

IRON LANE / STATION ROAD / FLAXLEY ROAD – JUNCTION IMPROVEMENTS CONSULTATION SUMMARY

	Comments	Response
Liam Byrne (Hodge Hill MP)	No response received.	None required.
Jess Phillips (Yardley MP)	No response received.	None required.
Hodge Hill Ward Councillors		
Councillor Anita Ward	Supports the proposals	none required
Councillor Fiona Williams	No response received.	None required.
Councillor Majid Mahmood	Supports the scheme in principle, however has requested that a dedicated left slip road be provided from Stechford Lane to Stechford Road	The design has been reviewed and now provides for a left turn from Stechford Lane to Stechford Road. A dedicated left turn slip road cannot be provided without acquiring private land and diversion of Statutory Undertakes apparatus.
Washwood Heath Ward Councillors		
Councillor Ansar Ali Khan (District Chair – Hodge Hill)	No response received.	None required.
Councillor Mariam Khan	No response received.	None required.
Councillor Mohammed Idrees	No response received	None required
Stechford & Yardley North Ward Councillors		
Councillor Basharat Dad	Supports the scheme.	None required.
Councillor Neil Eustace	Supports the scheme.	None required.
Councillor Carol Jones	Supports the scheme.	None required.
District Chair – Yardley Councillor Sue Anderson	Supports the proposals	None required.
Key Stakeholder		
District Engineer	<p>No objection with the following general points to consider:</p> <ul style="list-style-type: none"> • Cycling provision • Pedestrians • New Bollards to prevent indiscriminate parking/crossing of the footpath • Bus Shelter locations / space past them 	<p>These points were noted and the detail design amended where required/possible to take them on board. A detailed response to each item raised was sent to the District Engineer.</p>

	<ul style="list-style-type: none"> • Parking provision • Traffic queues blocking roundabout at Burney Lane 	
Assistant Director of Highways & Resilience	<p>No objection in principle with the following points to be considered at detail design stage:</p> <ul style="list-style-type: none"> • Location of the replacement bus stop for the one lost from Station Road near Albert Road. • Consultation with bus operators generally. • Consultation with residents over the one-way system proposed for Albert Road. 	<p>The bus shelters would be replaced like for like and there would be no reduction in the number of shelters from the current proposals.</p> <p>Consultation with Centro / National Express has been undertaken.</p> <p>Consultation with the local residents on the whole scheme has been completed.</p>
West Midlands Fire Service	No comments received	None required.
West Midlands Police	No comments received	None required.
West Midlands Ambulance	No comments received	None required.
Access Committee	No comments received	None required.
Push Bikes	<p>Push Bikes raised a number of concerns over the measures shown on the consultation plans.</p> <p>(1) The 'cycle routes' delivered by the scheme are shared pavements. These are the least attractive option for new cycle routes, as they mix pedestrians and cycle users, two modes of transport that have differing speeds.</p> <p>(2) The toucan crossings are all designed with 'dog-legs', forcing pedestrians and cycle users to take a convoluted route around the crossings. These two-stage, offset toucan crossings do not provide that extra space, and as such are not fit for purpose. It is very important that all crossings are designed to minimise conflict between pedestrians and cycle users, to ensure comfort for all - best practice would be to separate the two modes at crossings because of the difference in speeds.</p> <p>(3) At side roads, no consideration has been given to ensuring continuity for cycle users. Constant stopping at side roads is a major factor in making cycle paths unattractive, encouraging cycle</p>	<p>(1) Dedicated cycle lanes cannot be provided along all footpaths due to private land constraints and existing river bridge structure. Segregated 4m wide cycle / footways, split 2.5m cycleway/1.5m footway are provided over much of the scheme, where this is not possible shared use or on carriageway (service road) measures are provided. The new bridge also provides for a 4m wide segregated cycle/footway. Cycle parking has also been provided at the Flaxley Road / Wyndhurst Road / Brook Close junction near to local amenities.</p> <p>(2) If the proposed crossings were designed in a straight alignment this would result in pedestrians crossing 4 lanes of carriageway in one movement. This would result in increased delays to vehicles having to wait longer for pedestrians to cross the road. This would have an adverse impact on the operation of the junctions with traffic potentially queuing further and blocking the roundabout exits. Although cyclists could potentially cross much quicker, the crossings have to be designed with all users in mind. In addition the central reserves would need to be 5.2m wide and this cannot be achieved without additional land take.</p> <p>(3) A raised hump will be provided at the Imex Business Park entrance. At other side road junctions, having taken into</p>

	<p>users to ignore the cycle route and use the carriageway instead.</p> <p>(4) The designs show no regard for the use of cycles for daily journeys. Stechford Lane, Burney Lane and Cotterills Lane have no connections provided to the Cole Valley Cycle Route, and likewise, Flaxley Parkway and Station Road are not connected to the cycle route there. No consideration has been made for how these cycle routes are to be connected to the surrounding residential areas and commercial destinations. Cycle routes will not be used if there is no easy connection between your front door and the cycle route.</p>	<p>consideration road safety, it is not proposed to install raised humps for cyclists.</p> <p>(4) The proposed cycling measures would link from the existing advisory cycle routes of Albert Road / Wyndhurst Road via proposed segregated cycle lanes / shared cycle footways to the existing Cole Valley Cycle Route. The cycle routes are linked via proposed toucan crossings to get cyclists across the highway. Discussions have taken place with the Birmingham Cycle Revolution team and as a result it is proposed to deliver, as part of this scheme, the Toucan Crossing on Station Road to link the Cole Valley Cycle Route. The proposals connect to existing cycle routes.</p> <p>Officers met with Pushbikes on 28th October 2015. It was noted that great improvements in the cycling provision had been made to the scheme since the initial scheme consultation in May 2015. However Pushbikes maintained their concerns over:</p> <ul style="list-style-type: none"> • The staggered crossings – would prefer straight across facilities adjacent to the pedestrian crossings. (BCC response given above). • Lack of continuation of the segregated cycle/pedestrian footway to former B&Q entrance. (BCC response – this cannot be provided without impact of the Petrol Garage Forecourt). • The wide entrance / exit to the petrol station. (BCC response – the width shown is required to accommodate articulated lorries to / from the petrol station.
<p>National Express</p>	<p>If the stop at the Petrol Station has to go ahead the following needs to be considered.</p> <p>The access to the Service Station needs to be clearly defined as a shared public space for Pedestrians/Cyclists, drivers and entering and leaving the Service Station need some sort of clear warning they are crossing a footpath as opposed to a pedestrian/cyclist taking the risk, This could be done by a different type or colour of surface or even a raised hump with flat path.</p> <p>If this suggestion can help to progress agreement I will reluctantly</p>	<p>The stop outside the shell garage is the nearest position to the desire line for passengers. This was discussed on site and accepted that whilst not ideal it is the best possible location. BCC will look further at the safety aspect raised for pedestrians and cyclists at this location.</p>

	agree.	
Centro	<p>Shelter 607617 is a 3 bay enclosed with advertising (near Matalan). A new like for like shelter is needed here in the position of the existing crossing.</p> <p>Shelter 607613 is a 3 bay cant with RTI new location will be opposite the petrol station) . An enclosed shelter would be preferred here, it would need to be a double front entry if at the back of footpath however as this is a shared use footpath with cyclists, do the City feel there is a safety concern with cyclists conflicting with passengers exiting the shelter?</p> <p>Shelter 607615 (outside the petrol station) , this is not an ideal location due to the entrance and exit of the petrol station as we have safety concerns of passengers running for the bus. Appreciate that this is the only location for the shelter due to site constraints. We would like an enclosed shelter here for this site.</p> <p>Shelter 607616 (outside McDonalds) is a 3 bay cant + 2 end panels. We would prefer not having a lay by at this location as it is envisaged that busses will have difficulty merging back into traffic. Can modelling be done based on the bus stopping in the highway and the effects of traffic this would have. Again we would like an enclosed shelter here.</p>	<p>Noted and shelter upgrades will be accommodated where possible.</p> <p>The stop outside the shell garage is the nearest position to the desire line for passengers. This was discussed on site and accepted that whilst not ideal it is the best possible location.</p> <p>The layby has now been removed. There will be very little impact To traffic as there is an additional lane past the bus stop.</p>
Number of comments received		
Comments		
Response		
Summary of consultation from residents / businesses for Iron Lane / Station Road / Flaxley Road – Junction Improvements		
180	Support the scheme	None required.
22	Support the scheme with the following comments:	
	<ul style="list-style-type: none"> Would like to see the existing Burney Lane / Cotterills Lane Roundabout signalised to reduce the risk of accidents. 	<p>Signalising the existing Burney Lane / Cotterills Lane roundabout will increase traffic congestion at this location and have an impact on the other proposed junctions. A review of the proposed scheme will be undertaken 12 months post completion and accidents records will be compared to previous records to see if there is an increase of accidents.</p>
	<ul style="list-style-type: none"> Request for Yellow Box Junction on Burney Lane / Cotterills Lane roundabout, to allow traffic to get in out of Burney Lane as currently traffic blocks the roundabout. 	<p>A yellow junction box at a roundabout junction can only be implemented if the roundabout junction is signal controlled, as we are not proposing to signalise the roundabout junction we will not</p>

		be implementing this request.
	<ul style="list-style-type: none"> Will the project get completed within the programme or will this overrun and cause traffic misery? 	It is anticipated that the construction phase of the scheme to be approximately 18 months. The works are programmed to commence Jan 2017 subject to CPO confirmation.
	<ul style="list-style-type: none"> Is it possible to have 'Keep Clear' road markings at the junction of Station Road / Old Station Road? 	It is proposed to include a yellow box junction rather than 'Keep Clear' markings at the junction of Station Road / Old Station Road.
	<ul style="list-style-type: none"> Left turn at Stechford Road is a good idea; however will busses / HGV still go around the island? 	It is considered that buses and HGV's should be able to turn left at the Stechford Road / Stechford Lane junction as the existing stop line is set back a considerable distance.
	<ul style="list-style-type: none"> Can an additional traffic lane be introduced on Wyndhurst Rd as there is a large footway prior to the road? 	It is not proposed to introduce an additional traffic lane on Wyndhurst Road. The junction arrangement had been deliberately revised to improve road safety with one entrance/exit being closed as it is dangerous and the other improved geometrically to accommodate the additional vehicular traffic.
	<ul style="list-style-type: none"> Close the right turning of vehicles at Stechford Road onto Stechford Lane. 	The prohibiting of right turning vehicles at Stechford Road / Stechford Lane will not be considered as it would increase traffic queues on Stechford Lane.
	<ul style="list-style-type: none"> If you are changing the bus shelters, is it possible to request that the bus shelter be provided opposite the retail park with a GPS time display? As currently it is a flag pole and when it is raining everyone gets wet as there is no shelter. 	We will forward the request to Centro for consideration if the existing flag pole can be upgraded to a bus shelter.
	<ul style="list-style-type: none"> Concerned that the new roundabouts will get blocked with traffic. 	Modelling does not show that this will occur
	<ul style="list-style-type: none"> Can a slip lane be included to provide exit for Albert Road? 	We have reviewed the current proposal and have allowed for an access onto Station Road Northbound for all vehicles.
	<ul style="list-style-type: none"> The existing traffic turning right at Stechford Road onto Stechford Lane causes the Burney Lane / Cotterills Lane roundabout to block up. Can the signal timings be adjusted and Burney Lane roundabout be signalised? 	As part of the scheme the existing signal timings will be reviewed to operate at the optimum performance.
	<ul style="list-style-type: none"> Concerned about HGV's going up and down Northcote Road. 	Signage will be implemented to state that Northcote Road is unsuitable for HGV's.
	<ul style="list-style-type: none"> Can 'Keep Clear' markings be added on the Burney Lane roundabout to stop the roundabout being blocked up? 	Comments noted and will be incorporated into the design at detail design stage.

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	<ul style="list-style-type: none"> I have reservations of locating the bus shelters near the busy petrol station. 	The bus stop locations have been designed to be located in discussion with Centro / National Express and located as close to the proposed controlled crossings where it is safe to do so.
	<ul style="list-style-type: none"> Can anything be done about the car wash site it is an eyesore. 	The existing car wash site is not within the remit of the scheme proposals. The comments have been notified to the Planning Officer.
	<ul style="list-style-type: none"> A traffic island at the Stechford Road / Station Lane junction is required rather than the current signals as this causes a lot of traffic. 	The modelling shows that the proposed scheme layout will operate more efficiently than the existing layout. A roundabout junction at this location is considered to increase queue lengths on the A4040 Stechford Lane.
	<ul style="list-style-type: none"> Is it possible to introduce bus laybys on the dual carriageway sections to keep the traffic flowing? Also if the double yellow line can be extended on the slip road up to the boundary of my property. 	Bus laybys are not preferred by Centro / National Express as these add delays to bus journey times with vehicles not allowing the buses to pull out of the laybys. The request for the extension of the double yellow lines will be incorporated in to the proposals
4	Object to the scheme with no comments	No required.
37	Object to the scheme with the following comments:	
	<ul style="list-style-type: none"> Would like to have provision for vehicular crossing from Mears Drive rather than as currently proposed from the dual carriageway section of Flaxley Road. 	The provision of a vehicle access off Mears Drive has been investigated; however the level difference between the public highway and private land together with drainage issues may preclude this option. The new vehicle access is shown coming off Flaxley Road in a similar position to the existing access. Further discussions with the resident to be held on the position of the access.
	<ul style="list-style-type: none"> Increased traffic on Frederic Road due to closure of Albert Road and how will HGV's exit onto Station Road? 	It is not intended to close the exit out of Albert onto Station Road.
	<ul style="list-style-type: none"> Increased traffic on Northcote Road which is not a suitable to handle the high levels of traffic. Northcote Road is not suitable for HGV's and is signed as such. 	Signage will be implemented to state that Northcote Road is unsuitable for HGV's.
	<ul style="list-style-type: none"> The proposals will increase traffic volumes on Station Road and adjacent side roads. 	It is considered that with the proposed improvements to the junctions this would improve vehicular journey times and as a result vehicles would prefer to use the main A4040 as this would have increased capacity due to the improvements, rather than use side roads.

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	<ul style="list-style-type: none"> • Oppose the closure of Albert Road from the roundabout it would be better if access from the roundabout be provided in/out. The traffic will queue on Old Station Road and the sharp bend will become a bottleneck as vehicles may not be able to pass side by side safely. 	It is not possible to provide an access to Albert Road from the proposed roundabout junction due to the geometry of the site. The aim of the scheme is to encourage motorists to use the A4040 Station Road rather than side roads.
	<ul style="list-style-type: none"> • The design does not cater for traffic to exit out of Mears Drive. 	Vehicles will be able to turn left out of Mears Drive onto the new dual carriageway section of Station Road.
	<ul style="list-style-type: none"> • The proposals do not consider the connectivity of the Cole Valley Route, as the Toucan crossings are offset and away from the entrances to the cycle route. The shared cycle footways do not represent best practice for such a large scheme where the scheme should be designed to facilitate sustainable journeys and better thought to the linking for a direct link rather than an staggered off line given preference to vehicles. 	The proposals will connect the existing Cole Valley cycle route via segregated cycle / pedestrian footway and linked via a toucan crossing. It is not possible to link the Cole Valley cycle route directly across due to the site constraints and vertical road alignment.
	<ul style="list-style-type: none"> • Proposals will not address the congestion. 	The modelling of the current proposals indicates that the scheme will improve traffic congestion within the area.
	<ul style="list-style-type: none"> • HGV's will be forced to go down residential streets to get to the industrial units on Albert Road, 	This is no different to the current arrangement.
	<ul style="list-style-type: none"> • Proposals will affect our businesses on Albert Road with the closure of access from Station Road. 	The proposed scheme will increase the overall economic growth within this region of Birmingham. It is not expected that the businesses situated on Albert Road in close proximity to Richmond Road junction will be impacted by the scheme. Albert Road can still be accessed from Station Road directly in a northbound direction and indirectly via Old Station Rd/Northcote Rd in a Southbound direction
	<ul style="list-style-type: none"> • Agreement to the concerns raised by Push Bikes on the scheme does not cater for cyclists needs. 	Concerns raised by Push Bikes have been commented on above.