SELLY OAK NEW ROAD PHASE 1B – CONSULTATION SUMMARY

Consultation Details

- In September 2016, letters / e-mails were sent to Ward Councillors, the Local MP, District Committee Chair, District Engineers, Emergency Services, Transport for West Midlands, bus operators, disabled groups, cycling groups and other key stakeholders.
- 1,600 consultation letters and plans were sent out to residents and frontages in the vicinity of the scheme.
- 3 public 'drop-in' sessions were arranged in the locality where plans could be viewed and the proposals discussed with officers. The public 'drop-in' sessions attracted 138 people.
- A web page on www.birminghambeheard.org.uk was also created for the scheme.
- During the consultation period information signs were erected at the locality directing commuters to the Beheard website where they could view the plans and make comments on the proposals.
- A summary of the responses received are given below.

MP / Councillors	Comments	Opinion	Response
Councillor Changese Khan (Selly Oak Ward)	Supports the proposals.	Positive	Noted
Councillor Karen McCarthy (Selly Oak Ward)	Supports the proposals.	Positive	Noted
Councillor Brigid Jones (Selly Oak Ward)	Supports the proposals.	Positive	Noted
Steve McCabe MP (Selly Oak District)	Email sent 09/09/16. No comments received.	-	-

Key Stakeholder	Comments	Opinion	Response
District Engineer	The proposed reduction of Chapel Lane into one single lane towards Bristol instead of 2 lanes will have a significant reduction in the discharge capacity of the Chapel Lane toward Bristol Road. The proposed roundabout at the Battery Retail Park access may result in long queue length on Chapel Lane in PM peak time as the priority is given to the vehicles leaving the current Sainsbury's site. Suggest traffic modelling is carried out to validate the proposed layout. Need to consider providing tactile paving on all existing crossing points as a part of the proposed measures.	Neutral	The project team has revised the design to include 2 lanes on Chapel Lane towards Bristol Road to provide additional capacity. The proposed roundabout, as presented at the Public Inquiry in 2005, is required to provide essential U-turn facility for Battery Retail Park. The future use of the existing Sainsbury's site is unknown at the present but the traffic leaving the future site at PM peak time is expected to be much lower than existing. Further traffic modelling of the roundabout will be undertaken at the detailed design stage. Tactile paving will be provided at crossings points within the limits of the scheme.
School Crossing Patrols	No comments received.		
West Midlands Fire Service	Support the proposals	Positive	Noted
West Midlands Police	No comments received.		
West Midlands Ambulance	No comments received.		
Traffic Regulation Orders and Traffic Management Services	Some comments made on technical issues. No adverse comments received	Positive	Comments will be taken into account during the detailed design stage.
Sense	Sense is currently constructing a new facility for the deafblind at The Dingle. The facility is programmed to be constructed and operational by May 2017. Sense have raised the following points: • the location of bus stops, and the nature/design of those, in the vicinity of the site; • the location and standard/design of all pedestrian crossings affected by the Phase 1B works. • whether the pattern of facilities post completion will differ from those that exist prior to the works. • the effect of the proposed works on traffic flows along Bristol Road past the Touchbase scheme. • the layout of any associated landscape, environmental or other 'accommodation' works. • the impact of the works on the movement of pedestrians and visitors generally to the Touchbase facility during the construction phase.	Positive	At the detailed design stage officers will liaise with Sense to discuss the scheme proposals along with the management of pedestrians / vehicles during the construction stage. Once a contractor is appointed and the construction delivery plan established, officers / contractors will have further meetings with Sense to explain any temporary arrangements for pedestrian access to buses etc.
Access Committee for Birmingham	No comments received.		
Birmingham Institute for the Deaf	No comments received.		
Focus Birmingham	No comments received.		
RNIB (Royal National Institute for the Blind)	No comments received.		
Birmingham Mobility Team	No comments received.		
Action for Blind People Birmingham	No comments received.		

Guide Dogs for the Blind	No comments received.		
Transport for West Midlands	support the scheme and have been working closely with the project team to agree the details of the proposed bus facilities	Positive	
National Express	support the scheme and have been working closely with the project team to agree the details of the proposed bus facilities	Positive	
FirstGroup Midland	No comments received.		
Diamond Bus	No comments received.		
WMSNT Group (Ring & Ride)	No comments received.		
Battery Retail Park	No comments received.		
Selly Oak & Life Sciences Green Travel District Association (partnership between the university of Birmingham, University Hospitals Birmingham NHS Foundation Trust, Birmingham Women's NHS Foundation Trust and Birmingham and Solihull Mental Health NHS Foundation Trust)	Support the proposal in general. The proposed measures should have an additional focus on encouraging and enabling people to choose alternative modes of travel especially for shorter / local trips. The key points are: • The area is a key interchange so it is important that bus passengers are well catered for. The need to travel between different bus stops or cross main roads in changing services should be kept to a minimum wherever possible. • The current plan shows little improvement for cyclists. • Public realm improvements should not be limited to kerbside areas as the greening of central reservations and local centres would also be welcomed. • Encouraging traffic to use the Selly Oak New Road rather than continuing down Bristol Road through local centre should be a primary objective for this scheme as this will contribute to creating a more walkable and cycleable environment for local journeys.	Positive	• The project team has been working closely with Transport for West Midlands and National Express to agree the necessary changes to the bus measures and bus stop locations to suit the new road layout. The proposals will create a 'Bus Interchange' on Bristol Road between the outer circle and Bristol Road bus services. • The project team has reviewed the cycle facilities following the public consultation feedback. The proposal are shown on plan PB6129 - SK004 attached as Appendix E1 and include: ▪ Segregated two way cycle track along Bristol Road with single phase cycle crossing at Harborne Lane junction and single / diagonal cycle crossing at Chapel Lane junction. ▪ Segregated two way cycle track along Harborne Lane. The cycle proposals have been designed to connect with existing and possible future cycle measures in the Selly Oak area. • Indicative landscape proposals are shown on drawing no. 80409-L001 attached as Appendix E3. The proposals will be developed and tree locations confirmed at the detailed design stage. • The construction of SONR Phase 1B, through the widening of Harborne Lane, introduction of additional lanes and changes to the configuration of the Bristol Road / Harborne Lane junction, will encourage through traffic in particular using the new road. The 2023 traffic flow forecast, as presented at the Public Inquiry in 2005, showed a 60/40 split between the SONR and Bristol Road (with the higher flow on the SONR). Recent traffic modelling data is showing a 55/45 split in traffic between the SONR and Bristol Road. The signing will divert through traffic along the new road which has already been given A38 classification by the DfT. Following the completion of SONR Phase 1B, subject to securing further funding, it is proposed to downgrade Bristol Road through the local centre from the existing 4 lanes carriageway to 2 lanes carriageway with introduction of parking bays and 20mph speed limit.
West Midlands Campaign for Better Transport	Observations as following: • Bristol Road / Harborne Lane / Oak Tree Lane Junction – in order to allow city centre buses to be able to access this junction quickly a bus and cycle gate should be provided on the "to city" side of this junction whilst other vehicular traffic in the "to city" direction should be directed towards Harborne Lane and the Selly Oak New Road and discouraged from going along Bristol Road. It is important that the reliability and access to buses to the centre of Selly Oak along Bristol Road is maintained. Bus priority measures such as gate on Harborne Lane and Chapel Lane should be provided for the 11 service. • Pedestrian Crossing across Bristol Road – it would be sensible for a pedestrian crossing to be provided over Elliot Road and across Bristol Road. • Shared Space – would like to know how advanced proposals are for making modification on the Bristol Road through the centre and what the implications will be. • 20 mph limits – support the introduction of a 20 mph limit on the Bristol Road from the junction with Harborne Lane through the centre to the junction with the New Road in Bournbrook. A 20 mph limit should also be put in place along Chapel Lane.	Positive	• Traffic modelling test shows that bus gates would not work in terms of junction capacity. "City centre" as a destination will be signed towards Harborne Lane and the Selly Oak New Road. The City Council has been informed by the bus operator that city centre bus services such as 61 and 63 will continue traveling along Bristol Road through the local centre. • A pedestrian phase (controlled crossing) on Elliot Road is proposed. • Following the completion of SONR Phase 1B, subject to securing further funding, it is proposed to downgrade Bristol Road through the local centre from the existing 4 lanes carriageway to 2 lanes carriageway with introduction of parking bays and 20mph speed limit. • It is proposed to introduce a 20 mph limit on Chapel Lane.
Inland Waterways	No comments received.		
Lapal Canal Trust	Stop up Chapel Lane and incorporate into the adjoining development sites, Bristol Road could then be made greener and narrower to encourage more pedestrian use. Generally, to do as much as is sensible to discourage the use of Selly Oak as a through route and to make it a desirable out of city centre destination	Neutral	Chapel Lane is an integral road in the scheme layout and serves the Battery Retail Park and existing Sainsbury's site. It is not proposed to stop up Chapel Lane as part of this project.

	and living area.		
Cadbury World	Support the proposals	Positive	Noted
Selly Oak Local History Group	Have requested the existing traditional finger post sign at the Oak Tree Lane junction is retained.	Positive	The finger post will be retained.
Sustrans	No comments received.		
Living Streets	We have concerns that the work to date, albeit a proposal to 'get things off the ground', has been developed in isolation to other Birmingham City Council policies and department and to national policies and best practice. The declared intention of the Selly Oak 'relief' road was to move traffic from the section of Bristol Road that was bypassed. If the works in total are providing additional capacity and resulting in more traffic, the whole scheme needs to be thoroughly reviewed. Specific concerns: 1. The footways in general are inadequate and sharing with cyclists is not a suitable arrangement. 2. The Bristol Road North of the Chapel Lane junction should not be more than two lane (possibly with a right turn lane for Chapel Lane) 3. All of the kerb edge fencing should be removed. 4. Between Chapel Lane and Oak Tree Lane, the 'dual carriageway should be taken out and replaced with a two way single carriageway road with bus laybys. The remaining gained land can be soft-landscaped. 5. Heading north on Bristol Road from Northfield, the dual carriageway should curve left into Harborne Lane; a single right turn lane into 'old' Bristol Road only.	Neutral	The construction of SONR Phase 1B, through the widening of Harborne Lane, introduction of additional lanes and changes to the configuration of the Bristol Road / Harborne Lane junction, will encourage through traffic in particular using the new road. The 2023 traffic flow forecast, as presented at the Public Inquiry in 2005, showed a 60/40 split between the SONR and Bristol Road (with the higher flow on the SONR). Recent traffic modelling data is showing a 55/45 split in traffic between the SONR and Bristol Road. The signing will divert through traffic along the new road which has already been given A38 classification by the DfT. Following the completion of SONR Phase 1B, subject to securing further funding, it is proposed to downgrade Bristol Road through the local centre from the existing 4 lanes carriageway to 2 lanes carriageway with introduction of parking bays and 20mph speed limit. 1. The project team has reviewed the cycle and walking facilities following the public consultation feedback. The proposal are shown on plan PB6129 - SK004 attached as Appendix E1 and includes: a. Segregated two way cycle track along Bristol Road with single phase cycle crossing at Harborne Lane junction and single / diagonal cycle crossing at Chapel Lane junction. b. Segregated two way cycle track along Harborne Lane. The cycle proposals have been designed to connect with existing and possible future cycle measures in the Selly Oak area. 2. Subject to securing further funding, it is proposed to downgrade Bristol Road through the local centre from the existing 4 lanes carriageway to 2 lanes carriageway with introduction of parking bays and 20mph speed limit once the SONR 1B is completed. However, 4 lanes are required from the Chapel Lane junction to Heeley Road junction for the traffic in & out from Selly Oak Railway Station. 3. Removing existing pedestrian guardrails will be considered during the detailed design stage and subject to safety assessment. 4. The central island is required between Chapel Lane and Oak Tree Lane to accommodate the signal equipment. Two lanes in each direction are required at this location to maintain the required junction capacity. 5. Two left turn slip lanes are proposed from Bristol Road into Harborne Lane. A single right turn lane into Bristol Road only would not be sufficient work in terms of junction capacity therefore two straight ahead lanes are proposed.
Push Bikes	Object to the proposals shown on the consultation plans, key points raised: • The plans show that extra space for motor traffic is being squeezed into the highways land, how will the segregated cycle lanes be fitted in alongside the proposed new lanes for cars. The plans as they stand make cycling conditions in that location worse than they are at the moment. • The plans suggest that the space for motor traffic in Selly Oak High Street will remain the same - with a dual carriageway running through the Selly Oak local centre. Alongside the proposal, in the recent 20mph consultation, to keep this local centre at 30mph, it gives us great worry that this local centre is not seen as a place for people, but simply a route for motor traffic. Selly Oak High Street, with its proximity to the train station, the university and the hospitals, should be a thriving local centre to match Northfield and Kings Heath. It lies on a desire line between an area of high-density housing and major employment and study centres, and it is the crossing action of pedestrians and cycle users between the employment and study centres and the residential areas that should be receiving priority here. Action should be taken to reduce the volume of private motor traffic that is cutting through Selly Oak local centre. Selly Oak local centre should be a place for people.	Negative response to the proposals shown on the consultation plan. Proposals for cycling have been changed significantly following the consultation feedback. See officer's response.	• The project team has reviewed the cycle facilities following the public consultation feedback. The proposal are shown on plan PB6129 - SK004 attached as Appendix E1 and include: a. Segregated two way cycle track along Bristol Road with single phase cycle crossing at Harborne Lane junction and single / diagonal cycle crossing at Chapel Lane junction. b. Segregated two way cycle track along Harborne Lane. The cycle proposals have been designed to connect with existing and possible future cycle measures in the Selly Oak area. • Subject to securing further funding, it is proposed to downgrade Bristol Road through the local centre from the existing 4 lanes carriageway to 2 lanes carriageway with introduction of parking bays and 20mph speed limit once the SONR 1B is completed. However, recent traffic modelling shows the downgraded Bristol Road, following the completion of SONR Phase 1B, is expected to carry around 1200 - 1800 vehicles per hour at peak times with around 1800 – 2000 vehicles using the SONR. This is consistent with the traffic flow data presented at Public Inquiry in 2005 which showed a 60/40 split of traffic between the SONR and Bristol Road.
Cyclists Touring Club	No comments received.		
Birmingham University Bicycle Users Group	No comments received.		

Bikeright	No comments received.		

Local Residents / Businesses	Comments	Opinion	Response
Respondent x 7	Support the scheme without further comments	Positive	
Respondent x 21	Support the scheme with further comments as below: 1. Proposed cycle measures are limited and need to be reviewed. (6 respondents). 2. Will traffic lights at Gibbins Road junction increase the back up of traffic on the roundabout further back (1 respondent)? 3. Need some consideration about how the congestion will be minimised when the construction work is on site (2 respondents). 4. The Bristol Road beyond the plan towards Selly Oak is still remaining 4 lanes which make these lanes extremely tight (1 respondent). 5. It would be better to have pedestrian segments in the traffic signals at either end of Bristol Road and not have the crossing in the middle (1 respondent). 6. It would be better to signal control Harborne Lane and Chapel Lane junction (1 respondent). 7. Image on the plans showing artist impression doesn't reflect anything on the plans. The artist's impression and plans should be similar (1 respondent). 8. The current traffic signs discourage city centre traffic from using the bypass. The proposed signage should reflect the new layout. The alternative method of turning into Oak Tree Lane needs to be clearly signed (1 respondent). 9. The current pedestrian crossing timings at Selly Oak triangle are highly dangerous due to the long waiting time. The pedestrian crossing lights need to correctly reflect whether the road is in fact safe to cross at that time. Another change along these lines which would help would be to stagger pedestrian crossings so that each carriageway of a road can be crossed individually. Traffic light timings and phasing need to be carefully considered (1 respondent). 10. B384 is also an incorrect road number. As (because like most roads in Birmingham, the road falls geographically entirely between the A4 and the A5) its first digit should be 4 (i.e. B438 instead of B384) (1 respondent). 11. The proposed central reservation along Haborne lane should not be formed of tarmac (should be lawn and trees as the Northfield bypass). The landscape zone /footpath to the front of Rebeca Drive should not be reduced and additional planting should be included (1 respondent). 12. Question the location of the filter lane in the Rebeca Drive (1 respondent). 13. Would like more information on pedestrian routes and cycle lanes (1 respondent). 14. Traffic in & out of Battery Retail Park adjacent to the existing Sainsbury's at Selly Oak triangle often causes a disproportionate problem. This will only get worse where there is more traffic coming to another retail & science park at the new site. A separate exit onto Bristol Road should be considered (2 respondents). 15. A roundabout at the Selly Oak triangle (without traffic lights) should be installed on demolition of the old store, without traffic lights so the traffic can flow, rather than be arbitrarily stopped (2 respondents). 16. Support the scheme in principle but would suggest full traffic count statistics be obtained for the Gibbins Road/Harborne Lane junction and an appropriate 'long green' phase be given for those joining Harrborne Lane from Gibbins Road, and vice-versa (1 respondent). 17. It is unclear what is happening to the Sainsbury building (2 respondents). 18. It is unclear how the Chapel Lane junction will work (1 respondent). 19. At the entrance into Battery Retail Park priority must be given to cyclists and pedestrians (1 respondent). 20. Traffic lights are needed at Gibbins Road (1 respondent). 21. Something must be done to avoid the traffic queues turning right into Gibbins Road, especially in the rush hour (1 respondent). 22. Welcome the proposal but concerned more traffic will use Gibbins Road (1 respondent). 23. It's not clear from the diagram how traffic will turn LEFT into Bristol Road when travelling south on Harborne Lane apart from buses - the turn seems very sharp (1 respondent). 24. More detail about how long the work will take and how long road works will cause additional congestion would be useful (1 respondent). 25. Only concern is the inability to turn left onto the Bristol Road from Harborne Lane (1 respondent). 26. Really good idea but seems a shame that we have to wait until summer 2019 for it to be complete though. Is there any way of putting a temporary solution in place on Bristol Road before turning left onto Harborne Lane - e.g. leaving the bus lane for buses only and not for turning left with a set of lights which allow the buses through before cars in the middle lane are then allowed to turn left (1 respondent). 27. The extent of works should include paving to the front of bear staff pub (1 respondent). 28. The Harborne Lane section of the road should have a grassed tree lined Boulevard as Northfield bypass, increase planting buffer to front of Rebecca Drive (1 respondent). 29. Review strip of land off existing sainburys site to provide space for green central reservation (1	Positive	1. The project team has reviewed the cycle facilities following the public consultation feedback. The proposal are shown on plan PB6129 - SK004 attached as Appendix E1 and include: a. Segregated two way cycle track along Bristol Road with single phase cycle crossing at Harborne Lane junction and single / diagonal cycle crossing at Chapel Lane junction. b. Segregated two way cycle track along Harborne Lane. The cycle proposals have been designed to connect with existing and possible future cycle measures in the Selly Oak area. 2. The traffic modelling test shows that the proposed traffic lights at Gibbins Road junction would reduce the queue length at the roundabout. 3. Temporary traffic management for the construction works will be strictly controlled in accordance with The City Council's Traffic Management Protocol to minimise congestion / disruption to the live traffic. 4. Subject to securing further funding, it is proposed to downgrade Bristol Road through the local centre from the existing 4 lanes carriageway to 2 lanes carriageway with introduction of parking bays and 20mph speed limit once the SONR 1B is completed. 5. The pedestrian phase will be incorporated into the traffic signals at either end of Bristol Road. The pedestrian crossing in the middle would also assist pedestrian in changing buses. 6. Harbone Lane and Chapel Lane junction will be signal controlled 7. The artist impression was to demonstrate the possible layout of a single phase crossing for cyclists. The design has now been updated to show the details of the proposed cycle crossing facilities. 8. The proposed signage will reflect the new layout. 9. The traffic signals will be designed to manage the traffic flow through the junctions. Pedestrian phases will be incorporated into some of the traffic signals and allow sufficient time for pedestrians to cross the road. 10. B384 was allocated by DfT years ago and there is no intention to change this. 11. Trees have been proposed along east side of Harborne Lane as indicated on drawing no. 80409-L001 attached as Appendix E3. Trees and lawn in the central reservation are not proposed due to the relatively short and narrow dimensions, which would result in maintenance difficulties. It is not proposed to reduce the landscape zone to the front of Rebeca Drive. 12. The filter lane is required at the location shown to provide for right turn traffic to Rebeca Drive. 13. The proposed pedestrian crossings and cycle route are shown on plan PB6129 - SK004 attached as Appendix E1. 14. Majority of the through traffic including the additional traffic from the new retail & life science development are expected to use the widened Harborne Lane once SONR 1B is implemented therefore largely reduce the traffic flow on Chapel Lane. The reduced flow on Chapel Lane together with the new roundabout at the entrance is expected to improve traffic movement in & out of Battery Retail Park. 15. Sainsbury's old store is located on private land the future use of this site will still be private, i.e. there is no plan for the City Council to purchase the existing Sainsbury's store site. 16. Gibbins Road / Harborne Lane junction signalisation will be delivered prior to SONR 1B under a S278 Agreement by Sainsbury's. The signal design for this junction will be optimised to achieve the traffic / pedestrian balance. 17. Future use of the Sainsbury's existing store and the site is yet to be determined by the private land owner. 18. Chapel Lane / Bristol Road junction will be an all directions movement junction. 19. The size of the proposed roundabout on Chapel Lane has been reduced by making the centre island 'overrunable', which would be more cyclists friendly. Pedestrian crossing facilities with refuge islands have been introduced on each arm. This would be better arrangement for pedestrian as they have to cross

	respondent). 30. Bristol road section reduce number of lanes provide short stay parking to shops and green central reservation (1 respondent). 31. Paving to match Bournbrook (1 respondent). 32. Existing tree to be retain if possible within triangle landscape top of Harborne Lane (broad leaf oak) (1 respondent). 33. The need to travel between different bus stops or cross main roads in changing services should be kept to a minimum wherever possible. We suggest you engage and work closely with bus operators to build this into account (1 respondent). 34. Public realm improvements help create a more pedestrian-friendly environment so it is good to see these will be included. This should not be limited to a few kerbside areas, as the greening of central reservations and local centres would also be welcomed (1 respondent). 35. Encouraging traffic to use the relief road rather than continuing down Bristol Road (and through local centres) should be a primary objective for this scheme, as this will contribute to creating a more walkable and cycleable environment for local journeys (1 respondent). 36. Support the proposal and as a coach operator would like to places where coaches can pick up without interfering with local bus services. The current long bays in Harborne Lane and Oak Tree Lane currently serve the need very well (1 respondent).		two lanes one-way heavy traffic at the moment. 20. Gibbins Road / Harborne Lane junction will be signalised prior to SONR 1B. 21. Proposed traffic lights at Gibbins Road junction would reduce the queue length at this junction. 22. The proposal would increase traffic capacity at the Selly Oak Triangle making Harborne Lane to Bristol Road a more attractive route than it is at present and as a consequence through traffic is less likely to use Gibbins Road. The proposed traffic lights at Gibbins Road junction would also better control traffic flow at this junction. 23. Traffic will not be allowed to turn left from Harborne Lane to Bristol Road except buses and cyclists in order to achieve the required junction capacity. 24. Residents and stakeholders will be updated on the works duration in due course before the construction starts. Construction duration is expected to be 12 months. 25. Banning left turns from Harborne Lane to Bristol Road except buses and cyclists is necessary to achieve the required junction capacity. The demand for this turning is expected to be negligible as there are no frontages on the west side of Bristol Road. 26. The implementation of a temporary scheme is not viable option due to the cost and short life span. 27. Paving immediately fronting bear staff pub is on private land therefore will not be included as part of this scheme. It is intended to resurface the public footway in front of the pub to match the paving in vicinity. 28. Trees have been proposed along east side of Harborne Lane as indicated on drawing no. 80409-L001 attached as Appendix E3. 29. The area of the private land to be taken from Sainsbury's is fixed by the land agreement between the City Council and Sainsbury's. 30. It is proposed to downgrade this section of Bristol Road to 2 lanes in each direction (the near side lanes are for bus stops and left turn flare lanes only). 2 lanes in each direction are required to provide traffic capacity based on the traffic modelling study. 31. It is intended to match the paving in Bournbrook centre. 32. The trees within triangle landscape top of Harborne Lane will have to be removed due to the new road layout. Replacement trees will be planted in vicinity. 33. The project team has been working closely with Transport for West Midlands and National Express to agree bus stop location taking into minimising the required walking / crossing between bus stops. 34. Indicative landscape proposals are shown on drawing no. 80409-L001 attached as Appendix E3. The proposals will be developed and tree locations confirmed at the detailed design stage. 35. The construction of SONR Phase 1B, through the widening of Harborne Lane, introduction of additional lanes and changes to the configuration of the Bristol Road / Harborne Lane junction, will encourage through traffic in particular using the new road. The 2023 traffic flow forecast, as presented at the Public Inquiry in 2005, showed a 60/40 split between the SONR and Bristol Road (with the higher flow on the SONR). Recent traffic modelling data is showing a 55/45 split in traffic between the SONR and Bristol Road. The signing will divert through traffic along the new road which has already been given A38 classification by the DfT. Following the completion of SONR Phase 1B, subject to securing further funding, it is proposed to downgrade Bristol Road through the local centre from the existing 4 lanes carriageway to 2 lanes carriageway with introduction of parking bays and 20mph speed limit. 36. The bus bays on Harborne Lane and Oak Tree Lane bus bay will remain.
Respondent x 9	Provided comments as below: 1. The right turn into Gibbins Road already creates a long queue around the traffic islands and signalisation is unlikely to improve that (1 respondent). 2. Making the road through Selly Oak centre access for buses and taxis only would benefit the area significantly (1 respondent). 3. New builds will add to the traffic which is already congested at peak times (1 respondent). 4. Unsure whether the proposal will alleviate traffic flow (1 respondent). 5. On the whole, the scheme looks ok for motor traffic, but the right turn from Chapel Lane into B&Q looks like a collision risk with traffic coming in the opposite direction (1 respondent). 6. What is the bus provision and what provisions will be there for commuters whilst the work is going on (1	Neutral	1. Proposed traffic lights at Gibbins Road junction would reduce the queue length at the roundabout. SONR 1B would increase the capacity at the triangle once implemented, therefore dis-encourage the rat-run traffic on Gibbins Road. 2. Subject to securing further funding, it is proposed to downgrade Bristol Road through the local centre from the existing 4 lanes carriageway to 2 lanes carriageway with introduction of parking bays and 20mph speed limit, once the SONR 1B is completed. However, it is not possible to make this section of road buses and taxis only as the access to the residents / businesses along the road need to be provided. 3. The traffic modelling includes for new development traffic. The modelling result

	respondent)? 7. There are many inconsiderate drivers parking in restricted areas and I rarely see a traffic officer patrolling the parking. Surely there is a case for a red route along part of this area, ensuring the traffic can flow freely with less delays and bottle-necks (1 respondent). 8. Is the intention to reduce the traffic flow through the centre of the Selly Oak down the old A38? If so, is the capacity of the new A38 sufficient to handle the increase (1 respondent)? 9. What is the future use of the existing Sainsbury's store and site (2 respondents)? 10. 20mph limits need to be used sparingly as they slow ambulances down (1 respondent). 11. It would be better to change lane 1 of Bristol Road as a left turn lane with straight ahead for buses only with the short stretch of Bristol Road South of the junction converted to Bus Lane, therefore minimising merging traffic to buses/ taxis only (1 respondent).		shows a queue length reduction at the key junctions. 4. The proposal would increase traffic capacity at key junctions therefore reduce queueing and delay. 5. The right turn from Chapel Lane into former B&Q site is required for their visitors. Right turning traffic will be required to give way to oncoming traffic. 6. The project team has reviewed the bus provision with Transport for West Midlands and National Express. The agreed bus measures are shown on plan PB6129 - SK004 attached as Appendix E1. Bus services will be maintained and temporary bus stops will be provided during the construction work. 7. The project team will report the enforcement issue to the relevant team in the City Council. Proper Traffic Regulation Order will be introduced to ensure the free flow traffic. 8. Subject to securing further funding, it is proposed to downgrade Bristol Road through the local centre from the existing 4 lanes carriageway to 2 lanes carriageway with introduction of parking bays and 20mph speed limit, once the SONR 1B is completed. Recent traffic modelling shows the downgraded Bristol Road, following the completion of SONR Phase 1B, is expected to carry around 1200 - 1800 vehicles per hour at peak times with around 1800 – 2000 vehicles using the SONR. This is consistent with the traffic flow data presented at Public Inquiry in 2005 which showed a 60/40 split of traffic between the SONR and Bristol Road. 9. Future use of the Sainsbury's existing store and the site is yet to be determined by the private land owner. 10. Police, fire and ambulance services are allowed to exceed speed limits in the course of their emergency response duties. 20mph would provide safety benefits to pedestrians / cyclists. 11. This layout has been considered. Taking into account the additional green time that would be required for Oak Tree Lane to Harborne Lane traffic and the fact that buses would not gain much benefit due to the high volume of traffic turning left into Oak Tree Lane in both AM and PM peak times, it is not proposed to take the suggested layout forward.
Respondent x 23	Object to or raised concerns over the proposed cycle measures presented at the consultation stage. Suggest the proposed cycle measures to be reviewed to include modern cycling measures such as segregated cycle tracks.	Negative response to the proposals shown on the consultation plan. Proposals for cycling have been changed significantly following the consultation feedback. See officer's response.	The project team has reviewed the cycle facilities following the public consultation feedback and revised the proposal. The revised cycle facilities are shown on plan PB6129 - SK004 attached as Appendix E1 and include: a. Segregated two way cycle track along Bristol Road with single phase cycle crossing at Harborne Lane junction and single / diagonal cycle crossing at Chapel Lane junction. b. Segregated two way cycle track along Harborne Lane. The revised cycle proposals have been designed to connect with existing and possible future cycle measures in the Selly Oak area. The negative comments on the proposed cycle measures have now been addressed.
Respondent x 12	Object to the proposal with further comments as below: 1. Bristol Road between Harborne Lane and Chapel Lane should be downgraded further for pedestrian and cyclists. Cannot see the need for 3 lanes along Bristol Road in each direction (2 respondents). 2. A particular concern is the alignment of Bristol Road in this location seems to be shifting eastwards putting at risk the very fine mature trees along the edge of the current pavement. A better solution would be 2 lanes in each direction, no central reserve and the addition of proper parking bays alongside (1 respondent). 3. Removal of trees or putting them at risk is unacceptable and is poor design not to recognise their importance at this stage (1 respondent). 4. No plan to reduce the heavy flow of motor traffic through the centre of Selly Oak. The scheme continues to condense three lanes of motor traffic down to two lanes and then feed it this traffic through the centre of Selly Oak (4 respondents).	Negative	1. It is proposed to downgrade this section of Bristol Road to 2 traffic lanes in each direction plus 1 lane for bus stops and left turn flare lanes only. The footway on the west side will be widened to provide more space for pedestrians. 2. There is no intention to shift the road eastwards therefore the mature trees on the east side of the road will not be affected. The central reservation is required at both ends to accommodate the signal equipment. 3. It is necessary to remove some trees to accommodate the new road layout. The trees will be replaced in the locality on a 2 for 1 basis. 4. The construction of SONR Phase 1B, through the widening of Harborne Lane, introduction of additional lanes and changes to the configuration of the Bristol Road / Harborne Lane junction, will encourage through traffic in particular using

	5. Busses travelling east on Bristol Road will have to pull out from the stop between Lodge Hill Road and Harborne Lane and cross two lanes of traffic in order to continue eastwards (1 respondent). 6. The proposed design worsens the situations for pedestrians. The redesign of the junction of Bristol Road and Harborne Lane is poorly thought out and prioritises private motor vehicles over public transport and pedestrians. The proposal at this junction replaces the existing three pedestrian crossings to get from the western side of the junction to the eastern side with no fewer than seven separate crossings. The existing crossing on Harborne Lane, besides the exit from the Sainsburys is removed. Pedestrians on Chapel Lane will have to cross entrances and exits just as they do now. The plans show no sign that either zebra crossings or raised paving surfaces to indicate pedestrian priority. The proposed roundabout would take pedestrians further away from their desire line of travel and require them to cross two lanes of traffic, one in each direction, instead of a single one-way lane (1 respondent). 7. The suggestion that a 20mph limit will be considered for a stretch of Bristol Road is particularly poor. WM Police show no indication to undertake traffic policing of any description (1 respondent). 8. The original scheme was designed a long time ago and therefore doesn't account for the change in vehicle journeys and the additional housing, particularly student accommodation. Hard to see how the scheme will relieve pressure much on the traffic as you still gave the same number of lanes coming up from the hospital (1 respondent). 9. The bypass by the hospital only makes things worse than previous. This scheme will cause issues in the area and only push delays down the A38. With all the other works going on in the city this will make it more and more difficult for anyone in Selly Oak/Northfield (1 respondent). 10. This design is a mess, full of contradictory traffic paths that will force drivers to stop and start several times more than necessary to get through the cacophony of traffic lights (1 respondent). 11. The council should be installing new subways and pedestrian bridges rather than at-grade crossings. The former are much safer and more convenient for everyone. This is especially the case in areas like this where the whole landscape can be redesigned to minimise staircases and dark approaches (1 respondent). 12. Bus stop for the city centre buses located between the top of Frederick Road and Harborne Lane is absent from the overview of the scheme. This bus stop is very important to people living in the roads around this area. Please consider retaining the bus stop at the top of Frederick Road (2 respondents). 13. At the moment buses towards Northfield from QE Hospital / Harborne coming up Chapel Lane turning right onto Bristol Road, which makes an excellent interchange with from city centre buses and No. 76 bus from Pershore Road. The proposal does not provide any replacement for this interchange (2 respondents). 14. There has never been a good bus interchange for cross-city and towards city buses, and you are not putting anything in place to improve this. It is difficult to say which roads the No. 11 bus will be going along. The proposed new bus stop on the from Harborne side of Harborne Lane is too far down to make it good for interchange with to- and from-city buses and there is no convenient crossing point to get over to houses etc on the other side of Harborne Lane (The existing pedestrian crossing point near Sainsbury's egress is not shown on the proposed plan) (1 respondent).. 15. The new proposed bus stop on Chapel Lane is too far down the road to make a good getting off point for people wanting to go to that part of Bristol Road. Also there is no crossing point there for people getting off at that bus stop to get across to Battery Retail Park (1 respondent). 16. The roundabout will increase danger for cyclists and pedestrians (1 respondent). 17. A bus only gate onto the Old Bristol Road should be included for buses heading into the city along the old Bristol Road (1 respondent). 18. Poor pedestrian crossing facilities (3 respondents).		the new road. The 2023 traffic flow forecast, as presented at the Public Inquiry in 2005, showed a 60/40 split between the SONR and Bristol Road (with the higher flow on the SONR). Recent traffic modelling data is showing a 55/45 split in traffic between the SONR and Bristol Road. The signing will divert through traffic along the new road which has already been given A38 classification by the DfT. Following the completion of SONR Phase 1B, subject to securing further funding, it is proposed to downgrade Bristol Road through the local centre from the existing 4 lanes carriageway to 2 lanes carriageway with introduction of parking bays and 20mph speed limit. 5. The project team has reviewed the design after the public consultation. The bus stop between Lodge Hill Road and Harborne Lane will now be relocated to slightly further west to allow buses to join the eastbound flow earlier and easier. 6. The project team has reviewed the design following the public consultation feedback. The revised layout shows less crossing stages for pedestrians at this junction. Also, the existing pedestrian crossing on the west side of Langleys Road will be relocated closer to Bristol Road / Harborne Lane junction for better crossing facilities (i.e. closer to the desired line). The existing crossing on Harborne Lane at the exit from Sainsbury's will be removed as part of the removal of the traffic signal controlled exit from the existing store. The size of the proposed roundabout on Chapel Lane has been reduced by making the centre island 'overrunable'. Pedestrian crossing facilities with refuge islands have been introduced on each arm. This would be better arrangement for pedestrian as they have to cross two lanes one-way heavy traffic at the moment. 7. 20mph will be introduced with other traffic calming measures along Bristol Road through the local centre to ensure the compliance. 8. The scheme has been reviewed and tested in traffic modelling based on the recent traffic survey. The modelling has taken into account the future additional traffic attracted by the new Sainsbury's and Life Science development. The modelling result shows a queue length reduction at the key junctions. 9. As 8 above. 10. Traffic lights are required due to the complex layout and the number has been kept to minimum. 11. Subways and overbridges would cause extra inconvenience for pedestrian and cyclists. The cost of constructing such structure is too high to be accommodated in this scheme. 12. This bus stop cannot be retained at the same location due to the proposed left turn lanes. However, it will be relocated to west side of Lodge Hill Road for the convenience of people living around the area. 13. The revised road layout provides for buses travelling to Northfield from QE Hospital / Harborne to use Chapel Lane then turn right onto Bristol Road and interchange with No. 76 bus on Chapel Lane or from city centre buses on Bristol Road. 14. National Express has confirmed that 11C (clockwise) will be turning right onto Bristol Road from Oak Tree Lane then left onto Chapel Lane then right onto Harborne Lane (vice versa for 11A), which will allow a better interchange between cross-city and into city buses on Bristol Road (between Harborne Lane and Chapel Lane). 15. The project team has reviewed the design following the public consultation feedback and this bus stop has now been relocated further west to the proposed roundabout. This bus stop cannot be installed closer to Bristol Road due to the existing site constraints imposed by the entrance to Sainsbury's service yard. Also, the previous bus stop is located on Bristol on the north side of Chapel Lane. The revised location has been agreed with Transport for West Midlands and National Express. The size of the proposed roundabout on Chapel Lane has been reduced by making the centre island 'overrunable'. Pedestrian crossing facilities with refuge islands have been introduced on each arm. This would be better arrangement for pedestrian as they have to cross two lanes one-way heavy traffic at the moment. 16. The project team has reviewed the design following the public consultation feedback. The size of the proposed roundabout on Chapel Lane has been reduced by making the centre island 'overrunable', which is more cycle friendly. Pedestrian crossing facilities with refuge islands have been introduced on each arm. This would be better arrangement for pedestrian as they have to cross

			two lanes one-way heavy traffic at the moment. Also, Chapel Lane will be made 20mph, which would be safer for both pedestrians and cyclists. 17. It would not be practical to install a bus only gate due to the site layout and junction capacity constraint. 18. The project team has reviewed the design after the public consultation in order to improve the pedestrian crossing facilities. The pedestrian crossing stages have been reduced at junctions. The existing pedestrian crossing on the west side of Langleys Road will be relocated closer to Bristol Road / Harborne Lane junction for better crossing facilities (i.e. closer to the desired line). The size of the proposed roundabout on Chapel Lane has been reduced by making the centre island 'overrunable' with pedestrian crossing and refuge islands incorporated.

- The project team has reviewed and revised the scheme layout following the public consultation feedback received in late 2016. On 10th August 2017, City Council Officers presented the revised draft scheme plans to the Selly Oak and Edgbaston Consultative Group attended by three Ward Councillors, the Local MP, local resident groups / associations and other stakeholders. The group supported the proposals and progression of the project to construction.

SELLY OAK & EDGBASTON CONSULTATIVE GROUP 10th August 2017 Attendance	**Opinion**	**Response**
Cllr Karen McCarthy – Selly Oak, Cllr Brigid Jones – Selly Oak, Cllr Fergus Robinson – Edgbaston, Steve McCabe – MP Selly Oak, Stephen Bond – Technical Officer Selly Oak District (Highways), Selly Oak Area Caretaker Society, Community Partnership for Selly Oak, Bournbrook Neighbourhood Forum, Calthorpe Residents Society, Edgbaston Residents Association, Langleys Road Neighbourhood Watch, University of Birmingham, Battery Site Developer, Sainsbury's, Inland Waterways, Lapal Canal Trust and local residents	Supportive	Noted