Priory School, Edgbaston Golf Club, Edgbaston High School, Hallfield School, Edgbaston Lawn Tennis Club, Birmingham Botanical Gardens, the County Cricket Ground, Moseley and Edgbaston will be forced to take less suitable routes. [Including Edgbaston Park Road and Wellington Road.]

Heavy commercial vehicles will use this new access as cut through and to the, ever expanding, major building sites - Universities and Hospitals. Carpenter Road will become ever more dangerous and polluted.

EDGBASTON CONSERVATION AREA & THE CALTHORPE ESTATE:

There has been no assessment/report of the impact of this proposal on the Edgbaston Conservation Area.

[Heritage/Access Report, as with Planning/Listed Buildings!]

Loss of 28 mature trees! Birmingham's air quality is already unacceptably high.

Bristol Road. Proposed black tarmac surfaces/painted lines, etc. replacing the green central reservation. This is

‘motorway mentality’. Why not consider the ‘sand coloured’ material used for the newly resurfaced canal towpaths? Black tarmac may encourage motorcycles etc. to use this route/road.  
Conservation Areas should be carefully protected not treated heavy handed, with disrespect and indifference.  
GENERAL CRITISM:

Unfortunately, Birmingham will never be a sophisticated ‘City of the Bicycle’ – such as, much loved, Amsterdam and Copenhagen – it is just too hilly. The uptake/users of this project will predominantly be racing bikes. Have you considered the high speeds many of the lycra-clad commuters will achieve on your bike supa-highway?  
But - once cyclists cross the Priory Road inbound junction – they run the gauntlet of 40+ individual drives, + 1-2 Hotels, + Viceroy Court, + Michael Court, etc. etc. between Prior Road and Wellington on that side. [Hundreds of cars attempting to join Bristol Road, possibly in both directions]. Residents etc. exiting their drives will have to negotiate pedestrians, speeding cycles – that no doubt will whiz passed, in front and/or behind them, as they wait straddling the pavement and/or cycle route, waiting to gain access to the congested Bristol Road???

I have noted, in connection with the University of Birmingham’s recently completed cycle/pedestrian [sand coloured surface] route adjacent to Edgbaston Park Road – there are 60 x 60 cm signs at drives that this facility crosses – Red & White/Metal – “ BEWARE OF PEDESTRIANS AND CYCLISTS CROSSING”. This existing example indicates the risk of collision.

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Wellington and surrounding roads are quiet, purely residential roads - not commercial, arterial or bus routes. Commuters already abuse them. This proposal would guarantee additional traffic, additional congestion/delays with associated increased pollution.

This proposed right turn will impact on pedestrian safety, road noise and pollution. Currently the no right turn, forms a discreet 'buffer' between the Conservation Area and the humdrum modern sprawl on the other side of Bristol Road.

Traffic heading for the Priory Hospital, the Priory Club, Priory School, Edgbaston Golf Club, Edgbaston High School, Hallfield School, Edgbaston Lawn Tennis Club, Birmingham Botanical Gardens, the County Cricket Ground, Moseley and Edgbaston will be forced to take less suitable routes. [Including Edgbaston Park Road and Wellington Road.] Heavy commercial vehicles will use this new access as cut through and to the, ever expanding, major building sites – Universities and Hospitals. Carpenter Road will become ever more dangerous and polluted.

##### EDGBASTON CONSERVATION AREA & THE CALTHORPE ESTATE:

There has been no assessment/report of the impact of this proposal on the Edgbaston Conservation Area. [Heritage/Access Report, as with Planning/Listed Buildings!]

Loss of 28 mature trees! Birmingham’s air quality is already unacceptably high.

Bristol Road. Proposed black tarmac surfaces/painted lines, etc. replacing the green central reservation. This is ‘motorway mentality’. Why not consider the ‘sand coloured’ material used for the newly resurfaced canal towpaths? Black tarmac may encourage motorcycles etc. to use this route/road.

Conservation Areas should be carefully protected not treated heavy handed, with disrespect and indifference.  
GENERAL CRITISM:

Unfortunately, Birmingham will never be a sophisticated ‘City of the Bicycle’ – such as, much loved, Amsterdam and Copenhagen – it is just too hilly. The uptake/users of this project will predominantly be racing bikes. Have you considered the high speeds many of the lycra-clad commuters will achieve on your bike supa-highway?  
But - once cyclists cross the Priory Road inbound junction – they run the gauntlet of 40+ individual drives, + 1-2 Hotels, + Viceroy Court, + Michael Court, etc. etc. between Prior Road and Wellington on that side. [Hundreds of cars attempting to join Bristol Road, possibly in both directions]. Residents etc. exiting their drives will have to negotiate pedestrians, speeding cycles – that no doubt will whiz passed, in front and/or behind them, as they wait straddling the pavement and/or cycle route, waiting to gain access to the congested Bristol Road???

I have noted, in connection with the University of Birmingham’s recently completed cycle/pedestrian [sand coloured surface] route adjacent to Edgbaston Park Road – there are 60 x 60 cm signs at drives that this facility crosses – Red & White/Metal – “ BEWARE OF PEDESTRIANS AND CYCLISTS CROSSING”. This existing example indicates the risk of collision.

As a commuting cyclist I support the introduction of safer cycling routes in Birmingham, this city remains one of the least cycle accessible cities I know, and if we are to reduce pollution and dependency on private cars we need investment in a comprehensive city wide cycle network.

As an Edgbaston resident I do however strongly object to some specific proposed highway changes associated with the Bristol Rd A38 cycle corridor for the following reasons.

The right turn proposed at Wellington Rd from the A38 will divert high numbers of vehicles from main roads into a residential area, this will lead to cars heading West out from the city using Wellington Rd and Charlotte Rd as these will no longer be able to use the existing Priory Rd as this junction will be closed to vehicles turning right from A38. The impact of this will be harmful in 3 ways:

#### Safety

The residential areas of Wellington Rd and Charlotte Rd / St James Rd already suffer from high speed and heavy traffic, there have been serious and fatal accidents in this area as a result of this. The junction of WHEELIEYS Rd and St James has had a high number of accidents and at least 2 fatalities since I have lived in Charlotte Rd. There is also the added risk that in addition to the potential harm to residents and pedestrians there are 3 schools in the area (Priory, Woodview and West House) where the safety of children arriving and leaving school will be significantly reduced by increased traffic levels. There are also a number of pre school nurseries in this area where similar risks will be increased by the proposed highway changes.

The Wellington Rd / Charlotte Rd area already suffers from commuters' cars being parked along these streets during the week to avoid city centre parking charges. This makes the streets less safe as they reduce visibility for pedestrians. Cars are often parked on pavements thus forcing pedestrians, especially those with pushchairs or wheel chairs, to use the highway.

#### Pollution

The Wellington Rd / Charlotte Rd area is an established and recently enhanced mixed tenure residential district with schools and nurseries. Increased traffic levels that will arise from the new access from A38 to Wellington Rd will significantly add to noise and poor air quality pollution.

#### Amenity and quality of environment

The Wellington Rd / Charlotte Rd area is a conservation area, the character and quality of this will be harmed by increased levels of traffic being diverted through it.

#### Recommendations

The cycle network is an excellent initiative but the changes to highways at Priory and Wellington Roads undermine any benefit that the cycle improvements may bring. I recommend that there is a further option study carried out to explore how cyclists can safely move along the A38 into the city centre without changing vehicle access to Priory and Wellington Roads, this could involve new signalised arrangements at Priory rd / A38.

I would also request that BCC look to introduce traffic speed calming measures on Wellington, Charlotte and St James Roads to reduce the risk to pedestrians and school children from existing high levels and high speed traffic. In addition to this I support the increased parking restrictions in this area that could reduce pavement parking that is causing loss of amenity to residents and is increasing the risk of further car accidents.

I wish to object to the proposed traffic regulation order.

I live in Selly Park, off Pershore Road, and often have to travel round the west side of the city centre. This involves using Pebble Mill Road, Bristol Road and Priory Road. There is no direct public transport access along this route. The proposals would make it impossible to use this route. Instead I would have to drive up Pershore Road citybound and turn left into Priory Road. This route is solidly blocked with cars every morning and has become far worse since the implementation of the Pershore Road bus lane scheme. It is not a reasonable alternative to the Pebble Mill Road route, and will become worse still if the Pebble Mill Road option is removed.

I spoke about this scheme to Perminder Balu on your staff who was very helpful. He stated that the reason for both these banned turns was "the safe passage of cyclists". It should be perfectly possible to allow cyclists and cars to use both junctions with care, proper signage, and phasing of the lights at Priory Road. The junction at Millpool Way, for example, will remain with both turns. As far as I can tell, the Eastern Road junction does as well. So I suspect that this reason means, at least partly, that you are concerned about cyclists ignoring the traffic and riding straight across the roads in question, dangerously. As pedestrian and motorist I'm well aware of the behaviour of a minority of cyclists. But it's wrong to restrict motorists because of cyclists' behaviour. The answer is better warnings.

I appreciate the skill which has gone into some of the proposed road alterations along the route. But this scheme can only reduce traffic flow at junctions, particularly the crucial Bristol Street / Bristol Road / Middleway junction. This seriously affects me as a bus passenger as well as a motorist. The jams there knock back to the Pershore Road / Middleway junction, where there are also delays caused by the pinch point created at the start of the Pershore Road southbound by the bus lane scheme. These problems mean that it is now normal, for example, at evening

peak to spend 20 minutes getting down Sherlock Street on a 45/47 bus. This proposal will make things worse again. Finally, one general point not just about the current proposals.

Birmingham is a large low density city with relatively long local journeys and is also quite hilly. For these reasons cycling is never going to be more than a minority mode of transport. There are ample cycleways along the Bristol Road and a cycleway along the Rea Valley.

Despite these, cycle use is still relatively small. I question the priority given to such a big scheme of cycle improvement in these circumstances. Before de-regulation and privatisation after 1986, the largest mode of transport in Birmingham was bus. The Mayor of Greater Manchester has announced his intention to start re-regulating bus transport in his area, which he now has the power to do. If the city council wants to encourage people to leave their cars at home, it should be arguing for the same process to start here. As far as I know, you aren't. It leaves an impression of city policies as almost entirely negative and restrictive.

I'm writing to you with this objection on Mr XXXX advice. If I need formally to send it anywhere else, please let me know.

Dear Birmingham city council

This letter is concerning the proposed cycle route and no entry to certain roads in the Edgbaston area. As a resident I object and have strong objection as I live on the Bristol Road and need entry to the yellow box junction by the priory hospital. The new proposal would mean that it would not possible to use the central reservations outside king Edward and Elmhurst ballet school.

Not to mention use pebble mill road by the dental hospital, also I would not be able to assess the box junction at the traffic lights on the priory road. The council has not took into account road users as these proposal act as a hindrance and are inconvenient.

Enforcing no entry on pebble road is not convenient as it would prevent access to the pershore road from the Bristol road. As with the no entry on Eastern road with the two road blocked off its not possible to get to the pershore road.

Not to mention the road by belgrave medical surgery that is essential for road users, I want the council to reconsider the forth coming proposals as it is not appropriate for road users. Attached to this letter is a signature list of residents who have strong objection to the council road closers.

I have consistently opposed, in the A38 Consultation last year, the Right Turn from Bristol Road into Wellington Road as being dangerous, unnecessary and against any concept of maintaining a Conservation Area in an appropriate manner. The resulting increase in traffic, including heavy goods vehicles, would ruin a Conservation Area which would only degenerate in the long term.

The environment and delightful, leafy amenity of the road would be totally damaged. The proposal is totally contrary to national and local planning policies which seek to protect conservation areas and residential areas so far as possible from the intrusion of through traffic.

That traffic will include heavy commercial vehicles prohibited from turning right into Priory Road. While Priory Road is a classified Road with a large private hospital and few private houses fronting it, Wellington Road is a quiet residential road and it is wholly inappropriate turn it into a major through road.

Further problems resulting from such increased traffic would be the severe congestion at the small roundabout at the top of Priory Road and Wellington Road, where the Priory School's two hundred school children, including 3-year-olds, are dropped off in term time and where a Lollipop Man protects them for at least an hour morning and an hour in the afternoon. This already causes severe traffic congestion, a situation which would be made very much worse by opening up the road to traffic from the Bristol Road.

Wellington Road is a broad straight road and the introduction of through traffic will increase the number of speeding vehicles. The construction of chicanes or speed bumps would not be suitable to calm such a quantity of traffic, which would probably tail back onto the Bristol Road turn and cause a log jam.

Creating an extra right turn across the Bristol Road, where the traffic flow is continuous, would be extremely dangerous and would lead to many accidents, most especially for the cyclists, for whom the whole scheme is being designed.

I remain totally opposed to this scheme.

At our meeting last week we raised and discussed a number of points around the impact we feel the scheme will have on bus operation.

- The restriction of turning movements at Pebble Mill Road and Priory Road which would remove routing options for proposed changes to our services and also lengthen diversions during periods of disruption. Additionally I have discussed with colleagues from other bus operators who are directly affected by this change and you may wish to seek clarification from them as this change may result in the curtailment of services.

- The introduction of the right turn from Bristol Road onto Wellington Road is welcomed and does provide an alternative bus routing during disruption for our services from the QE hospital to City. However we have concerns that this right turn if well used would restrict capacity on the Bristol Road. Can you confirm the timescale for a resolution if this becomes the case and whether the options we proposed around the one way operation at Belle Vue have been considered further?

- How will we ensure the safe operation of bus infrastructure for the benefit of passengers when the cycle lane is in operation.

-We will explore whether the locations of current facilities are still required after the Bus Rationalisation scheme trial is complete

- The capacity of the Bristol Road outside the University was discussed and you confirmed that lane capacity was not reduced.

- BCC would confirm the minimum widths of running lanes through the scheme.

- The introduction of the BCR scheme removes several future opportunities for Bus/Sprint bus priority schemes. A point I also wanted to raise was around the construction of the scheme and we would like to seek assurances that this will not impact the provision of public transport.

Could you advise what provision has been made for any additional costs National Express may incur both during the construction and after the scheme has been implemented?

I would like to comment on the A38 Selly Oak to City Centre Cycleway Proposal but do not consider sufficient information has been made available to make an informed view of the proposals. Please could you confirm if the following has been undertaken, and if so, please could you email me the analysis by return so I can respond appropriately to the consultation:

Traffic Analysis - the Air Quality Report refers to Traffic Data from a SATURN model but no traffic assessment has been made available. Please could you provide information on the impact of the proposals on junction capacity, queues, delays and journey times for all vehicles and buses.

Road Safety Audit - have Road Safety Audits been undertaken for the proposed scheme?

Swept Path Analysis - has Swept Path Analysis been undertaken for the proposed changes to junctions to demonstrate if emergency and service vehicles can still access all roads?

What analysis has been undertaken to determine the uptake of cycling as a result of the scheme and has a Business Case been undertaken and what is the Cost Benefit Ratio?

Air Quality Report - the Air Quality Report identifies between 30 and 35 properties are predicted to exceed the annual mean air quality objective (AQO) for nitrogen dioxide (NO<sub>2</sub>) and also predicted to receive small increases in pollutant concentrations. Please could you confirm why pedestrians and cyclists have not been considered as sensitive receptors?

I have consistently opposed, in the A38 Consultation last year, the Right Turn from Bristol Road into Wellington Road as being dangerous, unnecessary and against any concept of maintaining a Conservation Area in an appropriate manner. The resulting increase in traffic, including heavy goods vehicles, would ruin a Conservation Area which would only degenerate in the long term.

The environment and delightful, leafy amenity of the road would be totally damaged. The proposal is totally contrary to national and local planning policies which seek to protect conservation areas and residential areas so far as possible from the intrusion of through traffic.

That traffic will include heavy commercial vehicles prohibited from turning right into Priory Road. While Priory Road is a classified Road with a large private hospital and few private houses fronting it, Wellington Road is a quiet residential road and it is wholly inappropriate turn it into a major through road.

Further problems resulting from such increased traffic would be the severe congestion at the small roundabout at the top of Priory Road and Wellington Road, where the Priory School's two hundred school children, including 3-year-olds, are dropped off in term time and where a Lollipop Man protects them for at least an hour morning and an hour in the afternoon. This already causes severe traffic congestion, a situation which would be made very much worse by opening up the road to traffic from the Bristol Road.

Wellington Road is a broad straight road and the introduction of through traffic will increase the number of speeding vehicles. The construction of chicanes or speed bumps would not be suitable to calm such a quantity of traffic, which would probably tail back onto the Bristol Road turn and cause a log jam.

Creating an extra right turn across the Bristol Road, where the traffic flow is continuous, would be extremely dangerous and would lead to many accidents, most especially for the cyclists, for whom the whole scheme is being designed.

I remain totally opposed to this scheme.



Dear Mr. Hicks,

**Traffic Regulation Orders - Consultation**

Thank you so much for the help you have given with setting up an efficient line of communication for the Calthorpe Residents Society.

I am enclosing our response to the A38 Cycleway Traffic Regulation Orders Consultation.

We should be most grateful if we could have a second meeting with Cllr Stewart Stacey as soon as possible after the Christmas/New Year break. The meeting we had a few months ago was most helpful and enabled us to discuss key concerns in what Cllr Stacey himself described as a 'good natured and balanced way'.

In the meantime, I hope you have a very enjoyable Christmas and New Year.

Yours sincerely

## **Calthorpe Residents Society response to:**

### ***Birmingham Cycle Revolution - A38 Selly Oak to City Centre Cycleway Proposed Traffic Regulation Order***

In principle, Calthorpe Residents Society is in favour of improving cycling opportunities in Birmingham. Through a member of our committee, we have actively supported the work of 'Push bikes' in the development of cycleways and footpaths in the Edgbaston area. However, for the planned A38 Cycleway, we are opposed to the proposed changes to the Priory Road/Bristol Road junction and the opening up of an outbound right turn into Wellington Road and the associated changes.

Very few of the residents who responded favourably to the previous consultation exercise about these junctions lived in the areas immediately around Wellington Road and Priory Road. The consequences of these proposals will adversely affect traffic flow in the area, will introduce new accident risks for pedestrians and vehicles and, because of congestion and delays, will increase pollution. Additionally, the changes seem to show no consideration for the natural environment; removing many trees and showing no regard for the Edgbaston Conservation area.

In particular, we raise the following points in objection:

1. **Priory Road/Bristol Road Junction –**  
For in-bound traffic on the A38, preventing left and right turns will force traffic to take other more complex and more damaging routes through more residential areas. Inbound traffic heading for the Priory Hospital, the Priory Club, Priory School, Edgbaston Golf Club, Edgbaston High School, Hallfield School, Edgbaston Lawn Tennis Club, Birmingham Botanical Gardens, the County Cricket Ground, Moseley and Edgbaston will be forced to take less suitable routes.
2. **Edgbaston Park Road** is narrow and winding and already very busy. It is a main route into the University campus. It also serves the two King Edward Schools and the BMI hospital. The section from Somerset Road to the top of Edgbaston Park Road is already a heavily used commuter route with start/stop traffic at the beginning and end of the working day. Additional traffic on Edgbaston Park Road will add to the dangers, in terms of congestion and increased pollution.
3. **Wellington Road** is an important part of Edgbaston Conservation Area. As well as being within the Conservation Area a large number of its houses are listed buildings dating back to the eighteenth and nineteenth centuries. A **Heritage Report** should have been included in the consultation documents.  
Opening up the road to right turns from Bristol Road will increase the amount of traffic using the road. This will damage the environment and pleasant amenity of the road. It is totally contrary to national and local planning and transport policies which seek to protect conservation areas and residential areas so far as possible from the intrusion of through traffic  
That traffic will include heavy commercial vehicles prohibited from turning right into Priory Road. While Priory Road is a classified Road with few private houses fronting it Wellington

Road is a quiet residential road and it is wholly inappropriate to route more traffic through it.

There is already severe traffic congestion at the top of Wellington Road, not only at the opening and closing times of the Priory School situated there but also during the morning and evening rush hour. The situation will be exacerbated by opening up the road to traffic from the Bristol Road.

Wellington Road is a broad straight road and the introduction of through traffic will increase the number of speeding vehicles.

Creating a right turning facility across the Bristol Road where the traffic flow is continuous is extremely dangerous and will lead to many accidents. The convenience and safety of pedestrians and cyclists and vulnerable current users of Wellington Road will be compromised if the proposed changes are implemented.

It is proposed there will be space for six vehicles to wait at this junction at which point the pedestrian crossing will be triggered to allow cars to turn. If the outbound A38 is busy, this triggering of lights will be frequent and either inbound traffic will be impeded by the constant stops or outbound traffic will be impeded as traffic queues waiting for the lights to be triggered. This plan is ill conceived and requires urgent re-consideration

4. **Pebble Mill Road/Pershire/Priory/Edgbaston Road traffic lights.** Re- routing traffic into Pebble Mill Road and then left to the Pershire Road and the junction with Priory/Edgbaston Roads is a source of great concern. There is no pedestrian crossing at the traffic lights. It is extremely dangerous. Furthermore, there are plans for major developments of retail and 350 residential units on the corner of the Edgbaston Stadium. A pedestrian crossing at this junction is already justified. It is now an **essential** component of this scheme and should be addressed as a priority without further delay.
5. For the whole scheme, there is an omission of any assessment of the impact of the changes on any aspects of the Edgbaston Conservation Area.  
We note that a large number of trees are to be removed to make way for the cycleway. An **arboricultural report** should be included in the consultation documents.

**Calthorpe Residents' Society**

19<sup>th</sup> December 2017



## EDGBASTON GOLF CLUB

1 8 9 6

The Traffic Manager  
Highways  
1 Lancaster Circus Queensway  
Birmingham  
B4 7DQ

20 December 2017

Dear Traffic Manager

### **Objection to Proposed TRO**

I refer to the letter from Carolyn Harris dated 23<sup>rd</sup> November 2017 concerning Proposed Traffic Regulation Orders in respect of the A38 Selly Oak to City Centre Cycleway. I have responded, on behalf of the Edgbaston Golf Club, to the two online surveys and now wish to give notice of a formal objection to the part of the proposed TRO relating to the Priory Road/Bristol Road junction.

We object, specifically, to the part of the proposed order introducing No Right Turn and No Left Turn on Bristol Road (into City) at its junction with Priory Road and also the part of the order introducing No Right Turn on Bristol Road (out of City) at its junction with Priory Road.

The grounds for the objection are the consequential increase in traffic flow up Edgbaston Park Road (into City) and Wellington Road (out of City) for motorists wanting access to the various businesses and facilities in the Church Road/Priory Road area including our Club, the Church, the Priory School, the Priory Hospital and the Priory Club. The increased volume of traffic around, in particular, the "circle" outside the church and golf club will add to the existing congestion and make access to the adjacent businesses/properties very difficult especially in the morning and evening rush hours. In addition, there are clear further hazards to pedestrians (and cyclists) by increasing the traffic flow up Edgbaston Park Road – already a busy and narrow road – and in the area of the schools and the University.

Our business will be adversely affected by the proposed changes in that access to the Club will be made significantly more difficult for all those using it – members, visitors, those making deliveries, and all other users. It may be that an objective of the proposed scheme is "preserving or improving the amenities of the area through which the road runs" but the changes to the Priory Road junction do not enhance the amenity of the immediate area of the junction and will have significantly adverse effects on the amenity of the areas along Church Road, Edgbaston Park Road, and Priory Road.

A balance is obviously required between the needs and safety of cyclists and the needs and safety of other road users. In this case, it seems to us that the wrong balance has been struck in respect of access to Priory Road for vehicles.

Please acknowledge receipt of this objection.

Yours faithfully

Mr Kevin Hicks  
Traffic Manager  
Birmingham City Council  
Highways, 1 Lancaster Circus  
Queensway  
Birmingham  
B4 7DQ

By post and email - [kevin.hicks@birmingham.gov.uk](mailto:kevin.hicks@birmingham.gov.uk)

Dear Mr Hicks

**Scheme for Establishing a Cycle Track in Bristol Road, Birmingham**

I refer to the statutory advertisement dated 23 November giving notice of a number of proposed traffic orders in connection with an establishment of a cycle track along Bristol Road between Selly Oak and the City Centre.

I write to object to the City of Birmingham (Bristol Road etc.) (Traffic Regulation) Order 1971 (Variation Order). It is intended by this order to revoke the prohibition of traffic turning right from Bristol Road into Wellington Road. This prohibition has been in force since 1971. It has played a vital role in protecting residents, pedestrians, schoolchildren and cyclists in a residential road in the Conservation Area from detriment to the amenities and the dangers of high volumes of speeding traffic

I have owned and occupied number [REDACTED] Wellington Road since 1995. In support of my objection I am enclosing a report prepared for me by a professional highway engineer, Mr Simon Tucker of David Tucker Associates, Transport Planning Consultants. I object to the proposed order for a number of reasons.

Mr Tucker's report showed that opening up a right turn across the busy Bristol Road and Wellington Road will create a dangerous situation and potential traffic conflicts. That is presumably why the original order was made in the first place in 1971. The Council's own safety auditor has criticised the right turning arrangement.

Mr. Tucker's report also shows that it is unnecessary to open up this access into Wellington Road because the vehicles currently turning right into Priory Road, which it is intended to prohibit from making this manoeuvre in the future, will be able to find other routes to their destinations. The Council's own report to the Cabinet Portfolio Holders in the Spring stated:

"Viable local alternative route options exist for those limited vehicles currently making these movements".



In the light of Mr. Tucker's report I cannot accept that the technical assessments on which the decision has been based are either complete or satisfactory. Mr. Tucker has requested a meeting with you to discuss his concerns and I ask you to agree to that request.

As well as creating a potentially dangerous situation for vehicles trying to turn right, allowing vehicles to do this will create dangers for cyclists entering and leaving Wellington Road at its junction with Bristol Road, the very people the scheme is designed to benefit.

The quality of this environment will be seriously harmed, contrary to national and local policies, by the very substantial increase in the number of vehicles, some of them heavy goods vehicles who will use the proposed right turn off the Bristol Rd. Usage will be very high at commuting times. Not only will there be far greater traffic noise, but the safety of pedestrians and cyclists will be seriously endangered by the heavy speeding which characterises Wellington Road. Speed limits are not currently enforced and I have no confidence that they will be enforced in the future.

Very few of those who responded favourably to the previous consultation exercise live in the areas immediately around Wellington Road. This suggests that the main use of the right turn will be by rat running through traffic. Indeed not a single resident has supported the scheme to provide a new point of access to the road.

The dangerous conditions at the top of Wellington Road at the opening and closing times of the Priory School will be exacerbated by the increase in traffic. The enhanced danger to schoolchildren from the high speeds of increased traffic seems a grave breach of the Council's duty of care to reduce risks to school pupils.

The Council itself prepared a map in 2015 showing suitable walking and cycling routes. Wellington Road was one of the routes shown on the map as being particularly suitable for cyclists. Routing additional traffic along Wellington Road will destroy the pleasant conditions for cycling to which the Council has itself drawn attention through its Map.

Pedestrians crossing from one side of Bristol Road to the other will be subject to uncertainty, stress and increased real danger at the uncontrolled enlarged crossing entrance into Wellington Road. Moreover pedestrians from the north side of Wellington Road, including pensioners in the social housing in Latimer Gardens wishing to cross to the south side of the road to visit the pharmacy at the corner of Bristol Road and Wellington Road will face increased dangers from the introduction of the right turn across their path.

There will be delay, stress and increased risk of collisions between the vehicles making their way into Wellington Road via the uncontrolled crossing and the fast flowing and continuous eastward traffic on the Bristol Road.

The increase in traffic will lead to an increase in air pollution in Wellington Road scheme.

The Statement of Reasons for making the orders, that one of the purposes of the proposal 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.

I should add, as a cyclist myself, that I support the idea of the cycle track along the centre reservation of the Bristol Road. I also recognise that the dangerous U turns, which some motorists driving west execute to get into Wellington Road should be prevented. This can easily be done by extending the existing barrier a short distance to the west on the central reservation rather than by opening up and authorising a new and dangerous right turn.

Would you please be kind enough to acknowledge receipt of this letter and report.

Yours sincerely

## **1. Introduction and Context**

- 1.1 This report has been prepared by David Tucker Associates (DTA) Transport Planning Consultants on behalf of Mr Tim Clarke, a resident in Wellington Road, Edgbaston, to review issues associated with the Birmingham City Council (BCC) proposal for a City Centre to Selly Cycle Route.
- 1.2 The route principally runs along the Bristol Road. It will provide 4km of two-way, fully segregated cycleway along the A38, linking Selly Oak and the University of Birmingham with the city centre.
- 1.3 The route will connect with the existing cycle facilities on Hurst Street (National Cycle Network route 5), running along Kent Street. Of relevance to this report are the proposals for changes to the geometry and operation of Priory Road / Bristol Road Junction and the Wellington Road / Bristol Road junction. These are described as Option 1 – Introduce a right turn into Wellington Road from the A38 and Option 2 – do not provide a right turn into Wellington Road.
- 1.4 The scheme has been under consideration for some time and this report considers that consideration in three parts
  - a) The work leading up to the presentation of the proposal to the relevant cabinet portfolio holders on 2<sup>nd</sup> June 2017;
  - b) My discussions with Birmingham City Council in October / November 2017; and
  - c) The updated consultation and draft orders published by BCC on 23<sup>rd</sup> November 2017.
- 1.5 This report concludes that:
  - 1) The technical assessments behind the decision to pursue Option 1 over Option 2 are flawed. They significantly overstate the safety and operational benefits of Option 1 and do not include clear safety dis-benefits arising from a sub-standard junction layout.
  - 2) 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.





- 3) 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.
- 4) Option 2 is demonstrably safer and better in operational terms.
- 5) The current consultation adopts Option 1 as a part of the scheme and therefore the 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.



## **2. March 2017 Original Scheme and Submission Assessment**

### **2.1 Introduction**

2.1.1 The scheme was originally consulted on in March 2017. At the time of the 2<sup>nd</sup> June 2017 decision, limited information was available on the BCC website relating to the transport modelling and technical analysis of the scheme and the options relating to it. There is a BCC report of 2<sup>nd</sup> June 2017 which includes the following reports and documents which are referred to below.

Appendix A – Full Business Case  
Appendix B – Equality Analysis Ref EA001494  
Appendix C – Risk Management Assessment  
Appendix D – Scheme Plans  
Appendix E – Implementation Programme  
Appendix F – Consultation Summary  
Appendix G – TRO Consultation Summary

2.1.2 This report has reviewed those documents and details of traffic modelling work as set out in Appendix B of this Report

### **2.2 Adequacy of Assessments Published by BCC**

2.2.1 The report to the Cabinet Portfolio Holders supporting the scheme relies heavily on the "Full Business Case" (FBC) which is attached as Appendix A of the report. However the document is limited to explaining the costs of the scheme and the policy compliance of it.

2.2.2 It does not amount, in any credible way, to a Full Business Case as expected by the Department for Transport to assess the appropriateness and cost benefit of a highway scheme. That process should properly include assessment of any transport scheme using the WebTAG process.

2.2.3 Importantly a proper assessment would have firstly identified the objectives of the scheme and then considered all the options available to meet those objectives, before concluding a final scheme.

2.2.4 In this case the FBC does not provide clear objectives, nor does it provide a rational or technical justification for how the scheme meets those objectives.



2.2.5 This is important and relevant because the DfT process is intended to ensure that all options for any transport intervention are properly considered and assessed. That assessment should be based on all elements of the DfT guidance.

2.2.6 Whilst there is no legal requirement on BCC to follow that precise process in the DfT paper does note that:

“Development of analysis using WebTAG guidance is a requirement for all interventions that require government approval. For interventions that do not require government approval this guidance would serve as a best practice guide.”

Para 1.2.2 of WebTAG Overview

2.2.7 In this case there are complicated and interrelated issues particularly relating to congestion, air quality, highway safety and amenity which require full and proper assessment of the alternative options. This has not been undertaken and remains outstanding in the further assessment as discussed below.

2.2.8 As a result of a pre action protocol letter sent in July by Loddors, Solicitors in Stratford-upon-Avon acting for Mr. Clarke, the Council decided to defer taking any action on the scheme until had carried out an Air Quality Assessment. The adequacy of that assessment is discussed in Section 4.

### **2.3 Traffic Implications of Proposals**

2.3.1 The proposed scheme for the Bristol Road / Priory Road junction is attached at **Appendix A**. In summary the scheme proposes the removal of both right turns from Bristol Road to Priory Road. Bristol Road northbound will be converted from 3 lanes to 2 ahead only lanes. Bristol Road southbound will retain two ahead lanes (with the nearside allowing left turns) and the right turn lane will be removed. All movements from both Priory Road arms will remain as at present.

2.3.2 Extracts of select link analysis from the BCC traffic model have been provided as attached at **Appendix B**. In summary these show the following turning movements at the junction.



	AM Peak	Pm Peak
Bristol Road N to Priory Road (Right Turn)	194	106
Bristol Road S to Priory Road W (Left Turn)	110	89
Bristol Road S to Priory Road E (Right Turn)	902	793

- 2.3.3 Clearly, the predominant turning movement is the right turn to Priory Road East. Onsite observations confirm that this movement is the principal cause of delay at the junction. With reference to the model outputs it is clear that destination of these movements is wide spread with approximately 60 – 70% routeing to use the Pershore Road towards the City and the remainder to areas east of the River Rea.
- 2.3.4 BCC propose to accommodate this significant demand by using Pebble Mill Road. The detailed traffic modelling has not been provided but it can be expected that some traffic will divert to this route, and others will prefer to remain on the Bristol Road to the Middleway Junction. To facilitate the movement into Pebble Mill from the Bristol Road the right turn out of Pebble Mill onto Bristol Road will be prevented.
- 2.3.5 In addition, BCC propose that the left turn from Bristol Road South (circa 100 movements) be accommodated by routing traffic east via Pebble Mill Road along Pershore Road and then left at Priory Road Junction.
- 2.3.6 The traffic modelling effects of these changes has not been published but is likely that given Pershore Road and Bristol Road run parallel and are both close to capacity at peak times, flows will balance and a significant change in flows on either of the routes is unlikely.
- 2.3.7 According to the model outputs I have seen, the right turn from Bristol Road North to Priory Road is around 190 vehicles in the AM peak and 100 in the PM Peak. In contrast, the BCC response to the Consultation Report (Appendix F of the committee report) suggests a lower figure of 1 per minute, or 60 movements per hour. In the wider context, the difference is not material but this highlights the need for proper and consistent assessment of the scheme.
- 2.3.8 In contrast to the right turn movements from Bristol Road South, review of the select link analysis suggests that the destination of these movements are all local. The majority of movements are to Priory Road, Sir Harry's Road, Edgbaston Park Road and Arthur Road.



- 2.3.9 At present, there are no other options from Bristol Road to turn right into that area. However despite this, demand for the right turn is low, which suggests most residents and other users take alternative routes into that area already.

## **2.4 BCC Appraisal of Need for Wellington Road Right Turn (Option 1)**

- 2.4.1 Against this background, I have reviewed the BCC conclusions on the need to create the right turn into Wellington Road. Relevant extracts from the Council's Appendix F are attached at my **Appendix C**. The public consultation questionnaire noted:

**8. There is currently no right turn for cars and general traffic from the A38 Bristol Road into Wellington Road. One of the options proposed would open up this right turn. Which option do you prefer?**

The reason we are suggesting allowing the right turn is because the right turn from A38 Bristol Road (away from city centre) into Priory Road will be removed to improve safety for cyclists and pedestrians (this junction is a little further south, on plan BR-11).

- ☐ Option 1 - right turn from A38 into Wellington Road is introduced
- ☐ Option 2 - no right turn from A38 into Wellington Road
- ☐ Don't know/no opinion

- 2.4.2 There was no explanation in the consultation of any other alternatives nor an explanation of the implications of choosing Option 2. In other words BCC did not explain how those that might want to turn right from Bristol Road could otherwise be catered for.
- 2.4.3 In the event, the public response was split 50 / 50 between the Options and statistically there was no preference. Furthermore, reference to Figure C (which is included in my Appendix C) confirms that the significant majority of those that "voted" for Option 1 were south of Priory Road and would not in any event need to use either of the right turns.
- 2.4.4 A more appropriate assessment of the votes assessing those who would be directly affected by the outcome (i.e residents of Wellington Road), would show an overwhelming majority in favour of Option 2.
- 2.4.5 The review of the options that immediately follows Figure C is confused and inconsistent. Section 3 which deals with the removal of the right turn at Priory Road focuses on the safety and operational benefits of removing the turning movement. It confirms that removing the right turn has safety benefits and little or no dis-benefit. Importantly it confirms (at Point D) that:





"Viable local alternative route options exist for those limited vehicles currently making these movements."

2.4.6 I agree with that assessment and as set out below, the do-nothing (Option 2) is a perfectly adequate response. In other words the right turn into Priory Road could be banned without needing to make any alternative specific provision.

2.4.7 In terms of the introduction of a right turn at Wellington Road, the report states

Only a small margin of difference existed in the consultation survey results. Additional analysis of the technical elements including; road safety, accident statistics and traffic re-routing/ modelling, relating to the impact of introducing a new right turn off Bristol Road into Wellington Road informed the proposed outcome. The outcome of this analysis showed Option 1 (to introduce a right turn off Bristol Road onto Wellington Road) to be the more effective technical solution, together with complimentary traffic calming/ cycle route measures along Wellington Road.

2.4.8 None of the data or assessment to support this conclusion has been provided. Furthermore, given that BCC have not considered any other options their appraisal process is flawed.

2.4.9 Since that assessment, BCC have provided me with a copy of their assessment for adopting Option 1. That is attached, in full, at **Appendix D**.

2.4.10 That document confirms that the level of assessment undertaken by BCC in adopting Option 1 is wholly inadequate.

2.4.11 There is no validation of conclusions against the wider Birmingham traffic model. This is a significant omission and puts into doubt the findings and outcome of the assessments, particularly the Air Quality assessment which is discussed in Section 3.

2.4.12 Even at the basic level of traffic modelling provided suppressed demand for the right turn is expressed as being "significant". In the context of the flows on the Bristol Road their surveys show that is not correct, with only 23 movements in the Am peak hour and 41 in the PM peak hour.

2.4.13 The level of accidents relating to u-turners appears to be overstated. It refers to the right turn lane saving 5 of the accidents, whereas only 3 are stated as relating to u-turn or right turn movements. There is no assessment of why these accidents occurred and it is equally



likely that they would have occurred in any event if the u-turn were not banned or if the Option 1 scheme was implemented. In other words the accident could have equally occurred at the proposed right turn. In practise Option 1 carries forward the worse of both scenarios, it reintroduces a right turn conflict situation and the need for merging traffic at that point of the network. Option 2 together with other mitigation measures as set out below would overcome both issues.

2.4.14 In terms of the safety issues, BCC's safety auditor's comments clearly raise significant concerns regarding Option 1 thus:

"The proximity of the crossing to the junction means that right turning motorists may use the protection of the crossing – when on red signal – to perform their manoeuvre. However, this may also lead to misjudgements of oncoming vehicles (i.e. is a vehicle slowing for the crossing, or other reasons)."

2.4.15 Taking this point forward, the table of "pros and cons" unduly, and unfairly, favours Option 1. It does not provide a balanced assessment and does not fulfil even the basic requirements of the WebTAG guidance. None of the fundamental design issues raised below are covered or even mentioned. A proper assessment of the scheme would conclude that Option 2 is favourable both in Safety and Operational terms over Option 1.

2.4.16 Specifically there is a lack of assessment of the harm in opening up a right turn into Wellington Road thereby creating a new point of conflict on the busy Bristol Road (as highlighted by the Safety Auditor). These conflicts would include pedestrians, cyclist and vehicles using or crossing Wellington Road.

2.4.17 For the reasons I set out below, the Option 1 arrangement is not design compliant. The report suggests that the layout meets the necessary standards for a right turn lane, but from my review the layout does not meet TD42/95 requirements as explained below.

2.4.18 The document continually conflates the issues of safety relating to U-turns with the cycle scheme.

2.4.19 My assessment is that it would be better to find a way of preventing the U-turn movement completely by a simple extension to the central reservation. An example of this is shown below as adopted in Stratford Upon Avon.





- 2.4.20 This would prevent the right turner / U-turns and the scheme would then allow for any vehicles wanting to turn right at the Priory Road or Wellington Road to be left to find other ways to reach their destination. A further mitigation measure might be to also remove the left turn into Wellington Road which would remove any demand for u-turning at this point.
- 2.4.21 Alternatively motorists could be directed forward at the Priory Road junction to turn left at Pebble Mill as suggested by Push Bikes in the same way as the Council's own scheme provides for the traffic coming from Selly Oak.



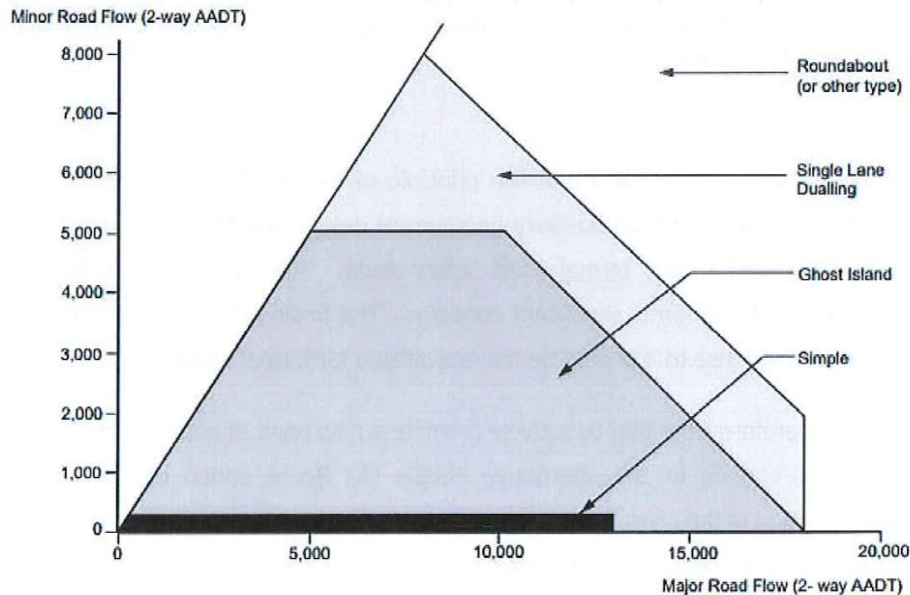
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## **2.5 DTA Review of Options and Impacts**

- 2.5.1 Based on the above assessment, I draw the following conclusions regarding the potential options for accommodating the right turn / mitigating the proposed ban.

### *Option 1*

- 2.5.2 The BCC scheme is attached at **Appendix A** for ease of reference. The creation of a new right turn in this location is affectively creating a new Ghost Island Right turn junction. The design requirements for such a layout is set out in the Design Manual for Roads and Bridges and TD 42/95 in particular.
- 2.5.3 Discussions with BCC have suggested they do not consider DMRB applicable to non trunk roads. That position is not credible. Whilst it is noted that DMRB is specifically for Trunk Roads, by any assessment the Bristol Road exhibits all the characteristics of precisely the type of road that TD42 covers as a strategic urban route.
- 2.5.4 The only other guidance that could be applicable is Manual for Streets and that specifically confirms that where there are matters it does not cover then the LA should have reference to DMRB. It is also true that the important road safety reasons given in the DMRB for the approach it adopts are relevant and important regardless of the administrative 'ownership' (BCC vs Highways England) or status of the road.
- 2.5.5 The layout fails to meet several elements of that guidance as follows:
- 2.5.6 As a starting point for design Figure 2/2 sets out when a ghost island priority controlled junction might be appropriate:



2.5.7 On the basis of DfT figures, the Bristol Road in this location carries in the order of 35,000 vehicles per day. Above 17,000 vehicles, the guidance suggests a Roundabout or other type". It is clear therefore that a priority junction is not recommended.

2.5.8 Paragraph 3.3 notes that:

"A saving in accidents may be achieved, and an improvement made in operational performance, by reducing the number of lightly trafficked minor road connections onto major roads. The cost effectiveness of connecting such routes together with a link road before they join a new major road should always be investigated.

2.5.9 Furthermore, with specific reference to safety TD42/95 confirms that:

"For the same flows a major/minor priority junction will usually have a higher accident rate than other junction types. These accidents will in themselves be more serious than at other forms of control. They are mainly associated with right turns and are exacerbated in number and severity by high major road speeds or the possibility of incautious overtaking traffic manoeuvres. Accidents involving the right turn from the major road (22%) and the right turn out of the minor road (27%) are the most frequent at major/minor priority junctions.



2.5.10 TD 42/95 goes on at Para 4.3 (i) to recommend:

The conversion of urban major/minor priority junctions to traffic signal or roundabout control. The latter has been shown to reduce accidents by 30% or latter has been shown to reduce accidents by 30% or more.

2.5.11 Even if it were accepted that the principle of the junction could be accommodated the design does not meet necessary geometrical design standards nor does it appear to have been subject to any formal Road Safety Audit. The informal audit (as provided at my Appendix D) confirms significant concerns. The findings of a formal Audit and the design officer response to it should be made available for formal review.

2.5.12 It is therefore clear that to actively promote a new point of conflict which does not occur in the do-nothing or the alternative Pebble Mill Route option cannot be credible. The conclusion of the consultation report that this offers a "the more effective technical solution" has no clear evidential basis and is wholly counter intuitive.

2.5.13 On that basis, it is clear that an option or options which do not require the creation of wholly new points of conflict must be preferable.





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*"Push Bikes Option"*

- 2.5.14 This proposal would involve additional signage and signing movements along Bristol South to turn left at Pebble Mill Lane and then left again at Pershore Road and Priory Road. It might have been expected that BCC would have prepared an appraisal of this option as part of the re-consultation. They have not.
- 2.5.15 What is clear at this stage is that there is no fundamental highway constraint to achieving this and indeed this is the preferred route proposed by BCC for all other movements. The right turn movement by traffic turning west is the smallest of all and in practical modelling sense is dwarfed by the right turn from Bristol Road south. On that basis it cannot have any material adverse impact over and above that already considered acceptable by the Council as part of their preferred solution.
- 2.5.16 No further highway works (other than localised signing) would be required to implement this. This signing could also be considered in the context of the Do-nothing options as a complimentary measure.



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*Option 2*

2.5.17 Existing flows using the right turn from Bristol Road North to Priory Road are very limited. This is confirmed by BCC as above. In peak hours, the latest BCC estimates appear to suggest this is around 60 movements per hour. As a ball park that might equate to 600 – 1,000 movements per day.

2.5.18 There are numerous locations across the city (and indeed the Country) where movements are banned or restricted at junctions for safety or operational needs and no formal alternative is signed or provided. Examples in the city Centre include Ladywell Walk and Newhall Street.

2.5.19 The area affected by the right turn ban is broadly around 500m centred on the Edgbaston Golf Club / Priory School. There are at least 4 other routes into that area which can be used by traffic routing from the city. These include:

- Spring Road
- Ryland Road
- Wheeleys Road
- George Road.
- Other options are available from Five ways

2.5.20 Given the low number of vehicle movements, it would be wholly appropriate to make no formal alternative route available. Over time, residents and users of the various facilities within the area (and indeed Sat Nav systems) would become accustomed and simply use or find alternative routes. This would be significantly better in highway safety terms than creating a new access or junction which in itself creates new points of conflict.



### **3. November 2017 Consultation and Reports**

#### **3.1 Introduction**

3.1.1 On 23<sup>rd</sup> November 2017, BCC formal consulted on the scheme. This consultation included Option 1 only and the following documents were submitted.

- A cover letter dated 23<sup>rd</sup> November 2017;
- Statement of Reasons;
- A38 Junction Amendment Air Quality Assessment Report (and Figures 1, 2 and 3) – 21<sup>st</sup> November 2017;
- The Notice of Intent and accompanying plans.

3.1.2 The cover letter explains some additional changes to the scheme but refers back to the March 2017 consultation and does not make it clear whether Option 1 is now a fundamental part of the scheme.

3.1.3 Furthermore, the online questionnaire invites only general comments to be made on all the plans and does not include the original question relating to Option 1 and 2.

#### **3.2 Statement of Reasons**

3.2.1 This confirms that Orders are required:

- a) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)
- b) for preserving or improving the amenities of the area through which the road runs

3.2.2 The Statement of Reasons does not suggest that the Orders are required to deal with any pre-existing safety issue relating to U-turners at Wellington Road. This supports my conclusion above that the scheme and orders should be focused on the delivery of the cycle way. In isolation from the U-turn issue, there are no dis-benefits arising from Option 2 that could not be mitigated or dealt with in other ways. Whilst mitigation of the u-turn issues has merits, it does not justify Option 1 as the problem can be mitigated in other ways.





### **3.3 A38 Junction Amendment Air Quality Assessment Report**

3.3.1 This report confirms at Para 3.1 that it considers two scenarios thus:

- Baseline - without the Proposed Scheme (DM) 2016 (AMIP and AMIPPM)
- Do Something – with the Proposed Scheme (DS) 2016 (AMIP and AMIPPM)

3.3.2 The AMIP and AMIPPM relates to different methods of deriving daily traffic flows. The report shows that Wellington Road is an "Affected Road" and therefore within the scope of the assessment.

3.3.3 It is noted that the conclusions of the report are that "The significance of effects interpretation shows that the Proposed Scheme is unlikely to have a significant effect on air quality in either traffic data scenario." However it is impossible to verify the workings of the report because no details of the input traffic flows for each scenario are provided.

3.3.4 As set out above there is discrepancy in the various traffic modelling work that BCC have undertaken to date. Without proper transparent publication of the traffic data supporting the AQ assessment very little weight should be given to the findings.

3.3.5 The assessment does not clearly or explicitly assess the impact on receptors on Wellington Road and these do not appear on either Figure 2 or 3.

3.3.6 Most fundamentally, the assessment considers the impacts of the baseline against the Proposed Scheme with Option 1. There is no assessment of the relative impacts of Option 1 vs Option 2. Given that the AQ assessment is submitted in support of the scheme which included both options at original consultation that is a clear requirement of the assessment.

Simon Tucker BSc (Hons) MCIHT  
19<sup>th</sup> December 2017

## **Appendix A**





## **Appendix B**







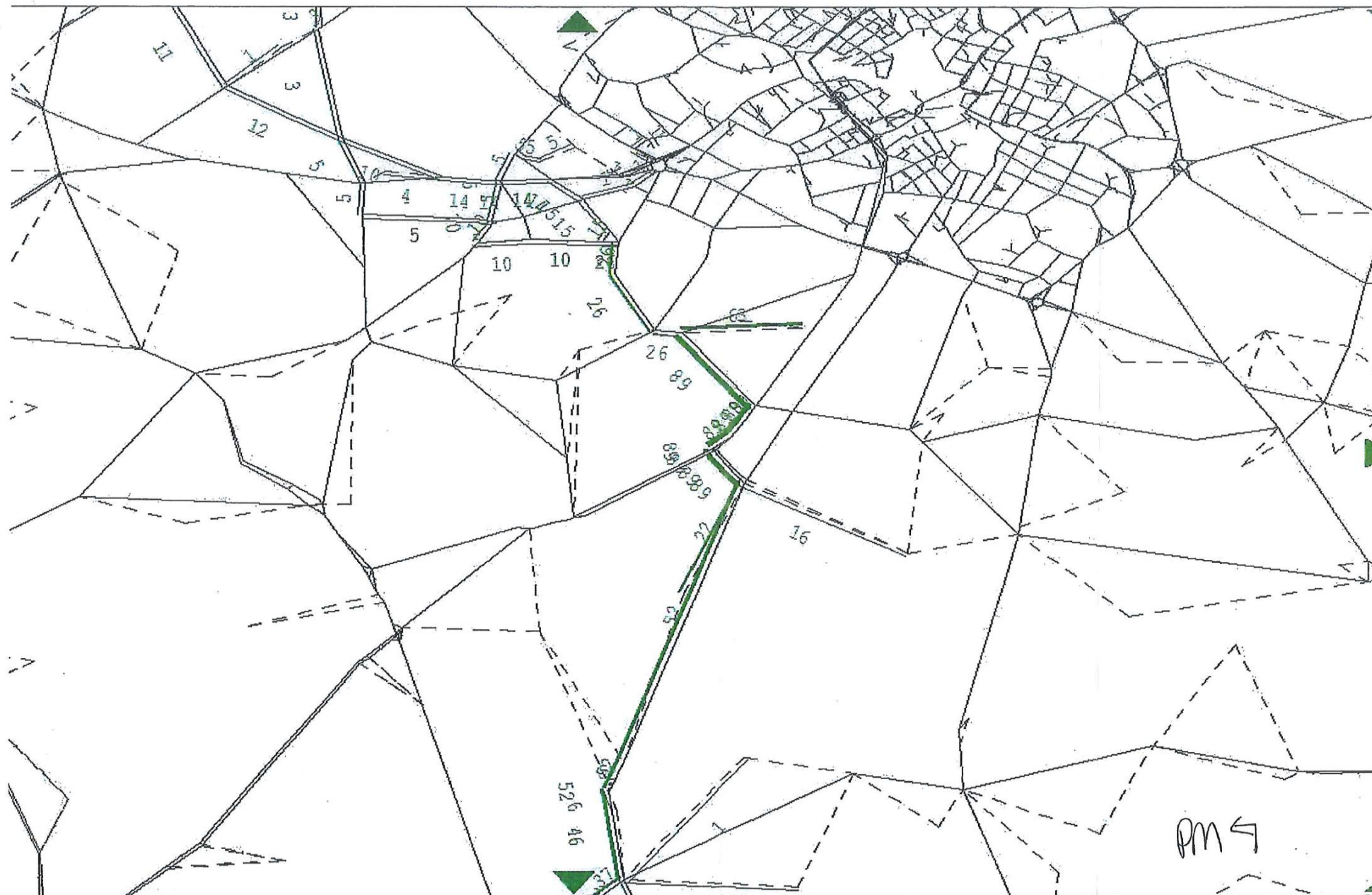












## Appendix C



**The extracts below are from Appendix F to the Report on the BCR A38 Bristol Road Selly Oak to City Centre, to the meeting of the Joint Cabinet Member and Chief Officer on 2<sup>nd</sup> June 2017.**

have been developed which will adequately meet the needs of the school and the cycle track. These are:

- A. Retain vehicular U-Turn facility as currently exists in both directions.
- B. 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.

As a result of these revised proposals, the objection from the school relating to the original proposed alteration to the 'U-Turn' was subsequently withdrawn during the consultation period.

During the consideration of options alternative design proposals along this section of route were also considered including; relocation of signalised crossing and connection of cycle track to footway at an earlier location. However, owing to current limited visibility splays relating to this concept and the additional trees loss that would be required to provide requisite visibility splays, this was discounted.

The designs were duly revisited and a new layout developed, this is shown within Appendix D on Drawing No. CA-02752\_57\_008.

**3. Objection to the introduction of proposed turning restrictions at Priory Road/Bristol Road and revised junction layout**

The proposals at this junction gave rise to significant feedback, relating predominately to:

- The proposed introduction of new pedestrian crossings facilities (generally supported.)
- The proposed banning of left & right turning movements, numerous comments both for and against the restrictions were registered.
- Further consideration of junction layout proposals as a result of; need to acquire 3<sup>rd</sup> party land, presence of utilities and concerns regarding to 'Best Value'.

The main concerns expressed/ opposition to introducing the banning of turning movements were:

- a) This will result in longer journey times & trip lengths, increased congestion and therefore worsen air quality along the A38 further – all contrary to the Council's view of 'a greener city'.
- b) Surrounding roads such as Pershore Road and Edgbaston Park Road are already very congested and do not have capacity for the increase that will result from these turning restrictions (especially during major events at Edgbaston Cricket Ground).
- c) Other local minor roads such as Speedwell Road/ Eastern Road/ Oakfield Road etc will become 'rat-runs' resulting in safety issues along those roads.
- d) Accessing local trip generators such as sports facilities, hospital and other local establishments will be restricted.

In re-assessing design proposals as a result of the concerns expressed, the following technical matters were taken into consideration and informed the outcome of final designs:

- e) Presence of British Telecom 'fibre optic cable' within the location of the proposed new outbound left turn slip onto Priory Road. Relocation of this cable (together with associated infrastructure) would be a significant direct cost to the project.
- f) Land required for construction of new outbound left turn slip onto Priory Road is in private ownership (leased to the City Council) and would require either contract negotiation to secure and/or invoking Compulsory Purchase Order (CPO) powers. Both these approaches could delay the programme significantly (by potentially 6 - 18 months or more).

After consideration of consultation feedback, associated technical matters and objections received during the formal statutory Traffic Regulation Orders (TRO) consultation period, a revised junction design has been developed. This revised design still includes the banned vehicular turns into the

The potential treatment at this junction also raised significant debate & feedback. The consultation & design proposed 2 options at this location and asked the public to express a view as to which option they preferred and also to give details as to why they chose that option. The quantitative survey results are provided in Table 1.6 below, which also shows the respective values of comments received in addition to online and hard copy survey completion. Key issues raised/ responses received during the consultation were as follows:

- a) This is a residential street and within Edgbaston Conservation Area
- b) Existing issues of speeding vehicles and safety concerns along this road / approaching Priory School will worsen as result of increased traffic and also have negative effect on the many cyclists that currently use Wellington Road
- c) Alternative access from Belgrave Interchange/ Lee Bank Middleway exist

Survey Question:

There is currently no right turn for cars and general traffic from the A38 Bristol Road into Wellington Road. One of the options proposed would open up this right turn.

Which option do you prefer?

Options	Questionnaire responses only			Including comments received in addition to questionnaire		
	Number of respondents	Percentage split of responses*	Of those expressing a preference*	Number of respondents	Percentage split of responses*	Of those expressing a preference*
<b>Option 1 - right turn from A38 into Wellington Road is introduced</b>	307	33%	<b>51%</b>	307	33%	<b>49%</b>
<b>Option 2 - no right turn from A38 into Wellington Road</b>	298	32%	<b>49%</b>	315	33%	<b>51%</b>
Don't know/no opinion/ not answered	325	35%		308	33%	
<b>Grand Total</b>	<b>930</b>	<b>100%</b>	<b>100%</b>			<b>100%</b>

\* rounded to nearest percentage point

Table 1.6

It is clear from Table 1.6 that irrespective of which basis was used, opinion on the preferred option was divided. The results of those who completed a questionnaire and expressed a preference were:

- 51% would like to see right turn from A38 into Wellington Road introduced.
- 49% would not.

However when account is taken of correspondence received via email & post relating to the same matter, the overall preference split is as follows:

- 49% would like to see right turn from A38 into Wellington Road introduced.
- 51% would not.

Only a small margin of difference exists in the consultation survey results, therefore appropriate additional weighting was placed on the technical analysis to inform the recommended option.

When assessing if any correlation existed between respondent's post code and preferred Option, results showed 57 respondents having a postal code associated with Wellington Road and all 57 also choosing Option 2 (not to introduce a right turn.) Plotting the responses from the questionnaire geographically (Figure C) suggests that residents directly affected by introducing a new turning into Wellington Road prefer it not be introduced. Those in favour of a new right turn (shown in blue) are more scattered.



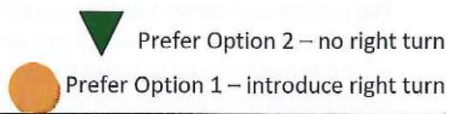


Figure C – Correlation between Option 2 &amp; Post Code Data

Only a small margin of difference existed in the consultation survey results. Additional analysis of the technical elements including; road safety, accident statistics and traffic re-routing/ modelling, relating to the impact of introducing a new right turn off Bristol Road into Wellington Road informed the proposed outcome. The outcome of this analysis showed Option 1 (to introduce a right turn off Bristol Road onto Wellington Road) to be the more effective technical solution, together with complimentary traffic calming/ cycle route measures along Wellington Road.

The designs were duly revisited and a new layout developed, this is shown within Appendix D on Drawing No. CA-02752 57 014.

## **Appendix D**



## **Bristol Road / Wellington Road - Technical Report**

Peter Howarth – May 2017

### **Existing Situation**

Wellington Road joins Bristol Road with a priority 'T' junction onto a dual carriageway section of Bristol Road. The permitted manoeuvres are left into and left out of Bristol Road off and on the Northbound carriageway. The footways on both sides of Bristol Road are unsegregated shared Use for pedestrians and cyclists. There is a two-stage signal controlled Toucan crossing across Bristol Road just to the south of the junction. There are two dropped kerb access points to the South of the crossing which access the shops forecourt / car park.

### **Proposed Cycle Scheme**

The Bristol Road cycleway will run from the city centre to Selly Oak. From the city centre it runs on the East side of Bristol Street, across Belgrave Interchange and along Bristol Road. It is proposed to switch to the west side at the location of the existing Toucan crossing where there is the available width to be able to install the track down towards Priory Road. This will be achieved through a slight realignment of the crossing including separating out the pedestrian and cycling provision to run side by side rather than shared. Changes are proposed at the Priory Crossroads to install controlled facilities for cyclists and pedestrians. This requires the right turn to be banned from Bristol Road into Priory Road.

### **Other Considerations**

The proposed cycleway runs in front of two access points for the shop car park on the corner of Wellington Road and Bristol Road. A traffic count undertaken on a weekday in March 2017 found that 230 vehicles turned right into the shop car park from Bristol Road southbound and then turned around and immediately exited the shop car park to proceed along Bristol Road northbound and up Wellington Road or back towards the city centre. There were also 41 vehicles performing the illegal 'U' turn at the same location, but staying on the highway. This amounts to  $(230 \times 2) = 460$  unnecessary vehicle movements crossing the cycle-track.

Wellington Road is ~9m wide and almost 1km in length with a very straight geometry. These geometric aspects make it a road capable of taking large volumes of traffic if required.

### **Road Safety**

The five year accident statistics for this short section of road include 13 recorded incidents, three of which were serious. Of the recorded incidents, two were caused by illegal 'U' turns and one by a right turn into the shop car park.

Option 1 would have theoretically prevented five of these incidents, as the right turn to the shops and U turn would be physically blocked off.

Option 2 would have theoretically prevented two of these incidents, which were caused by three lanes merging to two.

Comments from a Road Safety Auditor were as follows:

Option 1:

- Increases in right turners as a result of the banned right turn at Priory Crossroads could lead to queueing back onto the mainline carriageway
- The proximity of the crossing to the junction means that right turning motorists may use the protection of the crossing – when on red signal – to perform their manoeuvre. However, this may also lead to misjudgements of oncoming vehicles (i.e. is a vehicle slowing for the crossing, or other reasons).

Option 2:

- The existing situation remains, which as evidenced in the collision data currently requires mitigation
- The introduction of a 'high quality', segregated cycle facility through this section will lead to an additional level of conflict across the dropped kerb access. Failure to provide protection may leave cyclists exposed, particularly given the tight accesses requiring sharp manoeuvres.

### **Traffic Re-routing / Modelling**

Predicting what the demand to turn right at Wellington Road would be as a consequence of banning the right turn at Priory Road is very difficult as there are a number of factors to consider:

1. What are the origins and destinations of the vehicles that currently turn right into Priory Road? What other factors have affected their route choice? Would they still find themselves on Bristol Road or in the knowledge that this manoeuvre is no longer permitted, change their overall route further afield (e.g. Pershore Road or Hagley Road)?
2. What is the effect of a significantly improved right turn from Bristol Street to Lee Bank Middleway at Belgrave Interchange? i.e. would vehicles like to turn earlier, but do not because the delay is significant so opt to travel along Bristol Road and then right at Priory Road? A journey time survey at the end of March showed that the right turn at Belgrave Interchange during the AM peak hour took 18 minutes to perform. If the scheme is implemented and Wellington Road right turn was not opened up would traffic still migrate to Wellington Road via the improved right turn at Belgrave Interchange and Spring Road?
3. What is the suppressed demand to turn right at Wellington Road? A traffic turn count survey in March counted 223 vehicles in one day either performing an illegal 'U' turn or turning into the shop car park and then coming back out to head up Wellington Road. 41 of these movements took place during the PM peak hour alone
4. Would this additional route choice encourage further traffic to rat-run that currently does not need to access the Edgbaston area?

Points 1 and 2 are likely to reduce the number of vehicles within an estimation and points 3 and 4 are likely to increase the number within an estimation.

Data has been extracted from BCC's city centre strategic traffic model and the results of this suggest that of the traffic that turns right at Priory Crossroads, just over half in the AM and just under half in PM, has a destination around Priory School with the remaining having a destination around Harborne / QE Hospital. A calculated assumption would therefore be that ~40 of the 77 vehicles that turn right in the AM peak hour and ~30 of the 67 vehicles that turn right in the PM peak hour would use Wellington Road instead (because their destination is around the top of the road) and the rest would route elsewhere.



The existing number from survey that currently 'turn right' at Wellington Road in the AM peak hour is 23 vehicles and in the PM peak hour is 41 vehicles.

The improved right turn at Belgrave Interchange is likely to reduce the 'demand' to turn right at Wellington Road, but the fact that there would be a new route choice for other vehicles is likely to increase usage. Both of these are difficult to quantify but are likely to be small numbers so it is assumed that one and the other 'net off'.

A calculated assumption for the number of vehicles that would turn right at Wellington Road and the proportional impact of increase in traffic on the road is given in the table below:

Period	New right turners	Existing 'illegal' right turners	Total	Existing vehicles on Wellington Rd
08-09 hrs	40	23	63	420
17-18 hrs	30	41	71	328

### **Pros and Cons**

The table below highlights the Pros and Cons of introducing the right turn

<b><u>PROS</u></b>	<b><u>CONS</u></b>
Creates a more permeable network with wider route choice	Could encourage rat-running from alternate routes
Reduces vehicle mileage and congestion leading to improved air quality	Queue length could block back into A38 2 <sup>nd</sup> lane
Safely accommodates an existing demanded (and illegally used) manoeuvre	
Will reduce vehicular accidents associated with the U-turn through the car park	
Removes safety issue of conflict between cyclists and vehicles across the dropped kerb access to the shops.	
Reduces the number of times vehicles cross over the proposed cycleway by around 460 per day	

### **Conclusion**

**Traffic Demand** – There is a significant suppressed demand for this movement as evidenced by the high number of illegal and dangerous manoeuvres that currently take place. This is likely to be because the destination for those vehicles is local to the area. It is anticipated that as a consequence of banning the right turn at Bristol Road / Priory Road, there may be an increase in traffic on Wellington Road. The geometric aspects of Wellington Road would easily cater for this increase. It is recommended that traffic calming be introduced if considered necessary after a period of monitoring.

**Road Safety** – Introducing an appropriately designed right turn facility that is designed to current highway standards will reduce the likelihood of accidents. Three out of the 13 accidents at this location over the last five years may have been prevented if this facility was implemented. It will also reduce the number of times a vehicle crosses over the proposed cycleway by around 460 times per day. The comments from the road safety audit should be taken into account during the

detailed design process and deal with the potential scenario of the right turn lane having enough stacking capacity.

**Health and Environment** – Increasing permeability and network route choice is likely to reduce the number of vehicles queueing or idling on Bristol Road. This will reduce the amount of CO and Nx pollutants which are detrimental to the environment and public health.

The technical considerations of the two options conclude that Option 1 – Introduce the right turn, is the better option.



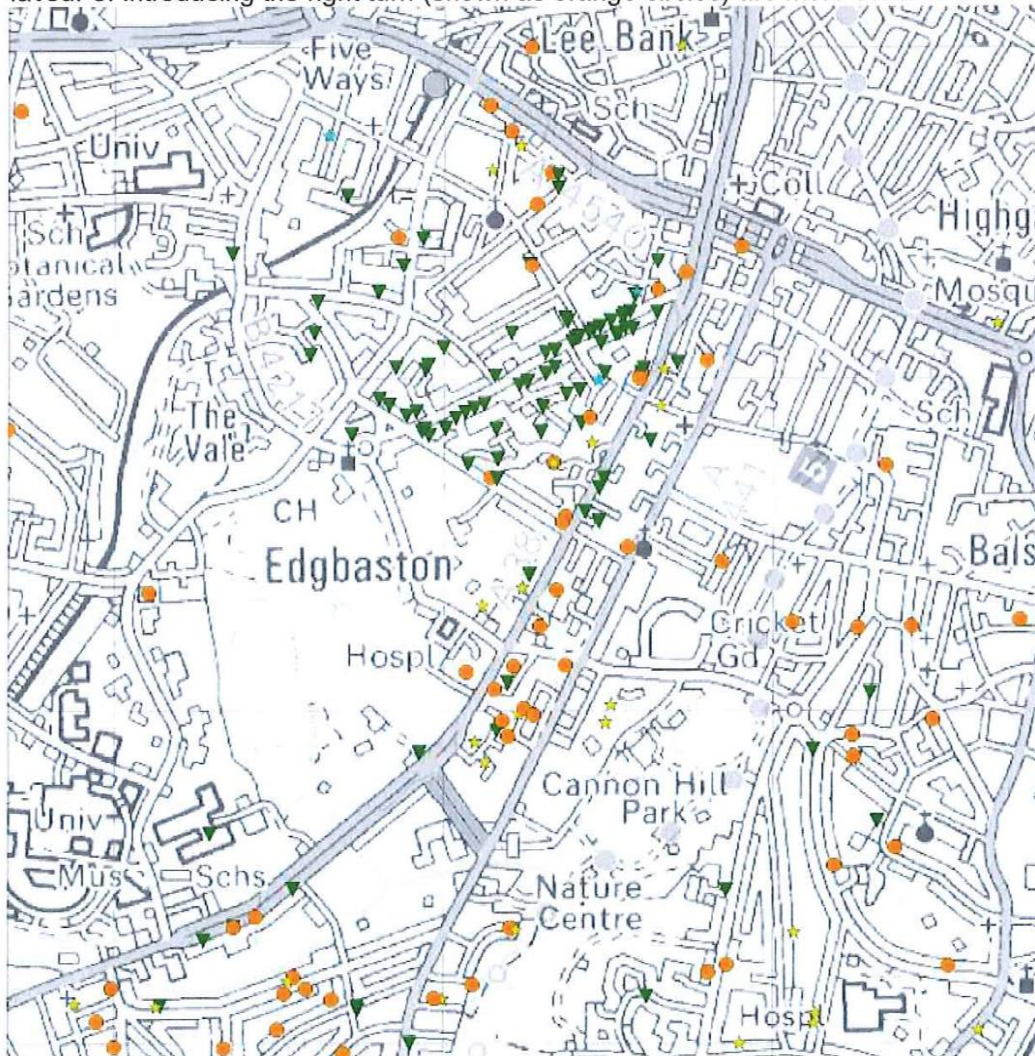
## Appendix A – Public Consultation

As part of the public consultation questionnaire, a specific question was asked about Wellington Road "There is currently no right turn for cars and general traffic from the A38 Bristol Road into Wellington Road. One of the options proposed would open up this right turn. Which option do you prefer?". The responses were as follows:

Option	Responses	%
Option 1 - right turn from A38 into Wellington Road is introduced	307	32%
Option 2 - no right turn from A38 into Wellington Road	298	31%
Don't know/no opinion	325	34%
Not Answered	18	2%
<b>Grand Total</b>	<b>948</b>	<b>100%</b>

Of the respondents, 57 gave an address on Wellington Road and all 57 chose Option 2, to not introduce the right turn.

Plotting the responses geographically suggests that the residents directly affected by the option are all against (shown as green triangles), whereas the respondents in favour of introducing the right turn (shown as orange circles) are more scattered.





Please reply to

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Mr. Kevin Hicks  
Traffic Manager  
Birmingham City Council  
Highways  
1 Lancaster Circus Queensway  
Birmingham  
B4 7DQ

15<sup>th</sup> December 2017



Dear Sir,

**BIRMINGHAM CYCLE REVOLUTION  
A38 SELLY OAK TO CITY CENTRE CYCLEWAY  
PROPOSED TRAFFIC REGULATION ORDERS (YOUR REF TMS/TROs/CH/P16170691)**

The Campaign for Better Transport is a national campaign promoting the use of sustainable transport such as walking, cycling and the use of public transport such as buses, rail and Metro. We want to see the creation of a transport system that is a real alternative to the private car. I am the chair of the local group for the West Midlands area.

We are writing in connection with the councils applications for Traffic Regulation Orders in connection with the Birmingham Cycle Revolution Cycleway along the A38 Bristol Road from Selly Oak to Birmingham City Centre.

While we support the proposed cycleway, **we object to the introduction of a right turn for motor traffic from Bristol Road into Wellington Road** (Drawing No CA-207252\_S7\_5006 accompanying the application for the orders refers). Our reasons for objecting to this element of the scheme are as follows:

1. This proposal is contrary to the councils current transport policy, *Birmingham Connected*. The policy of the city council is to contain the growth of car usage by encouraging more people to use sustainable methods of transport, including buses and cycling, via a more efficient use of road space. Page 10 of the *Birmingham Connected* white paper states:

*"We [Birmingham City Council] make no secret that we want to contain the growth in the number of cars on the roads, because an over-reliance on cars means major damage to public health and road safety: it causes poor air quality, traffic collisions, congestion for all road users and dissuades people from walking and cycling due to safety concerns (which in turn affects public health). Too many cars on our roads also affects our ability to grow our economy; we need to make the most efficient use of the space we have available to move people by the most appropriate means."*

A local group of the Campaign for Better Transport  
16 Waterside, 44-48 Wharf Road, London, N1 7UX



2. The proposal to introduce this right turn effectively creates a new commuter "rat-run" for motor traffic wishing to travel to the University of Birmingham and Queen Elizabeth Hospital. If the city council is serious about achieving the objectives of the *Birmingham Connected* policy, it needs to remove rat-runs and displace through motor traffic onto the main road network, not create new ones. Rat-runs also discourage walking and cycling, so putting the right turn into Wellington Road makes it much less attractive as a route for cyclists (defeating the objective of Birmingham Cycle Revolution – which is to increase the number of trips made by bicycle).
3. In their report "Traffic Impact of Highway Capacity Reductions" - Assessment of the Evidence Cairns, Hass-Klau and Goodwin found in a number of case studies that where highway capacity was reduced, traffic was found to "evaporate". The councils current highway modelling has assumed no decrease in traffic levels, even though its stated policy is to discourage motor vehicle use.
4. If it is assumed by the council that the right turn onto Wellington Road is intended for people accessing the Wellington Road area, why is the existing route along Spring Road is not sufficient for that local traffic? It is only vehicles cutting the corner from Pershore Road along Bellevue who would not be able to drive a short distance up the Middleway and turn onto Spring Road. The junction of Bristol Street and the Middleway is actually being modified as part of the cycleway project, with two right turn lanes, to make it easier to get onto the Middleway. The difference in distance for car drivers is close to zero. We believe Spring Road should be able to carry the traffic accessing the local area and consequently, this removes any justification to introduce the right turn into Wellington Road on local access grounds.
5. The proposed turning will be dangerous, putting vulnerable road users at risk. The plans show that vehicles waiting to turn right across on-coming traffic will only have a "Give Way" line to control them. This is the current arrangement at the Pebble Mill/Bristol Road junction which has been a hot-spot for road traffic accidents. To address this, the council have included plans for traffic signals to be introduced there as part of the BCR project. Yet the council, having addressed the issues at Pebble Mill Road/Bristol Road, intend to introduce the same situation at the Wellington Road junction which will, if built, have cars attempting to jump through gaps in on-coming traffic. The cars turning into Wellington Road will have to watch for cars on Bristol Road, as well as people walking and cycling across the mouth of Wellington Road. Not using traffic lights to control this turning is introducing a risk of RTA's. When implementing highway schemes, the council should be seeking to reduce RTA's in totality, not reduce them from one part of a strategic route but increase them on another section.
6. It is claimed that a benefit of introducing the right turn into Wellington Road is that it will eliminate illegal u-turns by motor traffic into a shop car-park, back onto Bristol Road and onto Wellington Road. By going twice across the pavement where the cycle track will be, this traffic will be putting users of the cycle track at risk. To avoid this, traffic should be encouraged to use Spring Road instead. Where traffic is making illegal u-turns rather than coming up with a proposal to facilitate this more easily the council should be asking the Traffic Division of the West Midlands Police to pro-actively enforce this.

We would observe the aim of the Birmingham Cycle Revolution project is to make it easier or safer to walk or cycle. That is not what will happen for Wellington Road, if this element of the scheme is progressed as planned at present.

We would also point out that if the council removed the Wellington Road element of the A38 Selly Oak – Birmingham City Centre cycleway scheme the vast majority of objections from local residents would be withdrawn and the council could press ahead with delivery works for the route.

We would be grateful if you would acknowledge receipt of this letter. Should you wish to discuss the matter further please do not hesitate to contact the writer.

Yours faithfully,

Dear,

Attached is Push Bikes' response to the A38 Selly Oak to City Centre Cycleway TRO consultation.

We strongly support the cycle track elements, but we strongly oppose the new right-turn into Wellington Road for motor traffic, for reasons laid out in our response. We hope that that element of the plans will be dropped.

Yours sincerely,

Push Bikes.

## **Push Bikes' response to A38 cycle track consultation.**

**20th December 2017**

Push Bikes is Birmingham's cycle campaign group, a key stakeholder which has been involved in the BCR stakeholder consultation process from the very start of the BCR programme. We have been very supportive of those good designs that have come out of the BCR programme, and supportive of the changes in direction that at times have been made by BCR staff following on from the lessons they have learnt during the progress of the BCR programme.

### **Our overall response to the plans:**

We are strongly supportive of the plans for the cycle track itself and associated cycle-specific infrastructure. While there are a few details that we would like to see implemented differently, those are not sufficient to dampen our support for the cycle track. We hope that the plans for the cycle track are approved and go ahead.

However, we are strongly opposed to the proposed re-instatement of the right-turn from Bristol Road into Wellington Road (see drawing CA-02752\_S7\_5014, which includes the proposal to "Revise existing order to allow right turns" from the A38 on to Wellington Road, along with the associated changes in the kerb lines and central reservation). We believe that this new right-turn will increase danger for vulnerable road users and that a different solution should be found for the illegal u-turn manoeuvres at this location. We are disappointed that this consultation does not include the option of 'do nothing' at the Bristol Road / Wellington Road junction, and we urge that the proposed right-turn into Wellington Road be dropped from the proposals.

### **Summary of our main points of opposition:**

The new cycle track will create extra cycle traffic from the area west of Bristol Road / Bristol Street, which will increase cycle traffic using Wellington Road and crossing the mouth of Wellington Road. There is already existing high pedestrian flows here due to several trip generators. The uncontrolled crossing into Wellington Road will reduce the crossing amenities at the mouth of Wellington Road as well as making the junction more complex for people using it. We are worried that this will lead to an increase in RTCs not only between cars on Bristol Road and cars entering Wellington Road, but also between cars and vulnerable road users.

Additionally, the people who it is claimed this turning will serve clearly do not want it, and BCC policy is that new rat-runs into GTDs such as Selly Oak should not be created. There is already a route along Spring Road that is equally as short, and will be more practical with the changes at the junction on Lee Bank Middleway. And if the right-turn is only there to making driving cars easier, then it goes against the purpose of BCR funding.

As the new right-turn will probably be dangerous, is opposed by the beneficiaries, and risks going against stated BCC transport policy, we argue that it should not be included in the final plans.

### **Impact on safety of vulnerable road users:**

The main justification, it appears, for including the proposed new right-turn into Bristol Road in the plans for the cycle track is that it will reduce the number of turning actions taken by motor traffic across the cycle track. The analysis, however, fails to consider the impact of the proposals

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on the vulnerable road users crossing the mouth of Wellington Road, or the cycle users on Wellington Road. We believe that the increase in the volume of motor traffic turning into Wellington Road, along with the reduction in size of the central island in the mouth of Wellington Road, will increase danger for cycle users using Wellington Road and all people (both on foot and cycle) crossing the mouth of Wellington Road. This road mouth has significant pedestrian traffic crossing it, and will have an increasing amount of cycle traffic.

The pavement from Wellington Road to the MacDonalds on the corner of Lee Bank Middleway will remain a shared-use pavement. It will provide access to the cycle track for people on the east side of Bristol Road / Bristol Street. Because of the delays presented by the traffic lights controlling the Lee Bank Middleway junction, cycle users will choose to cross only one arm of that junction. The cycle track along the west side of the junction will be very attractive for people cycling to and from the city centre, but people in Lee Bank and Edgbaston will want to join the cycle track at the Wellington Road junction. We have members who have told us that they will continue to use the shared use pavement there to access the cycle track. The plans for the cycle track need to take those cycle movements into account.

We also expect that there will be increased cycle traffic on Wellington Road, and the plans which were released in the Full Business Case earlier in 2017 have a short section of cycle track joining Wellington Road with the main track (we have made the assumption that this short section of cycle track will be included in the next FBC despite not appearing on the plans for these TROs). This cycle track will have cycle users waiting in the middle of Wellington Road to cross over to join the track, and making a 90 degree exit onto Wellington Road to cycle up it.

In addition to the cycle movements, there are many people who walk across the mouth of Wellington Road. There is a MacDonalds on the corner of the Lee Bank Middleway junction and a grocery store on the corner of Wellington Road. The Stone Road bus stop is important for local residents to access public transport. In addition to this, there are large residential blocks either side of Bristol Road at this point. Many of the walking trips made in this locality by residents involve crossing over the mouth of Wellington Road.

The new right turn for motor traffic that has been proposed here will create problems for a number of reasons:

Firstly, motor traffic will be travelling through that junction from a new direction. Because there will be no dedicated traffic light to control the junction, motor traffic will be jumping through gaps in the city-centre bound traffic. Vulnerable road users (including children) will need to watch for:

- Motor traffic turning left from Bristol Road
- Motor traffic turning right from Bristol Road
- Spaces in the city-centre bound traffic that motor vehicles may jump through

Secondly, the existing central island provides a safe space for people on cycles and foot with ample room for several people. The reduced central island will not be large enough for more than one person on a cycle or a couple of people on foot to use at a time. As well as watching for the motor traffic as outlined above, cycle users will need to judge if the central island will be free when they reach it and if they will be able to get onto it quickly enough.

Thirdly, cycle users turning from Wellington Road onto the cycle track will have to watch for pedestrians and other cycle users crossing the road mouth, as well as watching for motor traffic entering the road, and prepare to stop as soon as they reach the pavement space.

Fourthly, cycle users exiting from the cycle track onto Wellington Road will have to make a 90 degree turn, bringing them out into the carriageway at the point where the motor traffic entering Wellington Road will be squeezed between the pavement and the end of the central reservation. We can not expect cycle users to execute a perfect sharp 90 degree turn, and so we expect that there will be cycle users using a large part of that carriageway to turn onto the road.

Finally, the new motor traffic that is turning into Wellington Road will have to focus on spotting gaps in the traffic to jump through, as well as watching for pedestrians and cycle users crossing the road mouth and entering and exiting the cycle track just inside the road mouth.

This road mouth will change from an easy and safe crossing point to one that is difficult, dangerous and scary. Both motor vehicle drivers and vulnerable road users will have to watch for multiple different possibilities, significantly increasing the chances of someone getting it wrong and causing a road traffic collision. The fear of that will have a detrimental impact on local walking and cycling journeys - the opposite effect of the one aimed for by the Birmingham Cycle Revolution programme. This junction is an important connecting point for many people to access the cycle track as well as for local people walking, and we do not want to see those functions degraded by the introduction of more motor traffic.

#### **Impact on the amount of road traffic collisions:**

Another justification for the inclusion of the proposed right-turn is that it will reduce the number of road traffic collisions (RTCs) at this location. The Technical Report, written in May 2017, suggests that 3 of the 13 RTCs recorded in the previous 5 years might have been prevented by the existence of a right-turn option at this junction.

However, these proposals include the introduction of traffic lights at a similar junction between Bristol Road and Pebble Mill Road because of the high number of motor traffic collisions there, and we assume that there was a good reason for the banning of the right turn over 40 years ago at Wellington Road. The junction of Bristol Road and Pebble Mill Road has had 11 recorded RTCs in the past 5 years, many of which will be due to the uncontrolled turning actions across that junction. Speedwell Road, which has uncontrolled junctions with Bristol Road and Pershore Road, has two more RTC hotspots, with 7 RTCs in the past 5 years at each end of it. Right-turning traffic on a main road creates a hazard for all motor traffic on that main road, especially if the turn is not controlled by a set of traffic lights.

If the proposals for this right-turn would have prevented 3 RTCs in the past 5 years, but introduce a type of junction that is associated with between 7 to 11 RTCs at other points on Bristol Road, we fail to see how this is making this section of Bristol Road safer.

The only acknowledgement that we can see of this potential issue is in the Road Safety Auditor's analysis quoted in the Technical Report which said that motor vehicle drivers might misjudge the intentions of oncoming motor traffic due to the close proximity of the cycle and pedestrian controlled crossing. We can not see any analysis to discover whether or not the road conditions that lead to RTC hotspots elsewhere would be recreated with this proposed right-turn.

Without a clear analysis showing that the proposed crossing will not create a new RTC hotspot, we suggest that it is foolish to go ahead with this proposal.



#### **Alternatives to addressing the illegal u-turns:**

There are other ways to eliminate the issue of the u-turning motor traffic at this location. The use of wands to block the u-turn should be trialled and if there are specific times when the problem of u-turning is particularly bad, then targeted policing should be tried. No consultation is needed for the implementation of additional measures to enforce an existing ban on u-turns - it would be far better to test out other options for enforcing the u-turn ban at this junction before taking the step to re-introduce a right-turn.

Furthermore, a safe alternative for local motor traffic exists in the form of the new right turn lane on the Lee Bank Middleway junction, designed to help motor traffic from Bristol Street make the turning onto the ring road more easily. From there, they can safely turn onto Spring Road and use that road to access the local area. This option will be more viable for people driving from Bristol Street due to the introduction of a second right-turn lane on the Lee Bank Middleway junction. That should make the existing Spring Road option more attractive. There is no difference in distance between the two options except for 1 group of motor vehicle users - people driving on Bellevue. Everyone driving on the ring road or Bristol Street can access the entrance of Spring Road very easily.

We should not be opening up a new right-turn for the sake of those people taking illegal u-turn manoeuvres when the other options have not been explored and alternative routes exist.

#### **Opposition from the intended beneficiaries:**

The planned right-turn into Wellington Road is opposed by the local residents who it is apparently being proposed to assist. The Full Business Case submitted previously, in Appendix F, stated that the new arrangements at the Lee Bank Middleway junction as well as the Wellington Road right-turn would provide an alternative for people living in the Wellington Road area (to the closed turning at Priory Road). Yet the results of the previous consultation show that there is very minimal support for this new turning among the residents of Wellington Road. The very people who this turning is being introduced for do not want it. We think that it is strange to introduce something for people who have specifically and vocally said that they do not want it.

#### **Introducing new rat-runs goes against BCC's Birmingham Connected policy:**

The proposal to open up this new right turn goes against Birmingham City Council policy as laid out in Birmingham Connected, where BCC state that they "... want to contain the growth in the number of cars on the roads, because an over-reliance on cars means major damage to public health and road safety...." (page 10) The document goes on to state that "If the city provides more attractive options for routine trips when travel demand is at its highest such as for commuting to work, the journey to school or college and getting to local and city centre shops, then space on our roads can be freed-up for those with fewer alternatives..." (ibid.) Appendix F of the FBC from earlier this year notes that BCC strategic plans are to shift modal share from private cars to other more sustainable modes and that there is a high potential for reducing the number of motor vehicle journeys on this route.

By introducing this new right turn, BCC will be creating a "more permeable network" for car drivers, introducing "wider route choice" (Technical report on the right-turn, May 2017) - by providing more attractive routes for car drivers, BCC will be encouraging more car driving, rather than more sustainable transport. The attractiveness of different trip options is relative, dependent

not only on how easy it is to walk or cycle, but also how easy it is to drive. The technical report notes that there is a danger that the right turn into Wellington Road could “encourage rat-running” - the destinations served by such a route would be the QE hospital site, in the Selly Oak Green Travel District (GTD). GTDs, according to Birmingham Connected, should provide a model of the new transport priorities, which permeable networks for non-motorised transport. Introducing a new rat-run to reach the Selly Oak GTD would go directly against the policy laid out in Birmingham Connected.

#### **Mis-use of BCR money:**

The proposed right-turn is intended to address an issue that is not created by the new cycle-track. The Technical Analysis says that the volume of motor traffic displaced by the cycle track design at Priory Road will be minimal, and instead focuses on the existing demand for the illegal u-turn manoeuvre. In addition, the Spring Road option will be made more attractive through work paid for by BCR money on the Lee Bank Middleway junction, which will be sufficient to accommodate the minimal volume of displaced motor traffic.

The conflicts arising from the motor traffic crossing the cycle track to complete the u-turn can be attributed to insufficient enforcement of the banned u-turn - this is a long-standing issue that other options exist for but which have not been tried.

The proposed right-turn does not need to be built when the cycle track is built, and does not form an integral part of the designs. This is clear from the initial consultation earlier in 2017 when there were two options provided for the Wellington Road junction, one of which was to ‘do nothing’.

The funds for the Birmingham Cycle Revolution were allocated to improve cycling and walking conditions, not to improve driving conditions. Cheaper options exist for handling the u-turns on Bristol Road and those options should be explored and tried out before spending BCR money on making driving easier.

#### **Pros and cons of the right turn:**

The May 2017 Technical Analysis report laid out the following pros and cons:  
The table below highlights the Pros and Cons of introducing the right turn

Pros	Cons
Creates a more permeable network with wider route choice	Could encourage rat-running from alternate routes
Reduces vehicle mileage and congestion leading to improved air quality	Queue length could back into A38 2nd lane
Safely accommodates an existing demanded (and illegally used) manoeuvre	
Will reduce vehicular accidents associated with the U-turn through the car park	

Removes safety issue of conflict between cyclists and vehicles across the dropped kerb access to the shops.	
Reduces the number of times vehicles cross over the proposed cycleway by around 460 per day	

There are some issues with this table:

Firstly, several of the Pros are repetitions with slight variation. Points 3 and 4 are very similar, repeating the point that this option is being presented as safer in terms of RTCs, and points 5 and 6 are both addressing the reduction in cycle - motor traffic conflicts on the cycle track. By eliminating that duplication, the number of 'Pros' is reduced.

Secondly, there are assertions made that go against the evidence presented in the report. The Road Safety Auditor pointed out that the right turn manoeuvres might be 'misjudged' at times - which can not be called 'safe'. And it is asserted that the option will reduce vehicle mileage, although the report acknowledges that the Spring Road route option exists and will be more attractive due to changes at the Lee Bank Middleway junction.

Thirdly, the Cons are minimised and presented as only possibilities, whereas the Pros are presented as certainties. In addition some Cons are ignored completely, such as the observation by the Road Safety Auditor about the potential dangers of the right-turn.

Finally, there are points presented that go against Birmingham Connected policy. BCC has a stated policy of making walking and cycling more attractive with greater permeability, not motor traffic. And Green Travel Districts should not have new rat-runs opened up into them.

Considering these points and the points made in this response, an amended Pros and Cons table would look like this:

Pros	Cons
The increased permeability for motor traffic might reduce congestion if the increased permeability does not induce more motor traffic. This might reduce air pollution.	Wellington Road might become a rat-run into the Selly Oak GTD, contrary to policy aims stated in BCC's transport policy, Birmingham Connected.
	Motor traffic queuing for the right turn might back onto the A38, creating more congestion and hence more air pollution on the A38.
May reduce RTCs through accommodating more safely an existing demanded manoeuvre which is used illegally.	May create a new RTC hotspot due to the uncontrolled right-turn crossings by motor traffic on this main road.

Reduces the number of times vehicles cross over the proposed cycleway to access the shop carpark by around 460 per day, reducing the amount of conflict between cyclists on the cycle track and cars crossing the cycle track.	Increases the number of times vehicles enter the mouth of Wellington Road. This will probably be by more than 460 per day. This will increase the amount of conflict between pedestrians and cyclists crossing the mouth of Wellington Road and cars.
	Degrades the existing cycle and pedestrian island at the mouth of Wellington Road, making the mouth of Wellington Road more dangerous even with the pre-existing volume of motor traffic.



