

Cross City Bus: Burnt Tree Junction Feedback

September 2024

Overview

The Cross City Bus project is looking to improve the reliability and speed of bus journeys by making changes to the road. These could include adding bus lanes, adding bus gates, changing junction to reduce congestion or changing loading restriction to avoid parked vehicles blocking the road. There are also plans to upgrade bus waiting areas and pedestrian crossings where needed, improving the overall travel experience. The changes aim to speed up bus services, reduce congestion, provide new carriageway surfacing, improve safety and the experience for pedestrians and cyclists.

TfWM wanted to consult on the following proposed changes:

- Moving the existing Burnt Tree bus stop 90m west (towards Dudley). This will allow bus passengers to be dropped off closer to the Tesco entrance.
- Removing traffic islands on Birmingham Road (A4123) **to make crossing for pedestrians and cyclists easier.** Adding an additional lane on Birmingham Road (A461) for traffic turning right onto the A4123 southbound (towards Oldbury) to help reduce general traffic congestion and speed up bus services (bus service 87).
- On Birmingham Road (A461), reducing the width of carriageway at crossing for cyclists and pedestrians at the entrance to the supermarket.
- Adding a cycle crossing across Tividale Road to allow easier access for pedestrians and cyclists.
- **Widening Tividale Road at its junction with Birmingham Road (A4123) to reduce delays to buses and general traffic.**
- Installing a new controlled pedestrian crossing on Birmingham Road (A461), however further assessments are needed to ensure this is possible.
- Changing the pedestrian crossing on Birmingham Road (A4123) near Bunns Lane so that is a straight-ahead crossing
- Providing a two-way cycle lane around the junction which separates cyclists from both pedestrians and motor traffic.

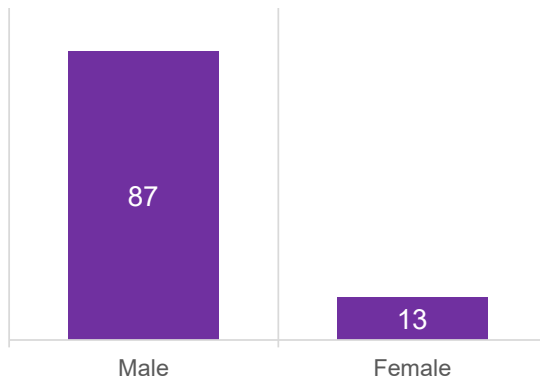
Residents were able to give their feedback on the proposals via the Commonplace platform.

Key Findings

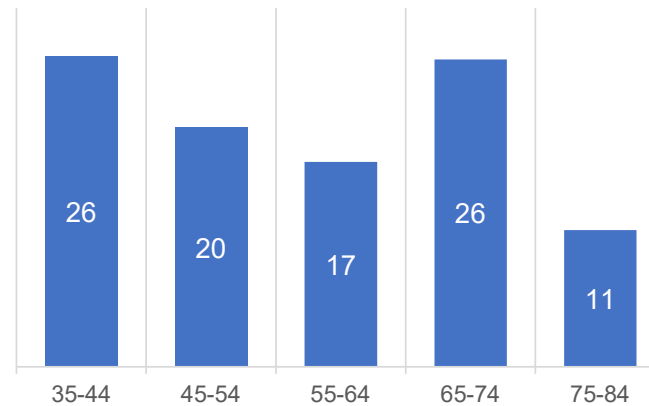
- 58 respondents left feedback on the proposals.
- Over half felt positively towards the proposed changes (56%), however, around a quarter felt negatively (26%).
- When respondents were asked what they liked and disliked about the proposals a polarisation in opinion emerges. While 35% liked the improvements for cycling; 27% disliked the cycling investment, thinking it was a waste of money. Similarly, while 14% liked additional lanes for traffic; 11% disliked the proposal as additional lanes could increase traffic in the area.
- Respondents were most likely to agree that the changes would improve safety for walking and cycling (63%). Only around half thought they would reduce congestion (53%) or speed up bus services (51%).
- Those who agreed that the proposals would improve things; additionally commented that the proposals would improve the flow of traffic in the area and make things safer for cyclists. The main reasons for disagreeing were not enough improvements for bus, being against the funding for cycling and/or disagreeing with additional lanes for cars.

Respondent Profile

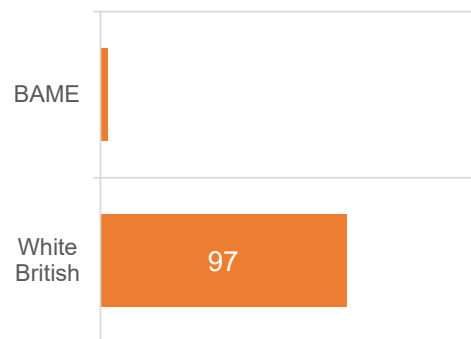
Gender



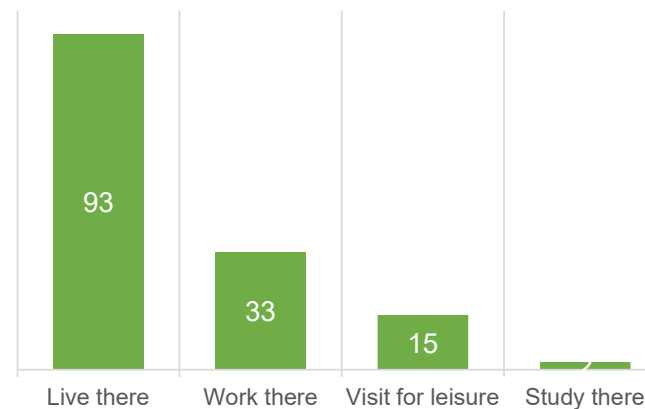
Age



Ethnic group



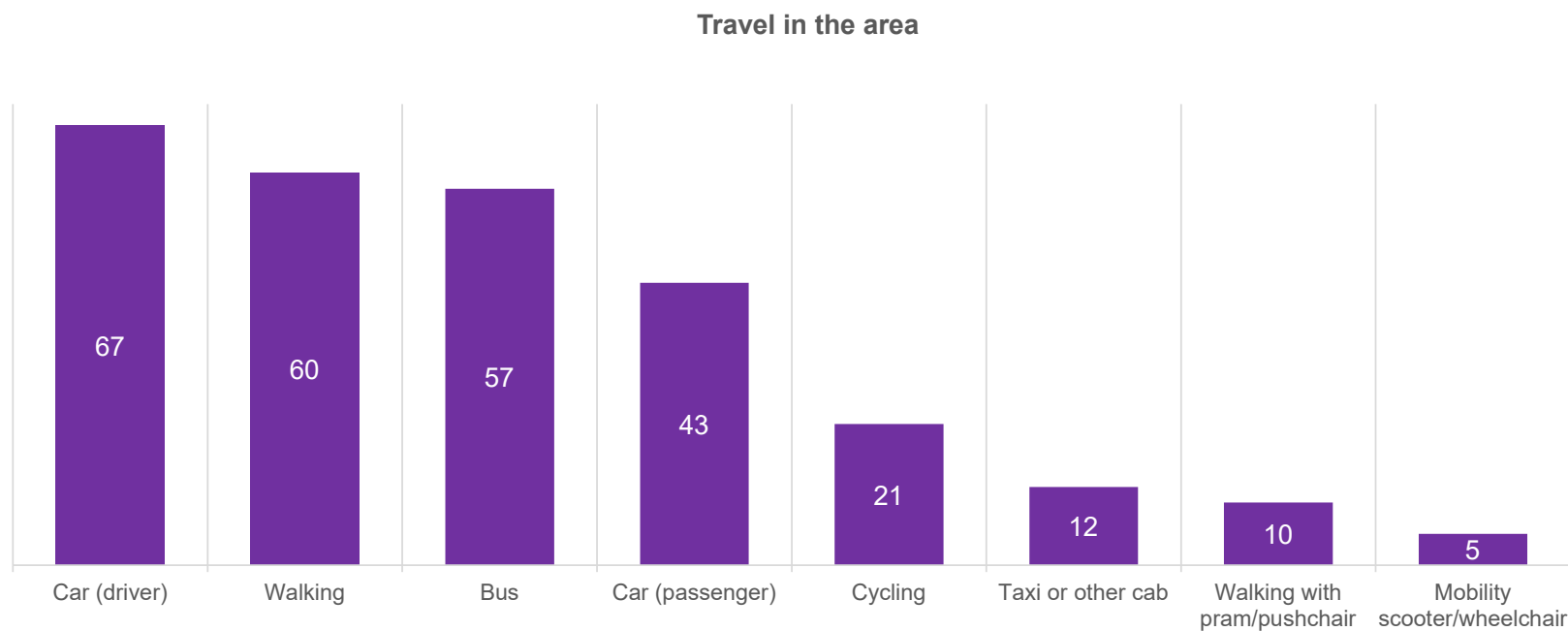
Relationship to area



- 58 people responded to the survey
- The majority were male and White British
- A quarter of respondents were aged 35-44, with 37% equally aged 45-64 or 65+
- Most lived in the Burnt Tree area, with a third working in the area

Travel in area

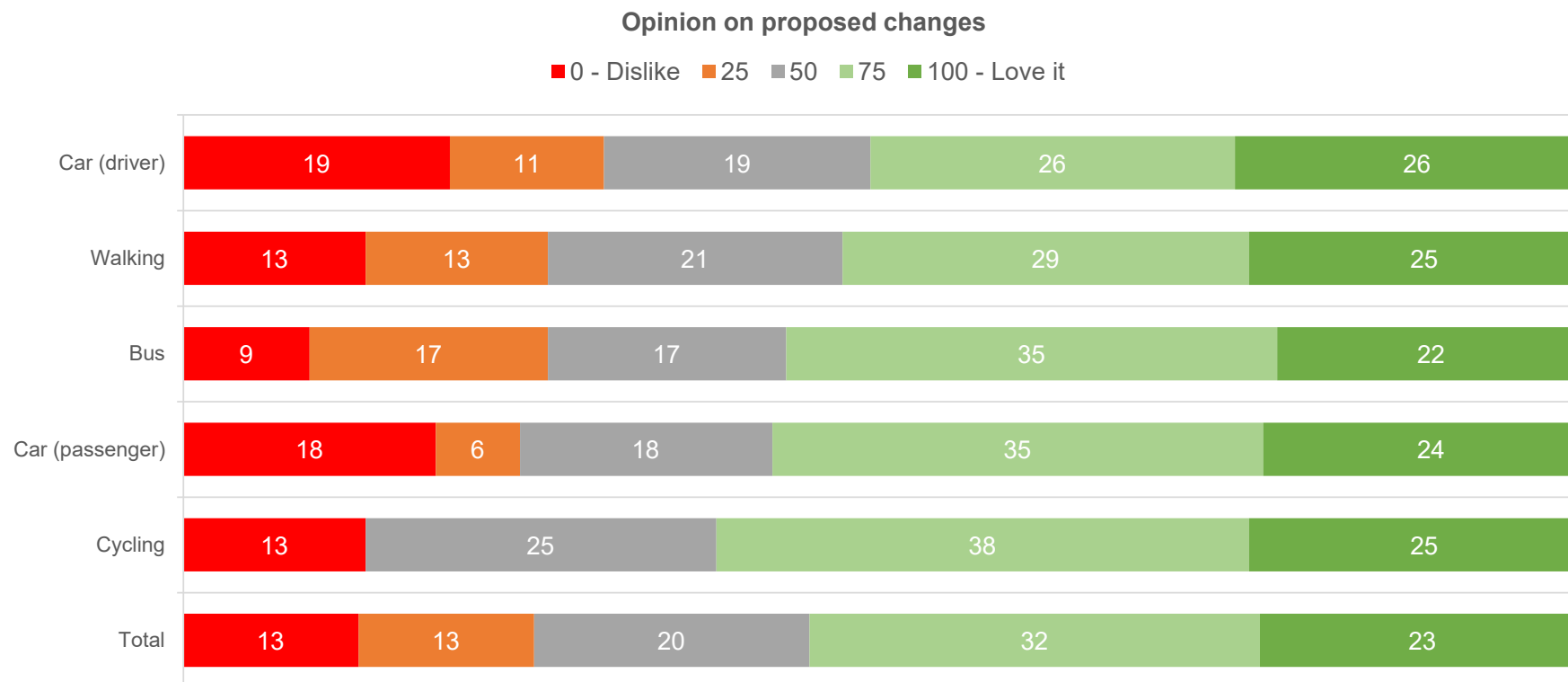
Most respondents drove in the area (67%). Significant proportions travelled as a pedestrian (60%) and/or by bus (57%). A fifth (21%) cycled in the area.



Question: How do you usually travel in or around the area? Base 47 respondents

Opinion on proposed changes

Over half of respondents felt positively towards the proposed changes (56%), however, around a quarter felt negatively (26%). Cyclists felt most positive towards the proposals (63%); while car drivers felt most negatively (30%).

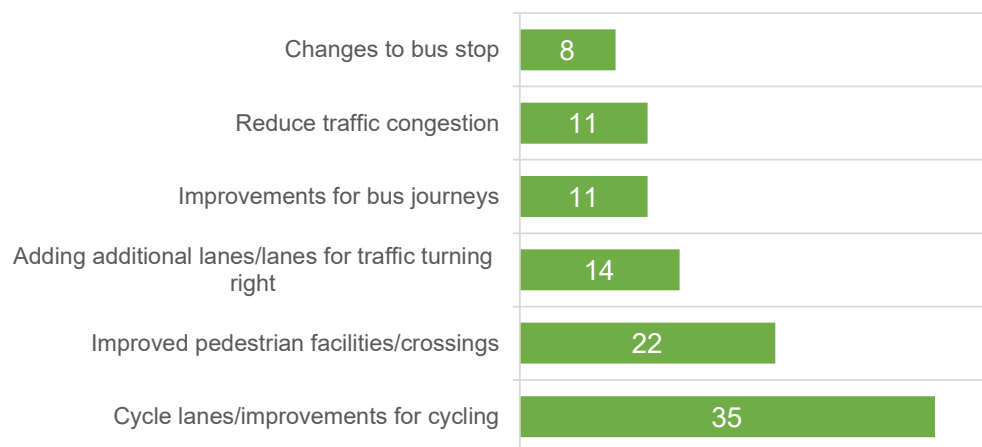


Question: How do you feel about proposed changes? Base 56 responses

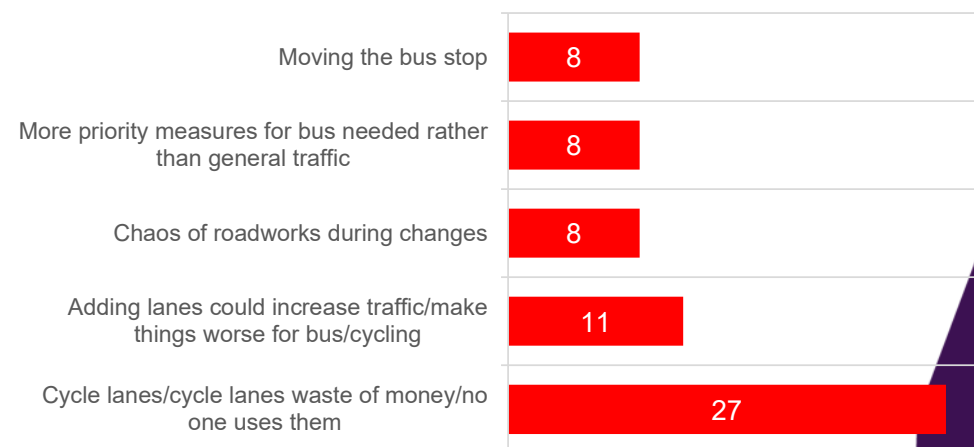
Likes v dislikes

When respondents were asked what they liked and disliked about the proposals a polarisation in opinion emerges. While 35% liked the improvements for cycling; 27% disliked the cycling investment, thinking it was a waste of money. Similarly, while 14% liked additional lanes for traffic; 11% disliked the proposal as additional lanes could increase traffic in the area. A fifth liked the measures for pedestrians.

What do you like



What do you dislike



The focus on reducing bus journey times and improving safety and convenience for people walking and cycling.

Looks like it might be easier for road users where there are extra lanes and ease congestion

All that money spent on cycle lanes that will have a handful of bikes compared to the number of cars

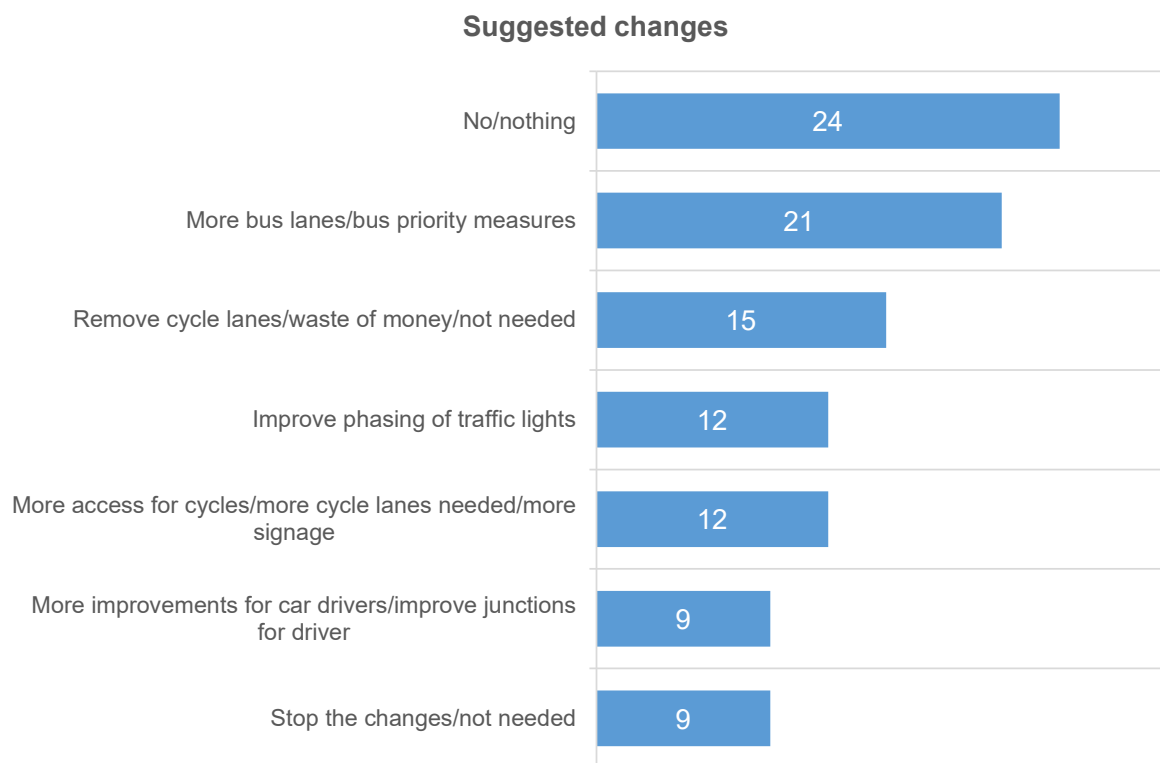
There's no bus priority here - just more lanes for all traffic. We know that more lanes for all traffic results in more congestion.

Question: What do you like about the changes? Base 37 responses

Question: What do you dislike about the changes? Base 37 responses

Suggested changes

A quarter of respondents had no changes to make to the proposals, however a fifth wanted more bus lanes/bus priority measures, while 15% wanted the removal of the proposals around cycle lanes. 12% wanted improved phasing of traffic lights, while 12% wanted more improvements for cycling.



Do not increase the number of lanes for general traffic. Make some of the existing lanes bus only.

Not many people use the segregated cycle/pedestrian pathway now along Birmingham Road so think the funding would be better placed on investment in the road layout/junctions.

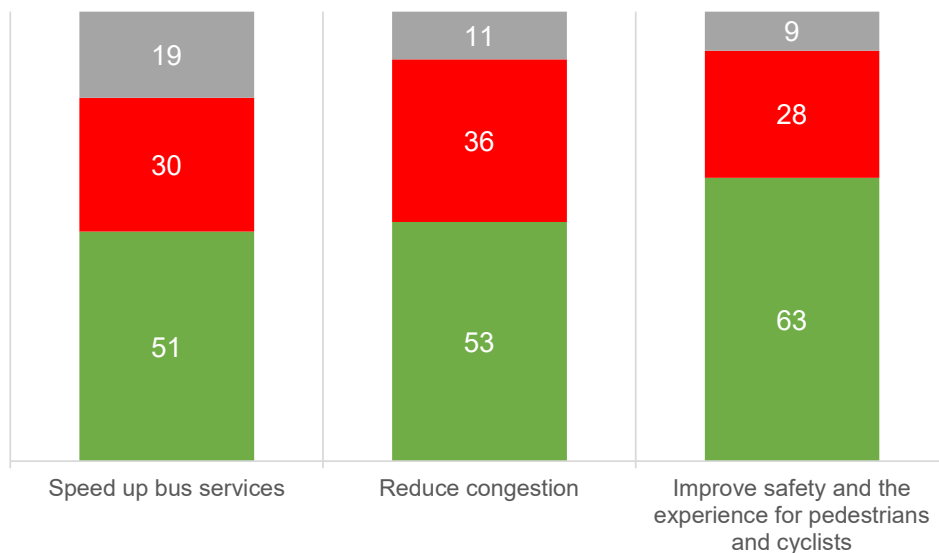
Question: What would you change about the proposals? Base 33 responses

Opinion on effect of changes

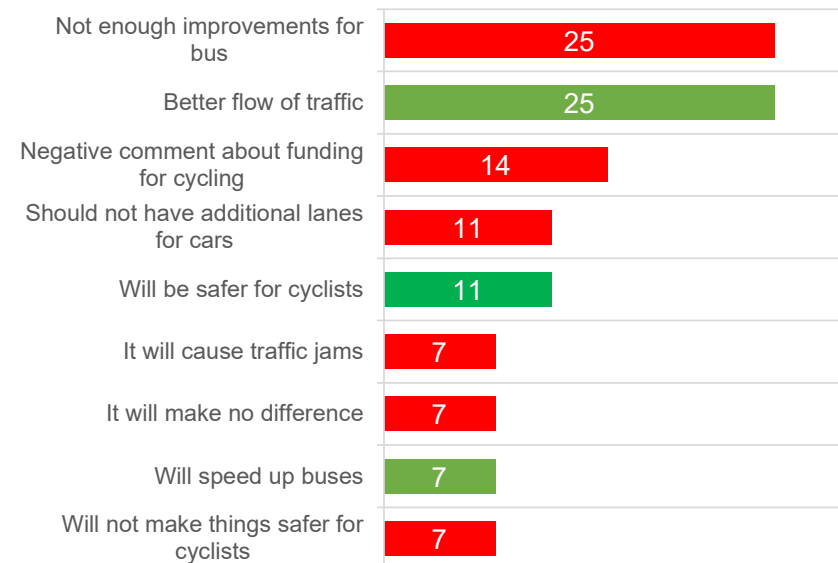
Respondents were most likely to agree that the changes would improve safety for walking and cycling (63%). Only around half thought they would reduce congestion (53%) or speed up bus services (51%). Those who agreed the proposals would improve things, additionally commented that the proposals would improve the flow of traffic in the area and make things safer for cyclists. The main reasons for disagreeing were not enough improvements for bus, being against the funding for cycling and/or disagreeing with additional lanes for cars.

Opinion on effect of changes

■ Agree ■ Disagree ■ Unsure



Why do you feel this way



Question: Do you agree the proposal will? Base 47 responses

Question: What are the reasons for you answer? Base 28 responses



Transport for
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